



Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
May 8, 2024
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 2201 N. Chestnut Ave. Townhomes - 4/24/24

IV. PUBLIC HEARINGS

V. OTHER BUSINESS

- A. Arlington Gateway Development/Phase 1 - 1, 15, 111 E.
Algonquin Rd, 2355 S. Arlington Heights Rd. - PC#23-012
Final Plat of Subdivision
- B. Election of New Vice Chair

VI. PUBLIC COMMENTS

VII. 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
5/8/2024

Item: 2201 N. Chestnut Ave. Townhomes - 4/24/24

Department: Planning & Community Development Department

ATTACHMENTS:

Description	Type
2201 N Chestnut Ave Townhomes - 4/24/24	Minutes

PLAN

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

COMMISSION

RE: 2201 NORTH CHESTNUT AVENUE TOWNHOMES - 2201 NORTH CHESTNUT
 AVENUE & 315 WEST RAND ROAD - PC #23-011
 PRELIMINARY PLAT OF SUBDIVISION, REZONING FROM R-1 TO R-6 FOR LOT 2
 AND R-1 TO B-2 FOR LOT 1, COMPREHENSIVE PLAN AMENDMENT, SPECIAL
 USE PERMIT TO ALLOW MINOR AUTO REPAIR ON LOT 1 AND VARIATIONS

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 24th day of April, 2024 at the hour of 7:30 p.m.

MEMBERS PRESENT:

BRUCE GREEN, Acting Chairperson
 LYNN JENSEN
 JOE LORENZINI
 GEORGE DROST
 JOHN SIGALOS
 JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

ACTING CHAIRPERSON GREEN: I would like to call the Village of Arlington Heights Plan Commission to order, April 24th, 2024.

Our first agenda item is to recite the Pledge.

(Pledge of Allegiance recited.)

ACTING CHAIRPERSON GREEN: Sam, can you take attendance, please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes, here.

MR. HUBBARD: Commissioner Green.

ACTING CHAIRPERSON GREEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Vice Chair Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

(No response.)

MR. HUBBARD: All right, we do have a quorum but are without a Chair this evening. I'm going to volunteer and nominate Mr. Bruce Green for Chair this evening. If we would entertain a roll call or a voice vote on that?

COMMISSIONER DROST: What is his qualification? Has he ever served as --

MR. HUBBARD: He's an architect.

COMMISSIONER DROST: He's an architect. Has he served on this Board in the capacity of Chair?

MR. HUBBARD: Yes, I believe he has.

COMMISSIONER DROST: He has, all right.

ACTING CHAIRPERSON GREEN: I accept the nomination.

MR. HUBBARD: All in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON GREEN: I'm so glad.

COMMISSIONER DROST: Yes, we did want to put that in the record.

ACTING CHAIRPERSON GREEN: Yes, okay. You guys are funny.

Our first order of business is approval of minutes, the Red Flag Resolution. Is there a motion to approve?

COMMISSIONER LORENZINI: I'll make that motion.

ACTING CHAIRPERSON GREEN: Is there a second?

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRPERSON GREEN: All those in favor say aye?

(Chorus of ayes.)

ACTING CHAIRPERSON GREEN: All those opposed?

COMMISSIONER CHERWIN: I'll abstain; I was not here.

ACTING CHAIRPERSON GREEN: Okay, motion carries.

Our first meeting tonight is, or public hearing is 2201 North Chestnut Avenue Townhomes.

Is the Petitioner here? If you guys could, whoever is going to speak tonight, come up and I'll swear you all in.

(Witnesses sworn.)

ACTING CHAIRPERSON GREEN: You're sworn in.

MS. BRUCKBAUER: Perfect.

ACTING CHAIRPERSON GREEN: So, before we start, and you'll give us your name and spell your last name for the court reporter, Sam, have all the public notices been made on this project?

MR. HUBBARD: They have.

ACTING CHAIRPERSON GREEN: Thank you. Please proceed, Kelle.

MS. BRUCKBAUER: Hello, thank you for your consideration and your time here tonight. My name is Kelle Bruckbauer, that's B-r-u-c-k-b-a-u-e-r. I'm with Tinaglia Architects. With me tonight is Mike Anderson from Haeger Engineering, as well as Chris and Nancy Plummer, they are the owners of the property.

We have worked very hard along with Staff to create what we believe is a winning solution for sort of a strange situation, land use-wise, at the north end of town. Arlington Performance Center is an automobile repair facility that has been in existence for several decades. Mr. Plummer is our client and the owner, and he has owned the facility for I believe 24 years. Prior to that, it was an automobile repair shop for another 35, so this is not a new land use for the area.

The entire automotive repair shop has frontage along Rand Road which you can see highlighted on the screen, and then it terminates at the intersection of Chestnut Street. That's at the north end of the site. Directly behind the Arlington Performance Center is a single-family residential home that Mr. Plummer also owns as a rental property. Across the street on Chestnut is a multi-family townhouse development, and farther down the street are single-family homes.

So, first and foremost, we want to address the unusual property boundary concern, if I know how to use this. On the left-hand side of your screen is the existing property with the existing property lines. As you can see, the commercial building currently straddles the two properties which clearly run contradictory to the use and the direction of the streets. Both of these properties are currently zoned R-1, so that's the commercial property along the front, and then just to the south is the single-family home.

So, we are proposing to reconfigure the center property line so that the commercial uses would be dedicated along Rand Road, and the residential would stay along Chestnut. On the commercial property, we initially proposed no changes to the property. We wanted to leave it as it was. However, in working with Staff, we have agreed to upgrade many of the details of the commercial property including the removal of several hundred square feet of asphalt in the parkways. We provided additional landscape islands, curbing, and striping for parking. The result is a fairly dramatic decrease in asphalt, but also a decrease in the available parking for the business which you should note is, we're intending on business remaining exactly as it is for the last 60 years. So, the business operations will remain the same.

At the same time, we're going to upgrade the residential property to conform with the use across the street on Chestnut, and we're proposing a five-unit rowhome development that was approved recently by the Design Commission. The rowhomes would all have two-car rear-loaded garages and five additional exterior parking stalls in the back for guest parking.

This is what it's going to look like. We worked very closely with Staff again and the Design Commission to create what we think is a very appealing and appropriate exterior aesthetic for the neighborhood. You see traditional materials such as fiber cement siding and stone at the base.

These units will be three stories in height, and they will range from approximately 2,300 square feet for the interior units, the three units on the inside of the building, and 2,800 square feet for the end units. Each unit will have three bedrooms and 3.5 baths. Then as you can see, the front of the building, you go up half a flight of stairs to the entry to be in it. So, when you get to the lower level, you're going to go down a half a flight of stairs, maybe a little bit more to get to a two-car garage, the mechanical areas, and the lower living areas. Then you would go up from the entry a half a flight of stairs to get to your main living areas which are going to be your kitchen, your main living room, and your dining room. Then up again to the sleeping areas which would contain three bedrooms and two bathrooms per unit.

That's all I have. I'm going to hand it over to Mike so that he can go over just some civil engineering aspects of the project. Oh, here is what the rest of the elevations look like I guess. Let's go through those, there we go.

MR. ANDERSON: Thanks.

My name is Mike Anderson from Haeger Engineering, A-n-d-e-r-s-o-n. Kelle introduced the project; I just want to talk about a couple of engineering issues that the project will be addressing.

First is along Chestnut right now in the existing state, Chestnut is kind of half a road, there's curb and gutter and public sidewalk on the west side, on the southwest side, but not on the property side that we're developing. So, Chestnut will be widened to a standard Village road width, curb and gutter installed, and public sidewalk, but I'll note there are several mature trees in the parkway area that we'll talk about a little later, but we were hoping to maintain as many of those as we could. There'll certainly be construction in the area with the sidewalk and a couple of utilities punching through, but we think the mature trees in that area, at least several of them could remain.

Then as you get along the Rand frontage, as Kelle mentioned, right now the existing auto shop has about just a big long driveway. It's a big paved asphalt expanse. The Village had pushed us, as Kelle mentioned, we were hoping to just leave that as it was, the Village had pushed us to soften that up, to define to narrow driveways and to add landscaping into that parkway. We did an initial submittal to IDOT. They confirmed that the same thing was to be required on their end.

So, that's what's proposed now is instead of just a continuous asphalt from the building to the curb, you have two defined entrances at either end of the parking lot. Along the angled parking in front of the building, there will be a curb installed between the parking spaces and the sidewalk. That curb will channel drainage into islands at the end of the row of parking, and those islands will have a pile of swale in it for stormwater treatment.

Speaking of stormwater, the townhome site, that area will have an underground detention vault to provide stormwater detention that's required by the Village and by

the MWRD here. That actually is going to serve both the townhome site and part of the automotive site. The automotive site, the drainage to Rand Road, the runoff amount and volume is going to be reduced by the addition of, by the subtraction of a lot of the impervious asphalt and the addition of these bio-swales.

So, that's kind of the big picture overview of engineering, and we're here to answer any specific questions that you may have.

ACTING CHAIRPERSON GREEN: Thank you, Mike.

Anything else, Kelle?

MS. BRUCKBAUER: No, that's it for me.

ACTING CHAIRPERSON GREEN: All right, Sam, could you give us the Village report, please?

MR. HUBBARD: Certainly.

Okay, so this property, as you heard, is made up of two lots, the existing Arlington Performance Center lot, and then just behind it, that's a single-family home. These lots were never formally subdivided, but they were annexed into the Village several decades ago, and upon annexation as all properties are, they were placed into the R-1 One-Family Dwelling District as default. The automotive repair facility was already in operation at the time of annexation, so it was a legally non-conforming use upon annexation into the Village. The Comprehensive Plan designates this property as single-family detached on the rear and commercial on the front, generally I think to correspond with the dual uses on the overall site, but not exactly aligning up to where those two uses actually exist.

The formal zoning actions being requested are: a preliminary plat of subdivision to subdivide the property into two lots; a rezoning of Lot 2 which is the townhome lot from the R-1 District to the R-6 Multi-Family Zoning District; and the rezoning of Lot 1 from the R-1 District to the B-2 General Merchandise District, I'm sorry, General Business District. Additionally, to align the Comprehensive Plan with the proposed rezoning, the Lot 1 property would be reclassified into the commercial designation, and the Lot 2 townhome lot would be reclassified into the moderate density multi-family designation. Finally, all auto repair uses are required to receive a special use permit in the B-2 District and because the Arlington Performance Center was already established prior to annexation, it never received a special use permit. So, a special use permit is required at this time.

Additionally, there are six variations requested, and I will go through those this evening, but relative to height, density, lot coverage and floor area ratio regulations, the townhomes are compliant.

The Petitioner appeared in front of the Conceptual Plan Review Committee back in June of last year, and the CPRC was generally supportive of this project and certainly supportive of the aesthetic improvements that were contemplated on the Performance Center site. The biggest issue was relative to the proposed setbacks for the townhomes which require variations. At that time, those setbacks were proposed at 10 feet along Chestnut and 15 feet at the northern side of the site for a 15-foot side yard setback.

I think there were questions from the Conceptual Plan Review Committee as to whether four townhomes may be more appropriate on the site rather than the five proposed, but I would note, as a result of that meeting, the development team went to the drawing board and made some changes. They slightly increased the size of the townhome lot and they changed the shape and location of the townhome building footprint to accommodate for some of the setbacks. They increased the front yard setback from 10 feet to 20 feet along

Chestnut, and 15 feet on the north side to 17 feet. Variations are still required, but the extent of the variations have been minimized.

On October 10th of last year, they appeared before the Design Commission and did receive a unanimous recommendation of approval with one requirement added relative to some of the colors on the building exterior.

So, here's an aerial of the subject property bounded in red. As you can see and as was referenced during the Petitioner's presentation, there is a large continuous drive aisle here along Rand Road that is completely asphalt. That does extend along to the Chestnut frontage a little bit and is all asphalt in that area as well. Additionally, some of the parking spaces actually encroach off of the subject property and into the IDOT right-of-way along the Rand Road frontage.

There will be a required dedication of public right-of-way; you can see the boundaries of the subject property actually extend into the street which is not unheard of, but not necessarily common. So, the Petitioner will be required to dedicate land as right-of-way and the new property line would essentially fall here as you can see with the laser pointer, and they will be required to make several improvements within the right-of-way, which I'll touch on in just a little bit.

The subject property is part of the Rand Road Corridor Beautification Plan. You can see it highlighted in red here. There are three aspects of the plan that were pertinent to this development proposal, and the plan called for the existing asphalt parkway and the large continuous curb cut along Rand Road to be replaced with a consolidated curb cut and landscaping within the parkway, along with parkway trees to be installed in compliance with Village and IDOT standards. The Petitioner's proposal does conform to this recommendation within the plan. They are eliminating one of the three curb cuts, kind of a continuous curb cut along Rand Road, so it will be replaced with just two curb cuts. They are going to be removing the asphalt in the parkway and installing parkway trees along Rand Road. Also, they will be installing parkway trees in the parkway along Chestnut.

Another aspect of the plan references some private property improvements and recommended that the subject property contain perimeter landscaping where it abuts the public right-of-way. As I mentioned before, the parking actually encroaches off of the property and into the public right-of-way, so there is currently no space to install that landscape perimeter along Rand Road. In coordination with IDOT and Staff review, the Petitioner has removed that encroachment of the parking spaces into the right-of-way, but there is no additional space to install a landscape screen there.

So, the Staff Development Committee believes this to be acceptable because there is no overall redevelopment proposed here. In order to install that landscaping along the Rand Road frontage, they would have to likely reduce the parking on site, and that parking is crucial for an auto repair use. In order to maintain business, they need an adequate amount of parking. However, if this property is ever substantially redeveloped, it will have to comply with the Rand Road Beautification Plan recommendations for landscape screening.

Finally, the plan calls for a median, a landscape median to be constructed in the Rand Road right-of-way, which could impact site access, but the Village is evaluating the potential for this median to actually be constructed farther to the northwest in this area, and if it's feasible, we'll have to study that and determine whether that median can be proposed and fit in this area. So, the recommendation in the plan should not impact site access this property.

All right, so here you can see the site plan and plat of subdivision showing the two lots. So, the first lot, Lot 1 is going to be the auto repair use, and the second lot, Lot 2 is going to contain the townhomes. They are requesting a rezoning, Lot 1 would be in the B-2 District, Lot 2 in the R-6 District. Lot 1 would be in the commercial designation of the Comp Plan, Lot 2 within the moderate density multi-family designation. They are proposing just one lot for the townhome development. Sometimes townhome developments contain a separate lot for each individual townhome unit, that's not what's being proposed in this situation, but if that were to be proposed, then multiple variations would be required and they would have to go back through a public hearing process. Again, only preliminary plat of subdivision approval has been requested at this point, so they will have to return before the Plan Commission at a public meeting to obtain final plat of subdivision approval.

But relative to the rezoning, the Staff Development Committee believes that these townhomes are a good transition and buffer use between the commercial uses on Rand Road and some of the higher traffic there, and then the single-family neighborhoods to the south and to the southwest. The rezoning is also consistent and the land use is consistent with the Chestnut Place Townhomes just across the street on Chestnut to the west, and consistent with a recent rezoning into the R-6 District on the north side of Rand Road which happened in 2021 for a multi-family development there.

In analysis of the Arlington Performance Center relative to special use approval criteria, we believe that the approval criteria has been met. We would note that this property has existed as an auto repair use for multiple decades without a history of complaints. But that being said, introducing multi-family uses in close proximity to an auto repair use can introduce potential use incompatibilities, so we are recommending three conditions of approval to allow these two uses to exist harmoniously, and those have been outlined in the Staff report. I'm happy to get into them this evening should the Plan Commissioners want more detail.

Before I get into some of the variations, I just want to point out that there is an existing billboard on the subject property, one of very few in Arlington Heights. It's located at the southeast, I'm sorry, the east corner of the property. You'll also notice here kind of like a T or a dead-end stub of the drive aisle on the property to the southeast. This property, when it was subdivided in 2020, included a condition that stated if the Arlington Performance Center establishes reciprocal rights for access, that this property would be required to establish access rights between the two. So, because of the existing billboard location here, the Staff Development Committee felt that there was not a legitimate need at this time to facilitate this cross connection, but there is a condition of approval that should the billboard be removed or should the Arlington Performance Center site be substantially redeveloped, that they would be required to grant access rights to the property to the southeast.

Also, there are several setback variations. The first one is the front yard along Chestnut for the townhomes. It's proposed at a 20-foot setback where 25 feet are required by code. We are supportive of this variation and we feel that there is a unique configuration to this lot; the north portion is already developed and will not change, and the shape of the lot is unique. It's a unique site. The proposed setbacks are generally compatible with the townhomes across the street which are set back approximately 25 feet from the right-of-way, so 20 feet versus 25 feet is substantially similar and compatible. So, we are supportive of the front yard setback variation.

Additionally, there is a side yard setback variation. The side yard setback distance is based on the overall lot width. The requirement is 10 percent of the overall lot

width of this lot which extends from here down to here. Given the triangular shape of the lot, you know, it provides a wide front which the requirement is based off of, but then narrowing lot lines as the lot goes to the rear, which makes it difficult to conform to those setback requirements. So, we did feel that the necessary criteria for approval were met there.

There is a setback variation required for the Arlington Performance Center building. There is no change to the building location. It's really only created by the new lot line, the dedication of right-of-way occurring on Chestnut Avenue. Then there is a setback variation on the side for the building. The setbacks for a B-2 property are based on the required setbacks of the neighboring residential property which is a 21.3 feet side yard setback in this case, so that applies to the commercial property as well. Again, because, you know, the building isn't moving, it's just really a reflection of the lot line being placed here, we felt the standards for approval have been met.

There is a variation request to waive the requirement for landscape islands at the ends of all parking rows which applies to the landscape islands in the rear of the property. We are supportive of this request, and we do note that the property does not include any landscape islands currently, and the Petitioner will be implementing extensive landscape improvements that are going to enhance the property to be compatible with the essential character of the locality. Again, we recognize there is, you know, a legitimate need for an automobile repair use to maintain a sufficient number of on-site parking stalls to conduct their business, and, you know, the variations for these landscape islands are really occurring towards the rear of the site and not highly visible so we are supportive of this variation.

However, the Staff Development Committee is asking the Petitioner to take a striped area of pavement that currently exists right in this location and turn that into a landscape island as would be required by code had there been substantial changes to the pavement in this area. We believe that this will enhance the site, provide a better aesthetic. Functionally, you know, if this area is left as just striped pavement, it could turn into an additional automobile storage or area for parking. We feel that a landscape island will be better. This really is not an appropriate area to park vehicles, and code would require a landscape island in that area. So, we're asking that this be implemented as part of these improvements.

Additionally, as you heard the Petitioner mention, there are several trees in the parkway that are existing and the Petitioner is proposing to save these trees as part of the redevelopment, but the Staff Development Committee is asking these trees to be removed and replanted with brand new parkway trees along this frontage. There are several reasons why we are requesting this.

The first reason is the majority of these trees are Siberian elms which are in a declining condition, and we did not feel that they have a very good chance of survival based on all the construction activity that will occur in close proximity. So, you know, within about two or three years, we could be faced with a situation where the Village would have to come out, take down the trees and then replant parkway trees in this area, and we would like to avoid that.

Additionally, this species of tree as a Siberian elm tree are not allowed as parkway trees per code. You can't plant them in the parkway as a new parkway; the reason being is they just don't tolerate some of the, you know, roadway conditions as good as other trees. They are prone to dropping of the limbs and they're just really not desirable from a forestry standpoint. So, we are asking that they be removed and replaced with code-compliant parkway trees in this location. Generally, the Village will always seek to preserve as many trees as possible, and it would be desirable to have mature trees stay. But since the species and the

condition, we are asking that they be removed as part of this redevelopment and replaced as approved parkway trees.

I'll touch briefly on the engineering. This site plan reorients the site, north is to the right side, but it fits a little bit better on the screen here. They are proposing a lot of public improvements. Again, there's going to be the new sidewalk along Chestnut, widening of Chestnut Avenue with curb and gutter, and replacement of all asphalt parkways with green space. Then there will be an underground stormwater detention vault on the property, and that will be connected to some catch basins on the Arlington Performance Center lot and then will drain here eventually going into a fairly large storm sewer main that leads out to Rand Road.

There is a small portion of the public sidewalk that would encroach off of the subject property, I'm sorry, would encroach into the subject property requiring an easement which needs to be added to the plat. Because these sites would share a common detention facility, they will be required to establish a shared maintenance agreement which will need to be presented as part of the final plat process. Likely, a declaration of covenants, conditions and restrictions will be established to outline some of the common maintenance here, and that draft needs to be provided as part of the final plat of subdivision review process.

Finally, there's a very small portion of stormwater capacity required, but not provided on the Arlington Performance Center lot that needs to be accommodated as a fee in lieu of on-site stormwater detention. So, that's another recommended condition of approval.

Lastly, relative to traffic and parking, the Petitioner has requested a waiver of the required traffic and parking study. From a traffic standpoint, you know, a net increase of four residential units is all that's being proposed here and that should really have a negligible impact on traffic during peak times. Relative to parking, both sides conform to code requirements and we don't anticipate a parking problem. The Arlington Performance Center will have to carefully manage their on-site storage of vehicles as they, you know, had an asphalt parkway in the past to park vehicles on which they really probably shouldn't have, but it existed. But now they won't have that option, so all automobile storage has to occur on-site, and if managed properly it should not be a problem.

So, that being said, the Village is recommending approval of the application subject to the conditions as outlined in the Staff report, and I'm happy to get into those. Thank you.

ACTING CHAIRPERSON GREEN: Thank you, Sam.

Is there a motion to enter the report?

COMMISSIONER DROST: I'll make that motion to accept the report.

ACTING CHAIRPERSON GREEN: Is there a second?

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRPERSON GREEN: All those in favor say aye?

(Chorus of ayes.)

ACTING CHAIRPERSON GREEN: All those opposed?

(No response.)

ACTING CHAIRPERSON GREEN: Motion carries.

Kelle, have you seen the green sheet with the 15 conditions of approval?

MS. BRUCKBAUER: Mine is not green, but yes, I have seen it.

ACTING CHAIRPERSON GREEN: Oh, okay, yours might be blue, but

whatever it is, do you agree with all of those?

MS. BRUCKBAUER: We do agree with all of those except for item Number 4.

ACTING CHAIRPERSON GREEN: Okay.

MS. BRUCKBAUER: Which, as Sam discussed, was the removal of the 11 trees in the parkway. We would really like to try to keep as many of those as possible. They're big mature trees and they provide a nice buffer to the, you know, street. So, we're hoping that we can, at the very least, work with Staff to try to determine which ones should stay and which ones should go.

ACTING CHAIRPERSON GREEN: Okay, well, that's something we can discuss, but the rest of them you're good?

MS. BRUCKBAUER: Oh, sorry. Number 6, the striped area, I don't know, Sam, if you have that slide? Number 6, the striped area at the southern end of the two parking stalls, there has been a drastic decrease in the number of parking stalls that Mr. Plummer now has on site. He does have a couple of employees who drive motorcycles seasonally, so we were hoping to keep that for motorcycle parking.

ACTING CHAIRPERSON GREEN: Okay, something else we can discuss. Keep going.

MS. BRUCKBAUER: That's it. Everything else is good.

ACTING CHAIRPERSON GREEN: Okay, we'll talk about Number 4 and Number 6, all right.

Any questions from the Commission before I open it up to the public?

COMMISSIONER JENSEN: Yes, just a couple of quick questions.

ACTING CHAIRPERSON GREEN: Sure.

COMMISSIONER JENSEN: So, these are townhouses for sale, not rental; is that right?

MS. BRUCKBAUER: Yes, they're sale.

COMMISSIONER JENSEN: What kind of price range are you looking at?

MS. BRUCKBAUER: We don't know that yet. We haven't gotten into construction documents yet, so once we do that and we start to get bids, we'll know what kind of price point we need to look at.

COMMISSIONER JENSEN: The other question is for Sam. So, you're going to have them rededicate some of that at Chestnut and make it wider. Are you going to do anything with the south of that property? Is the Village going to do anything? Are we just going to have it wide for, you know, a block and then it's going to go back to a size that's not appropriate?

MR. HUBBARD: I think to the south it's actually generally the correct width, as you can see here at, you know, I guess there is a slight, excuse me, there is a slight taper here in the street. But, yes, I mean, this right-of-way is needed and is triggered by the subdivision process. The taper is minimal here, you know, we'd be happy --

COMMISSIONER JENSEN: It's going to be where it should be roughly, I'm inferring.

MR. HUBBARD: Yes.

COMMISSIONER JENSEN: That was my question.

COMMISSIONER CHERWIN: Sam, that's the taper of the actual roadway, not the legal right-of-way, right?

MR. HUBBARD: Right. The right-of-way, you know, to the south is already

established and dedicated.

COMMISSIONER CHERWIN: So, what they're lining up is the actual legal bound, right, not necessarily --

COMMISSIONER JENSEN: Right, I just want to make sure we weren't having them build out wider and then all of a sudden we're coming back down again to a smaller size.

MR. HUBBARD: Got it, yes.

COMMISSIONER JENSEN: That's it. That's all I've got.

COMMISSIONER LORENZINI: Yes, Sam, item 5 talks about retaining walls?

MR. HUBBARD: Yes.

COMMISSIONER LORENZINI: Where?

MR. HUBBARD: The retaining wall, so there is going to be a retaining wall in this area right here. Additionally, there is going to be a retaining wall somewhere in the back here along the rear of the site.

COMMISSIONER LORENZINI: Okay, and again, 11 talks about a fee in lieu of for stormwater, but they have an underground vault.

MR. HUBBARD: Right, it's not quite sized adequately for the full capacity required, and I'm sure Mr. Anderson can get into more details, but generally, I think it's relative to just a small portion on Lot 1 side that is not tributary to this stormwater area and is going to be accommodated in the municipal system.

COMMISSIONER LORENZINI: Okay, part of the street improvements is going to be paid for by the Petitioner?

MR. HUBBARD: Correct, all of them, yes.

COMMISSIONER LORENZINI: Is that, which of the 15 items covers that or is that implicitly applied when the plans are approved?

MR. HUBBARD: Yes. Yes, all the required improvements are shown on the plans and approval will be subject to compliance with the plans submitted.

COMMISSIONER LORENZINI: Okay, that's all I have, thank you.

ACTING CHAIRPERSON GREEN: Thank you, Joe.

George, anything?

COMMISSIONER DROST: Yes, on the striped area, does that all have to be used for landscaping purposes or could it be divided into, you know, allow some motorcycles or for some automotive use rather than all or nothing?

MR. HUBBARD: I mean, without being a conforming parking stall, it really shouldn't be used for parking, but if the Plan Commission is so inclined, I'm sure we can come to some compromise in the landscape island size. Let's see. Glad you asked. Maybe something like this would be, I think the Staff Development Committee could agree to something like this. So it wouldn't be the full area of the striping but, you know, maybe you could get one motorcycle, but really, you know, unless it's a dedicated parking stall, you probably shouldn't be parking anything in it.

COMMISSIONER DROST: Yes, but I mean, this can be discussed following this meeting, you know, something that's open as well as the trees. You know, that sounds like it could be a reasonable, let's say request on the part of the Petitioner to save those trees and maybe with an agreement to replant something at a later date.

MR. HUBBARD: Yes, I'm sure we could discuss it. I had a conversation, a

lengthy conversation with our Forestry Division today, and they were recommending them all be removed but, you know, if the Plan Commission is so inclined, they could alter that condition and ask that we revisit them.

COMMISSIONER DROST: Yes, I mean, these were the ones that were pointed out, basically to kind of think it through and see what's reasonable to accommodate it. Is Joyce Comer still in the Forestry Department?

MR. HUBBARD: No, I don't think so. I don't recognize that name.

ACTING CHAIRPERSON GREEN: John?

COMMISSIONER SIGALOS: Yes, I was at the Conceptual Plan Review Committee meeting, and at that time my concern was the five guest parking spaces at the rear of the townhomes. There's no way to really get into, the guests that were parked there, to get into the townhomes without walking all the way around the building. I see that that still is the same location, so that is a concern of mine. Also, at that time, I was concerned about the five townhomes and if it was economically possible to reduce it to maybe four townhomes and make it less dense there. I'm assuming that that's not economically feasible?

MS. BRUCKBAUER: Yes, I think the number still needs to stay at five. We did hear your concern, so after that we sort of adjusted the width and the size of the units.

COMMISSIONER SIGALOS: Right.

MS. BRUCKBAUER: And also the placement on the site, hoping that that would sort of relieve some of your concerns, but I think financially we need to stay with the five units.

COMMISSIONER SIGALOS: Okay, and again, I could see, I guess there's really no other place to put those five guest parking spaces, but I mean, it's just a concern. I don't know how well it would be lit back there.

MS. BRUCKBAUER: It's just going to be building-mounted fixtures back there.

COMMISSIONER SIGALOS: So, on either side of the garage doors would be building-mounted light fixtures which would provide some light back there, but okay, that's really all I have for now. I like what you've done with the automotive center, that site. That really has improved it quite a bit. So, thank you.

MS. BRUCKBAUER: Thank you.

ACTING CHAIRPERSON GREEN: Jay?

COMMISSIONER CHERWIN: Yes, I guess just a couple. I might have totally missed this while I was taking notes, Sam, if you said it. Why, if the Petitioner is okay with keeping those trees in Chestnut, why is it the Forestry and the Village recommending they come down? I'm sorry.

MR. HUBBARD: Their condition is not good, so our Forestry Division thinks that given the construction activities that will occur right next to them, it's very likely that they will die, you know, within the next two or three years, and now the Village is on the hook for taking them down and planting the new parkway trees. Also, the species of the trees are just not highly desirable for parkway trees. They're not great parkway trees, they're not allowed by code. You know, if you're planting a new parkway tree, it can't be a Siberian elm, they're prone to limbs dropping and so forth.

COMMISSIONER CHERWIN: Yes, I got you, all right. Then I guess going back to the ownership, we're leaving this as one lot as opposed to carving it into individual lots, we mentioned that. And this is going to be ownership, so it's going to be like, it's going to be

condo, is it the way you're going to set it up?

MS. BRUCKBAUER: Association.

COMMISSIONER CHERWIN: But like a condominium as opposed to a townhome? Because I think the assessor, if it's not set up as a condo, I think it would be kind of a pain to try to carve these things up and deal with the Assessor's Office. So, I think if you're only doing one lot, you're probably going to have to be set on doing it on a condo ownership format, that would be my thought. Then the cross easement, you guys talked about.

Yes, I mean, you know, I don't have a problem with this. I think it's a nice development. I think it's generally an improvement.

I guess one other question I have for Sam because it comes up a lot, these linkage fees, so the situation in our ordinance is we're tearing down one unit and we're losing, you know, I guess what would be potentially an affordable place to live, but we're putting in five units, but the linkage fee is based on the five units, not the one old unit that's being given up; is that right?

MR. HUBBARD: Correct.

COMMISSIONER CHERWIN: Makes sense. Not really, but, so okay. So, that's just, that's the ordinance for affordable housing today. I have a lot of questions about it generally, but it's neither here nor there. Okay, so that's all. Thank you, Mr. Chairman.

PUBLIC COMMENT:

ACTING CHAIRPERSON GREEN: I think we'll open it to the public. If anybody would like to speak on this side of the room on this petition, come forward. Give us your name and spell your last name for the court reporter, and then give us your comment.

MR. HARRIS: Randy Harris, H-a-r-r-i-s. I live at 209 West LaSalle Street in this neighborhood. I've lived in the neighborhood for over 30 years.

I'm happy to see this development going in. It's certainly a great improvement from what's there at the moment, but I do have a couple of questions, mostly engineering.

Before they'd made improvements to Rand Road, I don't know, 10 or 15 years ago, you could turn left off of south or northbound Rand Road onto Chestnut, then they put that pork chop in there and made that a right turn in and out only. I was hoping given the improvements to Chestnut being a four-way street section, they could get rid of that pork chop, but I don't see that indicated on the engineering plans. Has there been any discussion of that?

MR. HUBBARD: Typically, the way it works is you would give your public comments and the Commissioners would take notes, and then they would redirect any questions back to Staff.

MR. HARRIS: Okay, I was just, you know, it would be nice to, you know, have that be a full, you know, be able to turn left onto Chestnut for that section.

My other question for the engineering was this vault, stormwater vault. When I was looking through your engineering plans, I didn't see any kind of a section on that or anything. What is that? I mean is that made out of concrete, or what is that?

MR. ANDERSON: There's a bunch of different options. This one we're showing here is a precast concrete.

MR. HARRIS: Precast concrete?

MR. ANDERSON: Yes.

MR. HARRIS: Why is it hashed more like that? Is that --

MR. ANDERSON: It's on --

ACTING CHAIRPERSON GREEN: Underground.

MR. HARRIS: Okay, all right.

MR. ANDERSON: So, it comes in different, yes, you just kind of like line them up here, put them together.

MR. HARRIS: So, it's only probably a couple of feet deep, right?

MR. ANDERSON: It is, yes.

MR. HARRIS: Okay. All right, the last thing I had is more of a question than a comment. Again, I've lived in this neighborhood for many years. There have been a number of single-family homes built along Chestnut over the years. None of those builders were ever required to make any street improvements until Arlington Performance proposed this.

Chestnut south of this side is a mess. It's a terrible street. It has no curb and gutter, no sidewalks. It's dangerous to drive on, dangerous, you know, for pedestrians, dangerous for bicycle riders.

My question is it would be nice to see when the street starts to get widened here just to keep going and clean up all of Chestnut Street, you know, and make it up to Village standards all the way down to like LaSalle Street where I live. Who do I take that up with? You know, is it Public Works? Is that the Village Board? Who makes decisions on those kinds of projects?

ACTING CHAIRPERSON GREEN: Well, that would be the Village Board. That's an improvement that they would have to --

MR. HUBBARD: Yes, the Village Board, I mean, you'd want to reach out to your Village Board. If it's a priority, made a priority by the Board, then the Village can allocate funding to make those improvements to the streetscape. Typically, those are done as part of a, you know, subdivision process. So, if it's just a single-family home that's being constructed on a lot that's already been subdivided and created, then it doesn't trigger the requirement for streetscape improvements, but when there's a subdivision, that's the code trigger for when these streetscape improvements are needed.

Without a subdivision, in order to make those improvements, again, it would have to be a capital improvement priority that's, you know, made by the Board and they direct Staff to, you know, find the right time and budget for it.

MR. HARRIS: So, it's a subdivision requirement, not just a single lot requirement.

MR. HUBBARD: Correct, yes.

MR. HARRIS: I was wondering how those guys got away with that, with all those houses that got built. Okay, that's all I had. Thank you.

ACTING CHAIRPERSON GREEN: Thank you.

Do you want to address the pork chop?

MR. HUBBARD: Yes. So, the pork chop is going to be an IDOT issue. That part of the right-of-way is under IDOT jurisdiction, and I'm assuming that the pork chop was put in because of their requirements. You know, once a pork chop is put in, really the only way to get full, you know, access back would probably be through a signalized intersection here and it would have to meet all sorts of warrants and thresholds for the amount of traffic to qualify for a signalized intersection. So, my guess is that the pork chop is probably going to remain as is for many years.

ACTING CHAIRPERSON GREEN: Thank you.

Anybody else on that side of the room? Ma'am? Moving to this side, anybody that would like to speak on this issue? Give us your name and spell your last name please.

MS. REILLY: I don't do public speaking. First name is Stacey, last name is Reilly. It's R-e-i-l-l-y. I live on Walnut Avenue and my backyard faces the house that Chris owns. So, I've been there 35 years, and we're very excited about this. We came to see what it looked like.

My question is, well, who owns the retention pond that's in my backyard? I mean, I've got my backyard, who owns that? Is that the Village property?

MR. HUBBARD: I believe that is Village owned, yes.

MS. REILLY: Okay, it is the worst retention pond in Arlington Heights. We take all the water. I love the water plan here, but if I was going to move into that townhome, that retention pond is going to be my front door, what I see on the front window. It's not maintained very well, and maybe it's because it was supposed to be two different lots that was talked about three years ago and it takes in all the water from Frontier Park all the way out under Chestnut to Rand Road, but depending on when they look at the home to purchase, they might not like what they see in front of them.

ACTING CHAIRPERSON GREEN: Thank you.

MS. REILLY: You're welcome.

ACTING CHAIRPERSON GREEN: You're on the record. Would anybody else on that side of the room like to make a comment?

(No response.)

ACTING CHAIRPERSON GREEN: Seeing nobody stepping up, we're going to close the public portion of this hearing and get back to discussion or a motion.

COMMISSIONER CHERWIN: Could I just ask one question? Sam, could you point out the area where Ms. Reilly is talking about? Is it directly south of those, looks like an open, like field?

MR. HUBBARD: Let's see.

COMMISSIONER CHERWIN: Are those the three lots?

MR. HUBBARD: So, yes, there's a retention area right here --

COMMISSIONER CHERWIN: That's a retention area, those are three --

MR. HUBBARD: -- and then there's another one right here.

COMMISSIONER CHERWIN: So, all three of those lots are owned by the Village?

MR. HUBBARD: I believe so. I'm not a 100 percent though, but I believe so.

COMMISSIONER CHERWIN: Yes, it looks like there's an inlet pipe or something there.

MR. HUBBARD: Yes, there is. It's right here.

COMMISSIONER CHERWIN: Okay, so the three lots south of the Ivy Lane development. That's all for the record, just to clarify what we're talking about because I wasn't sure.

COMMISSIONER LORENZINI: I've got, Bruce, I've got one.

ACTING CHAIRPERSON GREEN: Yes.

COMMISSIONER LORENZINI: I've got one little question, Sam. Item 7

talks about addressing that common maintenance agreement. So, you have the Performance Center and then you have four or five different owners. Would this be some type of agreement between all those parties? Okay, all right, thank you.

ACTING CHAIRPERSON GREEN: Any further discussion on Number 4 or Number 6, or are we going to wait for the Village to work that --

COMMISSIONER JENSEN: Well, I guess I don't really see why we would not leave 4 as is, because if it's trees that we really don't want there and they're likely to die, why not leave that condition in there and make sure we have them replaced.

ACTING CHAIRPERSON GREEN: Okay.

COMMISSIONER JENSEN: Actually, the comment that was made about Chestnut, that was part of my concern that they were only widening the upper part, but that street is a mess, and probably it's appropriate to go to the Village Board when this comes there and make those comments, and the same one about water. So, I think that would be appropriate. You might get some action.

COMMISSIONER CHERWIN: I would just add, it might be worth putting a call to the Public Works as well because they may have, you know, they've got some capital improvement plans out there. It might be within the scope of something, you know, maybe use that for context or comparison when you're talking to the Board, too, about maybe some similarly situated streets that have been identified and ours hasn't. That might help things along.

ACTING CHAIRPERSON GREEN: Okay.

COMMISSIONER DROST: Yes, on the trees, Sam, if we approve the project as it stands right now, is there opportunity to discuss that in front of the Board of Trustees when it comes up for petition to discuss that particular issue? Maybe there's some further information that can be provided at the time of that hearing.

MR. HUBBARD: Yes, as it's drafted now, they would all have to be removed, but the Village Board can certainly alter that condition at their discretion.

COMMISSIONER DROST: Right.

ACTING CHAIRPERSON GREEN: Yes, you might be able to revisit the tree inspections between now and the Board meeting. Just a thought.

COMMISSIONER DROST: Yes.

ACTING CHAIRPERSON GREEN: The striped area, what do we think?

COMMISSIONER CHERWIN: I'm fine with the accommodation for the motorcycle to the extent it can be, you know, I mean, cut down on it a little bit and see if we can accommodate it. We have, the sight line from Rand Road is going to be significantly enhanced by the landscaping that's going to be there. If what we're doing is just taking a little bit off of that area that really is just going to be visible from the building itself, I'm not concerned about it.

ACTING CHAIRPERSON GREEN: Yes, I see the landscaping proposed behind it.

COMMISSIONER CHERWIN: Yes, I'm okay with removing 6 as a requirement. Quite frankly, I'm okay with removing 4, too, and adjust it for the Board.

MR. HUBBARD: Just to clarify, you're okay with removing the condition so that it remains as striping without any partial landscape island?

ACTING CHAIRPERSON GREEN: Without something going on it.

COMMISSIONER CHERWIN: Yes, just the green area that you've highlighted, right.

MR. HUBBARD: Remove, the condition would have to be altered. If you

remove the condition, then it could remain as striping as it is proposed by the petitioner, but --

COMMISSIONER CHERWIN: Right, yes.

MR. HUBBARD: -- if the condition was altered, then it could be altered to allow for Exhibit A to be implemented instead of the full landscape island which, you know, would have taken this part as well. Does that make sense?

COMMISSIONER CHERWIN: I might have missed that. I'm sorry, Sam.

MR. HUBBARD: So, the condition as recommended by staff would require the landscape island to be constructed fully, all of the striped area would be landscape island.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: To alter the condition, you could do a partial landscape island, or to remove the condition, you would leave the striping currently as is.

COMMISSIONER CHERWIN: Okay. All right, I will --

COMMISSIONER LORENZINI: I say we should leave 4 in and Number 6, leave the striping. If I had motorcycle, I would go and park it there.

COMMISSIONER CHERWIN: Number 6 would be removed, you're saying, so then it would just be the striping would remain as is?

ACTING CHAIRPERSON GREEN: Yes, no trees. No tree in it.

COMMISSIONER LORENZINI: Right, right.

ACTING CHAIRPERSON GREEN: No landscape island. Leave the striping, but no landscape island, is that what you mean?

COMMISSIONER LORENZINI: Yes.

COMMISSIONER CHERWIN: Yes.

ACTING CHAIRPERSON GREEN: I've got two yeses down here.

COMMISSIONER DROST: Yes.

ACTING CHAIRPERSON GREEN: Three.

COMMISSIONER CHERWIN: I guess, our folks, we want 4 to essentially stay in as it is written, and then just make it --

ACTING CHAIRPERSON GREEN: Take the landscape island part out of Number 6.

COMMISSIONER CHERWIN: Number 6, but 4?

ACTING CHAIRPERSON GREEN: But 4 I think should stay in and maybe there should be some Board discussion on it.

COMMISSIONER CHERWIN: All right, I, Mr. Chair the Architect --

ACTING CHAIRPERSON GREEN: Please do.

COMMISSIONER CHERWIN: -- will move to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #23-011, a Preliminary Plat of Subdivision to subdivide the property into two lots; a Rezoning of Lot 2 from the R-1 District to the R-6 District, and Lot 1 from the R-1 District to the B-2 District; an Amendment to the Comprehensive Plan to classify Lot 1 as commercial and Lot 2 as moderate density multi-family; a Special Use Permit to allow minor auto repair on Lot 1; and the following Variations from Chapter 28 of the Municipal Code:

- 1. Section 5.1-6.4A.1, to allow a 19.9-foot front yard setback (west) for Lot 2 where code requires a minimum setback of 25 feet.**
- 2. Section 5.1-6.4A.2, to allow a 17-foot side yard setback (north/northeast) for Lot 2 where code requires a minimum setback of 21.3 feet.**

3. Section 5.1-11.3A, to allow a 6.8-foot front yard setback (west) for Lot 1 where code requires a minimum setback of 25 feet.
4. Section 5.1-11.3B, to allow a 20-foot side yard setback (southwest) for Lot 1 where code requires a minimum setback of 21.3 feet.
5. Section 10.2-8, to allow the following: a 22-foot wide drive aisle where code requires a 24-foot wide minimum width; a 17-foot wide drive aisle for 60-degree angled parking stalls where code requires an 18-foot wide minimum width; and a 19-foot deep 60-degree angled parking stall depth where code requires a 20-foot minimum depth.
6. Section 6.12-1.3, to waive the requirement to provide a traffic and parking study.
7. Section 6.15-1.2B, to waive the requirement for certain landscape islands on Lot 1.

This recommendation is subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. The owner of Lot 1 shall abide by the following usage conditions:
 - a. Should any noise or odor issues arise, which shall be at the discretion of the Village, the Petitioner shall be required to work with the Village to address any such issues to the satisfaction of the Village.
 - b. Inoperable motor vehicle storage shall be prohibited, and no automobiles shall be stored on Lot 1 beyond the time reasonable to complete repairs, which shall be to the discretion of the Village.
 - c. Exterior work on vehicles, as well as outdoor storage of parts or equipment (tires, oil drums, pallets, car parts, et cetera) shall be prohibited.
3. Upon the request of the Village, the Petitioner shall implement a reciprocal cross access agreement with the property to the southeast (229 West Rand Road). Said easement shall grant access through Lot 1 to the property to the southeast, which would only be required if/when the billboard on Lot 1 is removed or Lot 1 is redeveloped, whichever shall come first.
4. The landscape and tree preservation plan shall be revised to show removal of the 11 trees proposed for preservation within the Chestnut Avenue right-of-way. Parkway trees shall be added within the parkway per code requirements.
5. As part of Final Plat of Subdivision review, details on the proposed retaining walls (height, materials, color) shall be provided for Village review and approval.
6. As part of the Final Plat of Subdivision review, the Petitioner must address common maintenance of the shared utility elements between the two lots, to the satisfaction of the Village.
7. An on-site utility maintenance agreement must be executed prior to building permit issuance.
8. A public sidewalk easement shall be added to the Final Plat of Subdivision to address the portion of public sidewalk that encroaches onto the subject property at the northern corner of the site.
9. Linkage fees in compliance with Article XVII (Inclusionary Housing Ordinance) of Chapter 7 of Village Code, shall be required at time of building permit issuance.
10. A fee in lieu of any stormwater detention required, but not provided shall be required as part of building permit issuance in the amount of \$1 per cubic foot of volume required, but not provided.

11. **IDOT approval shall be required for the proposed modification within the Rand Road right-of-way.**
12. **The Applicant must comply with all of the requirements set forth in the October 10, 2023 motion of the Village's Design Commission concerning approval of the design for the townhome building.**
13. **The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.**
14. **The Applicant must comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER CHERWIN: We note that the striped area shall remain as presented by the Petitioner.

COMMISSIONER JENSEN: Second.

ACTING CHAIRPERSON GREEN: There's a second.
Sam?

MR. HUBBARD: Who had the second? Sorry.

ACTING CHAIRPERSON GREEN: Jensen. Commissioner Jensen.

MR. HUBBARD: All right, Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: And Acting Chair Green.

ACTING CHAIRPERSON GREEN: Yes.

You have a unanimous yes vote on your project, and that will be passed on to the Trustees. We are recommendation only, but when do you think it will be on the agenda with the Trustees?

MR. HUBBARD: We'll have to look at that. It would be targeted for one of their meetings in May, probably the second meeting, possibly the first.

COMMISSIONER CHERWIN: Could I just add?

ACTING CHAIRPERSON GREEN: You sure can.

COMMISSIONER CHERWIN: I would just suggest maybe if the Petitioner is really adamant about this tree situation, just come up with a good case why these trees should stay. If, you know, if you haven't already, I guess just do a little more work on that and see if you can present it to the Board and see if that's a condition that can be removed.

ACTING CHAIRPERSON GREEN: And I would bring up the issues of the stormwater across the street with the Board, please. So, thank you for coming in. Great project, looking forward to it moving forward.

Is there anything else, Sam?

MR. HUBBARD: There is nothing.

ACTING CHAIRPERSON GREEN: Is there a motion to adjourn?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER LORENZINI: I'll make that motion.

ACTING CHAIRPERSON GREEN: Is there a second?

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRPERSON GREEN: All those in favor say aye.

(Chorus of ayes.)

ACTING CHAIRPERSON GREEN: All those opposed?

(No response.)

ACTING CHAIRPERSON GREEN: We're adjourned. Thank you.

(Whereupon, at 8:30 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. 2024.

NOTARY PUBLIC



Plan Commission 5/8/2024

Item: Arlington Gateway Development/Phase 1 - 1, 15, 111 E. Algonquin Rd,
2355 S. Arlington Heights Rd. - PC#23-012

Department: Planning & Community Development Department

BACKGROUND

On April 1, 2024, the Village Board approved Resolution #24-010 authorizing Preliminary Plat of Subdivision approval to consolidate the subject property into one lot. The petitioner has prepared a Final Plat of Subdivision, which contains the necessary signatures as required for Final Plat of Subdivision approval. The Village has reviewed the Final Plat of Subdivision and verified that it is substantially compliant with the preliminary approvals as outlined in Resolution #24-010.

Recommendation

The Staff Development Committee recommends APPROVAL of the Final Plat of Subdivision, subject to the following condition:

1. Prior to Village Board approval of the Final Plat of Subdivision, the petitioner shall execute and provide to the Village for recording a separate document establishing private utility easements for utilities that fall beyond the boundaries of the subject property and are outside of the public right-of-way, as applicable.

ATTACHMENTS:

Description	Type
PC Memo	Memorandum
Final Plat of Subdivision	Exhibits
Department Comments - Round 1 Final Plat	Exhibits
Department Comments - Round 1 Final Plat - Petitioner Response	Exhibits
Department Comments - Round 2 Final Plat	Exhibits
Department Comments - Round 2 Final Plat - Petitioner Response	Exhibits
Department Comments - Round 3 Final	Exhibits

Plat

Department Comments - Round 3 Final

Plat - Petitioner Response

Exhibits



VILLAGE OF ARLINGTON HEIGHTS

INC. 1887

Date: May 3, 2024

To: Chair Cherwin and Member of the Plan Commission

From: Sam Hubbard, Development Planner

Re: PC #23-012: Arlington Gateway – Phase I, Final Plat of Subdivision for Plan Commission Meeting on 5/8/24

Background:

On April 1, 2024, the Village Board approved Resolution #24-010 authorizing Preliminary Plat of Subdivision approval to consolidate the subject property into one lot. The petitioner has prepared a Final Plat of Subdivision, which contains the necessary signatures as required for Final Plat of Subdivision approval. The Village has reviewed the Final Plat of Subdivision and verified that it is substantially compliant with the preliminary approvals as outlined in Resolution #24-010.

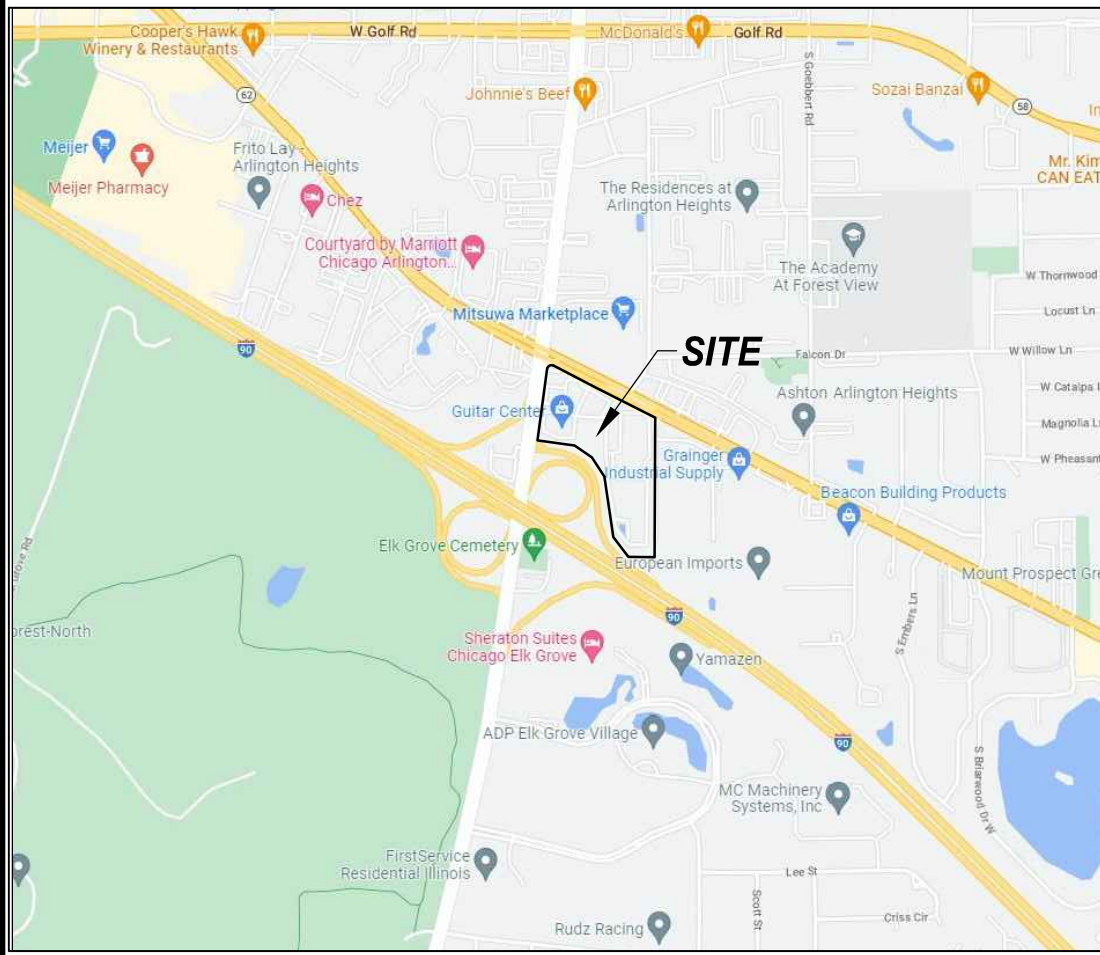
There were several conditions of approval within Resolution #24-010 that needed to be addressed as part of the Final Plat of Subdivision review. A general description of these conditions is outlined below:

- Public Sidewalk Easement (Section 4.B): The Final Plat of Subdivision was required to include a Public Sidewalk Easement for the sidewalks along Arlington Heights Road and Algonquin Road.
 - o The required easement has been included on the Final Plat.
- Mechanical Screening (Section 4.C): As part of Final Plat of the Subdivision review process, the petitioner was required to provide details on all screening around the mechanical units, for review and approval by the Village.
 - o Details on the proposed mechanical unit screens were provided and reviewed by the Village. The screens comply with code requirements and include high-quality materials that will complement the materials on the building.
- Plat of Abrogation, Confirmation and Grant of New Easements (Section 5.A): The petitioner is required to provide and execute a Plat of Abrogation and Grant of New Easements, which abrogates existing easements on the site that are obsolete and establishes cross access rights to the Phase 2, 3, and 4 properties located to the south and east.
 - o This document has been provided and is under final review by the Village. Once the Village has concluded review, the document will be circulated for signature and provided to Village Board approval of the Final Plat. The Village will record this document along with the Final Plat of Subdivision.

The final engineering plans show that certain private utilities will encroach off of the subject property and onto land that is part of the Guitar Center property (Phase 3) to the south. In March of this year, the petitioner finalized purchase of the Guitar Center lot and has drafted a separate document granting the necessary easements for these private utilities. The Village has reviewed this document and its' recording will be required along with the Final Plat of Subdivision.

Recommendation: The Staff Development Committee recommends **APPROVAL** of the Final Plat of Subdivision, subject to the following condition:

1. Prior to Village Board approval of the Final Plat of Subdivision, the petitioner shall execute and provide to the Village for recording a separate document establishing private utility easements for utilities that fall beyond the boundaries of the subject property and are outside of the public right-of-way, as applicable.



VICINITY MAP
NOT TO SCALE

LEGEND

- SUBDIVISION BOUNDARY LINE
EXISTING LOT LINE
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
BUILDING SETBACK LINE
SECTION LINE
FLOODWAY/FLOODPLAIN LINE
(SCALED FROM FEMA MAP)
- B.S.L. BUILDING SETBACK LINE
N NORTH
S SOUTH
E EAST
W WEST
CB CHORD BEARING
A ARC LENGTH
R RADIUS
(0.00') RECORD DATUM
0.00' CALCULATED DATUM
FIP FOUND IRON PIPE
FIR FOUND IRON ROD
SCM SET CONCRETE MONUMENT

PROJECT TEAM

OWNER

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312 423 7989

SURVEYOR

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Anthony Strickland
tstrickland@v3co.com

FINAL PLAT OF SUBDIVISION
OF
LOT 1 BRADFORD ALLEN SUBDIVISION

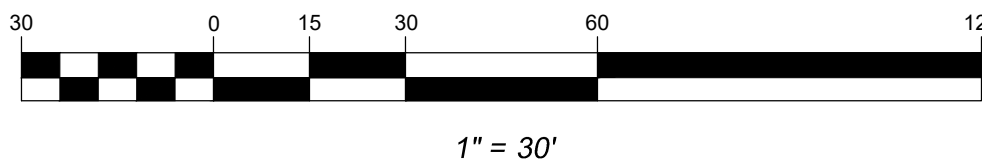
PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41
NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PROPERTY ADDRESS:
1, 15 & 111 EAST ALGONQUIN ROAD, 2355 ARLINGTON HEIGHTS ROAD,
ARLINGTON HEIGHTS, IL 60005

UPON RECORDING, MAIL TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD,
ARLINGTON HEIGHTS, IL 60005

SEND TAX BILL TO:

GRAPHIC SCALE

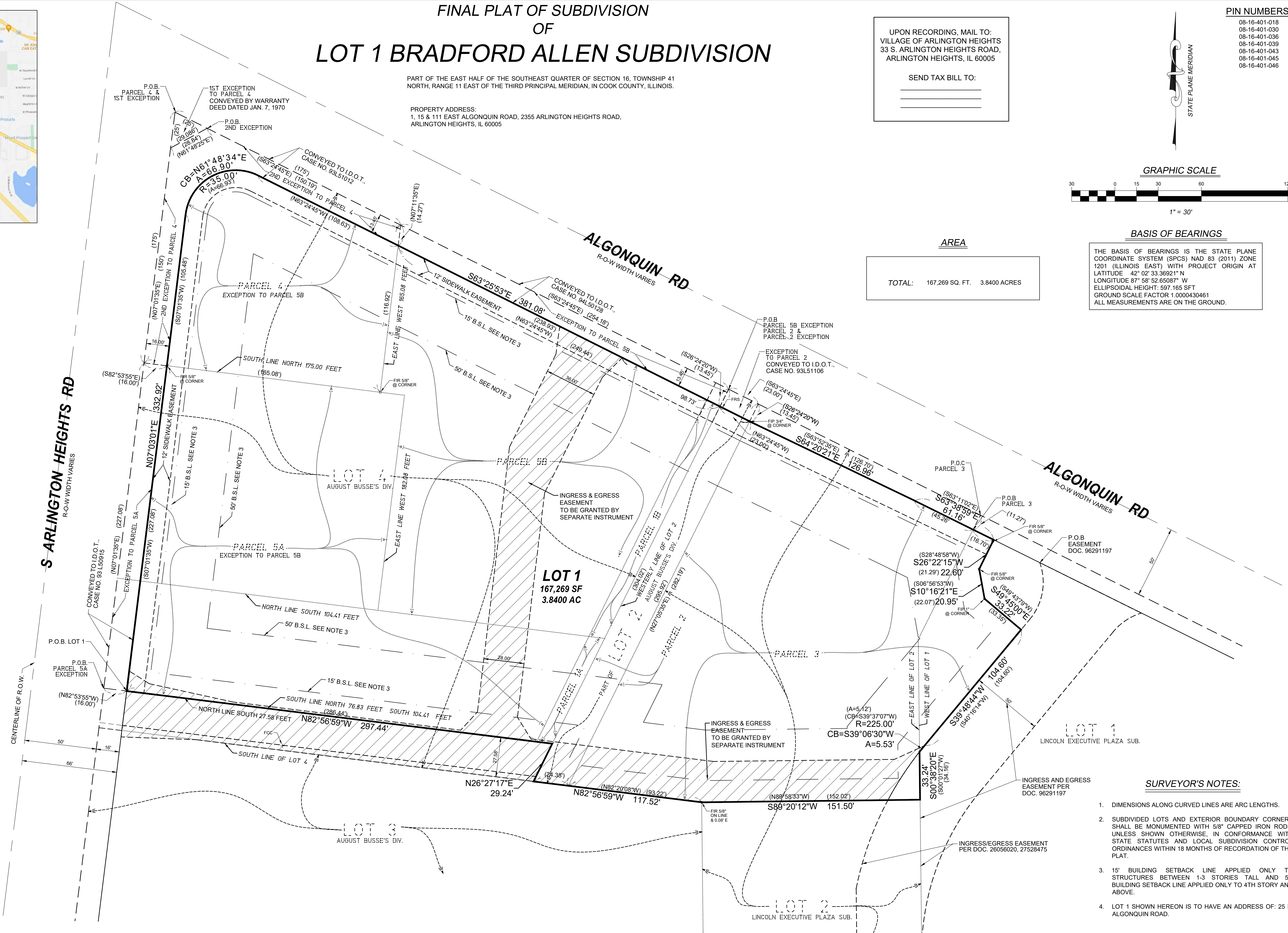


BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE
COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE
1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE 42° 02' 33.36921" N
LONGITUDE 87° 58' 52.65087" W
ELLIPSOIDAL HEIGHT: 597.165 SFT
GROUND SCALE FACTOR 1.0000430461
ALL MEASUREMENTS ARE ON THE GROUND.

AREA

TOTAL: 167,269 SQ. FT. 3.8400 ACRES



SURVEYOR'S NOTES:

- DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS.
- SUBDIVIDED LOTS AND EXTERIOR BOUNDARY CORNERS SHALL BE MONUMENTED WITH 5/8" CAPPED IRON RODS, UNLESS SHOWN OTHERWISE, IN CONFORMANCE WITH STATE STATUTES AND LOCAL SUBDIVISION CONTROL ORDINANCES WITHIN 18 MONTHS OF RECORDATION OF THE PLAT.
- 15' BUILDING SETBACK LINE APPLIED ONLY TO STRUCTURES BETWEEN 1-3 STORIES TALL AND 50' BUILDING SETBACK LINE APPLIED ONLY TO 4TH STORY AND ABOVE.
- LOT 1 SHOWN HEREON IS TO HAVE AN ADDRESS OF: 25 E. ALGONQUIN ROAD.



Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS			REVISIONS		
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS	7	03-05-24	REVISED PER VILLAGE COMMENTS
2	11-20-23	REVISED PER CLIENT COMMENTS			
3	11-28-23	REVISED PER CLIENT COMMENTS			
4	01-31-24	REVISED PER CLIENT COMMENTS			
5	02-05-24	REVISED PER CLIENT COMMENTS			
6	02-13-24	REVISED TYPO PAGE 1			

FINAL PLAT OF SUBDIVISION

LOT 1 BRADFORD ALLEN SUBDIVISION, ARLINGTON HEIGHTS, IL

DRAFTING COMPLETED: 10/12/23
FIELD WORK COMPLETED: N/A
DRAWN BY: ADS/SPK
CHECKED BY: AJS
PROJECT MANAGER: AJS
SCALE: 1" = 30'

Project No: 230084
Group No: VP04.1

SHEET NO.
1 of 3

FINAL PLAT OF SUBDIVISION
OF
LOT 1 BRADFORD ALLEN SUBDIVISION

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41
NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN NUMBERS:

08-16-401-018
08-16-401-030
08-16-401-036
08-16-401-039
08-16-401-043
08-16-401-045
08-16-401-046

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT BRADFORD ALLEN ARLINGTON HEIGHTS DEVELOPMENT, LLC, IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND HAS CAUSED THE SAME TO BE PLATTED AS INDICATED ON THE ATTACHED PLAT, FOR THE USES AND PURPOSES THEREON SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME ON THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, THIS ____ DAY OF _____, A.D., 20____.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY PUBLIC

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE
RESIDING IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____, (TITLE) _____ AND
_____, (TITLE) _____ OF

_____, WHO PERSONALLY KNOWN TO ME TO BE THE SAME PERSON
WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, A.D., 20 ____.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

DEED OF DEDICATION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

WE, THE UNDERSIGNED, BRADFORD ALLEN ARLINGTON HEIGHTS DEVELOPMENT, LLC., OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS LOT 1 BRADFORD ALLEN SUBDIVISION, AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERECTED OR MAINTAINED NO BUILDING OR STRUCTURE.

THE RIGHT TO ENFORCE THESE PROVISIONS BY INJUNCTION, TOGETHER WITH THE RIGHT TO CAUSE REMOVAL, BY DUE PROCESS OF LAY, OF NAY STRUCTURE OR PART THEREOF ERECTED OR MAINTAINED IN VIOLATION, IS HEREBY DEDICATED TO THE PUBLIC, AND RESERVED TO THE SEVERAL OWNERS OF THE SEVERAL LOTS IN THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

WITNESS OUR HANDS AND SEALS THIS ____ DAY OF _____, A.D., 20____.

BY: _____

TITLE: _____

BY: _____

TITLE: _____

NOTARY PUBLIC

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

BEFORE ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, PERSONALLY APPEARED _____, AND EACH SEPARATELY AND SEVERALLY ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT AS HIS OR HER VOLUNTARY ACT AND DEED, FOR THE PURPOSES THEREIN EXPRESSED.

WITNESS MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, A.D., 20 ____.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

OWNERS CERTIFICATE

THIS IS TO CERTIFY AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS LOT 1 BRADFORD ALLEN SUBDIVISION, TO THE BEST OF OUR KNOWLEDGE, IS ENTIRELY LOCATED WITHIN THE BOUNDARIES OF CONSOLIDATED COMMUNITY SCHOOL DISTRICT NO. 25, TOWNSHIP HIGH SCHOOL DISTRICT #214, AND HARPER COMMUNITY COLLEGE DISTRICT #512 IN COOK COUNTY, ILLINOIS.

DATED THIS ____ DAY OF _____, 20 ____

BY: _____

TITLE: _____

SCHOOL DISTRICT NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, _____, NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT
LOCATED AT _____, ILLINOIS, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING SCHOOL DISTRICT CERTIFICATE, APPEARED BEFORE ME, THIS DAY, IN PERSON, AND ACKNOWLEDGED THE EXECUTION OF THIS STATEMENT AS HIS FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, 20 ____.

NOTARY PUBLIC

ILLINOIS DEPARTMENT OF TRANSPORTATION:

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF SECTION 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS" AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

JOSE RIOS, P.E.
REGION ONE ENGINEER

PUBLIC SIDEWALK EASEMENT PROVISIONS

A PERMANENT PUBLIC SIDEWALK EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS, ITS SUCCESSORS AND ASSIGNS OVER THE AREAS MARKED "SIDEWALK EASEMENT" OR "S.E." ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, AND REPAIR THE PUBLIC SIDEWALK WITHIN THE SUBJECT EASEMENT AREA TOGETHER WITH ANY AND ALL NECESSARY STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OVER, UPON, ALONG AND THROUGH SAID INDICATED EASEMENT TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS ACROSS THE PROPERTY FOR PEDESTRIAN TRAFFIC AND FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE USE OF THE PUBLIC SIDEWALK.



Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS			REVISIONS		
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
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6	02-13-24	REVISED TYPO PAGE 1			

FINAL PLAT OF SUBDIVISION

LOT 1 BRADFORD ALLEN SUBDIVISION, ARLINGTON HEIGHTS, IL

DRAFTING COMPLETED:	10/12/23	DRAWN BY: ADS/SPK	PROJECT MANAGER: AJS
FIELD WORK COMPLETED:	N/A	CHECKED BY: AJS	SCALE: 1" = N/A

Project No: 230084

Group No: VP04.1

SHEET NO.
2 of 3

FINAL PLAT OF SUBDIVISION
OF
LOT 1 BRADFORD ALLEN SUBDIVISION

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41
NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SURFACE WATER STATEMENT

STATE OF ILLINOIS }
COUNTY OF COOK }SS

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, A.D. 20____.

OWNER: _____

BY: _____
NAME: _____
TITLE: _____

DATED THIS _____ DAY OF _____, A.D. 20____.

BY: STEVEN KRANENBORG, P.E.
ILLINOIS REGISTERED PROFESSIONAL ENGINEER

IL STATE REGISTRATION NUMBER _____

VILLAGE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK }SS

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

CHAIRMAN _____

SECRETARY _____

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

PRESIDENT _____

VILLAGE CLERK _____

APPROVED BY THE VILLAGE COLLECTOR _____

APPROVED BY THE VILLAGE ENGINEER _____

COOK COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK }SS

I, _____, COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

I, FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT _____, THIS _____ DAY OF _____, 20____.

COUNTY RECORDER CERTIFICATE _____ COUNTY CLERK _____

STATE OF ILLINOIS }
COUNTY OF COOK }SS

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS, ON THE _____ DAY

OF _____, A.D., 20____, AT _____ O'CLOCK ____ M. AS

DOCUMENT NUMBER _____

COUNTY RECORDER _____

PERMISSION TO RECORD

STATE OF ILLINOIS }
COUNTY OF COOK }SS

I, ANTHONY J. STRICKLAND, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY DESIGNATE THIS PLAT OF LOT 1 BRADFORD ALLEN SUBDIVISION WITH THE COOK COUNTY RECORDER OF DEEDS AND REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES.

THIS _____TH DAY OF _____, A.D., 2023 .

ANTHONY J. STRICKLAND
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3437
MY LICENSE EXPIRES ON NOVEMBER 30, 2024.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK }SS

THIS IS TO CERTIFY THAT I, ANTHONY J. STRICKLAND, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3437, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:

THAT PART OF THE FOLLOWING DESCRIBED PARCELS A AND B TAKEN AS A TRACT, LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF.

PARCEL A:
THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

SURVEYOR'S CERTIFICATE CONTINUED

PARCEL 2:

THAT PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT NO. 10023115 IN BOOK 258 OF PLATS, PAGE 32, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 2; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF LOT 2, BEING THE SOUTHERLY LINE OF ALGONQUIN ROAD, FOR 23 FEET; THENCE SOUTHWESTERLY ALONG A LINE PARALLEL TO THE WESTERLY LINE OF SAID LOT 2 FOR 395.92 FEET TO A POINT IN A SOUTHERLY LINE OF SAID LOT 2; THENCE NORTHWESTERLY ALONG THE AFORESAID SOUTHERLY LINE OF SAID LOT 2 FOR 24.38 FEET TO THE MOST WESTERLY CORNER OF LOT 2; THENCE NORTHEASTERLY ALONG A WESTERLY LINE OF LOT 2 FOR 304.02 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 14, 1994 IN CASE NO. 93L51106 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET; THENCE SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG A LINE PARALLEL WITH THE WESTERLY LINE OF SAID LOT 2 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 26 DEGREES 24 MINUTES 20 SECONDS EAST ALONG SAID WESTERLY LINE OF LOT 2 A DISTANCE OF 13.45 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PART OF LOTS 1 AND 2 IN LINCOLN EXECUTIVE PLAZA RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 12, 1981 AS DOCUMENT 26056020, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 27 DEGREES 05 MINUTES 35 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET TO A POINT OF BEGINNING AT THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED 16.70 FEET (SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED BEING A STRAIGHT LINE DRAWN FROM SAID POINT ON THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET, AS MEASURED ALONG SAID WESTERLY LINE SOUTHERLY OF THE NORTHWEST CORNER OF SAID LOT 1 TO A POINT ON THE EAST LINE OF SAID LOT 1, 11.18 FEET AS MEASURED ALONG SAID EAST LINE, SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1); THENCE SOUTH 28 DEGREES 48 MINUTES 58 SECONDS WEST, 21.29 FEET; THENCE SOUTH 06 DEGREES 56 MINUTES 53 SECONDS EAST, 22.07 FEET; THENCE SOUTH 49 DEGREES 43 MINUTES 46 SECONDS EAST, 33.35 FEET; THENCE SOUTH 40 DEGREES 16 MINUTES 14 SECONDS WEST, 104.60 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX NORTHWESTERLY, HAVING A RADIUS OF 225.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 5.12 FEET TO THE WEST LINE OF SAID LOT 1 (THE CHORD OF SAID ARC BEARS SOUTH 39 DEGREES 37 MINUTES 07 SECONDS WEST, 5.12 FEET); THENCE SOUTH 00 DEGREES 01 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID LOT, BEING ALSO THE EAST LINE OF SAID LOT 2, 34.16 FEET TO A POINT 505.81 FEET, AS MEASURED ALONG SAID EAST LINE OF LOT 2, NORTH OF THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES 58 MINUTES 33 SECONDS WEST, 152.02 FEET TO A CORNER OF SAID LOT 2; THENCE NORTH 82 DEGREES 20 MINUTES 08 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 2, 93.22 FEET TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 27 DEGREES 05 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 2, 282.19 FEET TO THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 52 MINUTES 35 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 126.70 FEET TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 45.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT INTERSECTION OF SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN SAID BUSSE'S DIVISION RUNNING THENCE SOUTHERLY ALONG EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET, THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET, THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE PLACE OF BEGINNING, THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF ROAD, 175 FEET TO PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PORTION OF THE ABOVE DESCRIBED PREMISES CONVEYED BY WARRANTY DEED DATED JANUARY 7, 1970 TO THE STATE OF ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PART OF THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN THE SUBDIVISION; RUNNING THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET; THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET, THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 175 FEET, TO THE POINT OF BEGINNING; BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN AFOREMENTIONED SUBDIVISION, THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 25 FEET, TO A POINT; THENCE NORTHEASTERLY ALONG A STRAIGHT LINE, A DISTANCE OF 29.08 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD, WHICH IS 25 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 25 FEET, TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION OF THE ABOVE PREMISES CONVEYED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY CONDEMNATION PROCEEDINGS AS SET FORTH IN FINAL JUDGMENT ORDER NO. 93 L 51012, FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS ON MAY 2, 1996, SAID PREMISES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT 10023115, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 150.19 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST 14.27 FEET TO A POINT 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF THE NORTHERLY LINE OF SAID LOT 4; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY AND PARALLEL WITH THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 106.63 FEET; THENCE SOUTHERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE SOUTHEAST, RADIUS 35.00 FEET, CENTRAL ANGLE 109 DEGREES 33 MINUTES 40 SECONDS, 66.93 FEET TO A POINT 16.00 FEET NORMALLY DISTANT EASTERLY OF THE WESTERLY LINE OF SAID LOT 4; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 105.48 FEET; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST 16.00 FEET TO THE WESTERLY LINE OF SAID LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 150.00 FEET; THENCE NORTH 61 DEGREES 48 MINUTES 25 SECONDS EAST 28.84 FEET, TO THE POINT OF BEGINNING.

PIN NUMBERS:

08-16-401-018
08-16-401-030
08-16-401-036
08-16-401-039
08-16-401-043
08-16-401-045
08-16-401-046

SURVEYOR'S CERTIFICATE CONTINUED

PARCEL 5A:

THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL 5B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

EXCEPTING FROM SAID PARCELS 5A AND 5B ABOVE A TRACT OF LAND LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF IN COOK COUNTY, ILLINOIS.

ALL OF THE ABOVE PARCELS TAKEN AS A WHOLE MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 IN AUGUST BUSSE'S DIVISION AND THE EAST LINE OF THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128; THENCE NORTH 07 DEGREES 03 MINUTES 01 SECONDS EAST, 332.92 FEET; TO A POINT OF CURVATURE; THENCE ALONG AN ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 35.00 FEET, A CHORD BEARING OF NORTH 61 DEGREES 48 MINUTES 34 SECONDS EAST, 66.90 FEET; THENCE SOUTH 63 DEGREES 25 MINUTES 53 SECONDS EAST, 381.08 FEET; THENCE SOUTH 64 DEGREES 20 MINUTES 21 SECONDS EAST, 126.96 FEET; THENCE SOUTH 63 DEGREES 38 MINUTES 59 SECONDS EAST, 61.16 FEET; THENCE SOUTH 26 DEGREES 22 MINUTES 15 SECONDS WEST, 22.60 FEET; THENCE SOUTH 10 DEGREES 16 MINUTES 21 SECONDS EAST, 20.95 FEET; THENCE SOUTH 49 DEGREES 45 MINUTES 00 SECONDS EAST, 33.22 FEET; THENCE SOUTH 39 DEGREES 48 MINUTES 44 SECONDS WEST, 104.60 FEET; TO A POINT OF CURVATURE; THENCE ALONG AN ARC OF A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 225.00 FEET, HAVING A CHORD BEARING OF SOUTH 39 DEGREES 06 MINUTES 30 SECONDS WEST, 5.53 FEET; THENCE SOUTH 00 DEGREES 38 MINUTES 20 SECONDS EAST, 33.24 FEET; THENCE SOUTH 89 DEGREES 20 MINUTES 12 SECONDS WEST, 151.50 FEET; THENCE NORTH 82 DEGREES 56 MINUTES 59 SECONDS WEST, 117.52 FEET; THENCE NORTH 26 DEGREES 27 MINUTES 17 SECONDS EAST, 29.24 FEET; THENCE NORTH 82 DEGREES 56 MINUTES 59 SECONDS WEST, 297.44 FEET; TO THE PLACE OF BEGINNING CONTAINING 3.8400 ACRES, MORE OR LESS, ALL IN COOK COUNTY, ILLINOIS.

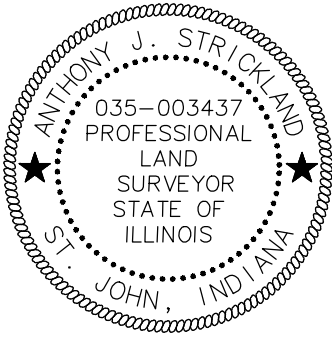
I FURTHER CERTIFY THAT THIS LAND IS WITHIN THE CORPORATE LIMITS OF A MUNICIPALITY WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. PERMANENT MONUMENTS WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED.

I FURTHER CERTIFY THAT THIS PROPERTY IS IN AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) PER FIRM MAPS NUMBER 17031C0211J, EFFECTIVE DATE AUGUST 19, 2008.

DATED THIS ___ DAY OF _____, A.D., 2024.

ANTHONY J. STRICKLAND
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3437
MY LICENSE EXPIRES ON NOVEMBER 30, 2024.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2025.
tstrickland@v3co.com



PREPARED FOR:
THOMAS ROSZAK ARCHITECTURE
145 S. WELLS STREET
CHICAGO, IL 60606
773.516.3501

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	10-19-23	REVISED PER CLIENT COMMENTS	7	03-05-24	REVISED PER VILLAGE COMMENTS
2	11-20-23	REVISED PER CLIENT COMMENTS			
3	11-28-23	REVISED PER CLIENT COMMENTS			
4	01-31-24	REVISED PER CLIENT COMMENTS			
5	02-05-24	REVISED PER CLIENT COMMENTS			
6	02-13-24	REVISED TYPO PAGE 1			

FINAL PLAT OF SUBDIVISION

LOT 1 BRADFORD ALLEN SUBDIVISION, ARLINGTON HEIGHTS, IL

DRAFTING COMPLETED:	10/12/23	DRAWN BY: ADS/SPK	PROJECT MANAGER: AJS	SHEET NO.	3
FIELD WORK COMPLETED:	N/A	CHECKED BY: AJS	SCALE: 1" = N/A	of	3

Project No: 230084

Group No: VP04.1



Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Jorge Torres, Director of Building & Life Safety

From: Elliot Eldridge, Assistant Building Official, Building & Life Safety Department

Subject: PC 23-012 - Final Plat Review Request (Arlington Gateway)

SDC: Round 3

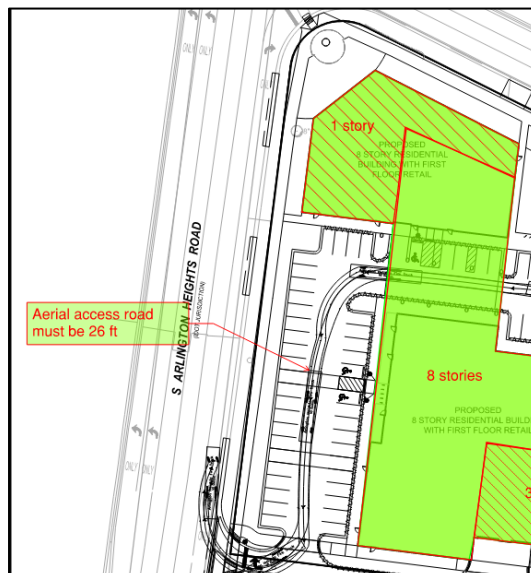
Date: February 19, 2024

General Comments:

After review of the submitted documents for the Final Plat of Subdivision approval, delivered February 16, 2024, the Building & Life Safety Department have no additional comments prior to permit submittal.

PLAN COMMISSION PC #23-012
Arlington Gateway
1, 15 & 11 E Algonquin Rd, 2355 S Arlington Heights Rd
Round 1 Final Plat (Round 3)

70. The petitioner's response to comment nos. 53-56, 60-62, 65, and 69 are acceptable.
71. The petitioner's response to comment no. 57 is noted.
- a) The underground detention system is located in the fire lane. Provide calculations from a structural engineer for the punch-through loading from the tower truck. Loading requirements have been provided to V3. If a follow-up meeting is needed with the Fire Department, the manufacturer of the tower truck, and the Village's structural consultant, please contact the Engineering Division to schedule a meeting.
72. The petitioner's response to comment no. 58 and 59 regarding the fire exhibit and the dimensions to the building is noted. A revised fire exhibit was not provided. Provide an updated fire exhibit with the following information:
- a) The exhibit should be modified to show the entire footprint of the building to clearly show the sections of the aerial access road where the tower truck could not set up in the drive aisles under the building.
 - b) Provide an additional exhibit showing the truck entering the site from eastbound Algonquin Road and entering the parking lot located on the north side of the building, both east and westbound.
 - c) **Per section D105.2 and D105.3 of the 2018 International Fire Code:** Aerial apparatus access roads shall have a minimum unobstructed width of 26 ft, exclusive of the shoulders, and shall be located not less than 15 ft and not greater than 30 ft from the building. If the east/west access road to the south of the building is intended to be the aerial access road, the aerial access road must be 26 ft wide (flat surface) and must be within 15 and 30 ft of the building. Several sections of this south lane do not meet these requirements.
 - d) **Per section D106.2 2018 of the International Fire Code:** *Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.* The drive aisle on the northwest section of the parking lot and the west parking lot must be 26 ft wide.
 - e) A meeting with the Village's Fire Official, Fire Department, and other Village staff is recommended as the fire access could significantly alter both the building and the overall site.



73. The petitioner's response to comment no. 63 on a Logistics Plan addressing access for the Guitar Center site is noted. Information has not been provided on how access will be maintained in the event Guitar Center remains open and/or remains under different ownership.
74. The petitioner's response to comment no. 64 is noted.
- a) Modifying the ingress/egress easement at the time of the future intersection improvements at Tonne Road is acceptable.
 - b) The conceptual intersection layout exhibit including the north leg of the intersection was not provided.

Additional Comments:

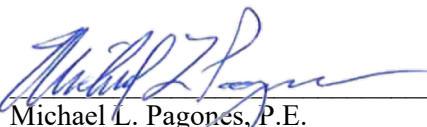
75. Show all utilities in IDOT right-of-way on the plans (light poles, traffic signal mast arm poles, traffic signal hand hole, etc).
76. The current plan shows approximately 475 ft of dead-end water main east of the 8" domestic water and fire service.
- a) The petitioner shall continue to explore options to loop the water main to Algonquin Road.
 - b) The water main shall terminate just past the water service with a stub for future connection to eliminate the long dead end.
77. The storm sewer connection is shown to connect to an existing 36" Village storm sewer. This storm sewer is not maintained by the Village.
78. A Pace bus stop is proposed along Algonquin Road:
- a) Separate correspondence to the Village for the bus stop showed an additional 14 ft pad south of the public sidewalk. Verify with Pace Bus if the additional 14 ft pad is requested.
 - b) Provide an exhibit showing the site distance for the bus stop to verify that the bus stop structure will not impact line of site for the right in / right out access

Plat of Abrogation:

79. The petitioner's response to comment no. 66 is noted. Provide better clarification on the map the limits of the public utility easements to be abandoned.

Final Plat of Subdivision:

80. The Final Plat is labeled Preliminary Plat of Subdivision.
81. The petitioner's response to comment no. 67 is noted. The plat has not been revised and still shows the right-of-way to be 66 ft for Arlington Heights Road, the pavement width is approximately 124 ft. Verify the right-of-way width for Arlington Heights Road.
82. The petitioner's response to comment no. 51 is noted. The Final Plat has been reviewed for the Final Plat of Subdivision Checklist:
- a) Item u., provide a location to identify the address of each new lot. The address for Phase I building has been assigned the address of 25 E Algonquin Rd.


Michael L. Pagonis, P.E. 03-01-24
Village Engineer Date

Planning & Community Development Dept. Review

March 1, 2024



REVIEW ROUND 3 (Final Plat Round 1)

Project: Arlington Gateway – Phase I
1, 15, and 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd.

Case Number: PC 23-012

General:

1. In order to comply with comment #72d from the Public Works Department, it is suggested that the western-most parking row be decreased to 16.5' in depth and shifted .5' west. Please be cognizant of encroachment into the required 15' parking lot setback along Arlington Heights Road. It would appear that these modifications could increase the drive aisle width to 26' to comply with aerial access road requirements.
2. Sheet C2.1 and C5.0 show that the overhead utility pole at the corner of Algonquin Road and Arlington Heights Road will not be removed. Please clarify why this pole is shown as remaining given the requirement to remove all overhead utility lines on the south side of Algonquin Road between Tonne Road and Arlington Heights Road.
3. Provide an update on the status of IDOT review and timeline for signature on the Plat of Subdivision.
4. Please confirm that placement of the bus shelter on the proposed pad will not interfere with egress sightlines from the R-out to the east.
5. Paving plan must be revised to show full extent of decorative crosswalks along the north and west legs of the Arlington Heights Road/Algonquin Road intersection and the north and east legs of the Tonne Road/Algonquin Road intersection.
6. One full size and to-scale hard copy of the complete resubmittal is required, along with one electronic copy. For all plansets where a sheet has been revised, the entire planset should be resubmitted. If a planset does not include any revisions, it does not need to be provided in the resubmittal.
7. Please incorporate a revision date on all sheets that are revised.

Final Plat of Subdivision:

8. Please revise the plat to replace "Preliminary" with "Final".
9. There is a typo in the last paragraph of the legal description that describes "ALL OF THE ABOVE PARCELS". Please replace "Budde" with "Busse".
10. Please add to the Deed of Dedication the last paragraph as outlined in Section 29-217a of Chapter 29.
11. Signature lines shall be added to the Deed of Dedication.

Plat of Abrogation:

12. Please be aware that modifications to the proposed east/west portion of the "Easement Parcel C" may be needed to align with any modifications required due to the aerial apparatus road modifications as may be necessary to comply with comment #72 from the Public Works Department.
13. Are signature lines included for all parties who are benefitted by the easements proposed for abrogation?
14. If doc. 0020413218 originally benefitted all owners within the Lincoln Executive Plaza Resubdivision, did the subsequent amendments remove their beneficial rights? In other words, do they need to sign off on the proposed abrogation?
15. Document 0020413218 is not shown as to be abrogated. Please confirm that the easement(s) established by the document are no longer valid and do not need to be abrogated due to their modification as per the subsequent amendments (doc. 0020420409 and 0534134111).
16. Please be aware that building permits ESD2024-00001 BLDC2023-04703 cannot be issued until the Final Plat of Subdivision is approved and the Abrogation and Grant of New Easements document is executed and recorded.
17. What is the status on the purchase and closing of the Guitar Center property?

Prepared by:

2355 S Arlington Heights Road

PC 23-012

Final Plat Round 1

Landscape Comments

- 1) For the trees located at the ends of the parking row, please increase the size so that they are 4 inch caliper (Chapter 28, Section 6.15). Please reduce the size within the parkway so that they are 3 inch caliper. In addition, please include the sizes of the plant material on the plant list.

Memorandum

Date: 12 March 2024

Re: Arlington Gateway Development
Response to VAH Department Comments received 1 March 2024

Case #: PC 23-012

To: Sam Hubbard, VAH – Planning & Community Dev.
Elliot Eldridge, VAH – Building & Life Safety
Mike Pagones, VAH – Village Engineer

From: Thomas Roszak


Thank you for your careful review of our project drawings. We have reviewed the department comments and suggestions below and offer our responses underneath for each item.

Building & Life Safety Department:

#	COMMENT	RESPONSE
	General Comments: After review of the submitted documents for the Final Plat of Subdivision approval, delivered February 16, 2024, the Building & Life Safety Department have no additional comments prior to permit submittal.	Response Round 1: <i>Noted, thank you</i>

Thomas Roszak Architecture, LLC

Plan Commission:

#	COMMENT	RESPONSE
70	The petitioner's response to comment nos. 53-56, 60-62, 65, and 69 are acceptable.	<i>Noted, thank you.</i>
71	The petitioner's response to comment no. 57 is noted. a) The underground detention system is located in the fire lane. Provide calculations from a structural engineer for the punch-through loading from the tower truck. Loading requirements have been provided to V3. If a follow-up meeting is needed with the Fire Department, the manufacturer of the tower truck, and the Village's structural consultant, please contact the Engineering Division to schedule a meeting.	<i>The Stormtrap design has been updated to meet NFPA 1900 - 2024 standards as directed by the fire department. Please see the enclosed calculations and revised engineering plans.</i>
72	The petitioner's response to comment no. 58 and 59 regarding the fire exhibit and the dimensions to the building is noted. A revised exhibit was not provided. Provide an updated fire exhibit with the following information: a) The exhibit should be modified to show the entire footprint of the building to clearly show the sections of the aerial access road where the tower truck could not set up in the drive aisles under the building. b) Provide an additional exhibit showing the truck entering the site from eastbound Algonquin Road and entering the parking lot located on the north side of the building, both east and westbound. c) Per section D105.2 and D105.3 of the 2018 International Fire Code: Aerial apparatus access roads shall have a minimum unobstructed width of 26 ft, exclusive of the shoulders, and shall be located not less than 15 ft and not greater than 30 ft from the building. If the east/west access road to the south of the building is intended to be the aerial access road, the aerial access road must be 26 ft wide (flat surface) and must be within 15 and 30 ft of the building. Several sections of this south lane do not meet these requirements. d) Per section D106.2 2018 of the International Fire Code: <i>Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.</i> The drive aisle on the northwest section of the parking lot and the west parking lot must be 26 ft wide. e) A meeting with the Village's Fire Official, Fire Department and other Village staff is recommended as the fire access	a) <i>Agreed, see attached Fire Truck Turning Exhibit. Dimensions are updated on revised engineering plan.</i> b) <i>Agreed, see attached Fire Truck Turning exhibit</i> c) <i>Agreed, see revised engineering plans. We have increased the width of the southern access road by 18 inches so that the building is within 30' of the roadway and the roadway is a minimum 26 ft wide.</i> d) <i>Agreed, all parking lot drive aisles have been revised to 26 ft.</i> e) <i>Thank you for the opportunity but we have been able to make the aforementioned modifications without significant impact to the site and do not believe a meeting is required.</i>

Thomas Roszak Architecture, LLC

	could significantly alter both the building and the overall site.	
73	The petitioner's response to comment no. 63 on a Logistics Plan addressing access for the Guitar Center site is noted. Information has not been provided on how access will be maintained in the even Guitar Center remains open and/or remains under different ownership.	<i>Noted, please see attached exhibit Logistics Plan showing access to the Guitar Center building and parking lots will remain open during construction, shown as a green double-headed arrow on the plans. As previously noted, we are currently under a purchase contract and closing on March 14th.</i>
74	The petitioner's response to comment no. 64 is noted. a) Modifying the ingress/egress easement at the time of the future intersection improvements at Tonne Road is acceptable. b) The conceptual intersection layout exhibit including the north leg of the intersection was not provided.	<i>Agreed, please see attached Tonne Rd and Algonquin Road Intersection exhibit.</i>
75	Show all utilities in IDOT right-of-way on the plans (light poles, traffic signal mast arm poles, traffic signal hand hole, etc).	<i>Agreed, please see revised Engineering Plans. All utilities in the IDOT right of way are shown on the utility plan.</i>
76	The current plan shows approximately 475 ft of dead-end water main east of the 8" domestic water and fire service. a) The petitioner shall continue to explore options to loop the water main to Algonquin Road. b) The water main shall terminate just past the water service with a stub for future connection to eliminate the long dead end. <i>Additional comment via email: "The IEPA has a maximum 150' length for a dead end watermain that would be exceeded by the proposed design."</i>	<i>Per our meeting on 3/6/24 it was agreed that the previously proposed watermain loop configuration would be acceptable. The engineering plans have been revised accordingly.</i>
77	The storm sewer connection is shown to connect to an existing 36" Village storm sewer. This storm sewer is not maintained by the Village	<i>Agreed, this note has been revised on the Engineering Plans.</i>
78	A Pace bus stop is proposed along Algonquin Road: a) Separate correspondence to the Village for the bus stop showed an additional 14 ft pad south of the public sidewalk. Verify with Pace Bus is the additional 14 ft pad is requested. b) Provide an exhibit showing the site distance for the bus stop to verify that the bus stop structure will not impact line of sight for the right in / right out access.	<i>a) Agreed, please see exhibit Pace Bus Stop for approved Pace bus stop location and confirmation from Pace. b) Agreed, please see exhibit Pace Bus Shelter Line of Sight</i>
79	The petitioner's response to comment no. 66 is noted. Provide better clarification on the map the limits of the public utility easements to be abandoned.	<i>Agreed, please see revised Engineering Plans. Hatching has been added to the easements to be vacated.</i>
80	The Final Plat is labeled Preliminary Plat of Subdivision.	<i>Agreed, plat has been renamed "Final Plat of Subdivision"</i>
81	The petitioner's response to comment no. 67 is noted. The plat has not been revised and still shows the right-of-way to be 66 ft for	<i>Arlington Heights Road has a variable width as noted under the road name. The variation in the width is on the westerly side of the right of way, the dimension of 66' noted in the</i>

Thomas Roszak Architecture, LLC

	Arlington Heights Road, the pavement width is approximately 124 ft. Verify the right-of-way width for Arlington Heights Road.	comment is to the centerline of the Right of way. Note has been added identifying center line of roadway
82	The petitioner's response to comment no. 51 is noted. The Final Plat has been reviewed for the Final Plat of Subdivision Checklist: a) Item u., provide a location to identify the address of each new lot. The address for Phase I building has been assigned the address of 25 E Algonquin Rd.	Added address as general note #4 on sheet 1.

Planning & Community Development:

#	COMMENT	RESPONSE
1	In order to comply with comment #72d from the Public Works Department, it is suggested that the western-most parking row be decreased to 16.5' in depth and shifted .5' west. Please be cognizant of encroachment into the required 15' parking lot setback along Arlington Heights Road. It would appear that these modifications could increase the drive aisle width to 26' to comply with aerial access road requirements.	<i>Thank you for the suggestion. We have opted to keep the full 18.5' feet of parking length in order to avoid car bumpers extend into the planting areas. Please see revised Engineering Plans and note the parking lot moves west 1'-3" while still maintaining the required 15' parking lot setback. The parking lot also shifted east 9", reducing the sidewalk width, for a total of 2' expansion to the drive aisle which is now 26'. Similar updates were made to the north parking lots so all drive aisles are now 26' wide.</i>
2	Sheet C2.1 and C5.0 show that the overhead utility pole at the corner of Algonquin Road and Arlington Heights Road will not be removed. Please verify why this pole is shown as remaining given the requirement to remove all overhead utility lines on the south side of Algonquin Road between Tonne Road and Arlington Heights Road.	<i>Agreed, this pole is scheduled to be removed. A note has been added to C2.1. See enclosed ComEd Overhead Line relocation exhibits.</i>
3	Provide an update on the status of IDOT review and timeline for signature on the Plat of Subdivision	<i>The final engineering plans and plat of subdivision were resubmitted to IDOT for their third review on 1/24/24. It is anticipated that their next round of review will be completed shortly.</i>
4	Please confirm that placement of the bus shelter on the proposed pad will not interfere with egress sightlines from the R-out to the east.	<i>Agreed and confirmed, please see attached Pace Bus Stop and Shelter exhibits.</i>
5	Paving plan must be revised to show full extent of decorative crosswalks along the north and west legs of the Arlington Heights Road / Algonquin Road intersection and the north and east legs of the Tonne Road / Algonquin Road intersection.	<i>Full extents of the decorative crosswalks have been added to the plans</i>
6	One full size and to-scale hard copy of the complete resubmittal is required, along with one electronic copy. For all plansets where a sheet has been revised, the entire planset should be resubmitted. If a planset does not include any revisions, it does not need to be provided in the resubmittal.	<i>Agreed, please see list of exhibits at the end of this document for exhibits provided and latest revisions.</i>
7	Please incorporate a revision date on all sheets that are revised.	<i>Agreed, see revised exhibits</i>
8	Please revise the plat to replace "Preliminary" with "Final"	<i>Plat has been renamed "Final Plat of Subdivision"</i>
9	There is a type in the last paragraph of the legal description that describes "ALL OF THE ABOVE PARCELS". Please replace "Budde" with "Busse".	<i>Legal description has been corrected. See revised Plat.</i>
10	Please add to the Deed of Dedication the last paragraph as outlined in Section 29-217 a of Chapter 29.	<i>Deed of dedication certification has been added to page 2.</i>

Thomas Roszak Architecture, LLC

11	Signature lines shall be added to the Deed of Dedication.	<i>Signature lines have been added to the Deed of Dedication certification.</i>
12	Please be aware that modifications to the proposed east/west portion of the "Easement Parcel C" may needed to align with any modifications required due to the aerial apparatus road modifications as may be necessary to comply with comment #72 from the Public Works Department.	<i>It has been confirmed that the proposed cross access easement covers the revised east/west drive location.</i>
13	Are signature lines included for all parties who are benefitted by the easements proposed for abrogation?	<i>The plat confirms easements in prior use and does not burden owners other than those signing. We added a disclaimer that no dedication of any private drive or street is intended.</i>
14	If doc. 0020413218 originally benefitted all owners within the Lincoln Executive Plaza Resubdivision, did the subsequent amendments remove their beneficial rights? In other words, do they need to sign off on the proposed abrogation?	<i>The easement benefiting all owners within the Lincoln Executive Plaza Resubdivision is being retained, merely relocated slightly. The document permits the owner to relocate the easement. See below. Furthermore, it was confirmed by the title company, First American Title, that the language in section 1.4(b) was sufficient for us to effectuate the relocation.</i>

1.4 Access Easement for Other Owners of Lincoln Executive Plaza Resubdivision.

(a) AIA, as the Owner of Tract B, reserves unto itself and unto all future Owners of Tract B, and grants to H.P. LINCOLN ATRIUM LLC, an Illinois limited liability company, and PADDOCK PUBLICATIONS, INC., a Delaware corporation, their successors and assigns, being all of the other current Owners of the Lincoln Executive Plaza Resubdivision recorded on November 12, 1981 as Document No. 26056020 ("Tract D"), a non-exclusive, perpetual and permanent cross access easement, which shall be appurtenant to and inure to the benefit of Tract D, for invitees, tenants, customers, employees, vehicular and pedestrian access over and across that portion of Tract B described in or graphically depicted on Exhibit C (the "Lincoln Executive Plaza Access Easement") in order to provide access to and from Tract B and Tract D.

(b) AIA may relocate the easement or easements granted by it to another area on or across the Tract B, provided it complies with the following requirements: (i) all costs of the easement relocation shall be borne solely by AIA; (ii) the easement relocation may not deprive the easement beneficiary of the benefits of the easement during the course of the relocation related work; and (iii) the rights of any easement beneficiaries shall not be materially diminished or otherwise materially, adversely affected by the subject relocation.

15	Document 0020413218 is not shown as to be abrogated. Please confirm that the easement(s) established by the document are no longer valid do not need to be abrogated due to their modification as per the subsequent amendments (doc. 0020420409 and 0534134111).	<i>Correct.</i>
16	Please be aware that building permits ESD2024-00001 BLDC2023-04703 cannot be issued until the Final Plat of Subdivision is approved and the Abrogation and Grant of New Easements document is executed and recorded.	<i>Agreed and Noted.</i>

Thomas Roszak Architecture, LLC

17	What is the status on the purchase and closing of the Guitar Center property?	<i>We are currently under a purchase contract and closing on March 14th.</i>
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Landscape Development:

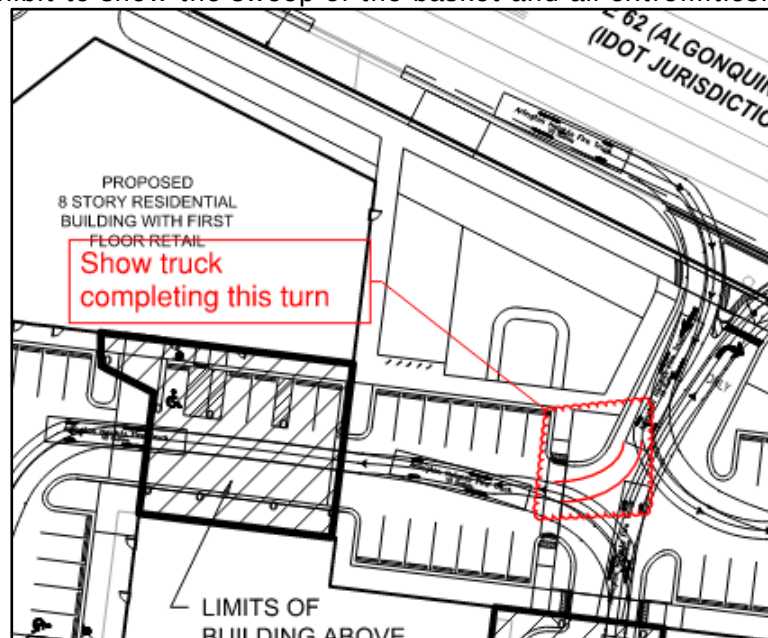
#	COMMENT	RESPONSE
1	For the trees located at the ends of the parking row, please increase the size so that they are 4 inch caliper (Chapter 28, Section 6.15). Please reduce the size within the parkway so that they are 3 inch caliper. In addition, please include the sizes of the plant material on the plant list.	<i>Agreed, please see revised site furnishing package.</i>

List of exhibits:

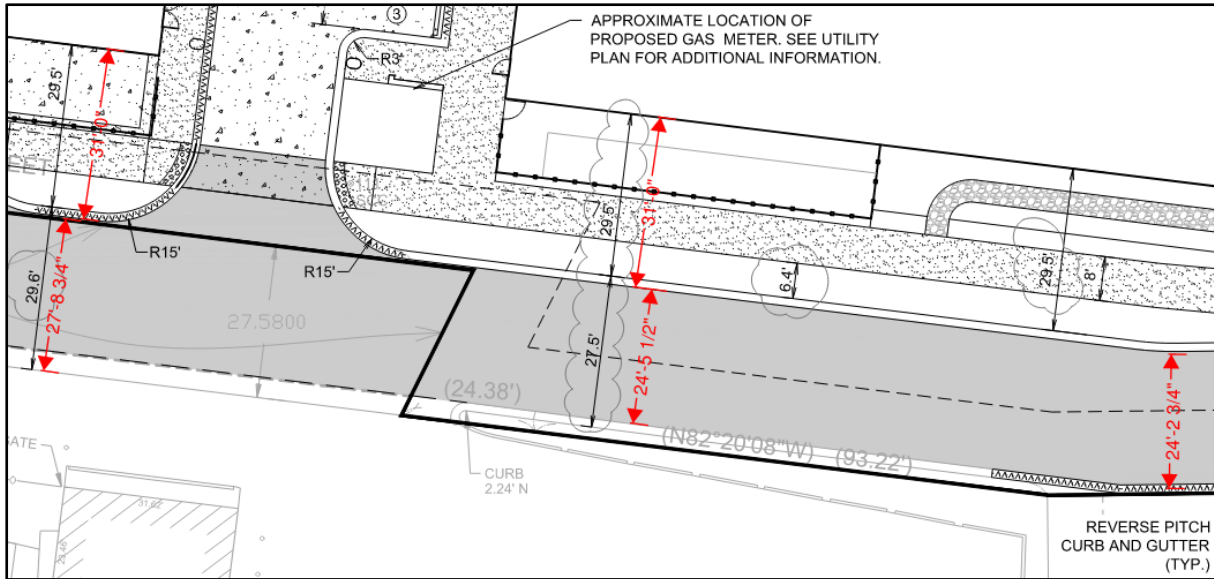
- 1) *Final Plat of Subdivision v3*
- 2) *Stormwater Management Report v2*
- 3) *Engineer's Opinion of Probable Cost*
 - a) *Private Improvements*
 - b) *Public Improvements*
- 4) *Memorandum on Easements v3*
- 5) *Site Furnishings Package v2*
- 6) *Abrogation and Easement Plat v2*
- 7) *Final Engineering Plans v2*
- 8) *Underground Detention Tank and Calculations*
 - a) *West Vault*
 - b) *East Vault*
 - c) *Calculations*
- 9) *Fire truck turning*
- 10) *ComEd overhead line design*
- 11) *Construction Logistics Plan*
- 12) *Tonne Rd and Algonquin Road Intersection*
- 13) *Pace Bus Stop*
- 14) *Pace Bus Shelter Line of Sight*

PLAN COMMISSION PC #23-012
Arlington Gateway
1, 15 & 11 E Algonquin Rd, 2355 S Arlington Heights Rd
Round 2 Final Plat (Round 4)

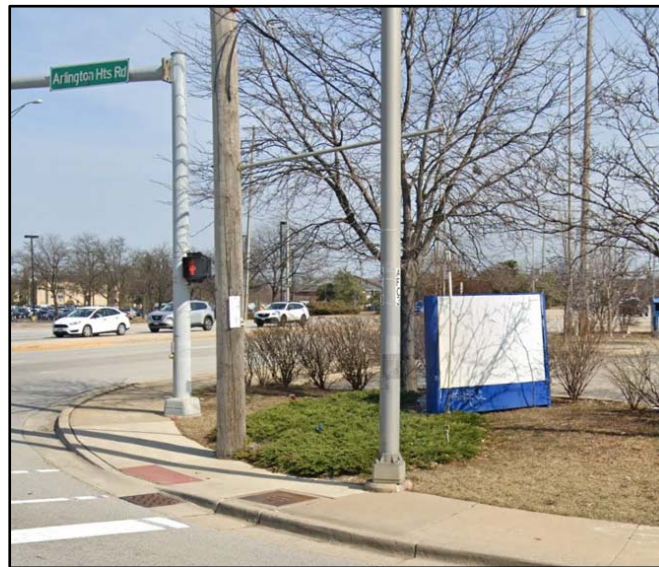
83. The petitioner's response to comment nos. 70, 74, 77-82 are acceptable.
84. The petitioner's response to comment no. 71 is noted. Grivas Krause Associates, Ltd. Has reviewed the structural calculations for the StormTrap modular concrete storm water detention systems that are located within the aerial apparatus fire lane. The rejection comments have been provided directly to V3 Companies and are summarized below:
- a) Provide seal and signature of Illinois licensed structural engineer who is responsible for the StormTrap design on the drawings and calculations.
 - b) Indicate the alternate design load conditions of HS-25 loading or 250 psf uniform load. The revised calculations currently show HS-20 loading.
 - c) Provide the construction drawings for the typical storm trap units that reflect reinforcement size and locations as well as material specifications for concrete and steel reinforcement. These drawings shall be signed and sealed by the Illinois licensed structural engineer.
 - d) Provide spread sheet formulas for calculations Mu1, Mu2, and Mu3, and clarify why there are two reinforcing configurations reviewed in the calculations.
85. The petitioner's response to comment no. 72 regarding the fire exhibit and the dimensions to the building is noted.
- a) Update the exhibit to show the truck entering the site from eastbound Algonquin Road and entering the westerly parking lot.
 - b) Update the exhibit to show the sweep of the basket and all extremities.



- c) The south aerial apparatus access road does not meet **sections D105.2 and D105.3 of the 2018 International Fire Code**: Aerial apparatus access roads shall have a minimum unobstructed width of 26 ft, exclusive of the shoulders, and shall be located not less than 15 ft and not greater than 30 ft from the building.



86. The petitioner's response to comment no. 73 on a Logistics Plan addressing access for the Guitar Center site is noted. The access road and the entrance to the Guitar Center is to be reconstructed which will impact access to Guitar Center if the business is to remain open. The Village is aware that the applicant is currently under contract to purchase the Guitar Center site. If access to the site is needed for the business, this can be addressed at permit.
87. The petitioner's response to comment no. 75 is noted. Show all utilities in IDOT right-of-way on the plans (light poles, traffic signal mast arm poles, traffic signal hand hole, etc). Show the utilities on the Layout and Paving Plan to verify there will be not conflicts.



88. The petitioner's response to comment no. 76 for the private water main is noted.
 - a) The hydrant location and Fire Department connection has been revised per communication with Jorge Torres on 03/21/2024. Update the plan per the agreed location.
 - b) Provide meter pits off of the connections at Arlington Heights Rd and Algonquin Rd.
 - c) Traffic control plans for Arlington Heights Rd and Algonquin Road shall be provided.

Final Plat of Subdivision:

89. The proposed private utilities for Lot 1 are located within the ingress/egress easement on the Guitar Center site. A private utility easement shall be established.

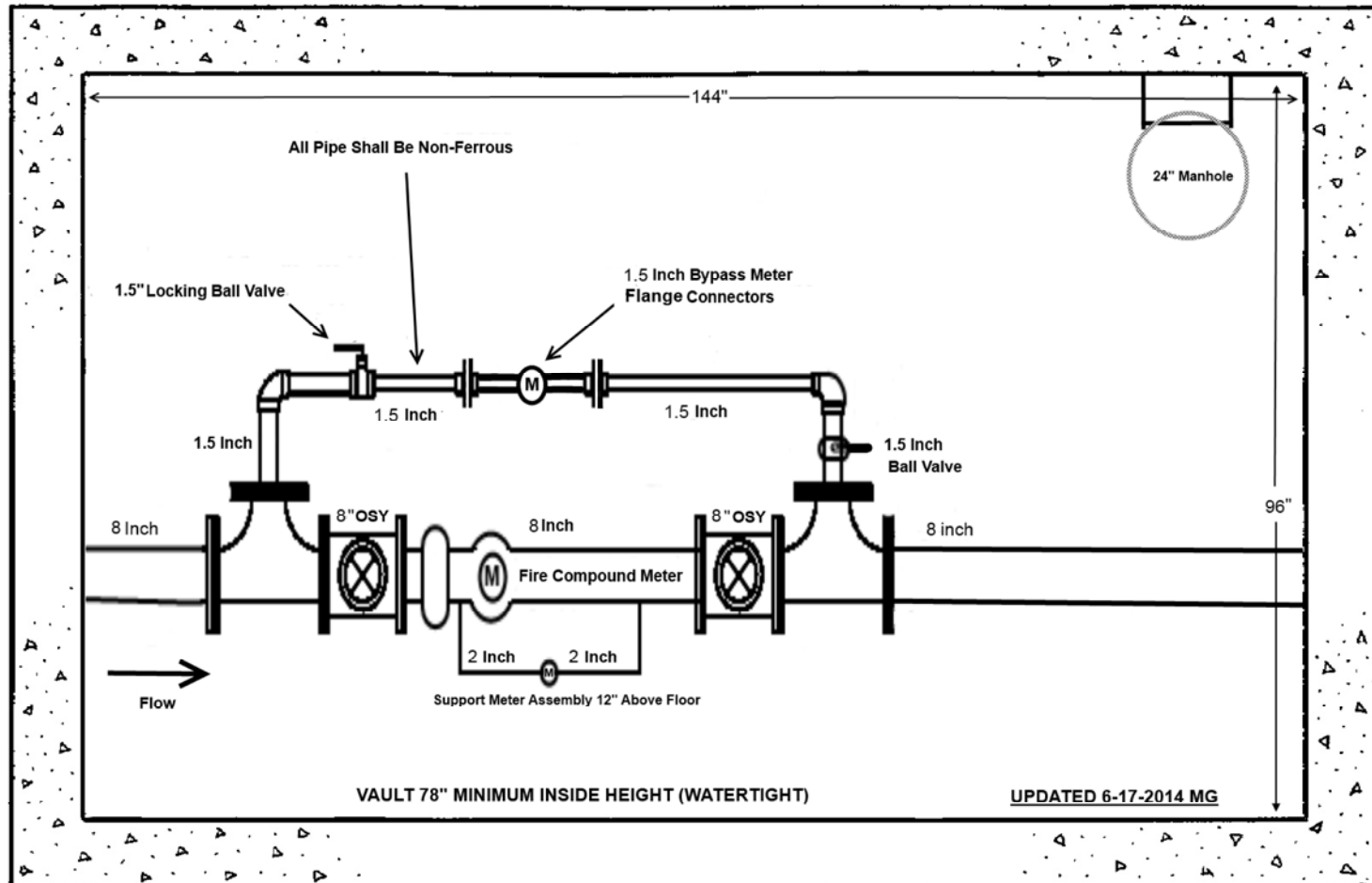


Michael L. Pagones, P.E.
Village Engineer

03-26-24

Date

8" TYPICAL UNDERGROUND METER PIT INSTALLATION



WATER METER VAULT DETAIL

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PUBLIC WORKS

Planning & Community Development Dept. Review

March 27, 2024



REVIEW ROUND 4 (Final Plat Round 2)

Project: Arlington Gateway – Phase I
1, 15, and 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd.

Case Number: PC 23-012

General:

18. Response to the following comments is acceptable: #4-#11, #14 and #15.
19. The response to comment #1 is noted. However, please see Engineering comment #85. Please verify that the easement boundaries are still acceptable.
20. Response to comment #2 is noted. The pole and OH lines must be removed as shown on sheet C2.1.
21. The response to comment #3 is noted. Please provide an update on the status of the IDOT discussions.

Plat of Subdivision:

22. Once all outstanding comments on the Final Plat have been addressed (see Engineering comment #89), the Planning Dept. is comfortable with the Final Plat of Subdivision being printed on mylar and signatures added.

Plat of Abrogation:

23. The response to comment #12 is noted. However, please see #19 and comment #85 from Engineering.
24. The response to comment #13 is noted. Signature lines for the property owner of the Guitar Center should be added to the Plat of Abrogation and Grant of New Easement as the proposed easement overlaps onto the Guitar Center property. Once evidence showing completion of the purchase of that property by the developer has been provided, the developer can sign for the owner of the Guitar Center lot.
25. Are easements for utility lines required on the Guitar Center lot? Those should be added to the Plat of Abrogation as applicable.
26. The response to comments #14 and #15 is noted.
27. The response to comment #16 is noted.
28. The response to comment #17 is noted. See #23 above.

Prepared by:



2355 S Arlington Heights Road

PC 23-012

Final Plat Round 2

March 27, 2024

Landscape Comments

- 1) For the crosswalks within the right of way, the plans call out an elastomeric paint. The crosswalks should consist of a thermoplastic material such as Duratherm or approved equal. The Village is evaluating the materials/products. Final material will be subject to IDOT review and approval.

Memorandum

Date: 10 April 2024

Re: Arlington Gateway Development
Response to VAH Department Comments received 27 March 2024

Case #: PC 23-012

To: Sam Hubbard, VAH – Planning & Community Dev.
Elliot Eldridge, VAH – Building & Life Safety
Mike Pagones, VAH – Village Engineer

From: Thomas Roszak



Thank you for your careful review of our project drawings. We have reviewed the department comments and suggestions below and offer our responses underneath for each item.

Plan Commission:

#	COMMENT	RESPONSE
83	The petitioner's response to comment nos. 70, 74, 77-82 are acceptable.	<i>Noted, thank you.</i>
84	The petitioner's response to comment no. 71 is noted. Grivas Krause Associates, Ltd Has reviewed the structural calculations for the StormTrap modular concrete storm water detention systems that are located within the aerial apparatus fire lane. The rejection comments have been provided directly to V3 Companies and are summarized below: a) Provide seal and signature of Illinois licensed structural engineer who is responsible for the StormTrap design on the drawings and calculations. b) Indicate the alternate design load conditions of HS-25 loading or 250 psf uniform load. The revised calculations currently show HS-20 loading. c) Provide the construction drawings for the typical storm trap units that reflect reinforcement size and locations as well as material specifications for concrete and steel reinforcement. These drawings shall be signed and sealed by the Illinois Licensed structural engineer. d) Provide spread sheet formulas for calculations Mu1, Mu2, and Mu3, and clarify why there are two reinforcing configurations reviewed in the calculations.	<i>The Stormtrap design has been updated to address these four comments. V3 has responded to these comments and received two more comments to date and has also responded to these directly with Nanci Julius. We have received email confirmation that there are no additional comments concerning Stormtrap.</i>
85	The petitioner's response to comment no. 72 regarding the fire exhibit and the dimensions to the building is noted.	a) <i>The fire truck exhibit has been revised to show this additional movement.</i> b) <i>The exhibit has been updated to show the extremities of the fire truck.</i>

	a) Update the exhibit to show the truck entering the site from eastbound Algonquin Road and entering the westerly parking lot. b) Update the exhibit to show the sweep of the basket and all extremities. c) The south aerial apparatus access road does not meet sections D105.2 and D105.3 of the 2018 International Fire Code: Aerial apparatus access roads shall have a minimum unobstructed width of 26 ft, exclusive of the shoulders, and shall be located not less than 15 ft and not greater than 30 ft from the building.	c) <i>The location of the aerial apparatus road has been shifted north so that the edge of pavement is located no greater than 30 ft from the building face.</i>
86	The petitioner's response to comment no. 73 on a Logistics Plan addressing access for the Guitar Center site is noted. The access road and the entrance to the Guitar Center is to be reconstructed which will impact access to Guitar Center if the business is to remain open. The Village is aware that the applicant is currently under contract to purchase the Guitar Center site. If access to the site is needed for the business, this can be addressed at permit.	<i>Noted. Guitar Center site is now under ownership of the same owner of our site. See attached Guitar Center Deed. We are implementing the logistics plan.</i>
87	The petitioner's response to comment no. 75 is noted. Show all utilities in IDOT right-of-way on the plans (light poles, traffic signal mast arm poles, traffic signal hand hole, etc). Show the utilities on the Layout and Paving Plan to verify there will be no conflicts.	<i>These have been turned on in the Layout and Paving Plan for clarification.</i>
88	The petitioner's response to comment no. 76 for the private water main is noted. a) The hydrant location and Fire Department connection has been revised per communication with Jorge Torres on 03/21/2024. Update the plan per the agreed location. b) Provide meter pits off of the connections at Arlington Heights Rd and Algonquin Rd. c) Traffic control plans for Arlington Heights Rd and Algonquin Road shall be provided.	a) <i>The final engineering plans have been revised to reflect the approved fire department connection location and fire hydrant relocation.</i> b) <i>Per virtual discussions, the development team will not provide meter pits at this time but will reevaluate with the Village at the onset of future phases.</i> c) <i>Confirmed with Nanci Julius that standard IDOT details are acceptable.</i>
Final Plat of Subdivision		
89	The proposed private utilities for Lot 1 are located within the ingress/egress easement on the Guitar Center site. A private utility easement shall be established.	<i>The proposed private utilities for Lot 1 are located within the ingress/egress easement on the Guitar Center site. A private utility easement shall be established.</i>

Planning & Community Development:

#	COMMENT	RESPONSE
General:		
18	Response to the following comments is acceptable: #4-#11, #14 and #15	<i>Noted, thank you.</i>
19	The response to comment #11 is noted. However, please see Engineering comment #85. Please verify that the easement boundaries are still acceptable.	<i>Confirmed, as shown on the engineering plans.</i>
20	Response to comment #2 is noted. The pole and OH lines must be removed as shown on sheet C2.1	<i>Confirmed, as shown on the engineering plans.</i>
21	The response to comment #3 is noted. Please provide an update on the status of the IDOT discussions.	<i>The IDOT permit review is still in progress, and V3 is checking in regularly to track permit status. The last submission to IDOT was on 1/24/24 and was in response to their second round of comments. We are anticipating that their review of this submittal will be completed shortly. Additionally, since the latest submission to IDOT, the landscape plans have been submitted to them for their review and approval of the proposed parkway trees.</i>

Plat of Subdivision:

22	Once all outstanding comments on the Final Plat have been addressed (see Engineering comment #89), the Planning Dept. is comfortable with the Final Plan of Subdivision being printed on mylar and signatures added.	<i>A separate easement agreement between the owner of Lot 1 and the Guitar Center will establish easements for utilities rather than showing them on the Plat of Abrogation, which deals with ingress and egress. We set up the easement agreement for the underground utility easements between the owner of Lot 1 and the Guitar Center, where we can add more detail than is convenient on a plat, in terms of use of the easement, access for personnel and equipment, etc. Future amendments are also easier to accomplish this way.</i>
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Plat of Abrogation:

23	The response to comment #12 is noted. However, please see #19 and comment #85 from Engineering.	<i>Noted, thank you.</i>
24	The response to comment #13 is noted. Signature lines for the property owner of the Guitar Center should be added to the Plat of Abrogation and Grant of New Easement as the proposed easement overlaps onto the Guitar Center property. Once evidence showing completion of the purchase of that property by the developer has been provided, the developer can sign for the owner of the Guitar Center lot.	<i>Per email correspondence with Sam Hubbard on 03/29, this item can be disregarded as the signature line is provided on page 5.</i>
25	Are easements for utility lines required on the Guitar Center lot? Those should be added to the Plat of Abrogation as applicable.	<i>A separate easement agreement between the owner of Lot 1 and the Guitar Center will establish easements for utilities rather than showing them on the Plat of Abrogation, which deals with ingress and egress. We set up the easement agreement for the underground utility easements between the owner of Lot 1 and the Guitar Center, where we can add more detail than is convenient on a plat, in terms of use of the easement, access for personnel and equipment, etc. Future amendments are also easier to accomplish this way.</i>
26	The response to comments #14 and #15 is noted.	<i>Noted, thank you.</i>

27	The response to comments #16 is noted.	<i>Noted, thank you.</i>
28	The response to comments #17 is noted. See #23 above.	<i>Noted, thank you.</i>

Landscape Development:

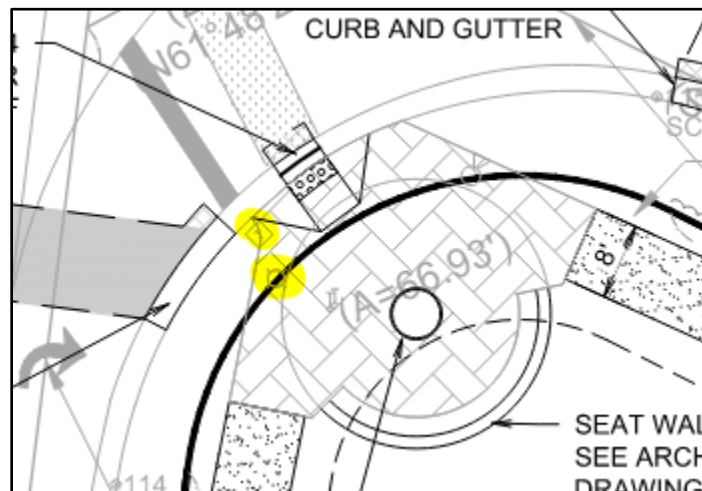
#	COMMENT	RESPONSE
1	For the crosswalks within the right of way, the plans call out an elastomeric paint. The crosswalks should consist of a thermoplastic material such as Duratherm or approved equal. The Village is evaluating the materials/products. Final material will be subject to IDOT review and approval.	<i>Agreed, please see revision to Site Furnishing Package. Note that the permit documents do call this material out correctly as the thermoplastic Duratherm material.</i>

List of exhibits:

- 1) *Final Plat of Subdivision v3*
- 2) *Stormwater Management Report v2*
- 3) *Engineer's Opinion of Probable Cost*
 - a) *Private Improvements*
 - b) *Public Improvements*
- 4) *Memorandum on Easements v3*
- 5) *Site Furnishings Package v3*
- 6) *Abrogation and Easement Plat v2*
- 7) *Final Engineering Plans v3*
- 8) *Underground Detention Tank and Calculations*
 - a) *West Vault v2*
 - b) *East Vault v2*
 - c) *Calculations v2*
 - d) ***Vault Construction Details***
- 9) *Fire truck turning v2*
- 10) *ComEd overhead line design*
- 11) *Construction Logistics Plan*
- 12) *Tonne Rd and Algonquin Road Intersection*
- 13) *Pace Bus Stop*
- 14) *Pace Bus Shelter Line of Sight*
- 15) *Guitar Center Deed***
- 16) *Easement Agreement Lot 1 and Guitar Center***

PLAN COMMISSION PC #23-012
Arlington Gateway
1, 15 & 11 E Algonquin Rd, 2355 S Arlington Heights Rd
Round 3 Final Plat (Round 5)

90. The petitioner's response to comment nos. 83 & 84 are acceptable.
91. The petitioner's response to comment no. 85 is noted. Any further comments regarding the requirements of sections D105.2 and D105.3 of the 2018 International Fire Code will be addressed at permit.
92. The petitioner's response to comment no. 86 is noted. If the Guitar Center will remain in business, provide information on access during reconstruction of the access road. This can be addressed at permit.
93. The petitioner's response to comment no. 87 is noted. The traffic hand hole and the traffic signal mast arm are located within the proposed brick walkway. Provide an enlargement detail of the southeast corner of Arlington Heights Road and Algonquin Road. This can be addressed at permit.



94. The petitioner's response to comment no. 88 for the private water main is noted. Village staff is agreeable to not provide meter pits for Phase I; however, meter pits will be reevaluated for future phases. Any future required meter pits would be installed as part of the development.

Final Plat of Subdivision:

95. The petitioner's response to comment no. 89 is noted. Since the adjacent Guitar Shack property is now under the ownership of the petitioner, the required private utility easement can be provided either on the Final Plat of Subdivision or as a separate document.


Michael L. Pagones, P.E.
Village Engineer

04-19-24
Date

Planning & Community Development Dept. Review

April 19, 2024



REVIEW ROUND 6 (Final Plat Round 3)

Project: Arlington Gateway – Phase I
1, 15, and 111 E. Algonquin Rd, 2355 S. Arlington Heights Rd.

Case Number: PC 23-012

29. Response to the following comments is acceptable: #18, #20, #21, #24, and #26-28.
30. The response to comment #19 and #23 is noted. Final compliance with all aerial fire apparatus road requirements and building/life safety requirements shall be verified as part of building permit review. Final compliance shall be at the discretion of the Director of Building & Life Safety. Should any modifications be required, the plans must be revised to comply with code requirements, which may also require revisions to the access easement. The petitioner shall acknowledge acceptance of this.
31. The response to comments #22 and #25 is noted. The private utility easements have been proposed as a separate document. As a condition of Final Plat of Subdivision approval, the petitioner shall execute and record a separate document establishing private utility easements for utilities that fall beyond the boundaries of the subject property and are outside of the public right-of-way, as applicable. The private utility easement document shall be substantially compliant with the draft submitted during Round 3 final plat review, with final review and approval by the Village, and shall be recorded prior to recording the Final Plat.
32. The Final Plat is now ready to be printed on mylar with signatures obtained. In order to make the May 8th Plan Commission meeting date, the signed Final Plat, including all applicable signatures, must be provided no later than May 1st.

Prepared by:

Village of Arlington Heights



To: Sam Hubbard, Development Planner
From: Derek Mach, Landscape Planner
Department: Planning and Community Development
File Number: PC 23-012
Project: Arlington Gateway Phase 1
Review Round: Round 3 Final Plat
Date: April 19, 2024

LANDSCAPE & TREE PRESERVATION:

	YES	NO
<u>1. Complies with Tree Preservation Ordinance:</u>	X	
<u>2. Complies with Landscape Plan Ordinance:</u>	X	
<u>3. Parkway Tree Fee Required:</u>		X

General Comments:

No Comments

Memorandum

Date: 23 April 2024

Re: Arlington Gateway Development
Response to VAH Department Comments received 19 April 2024

Case #: PC 23-012

To: Sam Hubbard, VAH – Planning & Community Dev.
Elliot Eldridge, VAH – Building & Life Safety
Mike Pagonos, VAH – Village Engineer

From: Thomas Roszak


Thank you for your careful review of our project drawings. We have reviewed the department comments and suggestions below and offer our responses underneath for each item.

Plan Commission:

#	COMMENT	RESPONSE
90	The petitioner's response to comment nos. 83 & 84 are acceptable.	<i>Noted, thank you.</i>
91	The petitioner's response to comment no.85 is noted. Any further comments regarding the requirements of sections D105.2 and D105.3 of the 2018 International Fire Code will be address at permit	<i>Noted, thank you.</i>
92	The petitioner's response to comment no. 86 is noted. If the Guitar Center will remain in business, provide information on access during reconstruction of the access road. This can be addressed at permit.	<i>Noted, thank you.</i>
93	The petitioner's response to comment no. 87 is noted. The traffic hand hole and the traffic signal mast arm are located within the proposed brick walkway. Provide an enlargement detail of the southeast corner of Arlington Heights Road and Algonquin Road. This can be addressed at permit.	<i>V3 - Agreed, we will provide this detail in the next round of Site Development Permit responses.</i>
94	The petitioner's response to comment no. 88 for the private water main is noted. Village staff is agreeable to not provide meter pits for Phase I; however, meter pits will be reevaluated for future phases. Any future required meter pits would be installed as part of the developments.	<i>Agreed, thank you.</i>

Final Plat of Subdivision

95	The petitioner's response to comment no. 89 is noted. Since the adjacent Guitar Center property is now under the ownership of the petitioner, the required private utility easement can be provided either on the Final Plat of Subdivision or as a separate document.	<i>Please see attached exhibit 16 "Easement Agreement Lot 1 and Guitar Center v2"</i>
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Planning & Community Development:

#	COMMENT	RESPONSE
General:		
29	Response to the following comments is acceptable: #18, #20, #21, #24, and #26-28	<i>Noted, thank you.</i>
30	The response to comment #19 and #23 is noted. Final Compliance with all aerial fire apparatus road requirements and building/life safety requirements shall be verified as part of the building permit review. Final compliance shall be at the discretion of the Director of Building & Life Safety. Should any modifications be required, the plans must be revised to comply with code requirements, which may also require revisions to the access easement. The petitioner shall acknowledge acceptance of this.	<i>Confirmed, this is accepted by the petitioner.</i>
31	The response to comments #22 and #25 is noted. The private utility easements have been proposed as a separate document. As a condition of Final Plat of Subdivision approval, the petitioner shall execute and record a separate document establishing private utility easements for utilities that fall beyond the boundaries of the subject property and are outside of the public right-of-way, as applicable. The private utility easement document shall be substantially compliant with the draft submitted during Round 3 final plat review, with final review and approval by the Village, and shall be recorded prior to recording the Final Plat.	<i>Confirmed, please see attached exhibit 16 "Easement Agreement Lot 1 and Guitar Center v2"</i>
32	The Final Plat is now ready to be printed on mylar with signatures obtained. In order to make the May 8 th Plan Commission meeting date, the signed Final Plat, including all applicable signatures, must be provided no later than May 1 st .	<i>Noted, thank you.</i>

Landscape Development:

#	COMMENT	RESPONSE
1	Complies with Tree Preservation Ordinance.	<i>Noted, thank you.</i>
2	Complies with Landscape Plan Ordinance.	<i>Noted, thank you.</i>
3	Parkway Tree Fee is not Required.	<i>Noted, thank you.</i>
4	No further comments	<i>Noted, thank you.</i>

List of exhibits:

- 1) *Final Plat of Subdivision v3*
- 2) *Stormwater Management Report v2*
- 3) *Engineer's Opinion of Probable Cost*
 - a) *Private Improvements*
 - b) *Public Improvements*
- 4) *Memorandum on Easements v3*
- 5) *Site Furnishings Package v3*
- 6) *Abrogation and Easement Plat v3*
- 7) *Final Engineering Plans v3*
- 8) *Underground Detention Tank and Calculations*
 - a) *West Vault v2*
 - b) *East Vault v2*
 - c) *Calculations v2*
 - d) *Vault Construction Details*
- 9) *Fire truck turning v2*
- 10) *ComEd overhead line design*
- 11) *Construction Logistics Plan*
- 12) *Tonne Rd and Algonquin Road Intersection*
- 13) *Pace Bus Stop*
- 14) *Pace Bus Shelter Line of Sight*
- 15) *Guitar Center Deed*
- 16) *Easement Agreement Lot 1 and Guitar Center v2*