AGENDA
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
March 5, 2018
8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

A. Presentation of the Colors by Cub Scout Pack #129 from Southminster Presbyterian Church

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Committee of the Whole 02/05/2018

B. Village Board 02/19/2018

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 02/28/2018

VI. RECOGNITIONS AND PRESENTATIONS

A. Recognition of Friends of the Library 50th Anniversary

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the

Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item. Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

A. Annual Computer Replacement Program

CONSENT NEW BUSINESS

A. 2018 Budget Encumbrance

B. 2017 Year-End Budget Adjustments

CONSENT LEGAL

A. A Resolution Accepting a Plat of Easement for Public Sidewalk (Two feet of existing public sidewalk at 218 S. Evergreen Ave.)

CONSENT PETITIONS AND COMMUNICATIONS

A. Permit Fee Waiver - Arlington Heights Park District

B. Bond Waiver - National Ovarian Cancer Coalition

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Para Residence - 132 W. Northwest Highway - PC#17-015
PUD, Variations

B. Sigwalt Apartments/CA Ventures - 45 S. Chestnut Ave. - PC#17-016
PUD, Preliminary& Final Plat of Subdivision, Rezoning, Variations

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.

Item: Presentation of the Colors

Department: Village Manager's Office

Presentation of the Colors by Cub Scout Pack #129 from Southminster Presbyterian Church

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Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

Item: cow 2 5 18

Department: Village Clerk

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	**Type**
Committee of the Whole 2 5 18	Minutes

MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS 33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM FEBRUARY 5, 2018 – 7:30 PM

President Hayes called the meeting to order at 7:30 PM.

BOARD MEMBERS PRESENT:	Mayor Hayes; Trustees Baldino, Blackwood, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia
BOARD MEMBERS ABSENT:	Trustee Glasgow
STAFF MEMBERS PRESENT:	Village Manager Randy Recklaus; Assistant Village Manager, Diana Mikula
OTHERS PRESENT:	Karolina Skrodziuk; James Thompson; Richard Lenski

A. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "AA" AND CLASS "B" LIQUOR LICENSE TO AHTRST CONCESSIONS, LLC DBA COURTYARD CHICAGO ARLINGTON HEIGHTS/SOUTH, LOCATED AT 100 W. ALGONQUIN ROAD UPON SURRENDER OF THE CURRENT LICENSES ISSUED TO THIS ADDRESS

Mayor Hayes swore in Karolina Skrodziuk. Ms. Skrodziuk is the General Manager at the Courtyard South location. She has been with the Marriott brand since 1999 and at this location since 2012. She was previously interviewed by the Board and is again representing the applicant.

Diana Mikula presented the staff report on the hotel. The Courtyard Chicago Arlington Heights South location went through ownership change in November 2017. The owners of the hotel hired Aimbridge Hospitality, LLC to be the hotel management company and they contracted with the applicant, AHTRST Concessions LLC to operate the Food and Beverage services at the hotel.

In December 2017 the Arlington Heights Police Department completed background checks on applicants Robert Burg (Manager & President) and Vincent Cuce' (Manager, VP & Secretary). No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgements, or liens were outstanding. Both applicants are Officers of the applicant, live in Texas, and will not be working on the premises.

Ms. Mikula conducted a walk-through of the establishment on February 2. No issues were noted and the layout was consistent with the submitted floor plan. Upon a satisfactory liquor interview, it would be appropriate to approve the issuance of Class "AA" and Class "B" liquor licenses.

Mayor Hayes asked Ms. Skrodziuk how alcohol would be sold and served. Ms. Srkrodziuk said there is a small market kiosk in the hotel that includes packaged beer and wine in a small locked half refrigerator, only opened by a hotel employee, for guests to purchase. There is also a bistro bar in the hotel serving food with the full service of alcohol.

Mayor Hayes asked Ms. Skrodziuk how many employees would be involved with the sales and service of alcohol. Ms. Skrodziuk said six employees at the front desk are Basset certified as well as three who work evenings at the bistro.

Mayor Hayes noted that the Courtyard had a liquor violation in 2014 and asked Ms. Skrudziak what policies and procedures were in place to prevent that from happening again. Ms. Skrudziak said employees are given monthly reminders that they must sign policies with the understanding to ID everyone. In addition, the new owners required everyone to be re-trained.

The hours of operation for the Class "AA" liquor license will be Monday through Thursday 8:00 am-1:00 am; Friday & Saturday 8:00 am-2:00 am; Sunday 10:00 am-1:00 am.

The hours of operation for the Class "B" liquor license are Monday through Thursday 8:00 am-12 midnight; Friday & Saturday 8:00 am-1:00 am; Sunday 11:00 am-12 midnight.

TRUSTEE SCALETTA MOVED, SECONDED BY TRUSTEE LABEDZ TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "AA" AND CLASS "B" LIQUOR LICENSE TO AHTRST CONCESSIONS, LLC DBA COURTYARD ARLINGTON HEIGHTS/SOUTH, LOCATED AT 100 W. ALGONQUIN ROAD UPON SURRENDER OF THE CURRENT LICENSES ISSUED TO THIS ADDRESS

THE FOLLOWING VOICE VOTE WAS RECORDED:

8 AYES **0 NAYS**

The motion passed.

B. INTERVIEW OF JAMES THOMPSON FOR APPOINTMENT TO THE ENVIRONMENTAL COMMISSION – TERM ENDING: 4/30/21

The Board reviewed James Thompson's resume and discussed his interest in serving on the Environmental Commission.

Trustee Scaletta asked Mr. Thompson why he chose to serve on the Environmental Commission. Mr. Thompson said he was a member of the Environmental Club in high school and has participated on his own to clean up litter in parks. He has enjoyed being involved in the community and helping out environmentally.

TRUSTEE SCALETTA MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF JAMES THOMPSON TO THE ENVIRONMENTAL COMMISSION WITH TERM ENDING 4/30/21. TRUSTEE ROSENBERG SECONDED THE MOTION.

The motion passed.

C. INTERVIEW OF RICHARD LENSKI FOR APPOINTMENT TO THE BICYCLE & PEDESTRIAN ADVISORY COMMISSION – TERM ENDING: 4/30/19

The Board reviewed Richard Lenski's resume and discussed his interest in serving on the Bicycle & Pedestrian Advisory Commission.

Trustee Rosenberg asked Mr. Lenski what ideas he had for the Bicycle Commission. Mr. Lenski says he spends a lot of time on his bicycle and enjoys riding on the road. He would like to see markings on the roads for bikers because he feels it makes biking safer. Trustee Rosenberg thanked Mr. Lenski for his willingness to serve.

TRUSTEE BALDINO MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF RICHARD LENSKI TO THE BICYCLE & PEDESTRIAN ADVISORY COMMISSION WITH TERM ENDING 4/30/19. TRUSTEE TINAGLIA SECONDED THE MOTION.

The motion passed.

D. ADJOURNMENT

Trustee LaBedz moved, and Trustee Tinaglia seconded the motion to adjourn. The meeting adjourned at 7:54 p.m.

Item: Village Board 02/19/2018

Department: Village Clerk

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	**Type**
02 19 18 minutes	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
February 19, 2018
8:00 PM

I. CALL TO ORDER

President Hayes asked for a moment of silence for the shooting victims in Parkland, Florida and for Police Commander Bauer in Chicago.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to Roll: Blackwood, LaBedz, Scaletta, Sidor, Tinaglia, Baldino and Rosenberg.

Trustee Glasgow was absent.

Also in attendance were: Randy Recklaus, Robin Ward, Mark Burkland, Steve Hautzinger, Diana Mikula, Jim Massarelli, Cris Papierniak and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 01/16/2018 Approved

Trustee Carol Blackwood moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

B. Village Board 02/05/2018 Approved

Trustee Bert Rosenberg moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 02/15/2018 Approved

Trustee Bert Rosenberg moved to approve the Warrant Register in the amount of $826,986.42. Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

Trustee Jim Tinaglia moved to move Old Business to this point in the Agenda. Trustee Mike Sidor Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

B. Report of the Committee-of-the-Whole Meeting of February 19, 2018 Approved

Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to El Barrio Fresh, LLC dba El Barrio Fresh located at 1414 W. Algonquin Road

Trustee John Scaletta moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

C. Report of the Committee-of-the-Whole Meeting of February 19, 2018 — Approved

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Altanbulag Corp., dba Rokbonki, located at 876 W. Dundee Road upon surrender of the current liquor license issued to this address

Trustee Jim Tinaglia moved to approve. Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

D. Report of the Committee-of-the-Whole Meeting of February 19, 2018 — Approved

Interview of Sarah Galla for Appointment to the Arts Commission - Term Ending: 4/30/21

President Hayes administered the Oath of Office to Ms. Galla.

Trustee Robin LaBedz moved to approve. Trustee Carol Blackwood Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

E. Report of the Committee-of-the-Whole Meeting of February 19, 2018 — Approved

Interview of Emma Edmondson for Appointment to the Special Events Commission - Term Ending: 4/30/21

President Hayes administered the Oath of Office to Ms. Edmondson.

Trustee Jim Tinaglia moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Gun Dealer Licensing
Citing the school shooting in Parkland High School and the increased frequency of school shootings and the gun violence in the City of Chicago, the following residents asked the Village Board to write a letter to Springfield supporting SB1657 which mandates the state licensing of gun dealers: Kathleen Sances, Mary Beth Canty, Ann Gillespie, Dawn Frenzel, Allison Millevoi, Ryan Danzinger, Elliot Hartstein, Joe Sonnefeldt and Lisa Bernstein.

President Hayes said we are all in this together. The Board's primary obligation is to preserve the health safety and welfare of our citizens. This is not an us-versus-them situation. He said it is unfair to say the Board has different interests. He encouraged residents to contact their local legislator, and to be vigilant in their neighborhoods. He said the Village will continue to work with the Park District, school districts, Library, local legislators and Federal legislators. We have already embarked on this effort but the Village is looking at what more we can do. This Board stands with you in this fight.

Mr. Recklaus said all community entities are working on this. He outlined the many ways the Village works to ensure safety including: the School Safety Task Force, police training and planning, suspicious person alerts including phone calls and social media, shift change information exchange, crisis intervention training, robust security and patrol bureaus.The Police Department continuously follows up on all current and old threats. Panic buttons in all the schools directly connect to 911. Lock down drills are conducted every year. There are identical policies in the neighboring communities so police responses can be consistent. School staff receive training from our officers, so all involved are on the same page. Full-scale active shooter training is conducted every year. All on duty patrol are trained to respond to active shooters. There are detail papers and tactical maps in every squad car. A rapid task force is being developed. A special team of paramedics is trained to go into active shooter situations to be on site in warm zones. There are other measures the Village takes which aren't stated publicity so as not compromise security. The existence of these measures does not end this discussion but perhaps gives residents some peace of mind that the village takes these issues very seriously.

Trustee Sidor said the residents are looking for the Board to send a letter to Springfield to our representatives. He said there was precedent for this regarding gambling at Arlington Park. He said he thought the Board could do that tonight. It is one step that could be taken. He would like the Board

to consider this as the safety and welfare of the residents is paramount.

President Hayes said he was not opposed to sending a letter, but will not do unilaterally, he would like the consensus of the Board as was done with the expanded gambling issue. He said he was willing to explore the issue but wanted to understand the content of the entire bill. He said his primary concern is what can be done in the Village. If the Board can affect Springfield, the Board should do this as well.

Trustee Baldino said what used to be a rare occurrence is becoming a pattern. Anything the Board can do, he would approve of.

Trustee Blackwood agreed, she said thanked each person for their courage, passion and believing in what we can do as a community. She thanked Mayor Hayes for supporting safety in the community. She said the Board's vision is to keep its residents safe and she would like to move forward together.

Trustee Rosenberg concurred with Trustees Sidor, Baldino and Blackwood. He said all residents need to communicate individually to their legislators. One letter from a Board does not make as much of an impact as legislators receiving 77,000 letters. They need to hear your voices.

Trustee LaBedz concurred and the community needs to go forward and take action. She said each of the Board members needs to speak up as does each community member. The impact is greater if each individual contacts them, not just the Village Board.

Trustee Scaletta said he would like to see the Board do something and is concerned about gun safety in schools and on the streets, but the Board needs to study it and make sure they understand all 86 pages before they write a letter. He said he would do that.

Trustee Tinaglia said this is an awful awakening. He encouraged the residents to send 77,000 letters, not just ask for one letter. He said to keep the ball rolling and finish the job.

Proposed Highland/Sigwalt Apartment Building
Donald Meersman said the developers of the proposed apartments at Sigwalt and Highland ignored the building codes. He asked the Board to please respect and enforce the codes.

Kari Dwyer asked the Board to review the variances requested closely prior to its final decision. She said for some variances, the developer would have to demonstrate a hardship. The developer hasn’t even purchased the parcel yet, so how can they have a hardship? A project this size should be built near a controlled intersection. This is not a controlled intersection and has had accidents with fatalities. She asked how the additional 110 vehicles will moderated. She said she would love to see the land developed, but called for the Village not to settle. The Village has built on a foundation of respect

and enhanced aesthetics. She said her home complies with all the codes. CA Ventures had the same opportunity but they are requesting to change the zoning to R7 and have asked for 12 variances. This is unacceptable. This is the last empty canvas in the Village. Please make sure it is the right fit.

Mr. Recklaus said the project will come before the Board on March 5th or 19th. The Plan Commission is holding its hearing prior to the Village Board's review.

Mayor Hayes said the Board does not have the outcome from the Plan Commission regarding the final proposal. Residents are able to participate in the Plan Commission meeting and the subsequent Village Board meeting. The developer has the right to go forward with their proposal. If there a lot of variances, it limits their success. All the big buildings in town have at least one variation. The Board's job is to decide if the variances are too great or too significant. Variances on large projects are expected.

Trustee Rosenberg said the majority of developments have contingencies on the property and do not purchase the property unless they receive approval for the project. That is a normal process.

Gabriela Rajeck said she was concerned that residents did not have an opportunity to express their concerns at the last meeting. She said she sees fire and police going up and down Sigwalt all the time. The plans the developer is presenting will be nothing but trouble regarding parking issues. The size is a concern too. She urged the Board to listen to the residents.

IX. OLD BUSINESS

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

A. Police Pursuit Vehicles Purchase Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

B. Microsoft Enterprise Agreement Renewal Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

C. Multimedia Tech./Infrastructure Upgrade (Phase 2b) Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

D. Professional Construction Engineering Services for 2018 Road Projects Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

E. Roadway Materials 2018 - Bid Award Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

CONSENT LEGAL

A. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Surrender of a Class "B" and Class "T" liquor Approved

license)

Trustee Jim Tinaglia moved to approve 18-005. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

CONSENT REPORT OF THE VILLAGE MANAGER

A. Settlement - Workers' Compensation Claim - Leon — Approved

Trustee Jim Tinaglia moved to approve the worker's compensation settlement of $111,627 for Mildred Leon. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

CONSENT PETITIONS AND COMMUNICATIONS

A. Permit Fee Waiver - Arlington Heights Park District — Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

B. Bond Waiver - Cub Scout Pack 129 — Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Abstain: Scaletta
Absent: Glasgow

C. Bond Waiver - Arlington Heights Junior Woman's Club — Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Favia Dental - 300 E. Northwest Hwy. - Sign Variation - DC#17-143 — Rescheduled

Mr. Hautzinger explained that Favia Dental needs to replace their sign, which was damaged in a windstorm. The sign is located in a narrow landscape bed and is non-conforming as it exists today. Three potential options were identified. Option 1 is a vertical sign that is code-compliant. Option 2 is code compliant monument sign. Option 3 is larger but requires a variation on the setback. It is the same size as the existing sign, but in a vertical orientation versus a horizontal one. The Design Commission recommended options 1 or 3. The business has submitted for option 3.

President Hayes asked if there is an issue for site lines for traffic. Mr. Hautzinger said Code requires a 12’ visibility triangle and the request complies with Code on that issue.

Trustee Sidor said he was concerned with line of site for exiting onto Northwest Highway because of the angle of the Highway. Mr. Hautzinger said the sign complies with Code for visibility.

Trustee Tinaglia discussed possible options and variations of what was presented. He said he too was concerned that the site line might not be okay.

Trustee Scaletta said he drove through the lot, and you can see around the sign. He said he was comfortable with option 3.

Trustee Tinaglia said he would not going to vote in favor of #3 until there is verification that this can be seen around.

Trustee Scaletta asked if the sign were moved closer to the entrance if visibility would improve, or it could be enlarged vertically. Mr. Hautzinger said that might be a nice option.

Mr. Recklaus said the petitioner is asking for option 3. To be fair, they are looking for the Board to vote on that. If the Board needs more information, then continuing the item is appropriate.

Trustee Rosenberg asked what the requirements were for the base. Mr. Hautzinger said it was required to be landscaped.

Trustee Baldino said he was also concerned about the 12' site line. He said he has never pulled out at 90 degrees on Northwest Highway, as it is an acute angle.

Trustee Tinaglia asked for staff to have the sign people put a piece of plywood in the ground, drive through, and verify that it is not a problem.

Trustee John Scaletta moved to approve option #3. Trustee Robin LaBedz Seconded the Motion.
The Motion: Withdrawn

Absent: Glasgow

Trustee John Scaletta moved to approve option #3 with contingency that staff confirm site line from exit of property onto Northwest Highway. Trustee Carol Blackwood Seconded the Motion.
The Motion: Failed
Ayes: Blackwood, Hayes, Rosenberg, Scaletta
Nays: Baldino, LaBedz, Sidor, Tinaglia

Absent: Glasgow

Trustee Jim Tinaglia moved to continue to the March 5, 2018 Village Board meeting. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

B. Proposed New Liquor Classification – Breweries

Mr. Recklaus said staff would like a general direction from the Board on whether staff should draft an amendment to the Code to allow breweries. Staff has received interest in opening a craft brewing facility with a tasting room. The Village currently does not allow breweries, brew pubs or tap rooms. Ms. Mikula shared the data of the surrounding communities and what uses they allow. Twelve villages allow microbreweries and five allow taprooms without food. Staff believes, based on interest from businesses, the Village is a desirable location for this type of use.

President Hayes said he would hate to see the Village lose opportunities to other communities. He asked about a food requirement for these classifications. He asked how the Ale House classification fits in. Ms. Mikula said these classifications could have the same parameters as the Ale House. Taprooms are for sharing quality beer; most are not interested in having kitchens. Many have limited hours.

Mr. Recklaus said the Ale House was a unique issue as it was a second floor use. Brewpubs would be treated as restaurants. Breweries with taprooms make beer and sell it. The taproom is ancillary to the process, it is a sample room and you can buy some of the products where there are less incidents of food. Ms. Mikula said these breweries make smaller batches where the product it is about the quality and flavor. Mr. Recklaus said some communities have a limit on the number of beverages that can be purchased in one sitting. It is not a place to hang out all night.

Trustee Blackwood asked if the former O'Grady's was a restaurant that served beer. The answer was yes.

Trustee Rosenberg said the Village should distinguish conditions carefully to identify liquor distillation versus brewing. Ms. Mikula said there could also be classifications for distilleries.

Trustee Scaletta said he supportive of microbreweries and taprooms, but he was concerned about them existing in the B-5 zone. Mr. Recklaus said in a taproom, the business could only serve the beer they brew. Typically, they do not have to serve food.

Trustee Tinaglia said he would be in favor and this would promote new business coming to town. The Ale House was unique. There are no other liquor licenses on a second floor and there were no bars in the community until that one. He said he wants to be fair to those who have invested in the community. He said he would encourage a food component.

Kathleen Egan owns a brewing company in Itasca. They looked at the Ale House location, but did not open there because they were told they needed to have a kitchen. They then purchased property on Hickory prior to the TIF in hopes of opening a brewery in Arlington Heights. They were told afterwards that the Village did not allow breweries so have paused because of the zoning. They would like to brew on site and sell beer by the glass there without food. She said people could order from wherever they want. By size, they are a microbrewery.

Trustee Rosenberg asked for clarification on classifications. Ms. Egan said classifications are based on the number of barrels produced and sold. They sell crawlers of 32 oz. they do not sell six packs or single cans. Many breweries arrange for food trucks to be present for food options.

Mr. Recklaus said staff will pull research together to present the best scenario. Mr. Burkland said a taproom can be what you want it to be. You

can limit size of pours or the number of ounces over a period of time. You can craft regulations as uniquely as you craft the beers.

Trustee Sidor asked if other communities have specific zoning requirements. He said he was worried about liquor code limitations around certain locations. Mr. Recklaus said staff is looking at taprooms B-2, B-3 and B-5, which is not too restrictive. It is typical to define where a new use would go. Staff can draft language that will have the specifics outlined.

President Hayes said the consensus is to move forward. He said he would like a detailed analysis regarding allowable zoning districts and a food component.

Trustee Tinaglia asked Ms. Egan what use they wanted. She said they would like a brewery with a taproom, not have them be separate or approved piecemeal. Mr. Recklaus said it is challenging if a brewery in an industrial site, as parking is not the same and there is an ADA component.

Trustee Scaletta asked if retail sales are allowed at a brewery. Answer, not necessarily, the State prohibits some retail sales. Staff will research.

Trustee Sidor asked when Ms. Egan purchased the property. She said 12 years ago. When they initially approached the Village it was allowed, then, it was not allowed. They were told yes, and then no.

Mr. Reckalus explained that the Ale House challenge was the inability to get kitchen equipment on the second floor to meet the food requirement.

Trustee moved to Motion. Trustee Seconded the Motion.
The Motion:

Absent: Glasgow

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee Jim Tinaglia moved to adjourn at 10:28 p.m.. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

Item: Warrant Register 02/28/2018

Department: Village Clerk

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	Type
Warrant Register 02/28/2018	Warrant Register

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 2-28-2018

Fund	Fund Description	Total Transaction Amount
101	General Fund	$305,912.25
227	Foreign Fire Ins Tax Fund	$2,200.00
231	Criminal Investigation Fd	$252,259.77
235	Municipal Parkg Opr Fund	$45,177.32
401	Capital Projects Fund	$86,435.97
426	Storm Water Control Fund	$116,287.15
431	Public Building Fund	$582,970.94
505	Water and Sewer Fund	$255,204.04
515	Arts,Entert & Events Fund	$13,278.40
605	Health Insurance Fund	$327,023.65
611	General Liability Ins Fnd	$9,851.04
615	Workers Compensation Ins	$78,648.18
621	Fleet Operations Fund	$29,440.26
625	Technology Fund	$7,021.09
705	Police Pension Fund	$115.02
711	Fire Pension Fund	$90.86
715	Guaranty Deposits Fund	$4,700.00
TOTAL ALL FUNDS		**$2,116,615.94**

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Department: 0

Division: 0

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211162	715-0000-220.93-00	A & A PAVING CONTRACTORS	BOND REFUND	$200.00	$200.00
211164	715-0000-220.93-00	A&A PAVING CONTRACTORS 171806	BOND REFUND	$200.00	$200.00
211167	101-0000-433.14-00	AETNA	REFUND AMBULANCE CLAIM	$392.00	$392.00
211171	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE REIMBURSEMENT	$1,920.63	$1,920.63
211186	715-0000-220.93-00	BARBARA & MICHAEL GOREY	BOND REFUND	$200.00	$200.00
211188	101-0000-433.14-00	BRIAN BLETHEN	REFUND AMBULANCE CLAIM	$60.00	$60.00
211189	715-0000-220.93-00	BLUESKY BUILDERS	BOND REFUND	$200.00	$200.00
211191	231-0000-484.06-00	BURR RIDGE POLICE DEPARTMENT	SHARED ASSET FORFET FUNDS	$5,000.00	$5,000.00
211192	715-0000-220.93-00	BUSHMAN CONSTRUCTION 15 1918	BOND REFUND	$200.00	$200.00
211195	101-0000-140.51-00	CANON SOLUTIONS AMERICA	COPIERS,DP & WORD PROC.	$7.55	$7.55
211199	101-0000-421.99-00	CHICAGO STRUCTURES LLC	OL REFUNDS	$31.20	$31.20
211211	715-0000-220.93-00	D & D LANDSCAPE & SPRIN SER	BOND REFUND	$200.00	$200.00
211212	715-0000-220.93-00	DANLEYS GARAGE WORLD	BOND REFUND	$200.00	$200.00
211213	505-0000-452.42-00	DEMETIOS DEMARAKIS	REFUND FINAL WATERBILL	$86.64	$86.64
211214	101-0000-433.14-00	LISLIE DIAZ	REFUND AMBULANCE CLAIM	$5.83	$5.83
211215	715-0000-220.93-00	DOUGLAS DEVLOPMENT D.WODKA	BOND REFUND	$200.00	$200.00
211217	231-0000-484.06-00	DOWNERS GROVE POLICE DEPARTMENT	SHARED ASSET FORFET FUNDS	$108,000.00	$108,000.00
211219	715-0000-220.93-00	DUBOIS PAVING 17 2788	BOND REFUND	$200.00	$200.00
211220	231-0000-484.06-00	DUPAGE METROPOLITAN ENFORCEMENT	SHARED ASSET FORFET FUNDS	$30,000.00	$30,000.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211221	715-0000-220.93-00	DURABLE PAVING 17 2989	BOND REFUND	$100.00	$100.00
211222	101-0000-421.99-00	EDWARD JONES 08021	OL REFUNDS	$72.00	$72.00
211223	101-0000-421.99-00	EDWARD JONES 92989	OL REFUNDS	$72.00	$72.00
211225	101-0000-421.05-00	ANDRIS EGLITE	REFUND VEHICLE STICKER	$5.00	$5.00
211227	715-0000-220.93-00	ERDMANN CONSTRUCTION 16 364	BOND REFUND	$50.00	$50.00
211235	715-0000-220.93-00	GARY LYNK	BOND REFUND	$200.00	$200.00
211241	505-0000-452.42-00	MARK GUT	REFUND FINAL WATERBILL	$66.34	$66.34
211251	101-0000-433.14-00	ELROY HOGREVE	REFUND AMBULANCE CLAIM	$80.00	$80.00
211253	101-0000-433.14-00	KIMBERLY HOLZMANN	REFUND AMBULANCE CLAIM	$120.00	$120.00
211263	715-0000-220.93-00	INSPIRED BY DESIGN 16 470	BOND REFUND	$200.00	$200.00
211270	715-0000-220.93-00	JRC 16 241	BOND REFUND	$200.00	$200.00
211277	101-0000-433.14-00	ROBERT LANSKY	REFUND AMBULANCE CLAIM	$105.68	$105.68
211293	101-0000-421.05-00	KATHLEEN NOLAN	REFUND VEHICLE STICKER	$18.00	$18.00
211295	231-0000-484.06-00	NORTH REGNL MAJOR CRIMES TASK FORCE	SHARED ASSET FORFET FUNDS	$5,000.00	$5,000.00
211302	101-0000-140.50-00	OFFICE DEPOT	PAPER, OFFICE, MAILROOM	$79.80	$79.80
211307	505-0000-452.42-00	MARK PATTERSON	REFUND FINAL WATERBILL	$61.56	$61.56
211308	715-0000-220.93-00	PERMA SEAL BASEMENT 17 4488	BOND REFUND	$200.00	$200.00
211309	715-0000-220.93-00	PETER CATALANO 16 1958	BOND REFUND	$200.00	$200.00
211313	715-0000-220.93-00	PRESTIGIOUS HOME BUILDERS 2542	BOND REFUND	$200.00	$200.00
211317	715-0000-220.93-00	RICH BONDAROWICZ 17 94	BOND REFUND	$200.00	$200.00
211321	715-0000-220.93-00	ROBERT STAPLETON NATL WIRLESS	BOND REFUND	$200.00	$200.00
211323	715-0000-220.93-00	RONALD KATZ	BOND REFUND	$150.00	$150.00
211326	101-0000-433.14-00	ESEQUIEL SANCHEZ	REFUND AMBULANCE CLAIM	$90.00	$90.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211327	715-0000-220.93-00	SARAH OLEF 17 2522	BOND REFUND	$200.00	$200.00
211331	101-0000-421.10-00	SODEXO	OL REFUNDS	$200.00	$200.00
211336	101-0000-433.14-00	MAVIS STORRY	REFUND AMBULANCE CLAIM	$80.00	$80.00
211338	715-0000-220.93-00	SUE BRINATI 17 3117	BOND REFUND	$100.00	$100.00
211343	505-0000-452.42-00	JUSTIN/ARNELLE THOMAS	REFUND FINAL WATERBILL	$40.68	$40.68
211349	101-0000-433.14-00	STEVEN TURF	REFUND AMBULANCE CLAIM	$9.70	$9.70
211352	715-0000-220.93-00	US WATERPROOFING 17 4339	BOND REFUND	$200.00	$200.00
211356	101-0000-433.14-00	GERALD VONSCHWEDLER	REFUND AMBULANCE CLAIM	$265.00	$265.00
211357	235-0000-435.65-02	MICHELLE VOSS	REFUND PARKING PERMIT	$40.00	$40.00
211358	101-0000-433.14-00	ANNE WAGNER	REFUND AMBULANCE CLAIM	$235.00	$235.00
211359	715-0000-220.93-00	WATERWORKS INC 16 2040	BOND REFUND	$200.00	$200.00
211360	715-0000-220.93-00	WAZKIN ABKAR 17 3228	BOND REFUND	$100.00	$100.00
211361	715-0000-220.93-00	WILKE COMMONS 17 3114	BOND REFUND	$200.00	$200.00
801701	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	RTA/CTA BENEFIT PROGRAM	$312.00	$312.00
901318	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 2/5/2018	$11,711.47	$11,711.47
901319	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 2/12/18	$6,424.52	$6,424.52
901320	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FEES 2/1/2018	$837.75	$837.75
901321	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 2/16/18	$6,741.33	$6,741.33
901323	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA PREFUND	$42,250.38	$42,250.38
				Division 0 Total	$225,122.06
				Department 0 Total	$225,122.06

WARRANT REGISTER - GM0002

Department: 1 Board of Trustees

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211280	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	$4,500.00	$4,500.00
901322	101-0101-501.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$6.07	$6.07
				Division 1 Total	$4,506.07
				Department 1 Total	$4,506.07

WARRANT REGISTER - GM0002

Department: 2 Integrated Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211230	101-0201-502.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	$76.72	$76.72
211247	101-0201-502.30-05	HARRIS TRUST & SAVINGS BANK	GOES LITHOGRAPHING COM	$289.73	$362.17
			NAME BADGE PRODUCTIONS	$72.44	
211333	101-0201-502.21-65	SPRINT	ACCT 456761884	$100.00	$100.00
211339	101-0201-502.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	$110.00	$110.00
901322	101-0201-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$120.02	$120.02
				Division 1 Total	$768.91
				Department 2 Total	$768.91

WARRANT REGISTER - GM0002

Department: 3 Human Resources

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211234	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	$14,655.35	$14,655.35
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	$34,477.69	$34,477.69
211247	605-0301-552.22-02	HARRIS TRUST & SAVINGS BANK	SHRM*MEMBER600796760	$194.00	$194.00
211260	615-0301-552.20-70	IL WORKERS COMPENSATION COMMISSION	WORKMANS COMP RATE ADJ	$3,071.48	$3,071.48
211261	101-0301-503.20-75	INDUSTRIAL ORGANIZATIONAL SOLUTIONS	PD COMMANDER ASSESSMENT	$11,855.00	$11,855.00
211264	615-0301-552.42-80	INTERGOVERNMENTAL RISK MGMT AGENCY	WORKERS COMP	$26,443.66	$26,443.66
211298	605-0301-552.20-50	NORTHERN IL UNIVERSITY	SERVICE MISCELLANEOUS	$7,500.00	$7,500.00
211300	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	$1,157.00	$11,000.00
			SERVICE HEALTH TESTING	$6,552.00	
			SERVICE HEALTH TESTING	$3,255.00	
			SERVICE HEALTH TESTING	$36.00	
211302	101-0301-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$55.17	$148.57
			OFFICE SUPPLIES	$93.40	
211310	605-0301-552.33-05	PETTY CASH	OFFICE SUPPLIES	$89.87	$89.87
211355	605-0301-552.20-58	VISION SERVICE PLAN	BASE VISION PREMIUM	$1,709.71	$4,378.26
			PREM VISION PREMIUM	$2,668.55	
901322	101-0301-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$50.01	$50.01
	605-0301-552.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$374.59	$374.59
901324	605-0301-552.20-60	HMO ILLINOIS	INSURANCE PREMIUM	$303,486.93	$303,486.93

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	**$417,725.41**
				Department 3 Total	**$417,725.41**

WARRANT REGISTER - GM0002

Department: 4 Legal Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211208	101-0401-503.21-65	COOK COUNTY RECORDER OF DEEDS	RECORDINGS	$100.00	$100.00
211228	101-0401-503.20-15	ERNEST R BLOMQUIST PC	RETAINER	$4,170.00	$4,170.00
211247	101-0401-503.22-03	HARRIS TRUST & SAVINGS BANK	NEPELRA	$65.00	$65.00
211324	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	$327.50	$327.50
211345	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	$298.06	$298.06
901322	101-0401-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$33.83	$33.83
				Division 1 Total	$4,994.39
				Department 4 Total	$4,994.39

WARRANT REGISTER - GM0002

Department: 5 Finance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211174	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	$3,531.39	$3,531.39
211234	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	$65.95	$65.95
211247	101-0501-503.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	$69.99	$69.99
211264	611-0501-552.42-53	INTERGOVERNMENTAL RISK MGMT AGENCY	AUTO CLAIMS	$6,332.35	$6,332.35
	611-0501-552.42-61	INTERGOVERNMENTAL RISK MGMT AGENCY	GENERAL LIABILITY	$3,452.74	$3,452.74
211302	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$213.00	$540.83
			OFFICE SUPPLIES	$327.83	
211305	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	$67.50	$67.50
211351	101-0501-503.22-05	UPS STORE #1051	SHIPPING/DELIVERY SERVICE	$12.73	$12.73
901322	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$1,249.41	$1,249.41
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$1,461.72	$1,461.72
				Division 1 Total	$16,784.61
				Department 5 Total	$16,784.61

WARRANT REGISTER - GM0002

Department: 6 Information Technology

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211197	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	$1,274.00	$1,274.00
211203	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	$4,708.38	$4,708.38
211230	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	$32.93	$32.93
211247	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	$203.04	$203.04
211363	625-0601-553.21-65	WOW BUSINESS	ACCT 014748718	$111.97	$111.97
211364	625-0601-553.21-65	WOW BUSINESS	ACCT 014753641	$111.97	$111.97
801705	625-0601-553.21-65	AT & T	ACCT 8310002604723	$578.80	$578.80
				Division 1 Total	$7,021.09
				Department 6 Total	$7,021.09

WARRANT REGISTER - GM0002

Department: 10 Boards & Commissions

Division: 8

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211261	101-1008-502.20-75	INDUSTRIAL ORGANIZATIONAL SOLUTIONS	PD SERGEANT WRITTEN EXAM	$5,530.00	$13,424.50
			ENTRY LEVEL POLICE EXAMS	$7,894.50	
				Division 8 Total	$13,424.50

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211247	101-1013-502.30-05	HARRIS TRUST & SAVINGS BANK	BLOCK AND COMPANY	$24.45	$24.45
				Division 13 Total	$24.45

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211322	515-1018-525.40-55	ROLLING GREEN COUNTRY CLUB	HEARTS OF GOLD DINNER	$13,091.00	$13,091.00
				Division 18 Total	$13,091.00

Division: 22

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901322	101-1022-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$97.32	$97.32
				Division 22 Total	$97.32
				Department 10 Total	$26,637.27

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Department: 20 Special Events

Division: 5

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211247	515-2005-525.50-55	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	$187.40	$187.40
				Division 5 Total	$187.40
				Department 20 Total	$187.40

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Department: 30 Police Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211163	101-3001-511.30-05	A & E RUBBER STAMP CORP	OFFICE SUPPLIES	$34.50	$34.50
211193	101-3001-511.22-03	BUTLER MICHAEL	TUITION REIMBURSEMENT	$1,500.00	$1,500.00
211194	101-3001-511.21-65	CAMIC JOHNSON LTD	SERVICE PROFESSIONAL	$525.00	$525.00
211229	101-3001-511.33-25	EVIDENT INC	POLICE EQUIPMENT & SUPPLY	$631.00	$691.00
			SHIPPING/DELIVERY SERVICE	$60.00	
211231	101-3001-511.21-65	FEDERAL EXPRESS CORP	PROCESSING FEE	$40.00	$125.00
			PROCESSING FEE	$85.00	
211245	101-3001-511.22-03	HAMRICK PETER	LAW ENFORCEMENT TORCH RUN	$172.08	$172.08
211247	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	IAFCI	$90.00	$90.00
	101-3001-511.22-05	HARRIS TRUST & SAVINGS BANK	ED ROEHR SAFETY PRODUC	$18.22	$18.22
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	$49.90	$49.90
211255	101-3001-511.22-03	HUNDRIESER NANCY	LAW ENFORCEMENT TORCH RUN	$172.08	$172.08
211269	101-3001-511.21-65	JP MORGAN CHASE BANK NA	PROCESSING FEE	$111.25	$111.25
211287	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	$72.00	$72.00
211290	401-3001-572.50-15	MOTOROLA	RADIO & TELECOMMUNICATION	$15,430.35	$15,430.35
211297	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	$425.00	$425.00
211316	101-3001-511.30-35	RAY O'HERRON	CLOTHING & APPAREL	$748.00	$748.00
211339	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	$90.00	$90.00
211350	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	POLICE EQUIPMENT & SUPPLY	$7,800.00	$7,800.00
901322	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$610.45	$610.45

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	$28,664.83

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211247	231-3003-511.40-01	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	$139.98	$139.98
211296	231-3003-511.40-11	NORTHEASTERN IL REGIONAL CRIME LAB	MAINTENANCE AGREEMENT	$3,000.00	$104,058.00
			MEMBERSHIP ASSESSMENT	$101,058.00	
211329	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	$61.79	$61.79
				Division 3 Total	$104,259.77
				Department 30 Total	$132,924.60

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Department: 35 Fire

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211168	101-3501-512.30-35	AIR ONE EQUIPMENT	SAFETY & FIRST AID EQUIP.	$2,023.15	$2,023.15
	101-3501-512.31-65	AIR ONE EQUIPMENT	SAFETY & FIRST AID EQUIP.	$456.00	$456.00
	101-3501-512.31-85	AIR ONE EQUIPMENT	SAFETY & FIRST AID EQUIP.	$599.65	$1,144.65
			FIRE PROTECTION EQUIP/SUP	$545.00	
	401-3501-572.50-15	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	$1,468.85	$1,468.85
211250	401-3501-572.50-10	HENRICKSEN & COMPANY INC	FURNITURE, NON OFFICE	$5,532.75	$6,194.25
			SHIPPING/DELIVERY SERVICE	$661.50	
211268	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	$37.00	$382.50
			CLOTHING & APPAREL	$37.00	
			CLOTHING & APPAREL	$308.50	
211365	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	$26.00
901322	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$20.43	$20.43
				Division 1 Total	$11,715.83
				Department 35 Total	$11,715.83

WARRANT REGISTER - GM0002

Department: 37 Foreign Fire Insurance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211232	227-3701-512.50-15	FITNESS FACTORY OUTLET	FURNITURE, NON OFFICE	$1,930.00	$2,200.00
			SHIPPING/DELIVERY SERVICE	$270.00	
				Division 1 Total	$2,200.00
				Department 37 Total	$2,200.00

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Department: 40 Planning

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211210	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SUBSCRIPTION/ PUBLICATIONS	$2,370.07	$2,370.07
211218	101-4001-521.30-01	DOWNTOWN IDEA EXHANGE	SUBSCRIPTION/ PUBLICATIONS	$236.50	$236.50
211244	401-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE PROFESSIONAL	$6,854.75	$6,854.75
211247	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	$0.99	$0.99
	101-4001-521.22-03	HARRIS TRUST & SAVINGS BANK	AMERICAN PLANNING A	$857.00	$857.00
	101-4001-521.40-40	HARRIS TRUST & SAVINGS BANK	ICSC	$190.00	$190.00
211279	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPT SERVICES	$283.55	$283.55
211302	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$54.45	$54.45
211305	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	$106.65	$283.50
			ADVERTISING	$176.85	
211346	101-4001-521.40-41	TOWN SQUARE PUBLICATIONS LLC	ADVERTISING	$1,495.00	$1,495.00
901322	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$296.76	$296.76
				Division 1 Total	$12,922.57
				Department 40 Total	$12,922.57

WARRANT REGISTER - GM0002

Department: 45 Building

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211237	101-4501-523.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	$2,567.95	$2,567.95
211240	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	PLAN REVIEW	$240.00	$240.00
211265	101-4501-523.22-02	INTL CODE COUNCIL INC	2018 MEMBERSHIP	$240.00	$240.00
211302	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$268.39	$268.39
211337	101-4501-523.22-02	SUBURBAN BLDG OFFICALS CONFER	2018 MEMBERSHIP	$75.00	$75.00
	101-4501-523.22-03	SUBURBAN BLDG OFFICALS CONFER	SBOC ANNUAL TRAINING	$2,125.00	$2,125.00
211344	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	$6,582.00	$6,582.00
901322	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$263.85	$263.85
				Division 1 Total	$12,362.19

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211175	101-4502-523.20-25	ARLINGTON CENTER FOR RECOVERY	COUNSELING	$310.00	$310.00
211190	101-4502-523.40-60	BRIGHTWATER PROPERTIES LLC	RHAP HOUSING ASSISTANCE	$675.00	$675.00
211247	101-4502-523.22-02	HARRIS TRUST & SAVINGS BANK	4TE*IDFPR SFEE	$3.53	$460.59
			4TE*IL PROF LICENSE FE	$150.00	
211284	101-4502-523.40-60	MAYO PROPERTIES MANAGEMENT	RHAP HOUSING ASSISTANCE	$195.00	$195.00
211302	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$23.98	$205.14
			OFFICE SUPPLIES	$13.99	
			OFFICE SUPPLIES	$37.18	
			OFFICE SUPPLIES	$129.99	
211335	101-4502-523.21-65	STACY SHEIN STAPLETON	INTERPRETING SERVICE	$90.00	$90.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901322	101-4502-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$89.98	$89.98
				Division 2 Total	$2,025.71

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211247	101-4503-523.22-40	HARRIS TRUST & SAVINGS BANK	CHI TAXI 9999+1	$12.00	$12.00
	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	GFS STORE #0204	$68.02	$223.87
			MICHAELS.COM	$28.08	
			SAMSCLUB.COM	$107.33	
			SP * 2017 SENIOR DAY	$20.54	
			VISTAPR*VISTAPRINT.COM	($12.10)	
			WWW.ISTOCK.COM	$12.00	
211302	101-4503-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$119.67	$119.67
211311	101-4503-523.31-65	PETTY CASH/SENIOR CENTER	PROGRAM SUPPLIES	$182.39	$182.39
901322	101-4503-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$15.05	$15.05
				Division 3 Total	$552.98
				Department 45 Total	$14,940.88

WARRANT REGISTER - GM0002

Department: 50 Engineering

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211236	401-5001-571.50-30	JERRY GAUDIO	SIDEWALK REIMBURSEMENT	$712.50	$712.50
211242	401-5001-571.50-45	HAEGER ENGINEERING LLC	SERVICE CONSULTING	$1,800.00	$7,500.00
			SERVICE CONSULTING	$5,700.00	
211244	426-5001-571.50-25	HAMPTON LENZINI & RENWICK INC	SERVICE PROFESSIONAL	$4,616.00	$4,616.00
211247	101-5001-524.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	$83.00	$83.00
	101-5001-524.22-03	HARRIS TRUST & SAVINGS BANK	U OF IL ONLINE PAYMENT	$190.00	$720.00
			UWEX REGISTRATION	$150.00	
211318	426-5001-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	$91,871.15	$91,871.15
211342	401-5001-571.50-30	THOMAS ENGINEERING GROUP LLC	SERVICE CONSULTING	$13,674.12	$13,674.12
901322	101-5001-524.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$6.38	$6.38
				Division 1 Total	$119,183.15
				Department 50 Total	$119,183.15

WARRANT REGISTER - GM0002

Department: 71 Public Works

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211165	101-7101-531.31-70	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	$130.40	$130.40
	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	$753.00	$753.00
211166	101-7101-531.31-55	ADDISON BUILDING MATERIAL CO	SERVICE BLDG MAINT	$34.45	$34.45
211170	101-7101-531.21-11	AMERICAN DOOR & DOCK	SERVICE BLDG MAINT	$201.15	$541.35
			SERVICE BLDG MAINT	$340.20	
	401-7101-571.50-20	AMERICAN DOOR & DOCK	SERVICE BLDG MAINT	$5,212.65	
					$5,212.65
211173	101-7101-531.31-55	ANDERSON LOCK	SERVICE BLDG MAINT	$144.10	$198.10
			SERVICE BLDG MAINT	$54.00	
211178	101-7101-531.22-70	AT & T	ACCT 84759391411742	$51.51	$51.51
211180	101-7101-531.22-70	AT & T	ACCT 84739893901330	$47.13	$47.13
211181	101-7101-531.21-50	AT & T	ACCT 8475939141174	$155.04	$155.04
211182	101-7101-531.21-50	AT & T	ACCT 8473989390133	$190.99	$190.99
211183	101-7101-531.22-70	AT & T LONG DISTANCE	INVOICE BAN 861613339	$3.64	$3.64
211184	101-7101-531.22-70	AT & T LONG DISTANCE	CORP ID 2147713	$466.87	$466.87
211187	101-7101-531.31-75	BATTERIES PLUS LLC	BATTERIES	$201.60	$201.60
211200	101-7101-531.21-11	CINTAS CORP	FLOOR MATS	$27.59	$136.86
			FLOOR MATS	$72.26	
			FLOOR MATS	$37.01	
	101-7101-531.30-35	CINTAS CORP	CLOTHING	$54.57	$54.57
211204	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0297144471	$594.81	$594.81

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211205	101-7101-531.31-90	COMPASS MINERALS AMERICA	STREET/SIDEWALK SUPPLIES	$58,836.61	$69,203.21
			STREET/SIDEWALK SUPPLIES	$1,012.05	
			STREET/SIDEWALK SUPPLIES	$9,354.55	
211207	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	$1,527.13	$1,527.13
211224	101-7101-531.31-65	EDWARD STAUBER WHOLESALE HARDWARE	SERVICE BLDG MAINT	$39.00	$39.00
211226	101-7101-531.30-35	EMERGENT SAFETY	CLOTHING	$251.89	$325.02
			CLOTHING	$73.13	
211236	101-7101-531.21-15	JERRY GAUDIO	CURB REIMBURSEMENT	$490.00	$490.00
211238	101-7101-531.31-65	GPM SYSTEMS	HARDWARE SUPPLIES	$436.00	$436.00
211239	101-7101-531.31-55	GRAINGER W W INC	HARDWARE SUPPLIES	$1,650.12	$1,650.12
211243	101-7101-531.31-80	HALL SIGNS INC	SIGN SHOP SUPPLIES	$1,720.70	$1,720.70
211246	101-7101-531.31-65	ROBERT HANCKO	MAILBOX REIMBURSEMENT	$27.38	$27.38
211248	101-7101-531.21-02	HAYES MECHANICAL	HVAC REPAIR	$285.00	$6,397.33
			HVAC REPAIR	$285.00	
			HVAC REPAIR	$285.00	
			HVAC REPAIR	$868.00	
			HVAC REPAIR	$520.00	
			HVAC MAINTENANCE	$817.00	
			HVAC MAINTENANCE	$281.00	
			HVAC MAINTENANCE	$448.00	
			HVAC MAINTENANCE	$342.50	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211248	101-7101-531.21-02	HAYES MECHANICAL	SERVICE BLDG MAINT	$2,265.83	$6,397.33
	401-7101-571.50-20	HAYES MECHANICAL	EQUIPMENT REPAIR	$6,131.00	$6,131.00
211254	426-7101-571.50-25	ANDREA HUG	ENHANCED SEWER REBATE	$8,550.00	$8,550.00
211257	101-7101-531.22-02	IL PUBLIC WORKS MUTUAL AID NETWORK	DUES	$137.50	$137.50
211262	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	$3,959.90	$10,933.82
			STREET/SIDEWALK SUPPLIES	$3,959.90	
			STREET/SIDEWALK SUPPLIES	$3,014.02	
211266	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	$147.00	$206.00
			PEST CONTROL	$59.00	
211271	101-7101-531.31-55	JUST FAUCETS	HARDWARE SUPPLIES	$180.04	$180.04
211273	101-7101-531.21-11	KC FITNESS SERVICE INC	EQUIPMENT REPAIR	$100.00	$100.00
211276	101-7101-531.31-40	LAKES STATES EVERGREEN CO LLC	EVENT SUPPLIES	$473.50	$865.50
			EVENT SUPPLIES	$392.00	
211281	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	ELECTRICAL SUPPLIES	$15.26	$75.54
			ELECTRICAL SUPPLIES	$71.97	
			ELECTRICAL SUPPLIES	($11.69)	
211282	101-7101-531.30-39	MANSFIELD OIL COMPANY	VEH MAINTENANCE SUPPLY	$16,093.36	
211283	401-7101-571.50-20	MAROUS & COMPANY	PROPERTY MAINTENANCE	$3,300.00	$3,300.00
211285	426-7101-571.50-25	SHARON/MIKE MC KEE	ENHANCED SEWER REBATE	$11,250.00	$11,250.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211288	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	$1,298.00	$1,298.00
211292	101-7101-531.21-50	NICOR	ACCT 71251169620	$893.71	$893.71
211301	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	$97.75	$97.75
	101-7101-531.31-85	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	$295.37	$295.37
211303	101-7101-531.30-35	OLSEN SAFETY EQUIPMENT CORP	CLOTHING	$389.10	$389.10
211304	101-7101-531.22-70	PACIFIC TELEMANAGEMENT SERVICES	TELECOMMUNICATIONS	$153.00	$153.00
211319	401-7101-572.50-10	RITTER GIS	SERVICE CONSULTING	$1,207.50	$1,207.50
211320	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	$15,880.00	$31,195.04
			FUEL,OIL,GREASE, & LUBES	$15,315.04	
211330	101-7101-531.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$141.92	$141.92
211332	101-7101-531.22-70	SOUND INCORPORATED	TELECOMMUNICATIONS	$72.73	$72.73
211334	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	HARDWARE SUPPLIES	$42.96	$42.96
211347	101-7101-531.31-70	TRAFFIC CONTROL CORP	REPAIR SERVICE EQUIPMENT	$550.00	$550.00
	401-7101-572.50-15	TRAFFIC CONTROL CORP	REPAIR SERVICE EQUIPMENT	$10,950.00	$10,950.00
211354	101-7101-531.22-70	VERIZON WIRELESS	ACCT 58675303500001	$1,894.79	$1,894.79
211362	101-7101-531.20-05	WILSON CONSULTING	SERVICE CONSULTING	$375.00	$375.00
801704	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 2278061084	$316.58	$11,341.95
			ACCT 2985063029	$187.63	
			ACCT 7363016029	$10,779.21	
			ACCT 8572043011	$58.53	
901322	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$350.39	$350.39
				Division 1 Total	$209,660.83

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 71 Total	**$209,660.83**

WARRANT REGISTER - GM0002

Department: 72 Water and Sewer

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211177	505-7201-561.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	$5,188.05	$5,188.05
211179	505-7201-561.22-70	AT & T	ACCT 84725301748135	$44.12	$44.12
211187	505-7201-561.31-65	BATTERIES PLUS LLC	BATTERIES	$159.77	$159.77
211202	505-7201-561.22-70	COMCAST CABLE	TELECOMMUNICATIONS	$184.85	$209.09
			TELECOMMUNICATIONS	$24.24	
211206	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	$913.70	$913.70
211209	505-7201-561.31-01	CORE & MAIN LP	WATER DIST SUPPLIES	$1,000.00	$1,000.00
211226	505-7201-561.30-35	EMERGENT SAFETY	CLOTHING	$251.89	$325.02
			CLOTHING	$73.13	
211233	505-7201-561.31-01	FOREMAN JOSEPH D AND CO	WATER DIST SUPPLIES	$1,062.00	$13,265.50
			WATER DIST SUPPLIES	$12,203.50	
211239	505-7201-561.31-85	GRAINGER W W INC	HARDWARE SUPPLIES	$375.80	$375.80
211249	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	$10,208.21	$13,700.23
			SERVICE METER	$3,492.02	
	505-7201-561.31-02	HBK WATER METER SERVICE INC	METER SUPPLIES	$946.24	$946.24
211252	505-7201-561.22-03	RYAN HOLTHOUSE	TRAVEL ADVANCE	$320.73	$320.73
211256	505-7201-561.22-03	MIKE IGNOFFO	TRAVEL ADVANCE	$50.00	$50.00
211257	505-7201-561.22-02	IL PUBLIC WORKS MUTUAL AID NETWORK	DUES	$87.50	$87.50
211272	505-7201-561.22-03	ASHLEY KARR	TRAVEL ADVANCE	$50.00	$50.00
211286	505-7201-561.31-07	MENONI & MECOGNI	HARDWARE SUPPLIES	$868.44	$868.44

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211289	505-7201-561.50-15	MIZ ENTERPRISES	PUMPING SYSTEM SUPPLIES	$16,969.33	$50,907.99
			PUMPING SYSTEM SUPPLIES	$16,969.33	
			PUMPING SYSTEM SUPPLIES	$16,969.33	
211294	505-7201-561.22-03	NORDIN DAVID	TRAVEL ADVANCE	$320.73	$320.73
211303	505-7201-561.30-35	OLSEN SAFETY EQUIPMENT CORP	HARDWARE SUPPLIES	$389.10	$389.10
211306	505-7201-561.31-65	PATTEN INDUSTRIES INC	SERVICE BLDG MAINT	$140.87	$140.87
211314	505-7201-561.22-03	PREUCIL JOHN	TRAVEL ADVANCE	$50.00	$50.00
211319	505-7201-561.50-10	RITTER GIS	SERVICE CONSULTING	$805.00	$805.00
211330	505-7201-561.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$34.14	$34.14
	505-7201-561.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$4.59	$4.59
211340	505-7201-561.21-35	TAYLOR PLUMBING	SERVICE METER	$336.88	$10,234.50
			SERVICE METER	$9,402.62	
			SERVICE METER	$495.00	
211341	505-7201-561.31-02	TEST GAUGE & BACKFLOW SUPPLY	SERVICE BLDG MAINT	($122.55)	$2,202.05
			SERVICE BLDG MAINT	$2,324.60	
211348	505-7201-561.22-03	VERONICA TREVINO	TRAVEL ADVANCE	$320.73	$320.73
211353	505-7201-561.22-70	VERIZON WIRELESS	ACCT 7863511620001	$2,629.05	$2,629.05
211354	505-7201-561.22-70	VERIZON WIRELESS	ACCT 58675303500001	$1,263.19	$1,263.19
801700	505-7201-561.22-70	AMERICAN MESSAGING	ACCT U1-109311	$99.67	$99.67
801702	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	$9,795.75	$17,584.76
			CUST ID IL47953	$7,789.01	
801703	505-7201-561.21-50	NICOR	ACCT 05850400002	$92.51	$360.04
			ACCT 16797600000	$87.29	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801703	505-7201-561.21-50	NICOR	ACCT 76830700001	$180.24	$360.04
801704	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	$208.79	$286.77
			ACCT 0645171017	$77.98	
				Division 1 Total	$125,137.37
				Department 72 Total	$125,137.37

WARRANT REGISTER - GM0002

Department: 73 Parking

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211328	235-7301-532.31-90	SCHOENBERG SALT INC	STREET/SIDEWALK SUPPLIES	$3,483.00	$6,966.00
			STREET/SIDEWALK SUPPLIES	$3,483.00	
				Division 1 Total	$6,966.00

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211328	235-7302-532.31-90	SCHOENBERG SALT INC	STREET/SIDEWALK SUPPLIES	$7,836.75	$15,673.50
			STREET/SIDEWALK SUPPLIES	$7,836.75	
801702	235-7302-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	$4,469.25	$4,469.25
				Division 2 Total	$20,142.75

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211328	235-7303-532.31-90	SCHOENBERG SALT INC	STREET/SIDEWALK SUPPLIES	$6,095.25	$12,190.50
			STREET/SIDEWALK SUPPLIES	$6,095.25	
				Division 3 Total	$12,190.50

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801702	235-7304-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	$5,838.07	$5,838.07
				Division 4 Total	$5,838.07
				Department 73 Total	$45,137.32

WARRANT REGISTER - GM0002

Department: 75 Municipal Fleet Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211169	621-7501-551.21-07	ALTEC INDUSTRIES INC	VEH MAINTENANCE SUPPLY	$1,199.00	$1,199.00
211172	621-7501-551.21-36	AMERIGAS-PALATINE	CYLINDER RENTAL	$30.00	$30.00
211176	621-7501-551.21-07	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	$39.95	$344.39
			VEH MAINTENANCE SUPPLY	$39.95	
			VEH MAINTENANCE SUPPLY	$264.49	
	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	$15.68	$47.74
			VEH MAINTENANCE SUPPLY	$12.72	
			VEH MAINTENANCE SUPPLY	$13.12	
			VEH MAINTENANCE SUPPLY	($7.72)	
			VEH MAINTENANCE SUPPLY	$13.94	
211185	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	$99.99	$135.97
			VEH MAINTENANCE SUPPLY	$35.98	
211187	621-7501-551.31-51	BATTERIES PLUS LLC	BATTERIES	$398.06	$398.06
211196	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	$33.56	$290.35
			VEH MAINTENANCE SUPPLY	$91.14	
			VEH MAINTENANCE SUPPLY	$20.90	
			VEH MAINTENANCE SUPPLY	$103.73	
			VEH MAINTENANCE SUPPLY	$41.02	
211198	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$75.47	$316.91
			VEH MAINTENANCE SUPPLY	$80.98	
			VEH MAINTENANCE SUPPLY	$91.66	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211198	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$25.68	$316.91
			VEH MAINTENANCE SUPPLY	$43.12	
211200	621-7501-551.30-35	CINTAS CORP	CLOTHING	$54.58	$54.58
211201	621-7501-551.21-36	CITY WELDING SALES & SERVICE	VEH MAINTENANCE SUPPLY	$146.82	$146.82
211216	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	$286.47	$286.47
211257	621-7501-551.22-02	IL PUBLIC WORKS MUTUAL AID NETWORK	DUES	$25.00	$25.00
211258	621-7501-551.21-62	IL RECOVERY GROUP INC	VEH MAINTENANCE SUPPLY	$406.55	$406.55
211259	621-7501-551.21-07	IL SECRETARY OF STATE	VEHICLE REGISTRATION	$101.00	$101.00
211274	621-7501-551.31-51	KUEPER NORTH AMERICAN LLC	VEH MAINTENANCE SUPPLY	$4,080.00	$8,160.00
			VEH MAINTENANCE SUPPLY	$4,080.00	
211275	621-7501-551.21-07	KUSSMAUL ELECTRONICS CO INC	VEH MAINTENANCE SUPPLY	$368.62	$368.62
211291	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	$25.99	$1,816.70
			VEH MAINTENANCE SUPPLY	$1,121.29	
			VEH MAINTENANCE SUPPLY	$74.22	
			VEH MAINTENANCE SUPPLY	$503.96	
			VEH MAINTENANCE SUPPLY	$91.24	
211299	621-7501-551.21-07	NORTHWEST AUTO WASH	CAR WASHES	$930.40	$930.40
211306	621-7501-551.21-07	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	$2,592.00	$2,592.00
211312	621-7501-551.21-07	PIERCE MANUFACTURING INC	VEH MAINTENANCE SUPPLY	$10,257.00	$10,257.00
211315	621-7501-551.21-07	RACEWAY CARWASH	CAR WASHES	$300.00	$300.00
211325	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	$6.49	$254.90
			VEH MAINTENANCE SUPPLY	$40.04	
			VEH MAINTENANCE SUPPLY	$26.46	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211325	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	$55.69	$254.90
			VEH MAINTENANCE SUPPLY	$56.45	
			VEH MAINTENANCE SUPPLY	$69.77	
211350	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	$250.00	$250.00
211367	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	$727.80	$727.80
				Division 1 Total	$29,440.26
				Department 75 Total	$29,440.26

WARRANT REGISTER - GM0002

Department: 80 Pensions

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901322	705-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$115.02	$115.02
	711-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$90.86	$90.86
				Division 1 Total	$205.88
				Department 80 Total	$205.88

WARRANT REGISTER - GM0002

Department: 90 Capital

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211267	505-9001-571.50-25	JETCO LTD	SERVICE CONSTRUCTION	$126,429.10	$126,429.10
				Division 1 Total	$126,429.10

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211203	431-9013-571.50-25	COMCAST PROCESSING CENTER	ACCT 907065060	$900.00	$900.00
211278	431-9013-571.20-05	LEGAT ARCHITECTS	SERVICE CONSULTING	$12,183.40	$12,183.40
211318	431-9013-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	$547,990.66	$547,990.66
211366	431-9013-571.50-25	YPI ARLINGTON LLC	RENTAL/LEASE EQUIPMENT	$21,896.88	$21,896.88
				Division 13 Total	$582,970.94
				Department 90 Total	$709,400.04
TOTAL ALL FUNDS:					$2,116,615.94

Item: Recognition of Friends of the Library 50th Anniversary

Department: Village Manager's Office

Recognition of Friends of the Library 50th Anniversary

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	**Type**
Proclamation - Friends of the Library	Presentation

Village of Arlington Heights Proclamation
Recognizing

Friends of the Library
50th Anniversary

WHEREAS, the Friends of the Arlington Heights Memorial Library have served for many years as the vital link between the library and the community, holding popular events, encouraging others to join, and promoting the library as a learning commons and an institution essential to literacy and quality of life; and

WHEREAS, the Friends' gift of their time and commitment to the library sets an example for all in how volunteerism leads to positive civic engagement and the betterment of our community; and

WHEREAS, the residents of Arlington Heights have benefitted from the hard work, commitment and support of the Friends of the Library; and

WHEREAS, since their incorporation in 1968, the Friends of the Library have devoted countless hours to the raising of more than $1.5 million in assistance to the library through four yearly book sales and a book boutique in the library; and

WHEREAS, the Friends of the Library have advocated to citizens and community leaders the importance of the library, its potential, and its future, The Village of Arlington Heights Board hereby declares their support and congratulations to the Friends of the Library for 50 years of service to the community.

NOW THEREFORE, I, Thomas W. Hayes, Mayor of the Village of Arlington Heights, along with the Village Board of Trustees, do hereby recognize and thank the Friends of the Library for 50 years of distinguished service and for all they have contributed to the Arlington Heights community and the Library, and wish them continued success in their future endeavors.

Thomas W. Hayes, Mayor

Trustee Richard Baldino
Trustee Carol Blackwood
Trustee Thomas Glasgow
Trustee Robin LaBedz

Trustee Bert Rosenberg
Trustee John Scaletta
Trustee Michael J. Sidor
Trustee Jim Tinaglia

Item: Annual Computer Replacement Program

Department: Integrated Service Department/I.T. Division

The current 2018 budget for the I.T. Equipment Replacement Program provides for the annual replacement of Village computer equipment. The I.T. Division has selected Dell Computers for standardizing desktop PC's, which provides a uniform installation process and cuts repair costs and replacement parts. Each year we include Metropolis' computer needs for their budget year in our purchase. his year the Village will be purchasing 75 computers and Metropolis has requested 5 for a total of 80 desktops.

In the past, when computers have been bid out, Dell has often won the bid with very competitive pricing. This year Dell was awarded the bid for the Midwestern Higher Education Compact (MHEC) - the specifications allow for local municipalities to use the joint purchase on the contract #99AGZ/agreement #07012015. Last year, the Village purchased 65 computers for $598.88 each; the MHEC price for our computers is $607.13, which is comparable to last year's annual price increase.

Funds have been budgeted in I.T. account #625-0601-572-50-10 EQ9708 for 75 PC's totaling $45,534.75 and Metropolis has projected for 5 PC's in account #515-2005-525-5055 EQ0603 totaling $2,867.10.

RECOMMENDATION

It is recommended that the Village Board waive competitive bidding requirements and authorize the purchase of 80 Dell computers from the MHEC joint purchasing contract for a total cost of $48,401.85 from Dell Marketing, Round Rock, TX. They meet specifications and have been a responsible vendor to the Village in the past.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

Item: 2018 Budget Encumbrance

Department: Finance

BACKGROUND

The appropriation of resources by a governing board represents the legal right to incur expenditures for its activities. Encumbrance accounting is designed to improve the control over government expenditures and to insure that total actual expenditures do not exceed budgeted amounts.

Encumbrances are purchase orders or other commitments for goods or services that have not yet been received and which become expenditures only upon receipt of those goods and services. Encumbrances are formally recorded in the general ledger as budgetary control accounts. The budget line is reduced by that amount so the line item is not overspent. When the goods are received, the encumbrance is removed and the true expense is recorded.

Encumbrances on the books at the end of the year present a problem. Legally, appropriations lapse at year end; however, we have ordered goods or entered into contracts that we have not yet paid for. If we intend to honor those contracts-in-progress at year-end, we must "rebudget" for them. Generally accepted accounting principles do not allow us to include these items as expenses in the old fiscal year. Therefore, within our accounting system we will remove the encumbrance from last fiscal year and reserve the fund balance for the amount of the encumbrances. Since we did not "spend" this amount last year even though it was budgeted and purchase orders were issued, the cash is available to be rebudgeted. We increase the amount of the new year budget by the amount of the encumbrances using the reserved fund balance as the source of funds. In effect, we have rebudgeted for items that were properly budgeted and ordered in the old year, but will be paid for in the new year. By increasing the new year budget to cover these expenditures, we maintain our budget controls and try to insure that the new year budget will not be exceeded.

Attached is a schedule listing the account numbers and the amount of the encumbrances that need to be carried over to 2018. The encumbrances total amount is $11,192,160. Major projects include police station ($8,079,738), road projects ($1,014,250), storm water control ($904,770) and water tank repainting ($199,740). All other capital improvements and equipment from the prior year total $499,128. The balance of $494,534 is for regular operating expenses.

RECOMMENDATION

It is recommended that the Village Board amend the 2018 Budget to include prior year encumbrances in the amount of $11,192,160.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Encumbrance Carryover 2017 to 2018	Exhibits

SUMMARY

2018 BUDGET AMENDMENTS
DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

FUND	AMOUNT
General	$368,977
MFT	75,478
Foreign Fire Insurance Tax	9,300
Criminal Investigation	8,400
Parking Operations	88,111
TIF IV	32,195
TIF V	23,947
TIF Hickory/Kensington	7,325
Capital Projects	1,104,047
Storm Water Control	904,770
Public Building Fund	8,079,738
Water & Sewer	440,579
A&E	26,030
Health Insurance	7,500
Information Technology	15,763
TOTAL BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER:	**$11,192,160**

Road Projects	$1,014,250
Storm Water Control	904,770
Police Station Build	8,079,738
Other Capital Improvements & Equipment	698,868
Operating Expenses	494,534
TOTAL BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER:	**$11,192,160**

BUDGET AMENDMENT for 2018
DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name		Amount
General Fund					
101-0501-503.2102		Equipment Maintenance	Neopost USA Inc.		$1,026
101-3001-511.2210		Printing	Total Print Solutions		$512
101-3001-511.3035		Clothing	JG Uniforms, Ray O'Herron, Environmental Safety Group		$27,411
101-3001-511.3325		Operational Supplies	Williams Shooter Supply, JG Uniforms, Evident Inc.		$21,753
101-3501-512.3165		Other Equipment & Supplies	Dinges Fire Company		$695
101-4001-521.3305		Other Supplies & Equipment	Meet Chicago NW; Arlington Signs; Zenon Co; Design Factor; Lisa Eckert Design		$24,558
101-4001-521.4041		Discover Arlington	Arlington Signs; Paddock Publications		$9,328
101-4501-523.2165		Other Services	Microsystems		19,000
101-4502-523.3305		Other Supplies & Equipment	Custom Data Processing		18,860
101-5001-524.2005		Professional Services	Infrastructure Management; Hampton Lenzini		6,650
101-7101-531.2005		Professional Services	Global Aerial Video Inc.		3,100
101-7101-531.2102		Equipment Maintenance	Radicom		6,200
101-7101-531.3165		Other Equipment & Supplies	Alexander Equipment		4,876
101-7101-531.3175		Street Light Supplies	Sunrise Electric Supply		10,547
101-7101-531.3180		Street Sign Supplies	Osburn Associates Inc.		5,727
101-7101-531.3190		Street and Sidewalk Supplies	Compass Minerals; Industrial Systems		208,734
		Total General Fund			**$368,977**
MFT Fund					
211-5001-571.5040	ST-15-05	MFT Programs	Nichols Road Construction	IL Dept of Trans	$75,478
		Total MFT Fund			**$75,478**
Foreign Fire Insurance Tax Fund					
227-3701-512.5015		Other Equipment	Physio Control Inc		9,300
		Total FFIT Fund			**$9,300**
Criminal Investigation Fund					
231-3003-511.4011		Expenditures - Justice	Estwing Manufacturing		$8,400
		Total Criminal Investigation Fund			**$8,400**

BUDGET AMENDMENT for 2018
DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name		Amount
Parking Operations Fund					
235-3001-532.3035		Clothing	Ray O'Herron		$40
235-7101-571.5025	BL-00-06	Construction In Progress	Parking Structure Maint	Walker Parking Construction	$38,720
235-7301-532.3190		Street and Sidewalk Supplies	Schoenberg Salt Inc, Industrial Systems LTD		$9,870
235-7302-532.3190		Street and Sidewalk Supplies	Schoenberg Salt Inc, Industrial Systems LTD		$22,208
235-7303-532.3190		Street and Sidewalk Supplies	Schoenberg Salt Inc, Industrial Systems LTD		$17,273
		Total Parking Operations Fund			**$88,111**
TIF IV Fund					
263-4001-571.2005		Professional Services	Pioneer Engineering, Ehlers & Assoc		$32,046
263-4001-571.5025	BL-16-05	Construction In Progress	Quality Banners		$149
		Total TIF IV Fund			**$32,195**
TIF V Fund					
264-4001-571.5030	ST-17-20	Road Projects	Rand Road Corridor	Hampton Lenzini, Haeger Eng	$23,947
		Total TIF V Fund			**$23,947**
Hickory/ Kensington TIF Fund					
266-4001-571.2005		Professional Services	Benesch Alfred and Co; Kane McKenna & Assoc		$7,325
		Total Hickory/ Kensington Fund			**$7,325**
Capital Projects Fund					
401-0201-572.5015		Other Equipment	QT Signs		$24,461
401-3001-572.5015	EQ-95-01	Other Equipment	Operational Equip. - Police		$18,338
401-3501-572.5010	EQ-95-03	Office Equipment	Office Equipment		6,194
401-3501-572.5015	EQ-95-02	Other Equipment	Operational Equip. - Fire		7,848
401-4001-571.5030	ST-01-01	Road Projects	Gateway Signs & Beautification		6,262
401-4001-571.5030	ST-15-35	Road Projects	Downtown Streetscape Improvements		11,445
401-4001-571.5030	ST-17-20	Road Projects	Rand Road Corridor		8,905
401-4001-571.5030	ST-17-12	Road Projects	South AH Rd Beautification		536
401-4001-571.5030	ST-17-20	Road Projects	Rand Road Corridor		7,200
401-5001-571.2005	ST-05-03	Professional Services	NW Hwy/Davis/Arthur Intersection Improv		13,765

BUDGET AMENDMENT for 2018
DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name	Amount
401-5001-571.5030	SG-08-02	Road Projects	Traffic Signal Improvements NWHwy/Wilke	36,211
401-5001-571.5030	ST-90-08	Road Projects	Street Resurfacing Program	28,270
401-5001-571.5030	ST-05-03	Road Projects	NW Hwy/Davis/Arthur Intersection Improv	33,773
401-5001-571.5030	SG-14-15	Road Projects	Traffic Signal LED Upgrades	17,008
401-5001-571.5030	ST-05-03	Road Projects	NW Hwy/Davis/Arthur Intersection Improv	290,986
401-5001-571.5030	SG-08-02	Road Projects	Traffic Signal Improvements NWHwy/Wilke	34,415
401-5001-571.5030	ST-90-08	Road Projects	Street Resurfacing Program	234,050
401-5001-571.5030	SG-14-05	Road Projects	Traffic Signal Dundee / Kennicott	56,872
401-5001-571.5030	SG-14-10	Road Projects	Traffic Signal Pedestrian	52,260
401-5001-571.5045	ST-90-11	Sidewalk Program	Sidewalk/Curb Replacement	10,000
401-7101-571.5020	BL-95-06	Building Improvements	Roof Maintenance Program	11,527
401-7101-571.5020	BL-96-01	Building Improvements	Heating Plant/Air Conditioner Repl	29,237
401-7101-571.5020	BL-96-04	Building Improvements	Historical Soc Building Repairs	2,000
401-7101-571.5020	BL-95-06	Building Improvements	Roof Maintenance Program	4,785
401-7101-571.5020	BL-96-03	Building Improvements	Exterior Brick Maintenance	8,150
401-7101-571.5020	BL-95-05	Building Improvements	Municipal Bldg. Refurbishing	10,060
401-7101-571.5030	ST-05-01	Road Projects	Paver Brick Maintenance	34,654
401-7101-571.5030	ST-16-20	Road Projects	NW Hwy Landscape	13,849
401-7101-571.5030	ST-14-01	Road Projects	Downtown Street Furniture	9,558
401-7101-571.5030	ST-16-20	Road Projects	NW Hwy Landscape	38,571
401-7101-572.5010	EQ-16-15	Office Equipment	Asset Based Work Mgmt System	5,528
401-7501-572.5015	EQ-94-01	Other Equipment	Operational Equip. - PW	37,329
		Total Capital Projects Fund		**$1,104,047**

Storm Water Control Fund

426-5001-571.5025	SW-11-02	Construction In Progress	Backyard Drainage Improvements	$13,286
426-5001-571.5025	SW-17-06	Construction In Progress	Detention Municipal Campus	$284,894
426-7101-571.5025	SW-15-20	Construction In Progress	Storm Water Rehab/Replacment	$606,590
		Total Storm Water Control Fund		**$904,770**

BUDGET AMENDMENT for 2018
DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name		Amount
Public Building Fund					
431-9013-571.5015	EQ-16-10	Other Equipment	New Police Facility FF&E	Tyco Integrated Security	$28,217
431-9013-571.5015	EQ-16-10	Other Equipment	New Police Facility FF&E	Bradford Systems	$117,640
431-9013-571.5025	BL-16-10	Construction In Progress	Police Facility CIP	Riley Construction	$7,714,775
431-9013-571.5025	BL-11-10	Construction In Progress	Temp Police Facility	YPI Arlington LLC	$172,131
431-9013-571.5025	BL-11-10	Construction In Progress	Temp Police Facility	Riley Construction	$46,975
		Total Public Building Fund			**$8,079,738**
Water & Sewer Fund					
505-7201-561.2005		Professional Services	Global Aerial		3,100
505-7201-561.5010	EQ-16-15	Office Equipment	Asset Based Work Mgmt System		3,685
505-7201-561.5015	EQ-99-02	Other Equipment	Emergency Generator Upgrd	Courtesy Electric	152,164
505-7201-561.5015	EQ-15-30	Other Equipment	Pump & Motor Controls	MIZ Enterprises	55,656
505-9001-571.5025	WA-90-01	Construction In Progress	Watermain Repl Program	Performance Construction	26,234
505-9001-571.5025	WA-11-01	Construction In Progress	Water Tank Repainting	JETCO LTD	186,803
505-9001-571.5025	WA-11-01	Construction In Progress	Water Tank Repainting	Robinson Engineering	12,937
		Total Water & Sewer Fund			**$440,579**
A&E Fund					
515-1022-525.4055	AE-06-46	Special Events	Community Awareness Events		$270
515-2005-525.5055	BL-17-03	Other Capital Outlay	Metrop Lobby Refurbishment	(Rebudgeted)	$20,000
515-2005-525.5055	EQ-17-12	Other Capital Outlay	Metrop LED CYC Lights	Grand Stage Lighting	$5,760
		Total A&E Fund			**$26,030**
Health Insurance Fund					
605-0301-552.2050		Loss Prevention/Programming	NIU - Government Studies		$7,500
		Total Health Insurance Fund			**$7,500**
Information Technology Fund					
625-0601-553.2039		Data Processing Service	Superion LLC		$3,760
625-0601-572.5010	EQ-97-08	Office Equipment	IT Equipment Replacement	CDS Office Technologies	$12,003
		Total Storm Water Control Fund			**$15,763**
TOTAL BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER:					**$11,192,160**

Year End Encumbrance Carryover

Fiscal Year	Total Encumbrance carry over from prior year	
2006-07	$ 4,373,360	Watermain Repl $1.3M; AMR $523K; L.A. Hanson $355K
2007-08	$ 6,564,508	Municipal Campus $2.5M; Lynnwood $1M; TIF I Development $1M
2008-09	$ 2,941,746	Vehicles $608K; Municipal Campus $418K; Sewer/Watermain $608K
2009-10	$ 1,455,156	Vehicles $222K; Sewer Rehab $131K; All Road Projects $392K
2010-11	$ 2,344,749	Vehicles $301K; Downtown Devl $420; Sewer Rehab $260K; Watermain Rehab $259K; All Road Projects $357K
2011-12	$ 1,324,284	All Road Projects $286K; Roof Maint Program $127K
2012-13	$ 1,543,873	All Road Projects $569K; Water Tank Painting $181K; Vehicle Equipment $171K
2013-14	$ 2,894,482	Vehicles $681K; Parkway Ash Tree Removal/Replacement $356K; Road Projects $535K; Roof Maintenance Program $181K; Flood Control $174K
2014-15	$ 3,046,057	Road Projects $1.3M; Parkway Ash Tree Removal/Replacement $550K; Flood Control $326.5K; Vehicles $208K
8-Month Per. End. Dec. 2015	$ 4,746,933	Road Projects $1.5M; Parkway Ash Tree Removal/Replacement $632K; Vehicles $2.1M
2016	$ 4,965,455	Road Projects $1.4M; Storm Water Control $841K; Vehicles $1.5M
2017	$ 6,211,858	Road Projects $1.3M; Police Station $697K; Emergency Generator $822K; Vehicles $1.6M
2018	$ 11,192,160	Police Station $8,080K; Road Projects $1.0M; Storm Water Control $905K;

Item: 2017 Year-End Budget Adjustments

Department: Finance

BACKGROUND

At the end of each year Staff reviews the budget versus actual expenditures for each fund. This is done as a pre-audit activity to ensure that the budget is at or above expenditures by fund. This usually does not require any additional action, but as of the end of 2017 the TIF and EAB Fund closures resulted in unbudgeted expenditures. In addition, there were some Board approved expenditures as well as some higher actual insurance claims experience incurred, but there was no clear Board action to direct Staff to amend the 2017 Budget. In regard to the EAB Fund, after making the 2017 budgeted transfers to other funds, $109,000 remains in this fund. Staff recommends that this balance be transferred to the Capital Projects Fund in order to close the EAB Fund.

2017 Year-End Budget Adjustments:

Fund	Reason	Amount
TIF 1	Fund closed, surplus sent to Cook County	$ 107,000
TIF 2	Fund closed, surplus sent to Cook County	$ 1,000
TIF 3	Fund closed, transfer to TIF Refund Fund	$ 147,000
TIF 3	Fund closed, surplus sent to Cook County	$1,565,000
SWANCC	Higher multi-family fees and true-up – pass-through	$ 242,000
Health Insurance	Higher HMO premiums and medical claims	$ 307,000
Workers' Comp	Higher claims experience	$ 602,000
EAB	Fund closed, transfer balance to Capital Projects	$ 109,000

RECOMMENDATION

It is recommended that the Village Board approve the transfer of the remaining balance of $109,000 in the EAB Fund to the Capital Projects Fund, and that the 2017 year-end budget adjustments be approved.

Bid Section

Item:

Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

Item: Resolution - Plat of Easement for Public Sidewalk

Department: Engineering/Legal

During the review process for a building permit, it was discovered that two feet of an existing public sidewalk at 218 S. Evergreen Avenue is located on private property. The property owner has dedicated an easement which will enable the Village to maintain the public sidewalk.

RECOMMENDATION

It is recommended that the Village Board approve the attached Resolution accepting a plat of easement for two feet of an existing public sidewalk at 218 S. Evergreen Avenue.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Plat of Easement - Sidewalk	Resolution

A RESOLUTION ACCEPTING A
PLAT OF EASEMENT FOR PUBLIC SIDEWALK

BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: The Plat of Easement, attached hereto and made a part hereof, granting to the Village of Arlington Heights an easement for public sidewalk at 218 S. Evergreen Avenue, Arlington Heights, Illinois, is hereby approved and accepted

SECTION TWO: The Village President is hereby authorized and directed to execute said plat of easement, which shall be attested by the Village Clerk, on behalf of the Village of Arlington Heights.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law and the resolution and plat shall be recorded by the Village Clerk in the Office of the Recorder of Cook County.

AYES:

NAYS:

PASSED AND APPROVED this 5th day of March, 2018.

ATTEST:

_____
Village President

_____
Village Clerk

EASEMENTS:plat of easement – sidewalk 218 S Evergreen

PLAT OF EASEMENT

TO THE VILLAGE OF ARLINGTON HEIGHTS

FOR PERMANENT PUBLIC SIDEWALK

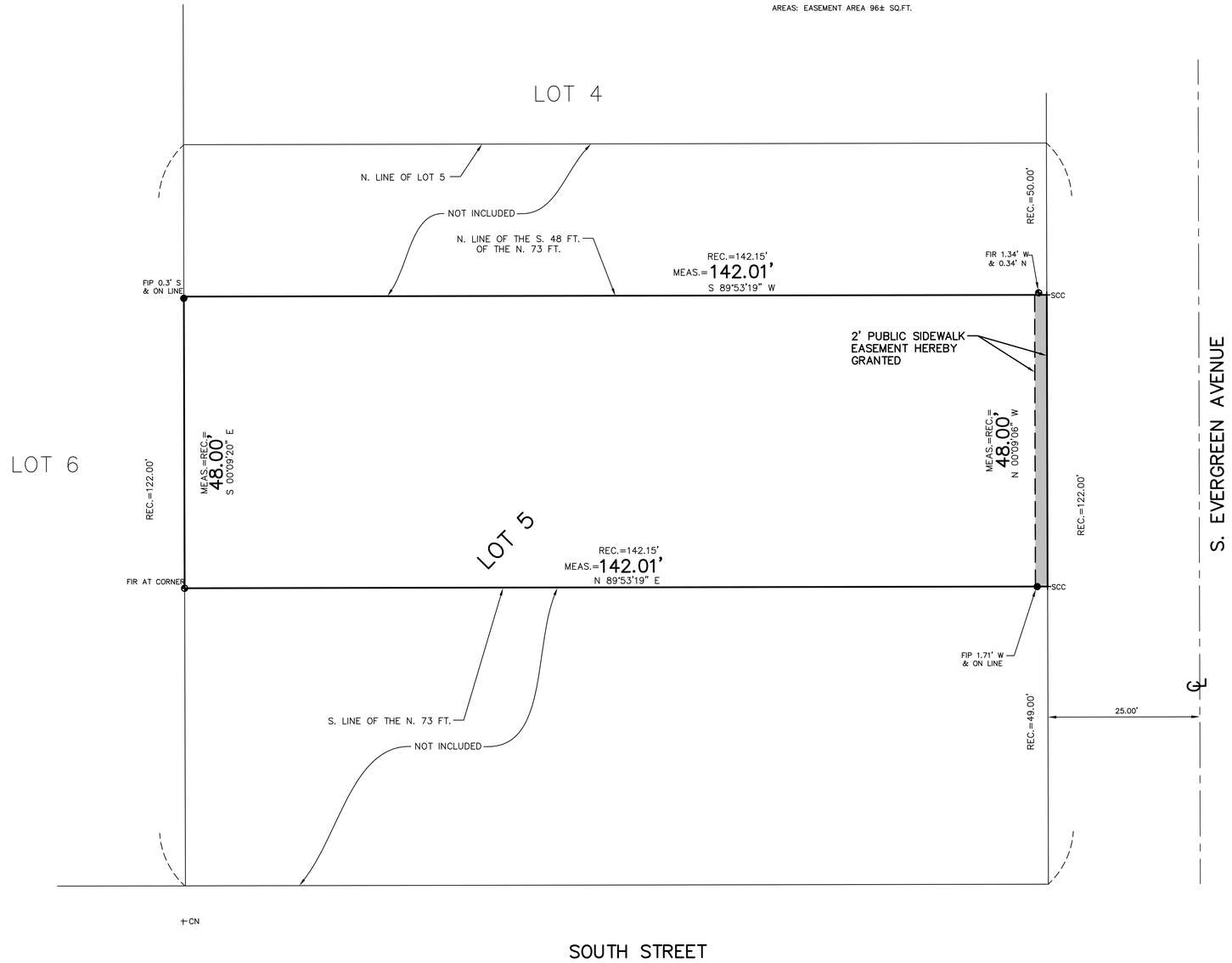
OVER, UNDER, UPON, ACROSS AND THROUGH

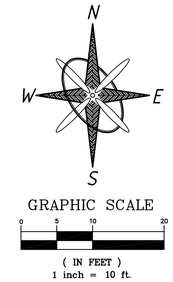
THE EAST 2 FEET OF THE SOUTH 48 FEET OF THE NORTH 73 FEET OF LOT 5 IN FLEUTIE'S SUBDIVISION OF THE SOUTH 530 FEET OF THE WEST 5.20 CHAINS OF THE EAST 15 ACRES OF THE NORTH 30 ACRES OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

ADDRESS : 218 S. EVERGREEN AVENUE, ARLINGTON HEIGHTS, IL 60005

P.I.N. NO. 03-32-102-030-000

AREAS: EASEMENT AREA 96± SQ.FT.





STATE OF ILLINOIS
COUNTY OF _____ } SS

THIS IS TO CERTIFY THAT _____ AND _____, ARE THE RECORD OWNER OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON, FOR THE USES AND PURPOSES HEREON SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON INDICATED.

BY: _____ DATE: _____

ATTEST: _____ DATE: _____

STATE OF ILLINOIS
COUNTY OF _____ } SS

I,_____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID DO HEREBY CERTIFY THAT_____AND_____ PERSONALLY KNOW TO BE TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS AND VOLUNTARY ACT AND THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MAY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____ A.D._____.

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 VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____ , 20 ___

BY:

_____
VILLAGE PRESIDENT

ATTEST:

_____
VILLAGE CLERK

APPROVED BY THE VILLAGE COLLECTOR ON _____ , 20 ___

_____

APPROVED BY THE DIRECTOR OF ENGINEERING ON _____ , 20 ___

_____

LEGEND

+ SCC	INDICATES SET CROSS CUT AT CORNER
● FIP	INDICATES FOUND IRON PIPE
FIR	INDICATES FOUND IRON ROD
REC.	INDICATES RECORDED DIMENSION
MEAS.	INDICATES MEASURED DIMENSION
O SIP	INDICATES SET IRON PIPE
+CN	INDICATES FOUND CROSS NOTCH

SUBMITTED BY AND RETURN TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

SIDEWALK EASEMENT PROVISIONS

THE PERMANENT PUBLIC SIDEWALK EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS, ITS SUCCESSORS AND ASSIGNS OVER THE AREA MARKED "PUBLIC SIDEWALK EASEMENT" OR "P.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 MEN AND EQUIPMENT TO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO TRIM OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE PUBLIC SIDEWALKS. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR LAWNS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

STATE OF ILLINOIS
COUNTY OF COOK } SS

THIS IS TO CERTIFY THAT THIS PLAT OF EASEMENT WAS PREPARED UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR FROM EXISTING MAPS, PLATS, OR OTHER INSTRUMENTS OF RECORD FOR THE USES AND PURPOSES SHOWN HEREON.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 20__ IN CHICAGO, ILLINOIS.

KNIGHT E/A, INC.

_____
STEVEN BARCZAK, IPLS NO. 035.003269
LICENSE EXPIRES: 11/30/2018

PROFESSIONAL LAND SURVEYOR
STEVEN BARCZAK
NO. 3269
CHICAGO
STATE OF ILLINOIS

L:\Site Surveys\7281\7281.15\CAD_Sheets\7281.15_02 Plat of Easement 011918.dwg 7/19/2017 7:55 AM

Drawn By: JV Designed By: SB Scale: 1"=10'

PLAT OF EASEMENT

REVISIONS

218 S. EVERGREEN AVE., ARLINGTON HEIGHTS, IL.

PREPARED FOR:

FAIRFIELD CUSTOM HOMES, LLC
530 S. ARTHUR AVENUE
ARLINGTON HEIGHTS, IL 60005
(847) 456-8017

KNIGHT
Engineers & Architects
Knight E/A, Inc.
221 N. LaSalle Street, Suite 300
Chicago, Illinois 60601-1211
Phone (312) 577-3300
Fax (312) 577-3526
knightea.com

SHEET NO. 1 OF 1

DATE: 01/19/18
JOB NO. 7281.15

Item: Permit Fee Waiver - Arlington Heights Park District

Department: Building & Life Safety

The Arlington Heights Park District is requesting a waiver of all applicable Village of Arlington Heights Planning and Building Permit fees and/or all applicable Village review fees related to their 2017/18 Concrete Improvements Project.

Estimated amount of fee waiver: Approximately $700

Recommendation

Staff recommends that the Village Board grant a waiver of the applicable permit fees related to the 2017/18 Concrete Improvements Project for the Arlington Heights Park District.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Letter	Correspondence

Arlington Heights Park District

February 6, 2018

Mr. Randall Recklaus
Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

Re: Request for Waiver of Fees – 2017/18 Concrete Improvements Project

Dear Mr. Recklaus:

The Village of Arlington Heights Building Services will be reviewing the application for the 2017/18 Concrete Improvements Project for the Arlington Heights Park District. The construction project is tentatively scheduled to begin in March 2018 (pending Village approvals).

The project will include the replacement of an existing asphalt path with an accessible concrete walk at Creekside Park and a new accessible concrete pad, walk, and drainage for an existing baseball field at Pioneer Park.

Following prior practice, the Arlington Heights Park District respectfully requests the waiver of all applicable Village of Arlington Heights Planning and Building Permit fees and/or all applicable Village review fees related to this project. The Park Board of Commissioners and staff appreciate your assistance on this matter.

If you need any additional information, please feel free to contact me at (847)506-7143. Thank you again for your continued cooperation and support.

Sincerely,

Colleen McCarty
Park Planner 1

CC: Rick Hanetho, Executive Director, Arlington Heights Park District
Benjamin Rea, Director of Parks and Planning

410 N. Arlington Heights Rd. | Arlington Heights, IL 60004 | Phone 847.577.3000 | Fax 847.577.3050 | WWW.AHPD.ORG

Item: Bond Waiver - National Ovarian Cancer Coalition, Illinois Chapter

Department: Building & Life Safety

Background

The National Ovarian Cancer Coalition, Illinois Chapter is requesting a waiver of the bond requirement for their 2018 raffle taking place at the Arlington International Racecourse. Tickets will be sold May 19th from 7:00am to 4:00pm, with the winner being determined at 4:00pm.

Recommendation

Staff recommends that the Village Board grant the waiver of the bond requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Letter	Correspondence

NATIONAL OVARIAN CANCER COALITION

February 1, 2018

Mr. Mike Boyle
Village of Arlington Heights
Department of Building & Health Services
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Dear Mr. Boyle:

This letter is a request for a waiver of the bond requirement for a 2018 raffle license for the National Ovarian Cancer Coalition, Illinois Chapter. We are holding two raffle drawings at our 21st annual 5KRun/Walk to Break the Silence on Ovarian Cancer® on May 19th at Arlington International Racecourse. Per your recommendation, both drawings are combined on this application. The first drawing will be for our annual quilt made by our volunteers. The second drawing will be held following a Stick Horse Race that afternoon. Participants will place their tickets in the bucket of their favorite "jockey." One prize will be drawn from each bucket with the top prizes being drawn from the winning "jockey's" bucket. Proceeds from the raffles and the event will help save the lives of women in our community by funding ovarian cancer research, survivor support programs, and local and national education and awareness programs.

The National Ovarian Cancer Coalition is a 501(c)(3) non-profit organization. A statement confirming our 501(c)(3) status and the 2018 Raffle License Application accompany this letter.

Thank you for your consideration.

Sincerely,

Sandra A. Cord

Sandra A. Cord
NOCC Illinois Chapter Manager

National Ovarian Cancer Coalition, Illinois Chapter 1436 W. Randolph Street, Suite 201 Chicago, IL 60607
312.226-9410 illinois@ovarian.org

Item: Para Residence - 132 W. Northwest Highway - PC#17-015

Department: Planning & Community Development

Requested Action

Planned Unit Development (PUD) to allow a building addition to the subject property.

Variations Required

Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

Recommendation

A public hearing was held by the Plan Commission on February 14, 2018 where Commissioner Dawson moved and Commissioner Green seconded:

A motion to recommend to the Village Board of Trustees, approval of PC#17-015, a Planned Unit Development to allow a building addition to the subject property, and the following variation:

1. Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

This approval shall be subject to the following conditions:

1. Compliance with January 9, 2018, Design Commission motion.

2. A fee-in-lieu of onsite detention shall be required at the time of building permit issuance.

3. The petitioner shall obtain an easement from IDOT to allow for the proposed plantings within the Northwest Highway Right-of-Way and approval from IDOT for the sidewalk connection from the building to the sidewalk along Northwest Highway.

4. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

Roll Call Vote: Commissioners Cherwin, Drost, Jensen, Lorenzini, Sigalos, Dawson, Green, and Chair Ennes voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
PC Minutes 2-14-18	Minutes
Aerial	Exhibits
Conceptual Plan Review Minutes 11-29-17	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 1-9-18	Minutes
Justification for Variation	Correspondence
Preliminary Construction & Phasing Narrative	Correspondence
Project Narrative	Correspondence
Plans	Exhibits
First Round Comments	Correspondence
Petitioner Response to Round One Comments	Correspondence
Second Round Comments	Correspondence
PC Timeline Tracker	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

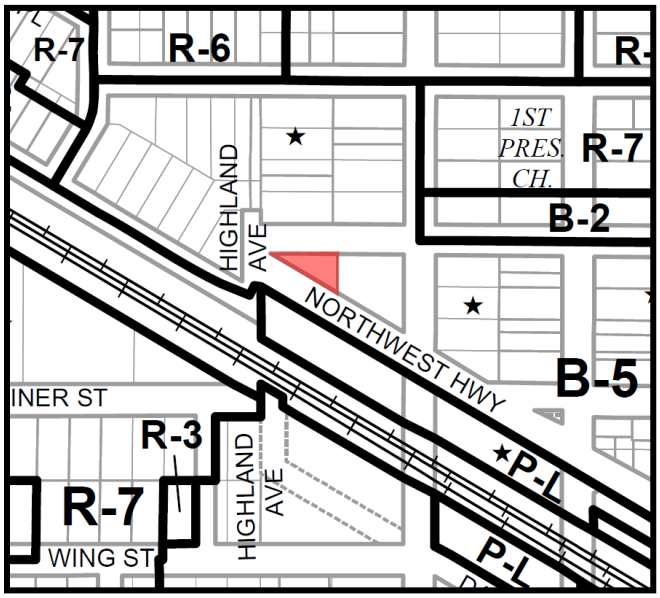
STAFF DEVELOPMENT COMMITTEE REPORT

File Number: *PC 17-015*
Project Title: *Para Residence PUD*
Address: *132 W. Northwest Highway*
PIN: *03-29-324-001*

To: *Plan Commission*
Prepared By: *Sam Hubbard, Development Planner*
Meeting Date: *February 14, 2018*
Date Prepared: *February 7, 2018*

Petitioner: *Keith Ginnodo*
Address: *Kingsley & Ginnodo Architects*
33 N. Hickory Avenue
Arlington Heights, IL 60004

Existing Zoning: *B-5, Downtown District*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5, Downtown District	Office Building	Mixed Use
South	P-L, Public Land District	Metra Commuter Parking Lot	Government or Institutional
East	B-5, Downtown District	BP Gas Station	Mixed Use
West	B-5, Downtown District	Village Bank & Trust	Mixed Use

Requested Action:

1. Planned Unit Development (PUD) to allow a building addition to the subject property.

Variations Required:

1. Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

Project Background:

The subject property is 5,573 square feet in size (0.13 acres) and located at the intersection of Highland Avenue and Northwest Highway in Downtown Arlington Heights. The site is currently occupied by a single-story building of approximately 1,302 square feet in size, which is currently vacant and previously used as an office. The site contains a six-space parking lot with access along Eastman Street at the north side of the property. Two-hour street parking is also available on both side of Eastman Street.

The Para family has purchased the property and is proposing the addition of a 1,362 square foot second floor onto the building, which would contain a 1-bedroom residential unit where they intend to reside. A single car garage would be added on the northwest side of the building. Additionally, a second story deck would be added to the west elevation, which deck would include outdoor amenity space for the family. The first floor of the building would be repurposed to include space for Ottilia, a retail business owned and managed by Ms. Para that provides non-toxic beauty and wellness products as well as furniture and home accessories. Hours of operation for Ottilia would be 11:00am to 7:00pm Tuesday through Saturday. The first floor would also include a small office for Mr. Para. Ottilia would have one part-time employee (other than Ms. Para), and would hire additional full time employees as needed.

The parking area outside of the property would be altered to create an enhanced public entry, which would eliminate one parking space. The proposed garage addition would eliminate two parking space, resulting in a total of four parking spaces (three surface spaces, one garage space). The petitioner has also proposed a sidewalk connection to the existing sidewalk along Northwest Highway in order to provide better pedestrian access to the site. Construction is projected to begin in the spring of 2018 and would finish towards the end of this year.

Zoning and Comprehensive Plan

The subject property is within the B-5 Downtown District. Within the B-5 district, both ground floor retail and 2nd floor residential uses are classified as permitted uses. However, Section 9.2(c) of the Zoning Code requires that any development or new building addition within the B-5 district that is greater than 500 square feet must obtain PUD approval. As the petitioners are proposing a 420 square foot garage and an approximately 1,362 square foot 2nd floor addition, PUD approval is required.

The Comprehensive Plan designates this property as “Mixed Use” and the dual use of the property with first floor retail/office space and second floor residential space is compatible with this classification.

Conceptual Plan Review Committee

The Conceptual Plan Review Committee (CPRC) met on November 29, 2017, to discuss the proposed development. The CPRC was supportive of the project and expressed enthusiasm for what they believed was a unique development proposed within Downtown Arlington Heights.

Design Commission

The Design Commission met on January 9, 2018, to review the proposed 2nd story building addition and voted 4-0 in favor of a recommendation of approval. As part of their motion, they recommended that the petitioner study the possibility of adding more glazing to the retail storefront, evaluate the garage door design to determine if a different design would draw less attention than the current design, consider adding windows below the stairs on the north elevation, and consider adding vine cables to the east elevation that would allow “climbing ivy” to grow along the back of the building.

Site and Landscaping

Section 5.1-14.6 of the Zoning Code requires a 30-foot rear yard setback for all residential units located above the first floor (the rear of the property has been determined to be at the east abutting the BP Gas Station). Since the existing building is setback only 1.75 feet from the rear property line, the second story residential addition built upon the existing structure will also be setback only 1.75 feet from the rear property line, which requires the following variation:

- **Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.**

The petitioner has provided their written response to the hardship criteria relative to variation approval and this response has been included in the packet for the Plan Commission. Staff concurs that the necessary criteria have been met for the following reasons:

1. Adhering to the required rear yard setback would render a second story residential addition to the existing building impossible as the building is almost entirely within the required setback area (it should be noted that non-residential structures do not have any required setbacks within the B-5 district). Therefore, the existing building would need to be torn down in order to accommodate a mixed use residential/commercial building on the subject property.
2. The size and shape of the lot is unique given the triangular layout and small footprint at only 5,573 square feet in area.
3. Mixed-use structures with residential components that do not conform to the required rear yard setback are not atypical within the downtown B-5 Zoning District.

The reconfigured parking spaces in front of the building entrance would traditionally require the addition of landscape islands at both ends of the parking row. However, Section 6.15-1.2(b) states that parking areas with less than 20 parking spaces are exempt from the landscape island requirements if a "proportional amount of live greenery" is provided. Since the proposed parking row contains no landscape islands, staff has asked the petitioner to incorporate additional plantings within the large piece of IDOT Right-of-Way (ROW) that abuts the subject property to the south. As such, the petitioner has added a row of plantings along the southwestern edge of their property, which is within the IDOT ROW. Additionally, the proposed sidewalk connection from the subject property leading to the sidewalk along Northwest Highway encroaches within the IDOT ROW. In order to accommodate for the plantings and sidewalk, the petitioner will need to obtain an easement agreement from IDOT.

Staff notes that the site does not include a dumpster enclosure. Given the proposed commercial uses on the first floor, the petitioner is not eligible for standard single-family residential garbage collection. Therefore, they must contract for solid waste services with a scavenger company licensed to do business within the Village. A commercial dumpster is not required, and a large garbage totter can instead be utilized for trash collection, which can be stored within the garage and taken out on pick-up days.

Finally, staff has recommended the petitioner include a decorative style wrought iron fence along the northern property line abutting the existing parking spaces in this area. The petitioner has added this fence and it is reflected within the plans provided to the Plan Commission.

Relative to site drainage, the subject property sheet drains to the southeast and eventually onto Northwest Highway, where a combined sewer inlet is located. The proposed improvements will add a small amount of impervious surface coverage to the site, which will require a fee-in-lieu of onsite detention.

Traffic and Parking

A traffic and parking study is not required on projects that are less than 5,000 square feet in floor area and located along a major arterial road. As the proposed building will be less than 5,000 square feet and is along Northwest Highway, which is classified as a major arterial, no traffic and parking study is required.

Relative to parking requirements, since the site is located within the B-5 district, the off-street parking regulations take into account that a portion of the parking demand for the use will be accommodated via the street parking and garage system located within the downtown area. A review of the parking regulations indicates that the proposed site, even with the net loss of two parking spaces, will still conform to code requirements. Specifically, only one parking spaces is required and four parking spaces are proposed (three within the surface parking lot and one within the proposed garage). Table I below illustrates the parking calculations:

Table I – Required Parking

Space	Code Uses	Gross Square Footage	Parking Ratio (1:X)	Parking Required
1st Floor	Retail and Office	1,016	Retail: 1 space per every 500 sq. ft. of floor area in excess of 1,500 sq. ft. Office: 1 space per every 600 sq. ft. of floor area in excess of 1,500 sq. ft.	0
Single-Family Unit	B-5 "Efficiency and One Bedroom Apartments"	1,158	1 space per unit	1
			Total Parking Required	1
			Total Parking Provided*	4
			Surplus/(deficit)	**3**

* Includes interior garage space

Per the recently adopted bicycle parking regulations, there is no formal requirement for the provision of bike parking spaces on the subject property, however, the regulations state that the provision of bike parking spaces in any PUD within the B-5 District will be determined as part of the Plan Commission process. Given the constrained nature of the site, in combination with the small size of the commercial portion of the development, staff has not asked the petitioner to incorporate any bicycle parking spaces. Staff notes that the proposed garage will include sufficient space to store bicycles for the residential portion of the development, and the pillars on the balcony provide an option for a customers to lock a bicycle if necessary.

RECOMMENDATION

The Staff Development Committee recommends approval of the proposed PUD and setback variation and recommends approval of the project, subject to the following conditions:

1. Compliance with January 9, 2018, Design Commission motion.
2. A fee-in-lieu of onsite detention shall be required at the time of building permit issuance.

3. The petitioner shall obtain an easement from IDOT to allow for the proposed plantings within the Northwest Highway Right-of-Way and approval from IDOT for the sidewalk connection from the building to the sidewalk along Northwest Highway.
4. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

_____ January 9, 2018
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC #17-015

APPROVED

PLAN
_____
_____
_____

COMMISSION

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

RE: PARA RESIDENCE - 132 WEST NORTHWEST HIGHWAY - PC#17-015
PUD 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 14th day of February, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

APPROVED

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you all please join me in standing and saying the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Sam, would you take roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Thank you. We have the minutes for approval from the 703 West Algonquin project at our last hearing. Can I have a motion to approve those minutes?

COMMISSIONER JENSEN: So moved.

COMMISSIONER LORENZINI: Second.

CHAIRMAN ENNES: And a second?

COMMISSIONER LORENZINI: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed or absent?

(No response.)

CHAIRMAN ENNES: George just walked in for the record.

MR. HUBBARD: Got it.

CHAIRMAN ENNES: We have one hearing this evening for the Para residence, and that's PC#17-015. Sam, have all the notices been posted, all the public notices?

MR. HUBBARD: They have.

CHAIRMAN ENNES: They have, okay. Is the Petitioner here? I would like to ask you to come forward. I would like you to introduce yourself and for you to, will anybody else be testifying or just yourself?

MR. GINNODO: Possibly the owners, Michael and Ellen Para.

CHAIRMAN ENNES: Okay, why don't they come up at the same time? We'll swear you all in at the same time then.

(Witnesses sworn.)

CHAIRMAN ENNES: Thank you. Would you each please state your name and spell it for the court reporter?

MRS. PARA: Hi, I'm Ellen Para. My first is spelled E-l-l-e-n, my last is P-a-r-a.

MR. PARA: Hello. Michael Para, M-i-c-h-a-e-l P-a-r-a.

MR. GINNODO: Keith Ginnodo with Kingsley Ginnodo Architects, K-e-i-t-h G-i-n-n-o-d-o.

CHAIRMAN ENNES: Okay, so I imagine you are going to do the majority of the presentation?

MR. GINNODO: Sure.

CHAIRMAN ENNES: If the owners would have a seat? If you would give us a summary of the project?

MR. GINNODO: Sure, thank you very much. I'll flip through the slide presentation just as that's the easiest way to kind of tell you what's going on. We call it Para Live Work because the first floor is an existing commercial building, one story, and the owners want to add a second story for the residence. So, it's merely one building for both functions. Funny that it's probably the smallest Plan Commission planned urban development in Arlington Heights. I'm hoping someone will prove that for the record.

So, in the context of where we're at, we're next to the gas station on Northwest Highway at Vail and north boundary is Eastman and the south boundary is Northwest Highway. There's been a one-story white brick building with a gable roof on it for years. Originally, it was I think a chicken store like Kentucky Fried maybe, and then later it was rehabbed in the 80's for office use and was a law office for a couple of people until recently. It's been empty since the Paras purchased it --

MR. PARA: Last year in June.

MR. GINNODO: Last year in June. The context is basically some office buildings to the north, Ameritech with the red brick, and kind of B class office building to the west and the north, and then just to the east is the gas station, and across the railroad tracks and down the ways is the train station, and across that the Arlington Heights Vail Street Jewel and the rest of downtown. We've got a really great view, especially when you get on the second floor, you're going to be looking up above Northwest Highway and look right down into the lights of Downtown Arlington Heights. Oops, went too far, it's the middle part in the back. There we go.

So, the inspirations that guided the design of the project translated the architecture but also very truly what is going to happen in this project. First floor is envisioned as Ellen Para's store Ottilia which will take up probably the first two-thirds or so of the first floor space and will be used as an apothecary for home health goods, facial ointments and powders and that sort of thing, and home accessories. The interior is going to be inspired by that apothecary look with a ladder perhaps and bottles and shelves and that kind of stuff. We see it as a brightly lit open environment that's inviting once you're there but also through the large glass windows people would be interested to see what's going on. The architecture is a modern expression and we're trying to differentiate the residential component from the commercial components in a variety of ways. Then the picture that has the stair in there is kind

of reminiscent of what we're trying to do to kind of go from the first floor up to the second floor in an artistic way as the second access to the residence.

I already mentioned the, I'll have to look at my own documents for this, the sort of context that we're talking about. I want to point out that our approach to the lot and the building is to try to be as light in impact as possible, mostly because what's there is useful and reusable. Kind of the green standpoint if you will, the less we disturb and can reuse, the better for, you know, the environment and the energy use and all that kind of stuff, but also the more funds we can spend on beautifying the rest of the project and satisfy the program requirements. So, the parking lot stays as much as we possibly can. We're not introducing any new site lighting or anything like that because there's plenty of light around from Northwest Highway and the street lights. The landscaping that's fronting Northwest Highway, we're just taking advantage of what's there and then enhancing it a little bit. So, again, trying just to be a little bit minimalist with what is already in place.

If we go to the improvements, I think if you look through the report, you'll notice that we've gone from six parking spaces down to four on the lot which is way more actually than we need surprisingly so to satisfy the ordinance. So, we're losing two parking spaces but have more than code requires. We have two that are in the northwest corner, we have the one that's dedicated to the residents, just a single-car garage for Michael and Ellen, and then a handicap accessible spot right next to the entrance to the main first floor amenities.

We've been requested by the Village to include a decorative ornamental fence and landscaping along the northwest corner of the property. We've indicated that we're happy to comply with that. But in discussion, and Sam, sorry, this is coming up late now, but it's actually difficult if you're parked in the northern spot to open the car door because your pavement is right next to the sidewalk. If we were to put a fence there, you know, there's a good chance we'd be hitting our car door on that fence. So, I'm wondering if there's a possibility to, you know, not do that little section of fence. We're carrying it on the north-south side, the base of that triangle, maybe there's a chance we can talk about that a little. If it's a stumbling block, by all means we're going to do it. We just wanted to call that to the attention of the Board.

So, we're improving the site to the south as well. There's a pair of doors that go straight from the store out towards the sidewalk. We'll be appearing or making an application to the Illinois Department of Transportation to put some paving and landscaping in that area. But it's important for the Paras to be able to capture street traffic, pedestrian traffic along that straight off the sidewalk as people are coming and going from work, from the train, and just going to Downtown Arlington Heights.

I mentioned the character of the original building. I must say here the plan is that we're going to cut the top of the building off here at the gable but leave the original roof structure in place. There's a metal deck and bar joists, and that is appealing for the interior. It's going to be kind of a loft style inside. The first floor will probably end up with spiral duct work and kind of have this quasi-industrial and homey feel at the same time. The second floor will also be loft-like, higher ceilings and whatnot, basically to, you know, being in the context that we are, it's kind of an urban environment and kind of urban style of living.

The plan on the left is the first floor plan. You can see in detail how the parking space happens where the Paras, north is up on this plan, the main entrance to the residence will be off to the north side. We're talking about putting a little canopy over that door

so, you know, you put your key in the door and open it without getting rain and snow on, and it gives a little protection at the front door. Then that is the little landing and straight up the stairs to the unit. So, there's a total separation between living and office/commercial work.

Just below the garage, you can see that second stair that I was talking about that has the kind of winding, old style metal barrister. Then the store is in the front of the space. There's a handicap accessible toilet, storage mechanical, and an office where Michael will be doing his work.

On the second floor, we have, you know, at the top right you will see the top of the stair and you will enter from the main door there into living area. Again, it's a loft style, so kitchen, living, dining is kind of one open space, and then you've got a core of bathrooms and closet basically, and then the bedroom. So, it's a one-bedroom and 1.5 bath.

Outside the wall, you know, you can see there's big areas of glass, and then you can step out from the residence onto a balcony which is running two-thirds of the length of the facade. It has a trellis overhead, and when we get to the 3D views, I can show you how that works. The balcony is kind of residential in character. It will have kind of probably a composite decking material, or even if we can afford to do hardwood, that would be the next thing. In between the columns on the balcony, there are some rectangles, I don't know if you can make it out. Just to the left of the word balcony, you can see there's kind of a rectangle. Those are planters that are similar to what you see at Shakou where they're on the sidewalk, rectangular, big, maybe 42 inches tall and they have plants coming out of them that change out seasonally. That's part of what we're doing.

Also, on the area where it says roof deck which is above the garage, you can see kind of an L-shaped thing drawn section towards the west and north end of that which is basically cut out for a green roof. So, we'll have a deck over the garage, and then actually it's called intensive green roof situation there. We get deeper-rooted plants, there's going to be 18 to 24 inches of engineered soil and we can get sizeable plants, maybe a small tree. That's part of the goal for that.

Going to the next sheet in the presentation, this is just electrical, so it's much the same. The lighting here is just attached to the building. Again, we don't have site lighting plans. We'll have canopy lights at the front door. We'll have suspended kind of pendants that happen in the trellis above, and hopefully I'm not going into too much detail for you, sorry. These are things that kind of came up over the course of the work that we've been talking about. Then pendant lights that happen underneath the balcony as well, enough to illuminate it for safety but also to give a warm glow to the residence and the commercial space. Then interior lights with the large open glass that we're putting out in that first space for the retail, the light will be flooding out onto the street and hopefully make an attractive appearance.

On the left of the next slide is the cross sectional information. You can see there's a gentle slope to the roof which is also the underside of the hardwood ceiling on the second floor. Then there's those bar joists that I was talking about that are the exposed ceiling of the first floor space. You can see a slice through the balcony with the overhead trellis and the planter that we were talking about. There are three of those planters, and then a drain roof area on the garage roof area. Then the mechanical penthouse on the roof is basically just residential-sized air conditioning coils behind a simple fence that will pretty much disappear because from standing on ground, you likely won't be able to see it.

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The landscape design, basically, I touched on this before, we're enhancing the northwest corner and beefing up the landscape in that area and keeping the context of what's already on the site that the Village maintains right now between our parking lot and the sidewalk and ultimately Northwest Highway. We are extending that to the south and east near our entrance and the sidewalk entrance by the storefront, basically in keeping with what's there now except beautifying it and restoring it.

On the east side of the building is the parking lot for the gas station. Our building is totally blank except for one window. As it is right now, in the second floor, we can't have any windows that way because I believe the code prohibits that. So, what we have done there is included some hydrangea. We'll probably end up having to hold it against the building a little bit because it's a climbing hydrangea; over a period of ten years, it should get pretty high up the wall and make a pretty light coverage so that that's green surface from the parking lot side as well. There's a couple of large areas that we're planting, I should say area we're planting large trees just to the north and west of the garage and near the stairway and then out in the triangle. So, we're trying to make the environment beautiful and green.

Again, it's a modern design. The top view is what faces west. I'll go into a little bit more detail when we get to the last view. The bottom elevation is what faces the garage where I talked about the hydrangea climbing the walls there. Then in the other side, the north facade is on top. So, it's understated and quiet with the only acknowledgement for the residential entrance by the extended canopy at the front door entrance that has a lot of glass over it to bring in natural lighting.

The south facade is perhaps the more dynamic. It's got a large opening for the retail area, the first floor, with a signage band above that's lit by those kind of arm lights that stick up and shine back on it. So, it's not a self-lit sign as we see it right now, but it will be a sign that is lit from these arm lights. You can see the stair switching back as it goes up to the second floor. You can see the balcony. You can see a kind of metal shaped band of windows that are in the master bedroom.

The signage I talked about just a little bit. But you can see the sign area, it's there. It's going to be a little bit on the south facade and a little bit on the west facade near that corner that's going to be largely glass for the retail area. Also, in this elevation, you can see the square areas in the railing that are the planters. They're about six or seven feet long and maybe 18 inches deep, somewhere around that.

One other aspect of those planters is that there are some wires that kind of go straight up from them. The notion there is taking the plant, it's facing the west so the west light is pretty intense, the plants in the summer when the vines grow up shield the glass with shadow, and then in the fall the leaves fall off and all the light comes in on the west. So, that's the notion that drives that aspect.

Again, here is the context, before and after.

Lastly, this is the three-dimensional view. Not a Cape Cod, it's got siding on the, residential style cladding and siding on the second floor made out of cement fiber. I'm sure you've heard of James Hardie building products. The windows are residential windows, just arranged in kind of a modern vernacular part of our vocabulary.

You can see now the balcony and trellis structure that kind of comes off the two-story building. You can see the garage coming out that's clad in cement white panel

and the steel stair that switches back up to the second floor.

So, that's a discussion of the architecture and kind of the overall view of the project. I have to thank the Village, Sam especially, for good guidance to get us to this point and for the amenities that we've gotten to this area and I'm glad to answer any questions.

CHAIRMAN ENNES: We're going to move on to the Staff report and we'll come back to you with questions. Sam, could we have the Staff report?

MR. HUBBARD: Sure. Thank you, Chairman Ennes, and good evening to the Plan Commission. So, as you've heard, the subject property is located at 132 West Northwest Highway. That's kind of on the north side of the train tracks, towards the west side of downtown. It is zoned B-5 which is our Downtown Zoning District, and the B-5 District allows for mixed use developments. So, the proposed retail office on the first floor and residence on the second floor is a permitted use in the B-5 District; however, the B-5 District requires that any development that's greater than 500 square feet is required to obtain PUD approval. So, that's the reason that the Petitioner is before you this evening, as their proposed project has about 1,300 square feet to the second floor of the site. Additionally, they do need a minor variation to the rear yard setback. It's required to be 30 feet for residential uses above the first floor. The existing building is set back only about 1.75 feet and they need a variation to reduce that to 1.7 feet for the rear yard setback.

To date, they appeared before the Conceptual Plan Review Committee on November 29th. I would say the Conceptual Plan Review Committee gave a favorable review of the project. They didn't identify any major concerns. They thought it was a unique and exciting project for Downtown Arlington Heights and they encouraged the Petitioner to move forward.

On January 9th, the Petitioner appeared before the Design Commission. The hearing ended in a recommendation of approval by a vote of four to nothing. There were some minor recommendations on the design where they asked the Petitioner to look into different aspects of design and consider possible changes. But these were just recommendations and they weren't requirements of the Design Commission.

So, I do want to touch on the minor setback variation to reduce the rear yard setback to 1.7 feet. You can see on the screen, the rear yard setback area is defined by the red, and that's where the variation is needed because the existing building is only about 1.7 feet away from the rear property line. Obviously, when you build a second floor onto that, the residential unit is not going to meet the required 30-foot rear yard setback, and so the variation is required.

We have analyzed the variation, and we do believe that the criteria for variation approval have been met for several reasons. First, the lot is a unique shape. It's a triangle and it fronts three streets. It's only about 5,500 square in size. This is a unique condition that's not found commonly throughout the B-5 District, and we believe that unique condition and physical layout of the lot helps to justify the variation.

Secondly, if you were to require the strict letter of the code to apply in this situation, you wouldn't be able to meet the required 30-foot rear yard setback, and a second floor residential addition would not be permitted on the site. So, that's a financial hardship for the site if you abide by the strict letter of the law.

Finally, this setback is not unique to just this project. The B-5 District

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frequently sees requests for variations to reduce the required 30-foot setback for second floor residential units. Recently, Park View Apartments complex which is under construction right now received a variation to the rear yard setback requirement as well as 13 East Miner Street, that was the four-story development that was approved there.

So, while the site plan is up, I just wanted to highlight another aspect of the development. You can see the area at the southeast of the site. The Petitioner is proposing a sidewalk connection to the existing sidewalk along Northwest Highway. The proposed sidewalk goes outside of the subject property and on to the IDOT right-of-way. So, the Petitioner will need to approach IDOT and get permission for the proposed sidewalk connection to the existing sidewalk on Northwest Highway. There may need to be some modifications there to meet accessibility standards but we will discuss that with the Petitioner and he is aware of what may be needed.

I just want to talk about stormwater really quick. Generally speaking, during rain events, the stormwater runs off to the southeast of the site and eventually hits Northwest Highway or drains to the west into a combined sewer located within Northwest Highway. The proposed improvements aren't really going to alter this existing flow of stormwater, but they are not providing any onsite stormwater detention and they are increasing the overall impervious surface just slightly. So, that requires a fee in lieu of detention and that's a condition of approval recommended by Staff.

Relative to parking, as you've heard, it does meet code. There is only one space provided because this is within the B-5 District which has much more relaxed parking standards given the proximity to street parking and the downtown Village-owned garage parking system. So, one space is required, three are proposed as surface parking spaces and the fourth space would be within the garage. I just would like to highlight that there is street parking available on both sides of Eastman Street that's two-hour street parking. So, if the surface parking lot is overflowing, there's additional parking opportunities obviously.

Finally, I want to touch on the landscape plan a little bit. Because the site is so tight, in order to meet some of the landscape requirements, the Petitioner has, at the request of Staff, provided some landscaping that is located again within the IDOT right-of-way of Northwest Highway. You can see that highlighted in green on the slide before you. The Petitioner will need to again approach IDOT, get permission to place this landscaping, and obtain an easement from IDOT that allows them to place the landscaping within their right-of-way.

It's worth mentioning the fence that's going to be at the northeast corner of the site. As you've heard, the Petitioner does have some concerns about cars opening their doors. Currently, it's on the plan. I hear your concerns about that. Let's continue to talk about it. You know, it was the Department decision to recommend its inclusion, so if it really turns out it's not feasible, hopefully we can work with you on that. Otherwise, it sounds like you're amenable to placing it if required. So, we're happy to continue discussions on that one.

That brings me to our recommendation. We are recommending approval of this application subject to four conditions: (1) compliance with the Design Commission motion; (2) a fee in lieu of onsite detention; (3) obtaining the easement for the plantings along Northwest Highway and permission for the sidewalk connection; and then to (4) comply with all applicable federal, state, and Village codes, regulations and policies. That

concludes the Staff report.

CHAIRMAN ENNES: Thank you, Staff. Do I have a motion to approve the Staff report?

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN ENNES: And a second?

COMMISSIONER JENSEN: Second.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: Okay. Let's start down with Lynn. Lynn, do you have any questions for the Petitioner?

COMMISSIONER JENSEN: Well, I don't have too many questions because we went through a lot of this in the Conceptual Plan Review. Sam, could you, I just have one, just for clarification. Could you bring up the landscape slide that you had before? Just remind me, who owns the land between the blue, or excuse me, the green and the sidewalk that comes through there? Is that all of IDOT's property?

MR. HUBBARD: It's all, yes, everything, if you see the red dash line, everything to the bottom of that is within the Northwest Highway.

COMMISSIONER JENSEN: Okay, so the Petitioner's property is just what you had bounded in red?

MR. HUBBARD: Correct.

COMMISSIONER JENSEN: I don't really have any other questions. I'd like to hear what the other Commissioners have and the few gentlemen from the public. I'd like to hear their comments.

COMMISSIONER LORENZINI: I must admit I'm impressed. This is a pretty unique project and it probably is the smallest one I can remember. But yes, I think it's a unique idea.

So, why do they need to add this landscape? That's their choice or the Village's recommendation?

MR. HUBBARD: It's required. Technically, parking rows have to have a landscape island at their edge. The parking row located, let's see, right here that they're adding in, it doesn't have landscaping on this edge. So, the code does allow you to, you know, provide landscaping in other areas to compensate for the landscape island that's not there. So, in light of this, the Village has asked and they have agreed to install additional landscaping in the Northwest Highway right-of-way.

COMMISSIONER LORENZINI: Then in addition to add that sidewalk connection for customers I assume, so what happens if you can't get those easements?

MR. GINNODO: Well, hopefully the landscape requirement will be waived since that's a Village choice I suppose. I expect this to go forward. The pavement area in front of the retail entrance on the south, we'd really push hard to get it, and I'm not thinking that they're going to deny it. But if that were the case, then foot traffic would, you know, have to go around and, you know, come through the parking lot somehow.

COMMISSIONER LORENZINI: I mean I can't imagine them turning it down. It does improve the look for everybody. So, Sam, how are they making that more pervious? What are they doing?

MR. HUBBARD: Well, they're kind of adding this area here. They're

bumping it out, I mean.

COMMISSIONER LORENZINI: Okay.

MR. HUBBARD: In other words, very minimal that I think the fee in lieu of was something like $95.

COMMISSIONER LORENZINI: Right. So, Keith, are you redoing the parking lot or are you just re-striping it?

MR. GINNODO: We're touching it as little as possible. So, we're literally cutting it in a shape just to go around and patching in where we have to and putting in curbing that's required. Otherwise, the lot is in really good shape so we don't really need to do anything beyond that at this point.

COMMISSIONER LORENZINI: Sam, just for my own information. Let's say they were going to redo the lot. Do permeable pavers get credit for drainage and they don't have to pay the fee?

MR. HUBBARD: They do contribute, yes, if they help with the overall retention requirement.

COMMISSIONER LORENZINI: All right. That's all I had. I think it's a pretty neat project.

CHAIRMAN ENNES: Thanks, Joe. Bruce?

COMMISSIONER GREEN: As I said in Conceptual Plan, I think it's a great project. A little bit disappointed in the elevation, but you know, beauty is in the eyes of the beholder. So, I think it's great. I think everything you're doing there is phenomenal. It would be a one-of-a-kind property, and every variation you're asking for makes sense. Otherwise, it's really kind of a worthless piece of property; but instead it will be a real gem. So, I'm all for it.

CHAIRMAN ENNES: Bruce, thank you. Jay?

COMMISSIONER CHERWIN: I have no questions. It looks nice to me, and I'll just await the public comments. Thank you.

CHAIRMAN ENNES: John?

COMMISSIONER SIGALOS: I just have a couple of minor questions. On the elevations, you have these white panels. What is that made of?

MR. GINNODO: On the garage structure?

COMMISSIONER SIGALOS: Yes.

MR. GINNODO: Yes, that will be a fiber cement panel that's painted smooth. It will have reveals in between it to kind of articulate the facade and facilitate construction.

COMMISSIONER SIGALOS: I have a question. How is Mr. Para, he has his office there on the first floor also, so there's going to be two businesses run out of this first floor?

MR. PARA: Yes.

MR. GINNODO: Yes.

COMMISSIONER SIGALOS: What type of business does he have?

MR. PARA: Our family's real estate investment company. So, it's just me and a computer --

COMMISSIONER SIGALOS: So, you won't have people coming there that will require parking spaces for your business?

MR. PARA: Correct. No people there, correct.
COMMISSIONER SIGALOS: That's all I have.
CHAIRMAN ENNES: Sue?
COMMISSIONER DAWSON: It was a very thorough presentation, thank you for that. I don't have any questions. I think it's a really interesting use for, as has been stated before, a personal property that really has no other ability to be renovated or used. So, you've done a great job.

My only comment is I wish Commissioner Warskow was here because I think she'd be very proud of all the green elements that you've put into the property. I know we're increasing impervious which she would have been slightly disappointed with, but that's nothing compared to like the green roof and all the amenities associated with that.

CHAIRMAN ENNES: She's obviously our green Commissioner.
COMMISSIONER DAWSON: Yes, but she's not here. She would have been so proud of it.
COMMISSIONER GREEN: I thought I was the Green Commissioner.
COMMISSIONER DROST: You are the Green Commissioner and kind of covered in hardy board.
COMMISSIONER GREEN: There you go. Horizontally.
COMMISSIONER DROST: Yes.
MR. GINNODO: The Commissioner is welcome to call my office and talk to me if she has any questions.
CHAIRMAN ENNES: Sue, is that it?
COMMISSIONER DAWSON: That's it.
CHAIRMAN ENNES: Okay, George?
COMMISSIONER DROST: Yes. Our experience, we used, our law firm rented that as sort of an overflow property for a while, and we found it to be a wonky piece of property.
CHAIRMAN ENNES: Wonky?
COMMISSIONER DROST: Wonky, yes.
COMMISSIONER DAWSON: Is that a legal term, George.
COMMISSIONER CHERWIN: Technical term.
CHAIRMAN ENNES: Yes, I want to look that up.
COMMISSIONER DROST: No, it's Middle English. It deserves the Paras, so they seem to fit into it very well. I think it's a great project.
MRS. PARA: We are quite a wonky couple.
CHAIRMAN ENNES: Okay, I do have a couple of questions since I wasn't at the Conceptual Review. If the two parking spots that are going to be out by this fence, this decorative fence, if you move those to the east five or six feet, I don't know if that's possible, would that give you the added width where doors wouldn't be bothering the fence? Or the fence won't be bothering the doors?
MR. GINNODO: Yes, it's definitely worth looking at that. It's a good suggestion. The challenge would be, you know, keeping it out of the driveway access.
CHAIRMAN ENNES: Sure. Right.
MR. GINNODO: But that's a really nice suggestion.

CHAIRMAN ENNES: I think it looks great. I'm impressed that you knew that used to be, I think it was a fried chicken place, right?

MR. GINNODO: Yes.

CHAIRMAN ENNES: That was quite a few years ago, so you've got some history here. One of my questions is regarding the stairway. Your first slide showed kind of a, what do you call that, curbed staircase?

COMMISSIONER GREEN: Circular?

COMMISSIONER DROST: Spiral.

CHAIRMAN ENNES: Spiral staircase. But you're not going to have a spiral staircase?

MR. GINNODO: No. Actually those are kind of challenging from a code standpoint.

CHAIRMAN ENNES: Sure.

MR. GINNODO: On the inside turns, they have to have kind of a wider edge to them, and it's expensive.

CHAIRMAN ENNES: In your drawings, it seemed like the stairway was going to come down on the northern end of the garage walk.

MR. GINNODO: It will come down on the southern side of the garage.

CHAIRMAN ENNES: Oh, okay.

MR. GINNODO: The exterior stairs.

CHAIRMAN ENNES: So, the drawing that we have here is more appropriate.

MR. GINNODO: That's the exterior stairs I'm showing now.

CHAIRMAN ENNES: There is an inside staircase also?

MR. GINNODO: Yes, that happens on the north side of the garage inside.

CHAIRMAN ENNES: Okay, well, I'm glad to hear that because who would want to walk down outside stairs with the snow we've gotten over the last week, right?

MR. GINNODO: Yes.

CHAIRMAN ENNES: One other question. So, you're going to have a couple of commercial businesses run out of the first floor, one of which you're going to want some retail exposure. What are you thinking about from a signage standpoint?

MR. GINNODO: Shall I speak?

MRS. PARA: Sure.

MR. GINNODO: Yes, the design of the sign itself is still in development. But there's a, the Village encouraged the sign band frieze zone which you see on a lot of retail spaces. We're letting our siding and the whole structure to just kind of come down, but we're going to define that zone by these lights that kind of stick out and have lights that shine back on them, I don't know if you've seen them. Small but they spread the light over the sign, so the sign will be lit from lights pointed at them rather than a sign that emits its own light. Does that make sense?

CHAIRMAN ENNES: Okay, so it's going to be on the building as opposed to on a post out at the parking lot?

MR. GINNODO: On the building, correct.

CHAIRMAN ENNES: A question for the purchasers, the Petitioner. Are

you aware that with this mixed use property, that you'll be able to affect the assessment on the building and you will probably be able to afford yourself to a residential assessment for both the retail and the residential?

MR. PARA: Yes.

CHAIRMAN ENNES: You are, okay. So, that's something that's changed a number of years ago, so that should, your taxes should stay relatively the same with the addition for what that's worth. That's all I have.

I see we have a number of people in the audience. Does anybody in the audience have any questions or comments that they would like to present to the Plan Commission? No? Okay. Any other final questions, or a motion?

COMMISSIONER DROST: No, just the item of the fence. I think, you know, to the extent it adds convenience to the purchasers or owners, I think that should be of Para-mount consideration.

COMMISSIONER DAWSON: Wow. I don't think, it's not a condition.

COMMISSIONER DROST: No, it's not a condition, but I think it's in the minutes here and that was a late arrival.

COMMISSIONER CHERWIN: Terry's idea about moving the fence, that could be a nice way to --

COMMISSIONER DAWSON: Terry, I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC#17-015, a Planned Unit Development (PUD) to allow a building addition to the subject property, and the following variation:

1. **Chapter 28, Section 5.1-14.6, *Required Minimum Yard*, to allow a rear yard setback of 1.7 feet for a dwelling unit where code requires a 30-foot rear yard setback for residential units above the first floor.**

This approval shall be subject to the following conditions:

1. **Compliance with January 9, 2018 Design Commission motion.**
2. **A fee in lieu of onsite detention shall be required at the time of the building permit issuance.**
3. **The Petitioner shall obtain an easement from IDOT to allow for the proposed plantings within the Northwest Highway right-of-way and approval from IDOT for the sidewalk connection from the building to the sidewalk along Northwest Highway.**
4. **The Petitioner shall comply with all applicable federal, state, and Village codes, regulations and policies.**

COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: George, did you have a comment?

COMMISSIONER DROST: No, I have no comment.

CHAIRMAN ENNES: Okay, is there a second?

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COMMISSIONER GREEN: I did.
CHAIRMAN ENNES: Oh, I'm sorry. Can we have a roll call vote?
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Chairman Ennes.
CHAIRMAN ENNES: Yes. So, you've received a unanimous approval --
COMMISSIONER GREEN: Almost.
COMMISSIONER DAWSON: You skipped me.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
COMMISSIONER DROST: How could that happen?
COMMISSIONER DAWSON: I don't know how that, how did that happen?
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
CHAIRMAN ENNES: I don't know. Boy, between me and him, huh?
COMMISSIONER GREEN: Now you've gotten unanimous.
CHAIRMAN ENNES: You've got a unanimous support from the Plan Commission. You will be getting a hearing before the Village Board fairly soon. Do you have a date yet?
MR. HUBBARD: We don't have a date but we're looking for sometime hopefully in early March.
CHAIRMAN ENNES: It's been a while since we've given a unanimous approval, so congratulations and good luck with your project.
MR. GINNODO: Thank you very much.
MRS. PARA: Thank you.
COMMISSIONER DAWSON: It's an appropriate project for Valentine's Day.
CHAIRMAN ENNES: Yes. Okay, anything else?
MR. HUBBARD: We do have a heavy load on the February 28th meeting. As you know, the meeting will start at 7:00 p.m. instead of 7:30. We're anticipating Hearth's Place to come back for their amendment in the PUD to increase the number of units from 16 to 18. We're anticipating the Sigwalt Apartments coming back with their revised proposal. Then of course the return of the Hamilton Partners distribution facility project that was continued at the last Plan Commission meeting. So, hopefully you guys don't have anything --
CHAIRMAN ENNES: It will be a long night.
COMMISSIONER DROST: Yes, there's a lot to get done.

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COMMISSIONER DAWSON: That's a lot.
CHAIRMAN ENNES: Yes.
MR. HUBBARD: Yes, we're hoping to get done by shortly after 10:00 but we may need to extend.
CHAIRMAN ENNES: Hopefully shortly after 10:00? Okay.
COMMISSIONER DAWSON: All three or just one of them by shortly after 10:00?
MR. HUBBARD: Well, hopefully all three but, you know, you never know.
COMMISSIONER DAWSON: That's quite a meeting you have there. We're going to bring sleeping bags.
COMMISSIONER LORENZINI: I also want to say, Sam, I do like all the graphics you made with the --
COMMISSIONER JENSEN: Yes, very impressive. I agree with Joe.
COMMISSIONER DAWSON: Yes.
CHAIRMAN ENNES: Yes.
MR. HUBBARD: I'm glad you noticed.
CHAIRMAN ENNES: It's a step up.
COMMISSIONER CHERWIN: Good work.
MR. HUBBARD: Thank you.
COMMISSIONER CHERWIN: You're welcome.
CHAIRMAN ENNES: Anything else?
MR. HUBBARD: That's it.
CHAIRMAN ENNES: That's it.
COMMISSIONER DROST: I'll make a motion to adjourn.
COMMISSIONER JENSEN: Second.
CHAIRMAN ENNES: Thank you, second. All in favor?
(Chorus of ayes.)
(Whereupon, the above-petition was adjourned at 8:15 p.m.)

132 N. Northwest Highway - Aerial

November 21, 2017

1:1,128

0 0.0075 0.015 0.03 mi

0 0.015 0.03 0.06 km

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REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON: **November 29, 2017**

Project Title: Para Residence PUD

Address: 132 W. Northwest Highway

Petitioner: Keith Ginnodo
33 N. Hickory Ave.
Arlington Heights, IL 60004

Requested Action:

- Planned Unit Development (PUD) to allow a 1,336 square foot seconds floor addition and an attached garage on the subject property.

Variations Required:

- Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a total combined side yard setback of 2.57' for a dwelling unit where code requires a total combined side yard setback of 12.1' for buildings with dwelling units.
- Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.97' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

Attendees: Keith Ginnodo, Petitioner
Ellen Para – Property Owner
Michael Para – Property Owner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 5,573 square feet in size (0.13 acres) and located at the intersection of Highland Avenue and Northwest Highway in Downtown Arlington Heights. The site is currently occupied by a single-story building that is approximately 1,339 square feet in size. The existing building is vacant and previously used as an office. The site contains a six-space parking lot with access along Eastman Street at the north side of the property. Street parking is also available on both side of Eastman Street.

The Para family has purchased the property and is proposing a second floor addition to the building, which would contain a single housing unit where they intend to reside. On the northwest side of the building a single car garage would be added. Additionally, a second story deck would be added to the west elevation, which deck would include outdoor amenity space for the family. The first floor of the building would be repurposed to include space for Ottilia, a retail business owned and managed by Ms. Para that provides non-toxic beauty and wellness products as well as furniture and home accessories. Hours of operation for Ottilia would be 11:00am to 7:00pm Tuesday through Saturday. The first floor would also include a small office for Mr. Para.

Meeting Discussion:

Mr. Para explained that he and his wife had lived in Chicago for the last 15 years and had recently moved to Arlington Heights as they have family here and thought it would be a good location to open up a boutique shop. When the subject property became available for sale they were interested in it as a location for their boutique shop but also thought that they

may be able to construct a second floor and live above the shop in an apartment. The building would have Ottilia, the boutique shop, on one side of the first floor, a small office on the other side of the first floor. The residence would be located on a newly constructed second floor addition to the building.

Ms. Para said that they love the community and Downtown Arlington Heights. Ottilia would feature locally sourced and ethically responsible products. The store would be slightly difference from the typical retail store in Arlington Heights and would sell skin care products both in the store and online. She said she was excited for the project and looking forward to a short commute to work.

Mr. Ginnodo said that this was an exciting project for him and thought that the live/work concept was a good one. He explained that he has tried to take a light approach to the project and site to manage costs for his clients. He thought that the project would prove a great long-term investment not only for the owners but for the village, which would be getting a great building and a good use for the property. He said that the shop and the residence would work independently so that if the owner decided in the future to sell or rent one or the other, the project would still be successful.

Mr. Ginnodo outlined the changes to the building, which included a new one-car garage that would include an outdoor rooftop space with planters and landscaping. As there was a gas station immediately to the east, there would be no openings on the eastern elevation to minimize the potential for nuisances from the gas station onto the subject property. He mentioned that they has already received the Staff Development Committee report, which seems fairly reasonable, and he had made some adjustments to the project to accommodate for some of the preliminary feedback from the Staff Development Committee.

Mr. Hubbard stated that the property was within the B-5 Downtown District, which allowed for mixed use developments. However, the B-5 District requires that any project greater than 500 square feet must obtain PUD approval, and so the proposed development had to go through the PUD process as it involved an approximately 1,300 square foot addition to the building and a new garage in the front. The Comprehensive Plan designated the property as suitable for mixed-use development, and the proposed residential and retail/office use was compatible with this designation. Based on a preliminary analysis, two variations would be required, one relating to the rear yard setback and one to the side yard setback. The size of the lot being so small, in combination with its' unique orientation as a triangle, made it so that any residential addition on the site would be constrained by setback regulations and require some form of a setback variation.

Mr. Hubbard explained that the petitioner would be required to provide the written justification for all requested variations within their zoning application.

Mr. Ginnodo asked where the front and rear yard were in relation to the subject property.

Mr. Hubbard used the site plan to show Mr. Ginnodo how the yards had been determined, with the front established at the single point along Highland Ave., the exterior sides along Eastman and Northwest Highway, and the rear yard abutting the gas station to the east.

Mr. Hubbard said that the Staff Development Committee noted that the petitioner was proposing a sidewalk connection from the site to the south, which would connect to the existing sidewalk along Northwest Highway that was within the Right-of-Way (ROW). The ROW in this location was under the jurisdiction of IDOT, and so the petitioner would have to coordinate with IDOT for the necessary approvals to make this sidewalk connection within the IDOT Right-of-Way. The petitioner was also proposing an awning that would extend out within the ROW along Eastman Street, which might require a license agreement with the Village. The proposed changes to the parking lot would require the submission of preliminary engineering plans showing curbing and details on grading and drainage. The Village has asked the petitioner to consider a decorative wrought-iron style fence along Eastman Street adjacent to the parking area in that location. Also, the Village has asked the petitioner to incorporate some additional landscape plantings within the ROW along Northwest Highway to improve the appearance along this heavily trafficked corridor. A landscape plan would be required.

Mr. Hubbard mentioned that a variation may be necessary to waive the requirement for a landscape island within the

improved parking lot area. Also, a variation may be required for the 2nd story deck, as code limited decks to below the first floor. Staff would continue to analyze how the code applied to these elements once a Plan Commission application was received. One of the keys to the success of this project would be the overall appearance and compatibility of the structure to the buildings within the vicinity since the property is located at a major gateway into the downtown area. A Design Commission application would be required.

Mr. Hubbard explained that the Village had recently adopted bicycle parking regulations, and because this property was a PUD, there were no defined bicycle parking minimums. However the need for bicycle parking spaces would be determined during the Plan Commission review process.

Commissioner Sigalos stated that he did not have too many questions at this time and said that he understood what was being proposed and thought that it was an interesting project. He asked if exterior elevations had been developed.

Mr. Ginnodo stated that exterior elevations had not yet been prepared.

Commissioner Sigalos said he thought those elevations would be critical, especially for the Design Commission. He asked about the entrance to the parking area.

Mr. Ginnodo responded that the entrance would come off of Eastman.

Commissioner Jensen stated that he thought this was a good project and asked staff if the existing setbacks would be grandfathered in with the proposed variations since the new construction was not altering the existing footprint of the building.

Mr. Hubbard replied that retail and office buildings within the B-5 district had no setback requirements, however, the addition of the 2nd floor residential required setback from property lines, which created the need for these variations.

Commissioner Jensen commented that the Village has wanted mixed-use developments on the north side of the railroad tracks for a long time and this project fits in well with that long-term goal.

Commissioner Green asked about the requirements limiting decks to below the first floor, and questioned whether the proposed deck was actually more of a balcony.

Mr. Hubbard responded that the definition of a deck limited it to locations below the first floor and that there was no definition in the code for a balcony. He stated that his interpretation of a balcony was something that was not supported by posts that touched the ground; that a balcony was something that was either cantilevered or recessed within a building. The proposed structure had posts that attached to the ground.

Commissioner Green said that the area in question could theoretically be cantilevered.

Mr. Ginnodo said that cantilevering the structure would be significantly more expensive and he was hoping not to have to do that.

Mr. Green said that this was a great project. He stated his preference towards a cape-cod style roof with dormers, which he thought would provide a great exterior aesthetic and excellent space within the interior of the 2nd floor apartment. The location of the property and uniqueness of the 2nd floor residential space made this project a one-of-a-kind addition to the Village.

Commissioner Sigalos asked how the proposed 2nd story deck differed from some of the rooftop decks that were above the 2nd story within some of the high-rise developments in Downtown Arlington Heights.

Mr. Hubbard replied that he thought of rooftop decks as more a part of the primary structure and not so much like a traditional deck that was supported by posts that were anchored into the ground. The classification of the proposed deck has not yet been finalized and it was certainly possible that it would be determined more like a balcony which would not require a

variation. He stated that he had brought it up this evening only to make the petitioner and Conceptual Plan Commissioners aware that, technically, a variation may be required.

Commissioner Jensen asked about the proposed awning on the northern elevation.

Mr. Ginnodo said that the awning would cover an entryway into the building and was meant to shield the owners from the rain as they put their key into the doorway. The awning would only stick about 4-5 feet out from the building and would not be much longer than the width of the door.

Commissioner Jensen asked if the Village would charge for the awning encroachment.

Mr. Hubbard replied that if an agreement with the Village was required for the awning, it would be coordinated through the Legal Department, but he did not think this was something that would be charged for.

RECOMMENDATION

The Conceptual Plan Review Committee was supportive of the proposal and advised the petitioner to move forward.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 132 W. Northwest Highway
Project Address: 132 W. Northwest Highway
Prepared By: Steve Hautzinger

Date Prepared: December 19, 2017

PETITION INFORMATION:

DC Number: 17-155
Petitioner Name: Keith Ginnodo
Petitioner Address: Kingsley Ginnodo Architects
33 N. Hickory Avenue
Arlington Heights, IL 60004

Meeting Date: January 9, 2018

Requested Action(s):

1. Approval of the proposed architectural design for an addition to an existing commercial building in the (B-5) Downtown Zoning District.

ANALYSIS

Summary:

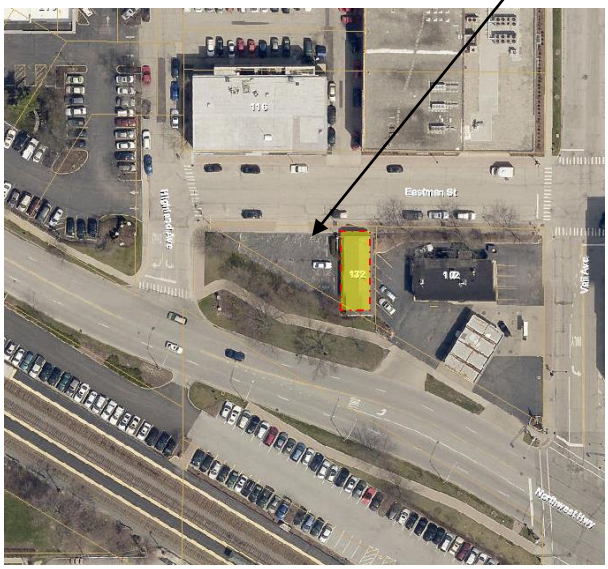
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is seeking approval of the architectural design for a second floor addition and a single-story attached one-car garage addition to an existing single-story commercial building in the Downtown (B-5) Zoning District. The property is a triangular site on the north side of the railroad tracks, directly west of the Mobil gas station. The existing vacant building was previously used as an office, and it is proposed to be converted to a retail store. The second floor addition will be a single-family dwelling unit to create a live/work mixed-use building. The scope of the project includes modifications to the existing parking lot as well as new landscaping.

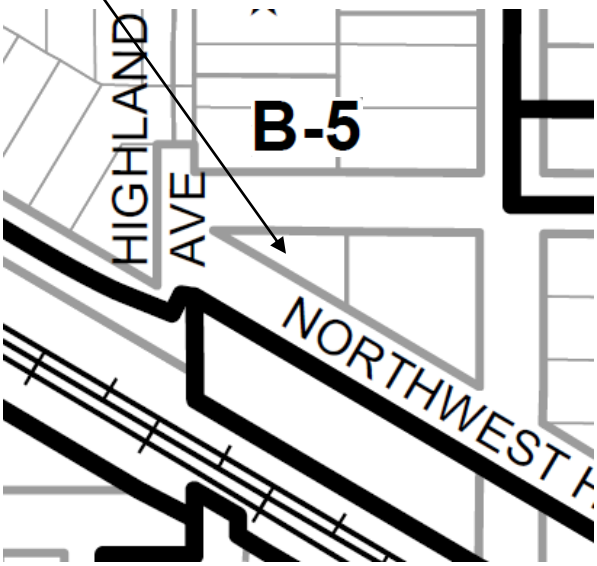
This project requires Plan Commission review and Village Board approval as a Planned Unit Development, as well as approval of setback variations.

Site:

Subject Property



Aerial of Property



Zoning Map of Property

Surrounding Land Uses:

Direction	*Existing Zoning*	*Existing Use*	*Comprehensive Plan*
North	B-5, Downtown District	Office Building	Mixed Use
South	P-L, Public Land District	Metra Commuter Parking Lot	Government or Institutional
East	B-5, Downtown District	Mobil Gas Station	Mixed Use
West	B-5, Downtown District	Village Bank & Trust	Mixed Use

Architectural Design:

Style and Materials. The proposed design is a complete makeover of the existing single-story pitched roof building to create a new modern style building. The second floor addition is proposed to be clad with a dark gray, horizontal fiber-cement lap siding.

> The Design Guidelines for the Central Business District state, "*the architecture of the upper façade gives the building a feeling of permanence; defines its architectural style; and relates it in a coordinated manner to neighboring buildings*."

The Design Commission should evaluate the proposed modern style with the context of the surrounding buildings, and also evaluate the use of horizontal lap siding as the primary wall material. Consider whether a masonry façade would be more appropriate for a feeling of permanence and a better relationship to neighboring buildings.

East Elevation. The east elevation is the back of the building, but it will be highly visible from Northwest Highway and Vail Avenue. As proposed, the upper façade of the east wall is a blank wall of siding. The wall is approximately two feet from the east property line, and preliminary building code review concludes that window openings are not allowed where exterior walls are less than five feet from the property line.

> The Design Guidelines state, "*Side and rear elevations which are visible from the street should be designed to present an attractive organized appearance*."

It is recommended that the design of the east wall be enhanced for a more attractive appearance. Options for incorporating some windows should be explored such as stepping back sections of the wall or using fire rated glazing. In addition, consider adding vine cables (as shown on the west elevation) for architectural interest and to promote the growth of vines onto the upper façade.

Storefront. The proposed retail storefront faces Northwest Highway on the south and west walls of the building. As proposed, the retail storefront has an understated appearance and it does not stand out as a commercial space.

> The Design Guidelines state, "*The design of the storefront can play a key role in creating visual interest and activity at street level by providing an inviting entrance and an attractive display of merchandise… The largest possible amount of window display area should be provided to attract customers…"*

It is recommended that the two existing punched opening windows on the west wall be changed to a full storefront in order to maximize the window display area for the retail space. Additionally, it is recommended that the southern balcony bay be omitted to provide an unobstructed view of the storefront. As an alternate, the size of the balcony could be reduced and cantilevered for a lighter appearance above the storefront.

Signs. There is no clear sign frieze provided for retail signage.

> The Design Guidelines state, "*Signs fit best on the sign frieze which separates the storefront display windows from the upper façade… Signs on new buildings or renovations should be part of the architectural concept, and shall be harmonious with the building design.*"

It is recommended that a sign frieze be incorporated into the design to accommodate wall signage and to further enhance the appearance of the retail storefront. Separate sign permit applications are required for all signage.

North Elevation. The north elevation is predominantly a blank solid wall facing the public sidewalk. It is recommended that additional windows be added to break up the blank wall and add interest along the sidewalk.

Rooftop Mechanical Unit Screening:

Rooftop mechanical units are required to be fully screened from public view. The proposed design includes three rooftop air conditioning units that are proposed to be screened with horizontal sided walls to match the building.

Landscaping:

The petitioner is proposing new landscaping throughout the site including a new row of shrubs along the south edge of the property to screen the view of the parking lot. Overall, the landscape design is nicely done, but the following recommendations shoud be considered to enhance the design.

- Provide specialty paving within the plaza area along the west and south building walls.
- Provide a detail of the proposed decorative fence for review.

RECOMMENDATION:

Staff is supportive of renovating and improving this property, but approval cannot be recommended until certain key design elements are addressed.

It is recommended that the Design Commission **require revisions and re-review** the proposed design for 132 W. Northwest Highway. This recommendation is based on the plans dated and received 12/11/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the proposed modern architectural style with the context of the surrounding buildings.
2. Consider whether a masonry façade would be more appropriate for a feeling of permanence and a better relationship to neighboring buildings.
3. Enhance the design of the east wall for a more attractive appearance. It is recommended that windows and vine cables be added (as shown on the west elevation).
4. Change the two existing punched opening windows on the west wall to a full storefront.
5. Either omit the southern balcony bay to provide an unobstructed view of the retail storefront, or reduce the balcony size and cantilever it above the storefront.
6. Incorporate a sign frieze above the retail storefronts.
7. Add windows to the north wall to break up the blank wall along the sidewalk.
8. Consider specialty paving within the plaza area along the west and south building walls.
9. Provide a detail of the proposed decorative fence for review.
10. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
11. All signage must meet code, Chapter 30.

_____ December 20, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-155

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 9, 2018

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

Members Present: John Fitzgerald, Chair
Aaron Coon
Ted Eckhardt
Kirsten Kingsley
Jonathan Kubow

Members Absent: None

Also Present: Michael Porto, CA Ventures for *Sigwalt Apartments*
Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Tony Divizio, Divizo Group for *523 W. Ridge Ct. & 504 S. Mitchell Ave.*
Piotr J. Janota, Miyako Investments LLC for *223 S. Dunton Ave.*
Brian Hyde, Greenscape Homes for *626 N. Harvard Ave.*
Don Forlani, Owner of *626 N. Harvard Ave.*
Keith Ginnodo, Kingsley/Ginnodo Architects for *132 W. Northwest Hwy.*
Michael & Ellen Para, Owners of *132 W. Northwest Hwy.*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM DECEMBER 12, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF DECEMBER 12, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 6. CBD COMMERCIAL REVIEW

DC#17-155 – 132 W. Northwest Hwy.

Keith Ginnodo, representing *Kingsley/Ginnodo Architects*, and Michael & Ellen Para, the owners, were present on behalf of the project.

Chair Fitzgerald and Commissioner Kingsley recused themselves from the project and left the room.

Acting Chair Eckhardt asked if there was any public comment on the project and there was no response from the audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a second floor addition and a single-story attached one-car garage addition to an existing single-story commercial building in the Downtown (B-5) Zoning District. The property is a triangular site on the north side of the railroad tracks, directly west of the Mobil gas station. The existing vacant building was previously used as an office, and it is proposed to be converted to a retail store. The second floor addition will be a single-family dwelling unit to create a live/work mixed-use building. The scope of the project includes modifications to the existing parking lot as well as new landscaping. This project requires Plan Commission review and Village Board approval as a Planned Unit Development, as well as approval of setback variations.

Style and Materials. The proposed design is a complete makeover of the existing single-story pitched roof building to create a new modern style building, and the second floor addition is proposed to be clad with a dark gray, horizontal fiber-cement lap siding. With reference to the Design Guidelines, the Design Commission should evaluate the proposed modern style with the context of the surrounding buildings, and evaluate the use of horizontal lap siding as the primary wall material, and consider whether a masonry façade would be more appropriate for a feeling of permanence and a better relationship to neighboring buildings.

East Elevation. The east elevation is the back of the building, but it will be highly visible from Northwest Highway and Vail Avenue. As proposed, the upper façade of the east wall is a blank wall of siding. The wall is approximately two feet from the east property line, and preliminary building code review concludes that window openings are not allowed where exterior walls are less than five feet from the property line. With reference to the Design Guidelines, it is recommended that the design of the east wall be enhanced for a more attractive appearance. Options for incorporating some windows should be explored such as stepping back sections of the wall or using fire rated glazing. In addition, consider adding vine cables (as shown on the west elevation) for architectural interest and to promote the growth of vines onto the upper facade.

Storefront. The proposed retail storefront faces Northwest Highway on the south and west walls of the building. As proposed, the retail storefront has an understated appearance and it does not stand out as a commercial space. With reference to the Design Guidelines, it is recommended that the two existing punched opening windows on the west wall be changed to a full storefront in order to maximize the window display area for the retail space. Additionally, it is recommended that the southern balcony bay be omitted to provide an unobstructed view of the storefront. As an alternate, the size of the balcony could be reduced and cantilevered for a lighter appearance above the storefront.

Signs. There is no clear sign frieze provided for retail signage. With reference to the Design Guidelines, it is recommended that a sign frieze be incorporated into the design to accommodate wall signage and to further enhance the appearance of the retail storefront. Separate sign permit applications are required for all signage.

North Elevation. The north elevation is predominantly a blank solid wall facing the public sidewalk. It is recommended that additional windows be added to break up the blank wall and add interest along the sidewalk.

Landscaping.
New Landscaping is being proposed throughout the site, including a new row of shrubs along the south edge of the property to screen the view of the parking lot. Overall, the landscape design is nicely done, but the following recommendations should be considered to enhance the design.

- Provide specialty paving within the plaza area along the west and south building walls.
- Provide a detail of the proposed decorative fence for review, which the petitioner submitted today.

Staff is supportive of this project to renovate and improve this property; however, it is recommended that the Design Commission require revisions and re-review the proposed design, based on the recommendations in the Staff report.

Mr. Ginnodo said that the owners are urban dwellers that have found the perfect spot for themselves in the suburbs, and their vision is to develop a live/work environment; live on the second-floor and work below, with separation between the two. He responded to the comments in the Staff report as follows:

1. He reviewed the context of the area, pointing out other modern style buildings such as 116 W. Eastman located directly across the parking lot, the red brick AT&T building, the church on Dunton Avenue, and the gas station. They feel the modern language being proposed is appropriate for this location and are not interested in trying to traditionalize it; it also suits the owners' appetite, style, and way of living.
2. A masonry facade was considered instead of the siding on the second-floor; however, this would be costly and not in line with their budget; therefore, fiber cement siding was chosen, which is a quality, long lasting residential material. Also, this is a mixed-use project with one contextual language below with brick and storefront, and a second language above with a residential material and balconies; they feel it is appropriately designed.
3. No windows are being proposed for the east elevation, with the exception of the existing first-floor window that will remain. Modulating the exterior wall would be at cost and damage to what they are trying to accomplish with the floor plans, which is a very simple, clean, loft-like floor plan, and adding windows above the kitchen or in the closet area would require a variation process. The proposed landscape plan has accommodated for a 2-foot area between the building and the adjacent gas station, where climbing hydrangeas will grow up the side of the building.
4. Cost would be a factor in changing the two existing punched opening windows on the west elevation to a full storefront, and eliminating the small strip of wall in between would result in the loss of display space for shelving products. There is also a second storefront entrance in the middle of the elevation, which is intended to be used as a second entrance for the office and the store.
5. Cantilevering the balcony was suggested early on by the owners; however, cost was a factor. They are trying to capture outdoor living with southern balcony because there is no yard space for the building.
6. A nicely designed sign is currently in the works for the project; however, the sign will adapt to the architecture of the building; they do not want a sign frieze because the second-floor would be compromised by a separate band. They understand there are sign requirements for the retail, and the sign will be located on the south elevation, on the second-floor wall material.
7. Adding windows on the north wall along the sidewalk would be impractical because of the interior stair that starts to the left of the door and goes up, and the building is located immediately on the sidewalk, so privacy and security concerns are trying to be addressed.
8. Specialty paving at the front of the building near the storefront entrance would be a cost issue compared to the concrete being proposed.
9. He presented a detail of the proposed decorative fence.

Mr. Ginnodo said that he is hoping to come to an agreement tonight with the design being presented, with any recommendations or requirements, so the project can move forward.

Commissioner Kubow loved the proposed design and felt it was fantastic. Although he appreciated Staff's comments and understood where they were coming from, he respectfully disagreed with some of them, specifically making the west wall a full storefront. He understood trying to attract people to the building with an open storefront, but he felt the architecture would do that on its own; the building will have no trouble attracting attention. Besides the architecture, he really liked the location of the building, and the cool modern building that people coming eastbound into Arlington

Heights will see. In his opinion, the Village needed more modern, contemporary buildings, and this building acts as almost a gateway into the downtown. He really did not have much constructive criticism for the project; it is a really cool space, and he would love to see some windows facing east, but it just does not work when the building is on the property line. In terms of signage, Commissioner Kubow felt it would make sense potentially at the corner to have a sign that projects southward off the corner approximately 3-feet, very rectangular but still modern, that will capture east and west traffic and maybe some traffic on Eastman. He asked if a ground sign was being proposed and Mr. Ginnodo said no, although there is an existing ground sign on the property. Commissioner Kubow was in favor of the project and looked forward to watching it be built and the business thrive.

Commissioner Coon said that he had a lot of comments that are meant to be seeds that the petitioner can ponder and think about. He felt there was no reason to re-review this project, he felt it was really fantastic. He had questions about certain materials and how some things are resolved and some suggestions. In terms of the materials, it was unclear to him what material is being proposed for the planter boxes, the deck, and the underside of the deck. Mr. Ginnodo replied that the structure that projects from the building will be steel, with lattice work above, welded steel planters, and the floor will be decking material. Commissioner Coon liked the geometrical simplicity of the north façade, but felt that a little more glass in the stairwell could help to tie it into the south facade of it coming down, although he was unsure if it warranted it. Mr. Hautzinger clarified Staff's suggestion to add windows to the north wall was in relation to the space underneath the stairs; perhaps there was an opportunity to create a window as part of the retail storefront, resulting in visibility on the north side as well as the south and on the west. Mr. Ginnodo said the space under the stairs is proposed to be a closet for storage, as it is not useful.

Commissioner Coon also questioned the necessity of the glass garage door and the type of glass being proposed. Mr. Ginnodo replied that the glass would be frosted and he preferred the option of glass, although they are still considering this expensive feature. Commissioner Coon felt the glass would draw attention to that area, and he had concerns about a glass overhead door appearing architecturally significant, especially with the cost. This cost could be put toward making a full storefront on the west wall as suggested by Staff, although he was not really bothered that there is no storefront except for the existing under the new balcony. He would rather see the storefront door on the south elevation stand alone and the 2 sidelights removed and infilled with brick, which would establish a rhythm that works with the other punched windows openings, linking the older building with the new building on top.

With regards to the east elevation that faced the adjacent gas station, Commissioner Coon pointed out that the floor plans show the wall to be very thick, which he thought related to sound rating issues from the adjacent gas station, and Mr. Ginnodo stated that it was a drawing error. Commissioner Coon felt that a green wall could be an improvement to the east wall, as opposed to adding some decorative fluff.

Acting Chair Eckhardt understood the east wall and that it is next to the gas station, but felt there were some opportunities to break up the east wall by building a 10-foot arbor structure. He was also concerned about the deck not having a pergola for sun shade, and the security issue of having the stairs to the second-floor residential space so close to the retail storefront entrance, which was very disturbing to him. He was also concerned that the windows on the first-floor did not scream retail business, and that the building appeared top heavy; however, if signage was located on the side of the building, he might have a different opinion. On the north elevation, he loved the idea of the three contrasting materials being proposed, but felt it looked odd where the white panels meet the existing first-floor brick, underneath the new second-floor. He considered the suggestions made by Staff, but ultimately felt the design was fine as proposed, and he agreed with Commissioner Coon's suggestion to reconsider the glass overhead door and save money. Acting Chair Eckhardt was also concerned about this smooth white panels being damaged by graffiti vandals, since there is nothing like this and it is an attractive billboard for graffiti. He asked about exterior lighting, which he felt there should be an abundance of since this building is in the downtown.

Mr. Ginnodo responded to the comments. He said that a the front section of the terrace will be a deep planter, supported by the garage roof, that will include small trees for shade, as well as other large trees being proposed around the building. A gate will be located on the stairs leading to the second-floor. If it is a requirement, they will do it, but if it is a recommendation they will seriously consider the suggestion about the full storefront on the west wall.

Acting Chair Eckhardt strongly recommended the owner consider the suggestion to make a full storefront on the west wall, which will allow for more product displays. Mr. Ginnodo had no response regarding the corner on the north façade, although he will consider the comment, and he understood the comments about the glass garage door, which they will reconsider. He added that exterior lighting is part of the Plan Commission review, and will include can lights above the overhang and rear door, and a light bar at the garage door. No site lighting is being proposed; however, there are streets lights all around the site. In the absence of Chair Fitzgerald, who designed the landscaping, Mr. Ginnodo reviewed the proposed landscape plan, which included bringing trees onto the property, and continuing the existing landscaping around the site for continuity. Acting Chair Eckhardt commented about the climbing Hydrangeas on the east elevation, which he has at his home, and how they will become very heavy and woody over the years and may require a wire mesh on top of the brick wall to allow the plant to hold onto.

Acting Chair Eckhardt reiterated his concerns about the corner on the north elevation and wanted to see something done with it. Commissioner Kubow said that he liked the juxtaposition of what is being proposed, and wanted to keep it as three distinct and different shapes. Mr. Ginnodo clarified that the grey siding projects out 2-inches from the white panels. Commissioner Coon clarified his previous comments about the garage door; he was not implying that a residential style door found at a big box store be proposed; he preferred something contemporary, clean and simple like the adjacent walls.

Mr. Ginnodo summarized the commissioners' comments. Consider changing the two existing punched window openings on the west wall to a full storefront; clarification on how the wall sign will be hung up and used; consider something other than glass for the garage door; and clarification on exterior lighting. Additional comments included concerns about security and protection for the stairs leading up the second-floor; and consider adding a window on the north elevation below the stair;

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER COON, TO APPROVE THE DESIGN FOR *132 W. NORTHWEST HIGHWAY*. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE ARCHITECTURAL PLANS DATED AND RECEIVED 12/11/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A RECOMMENDATION TO STUDY THE STOREFRONT SYSTEM ON THE GROUND FLOOR, TO POTENTIALLY ACCOMMODATE MORE GLAZING TO MAKE IT MORE STOREFRONT AND RETAIL LIKE.
2. A RECOMMENDATION TO RECONSIDER THE GLASS GARAGE DOOR FOR SOMETHING THAT WOULD BRING LESS ATTENTION TO THAT AREA.
3. A RECOMMENDATION TO ADD A WINDOW BELOW THE STAIRS ON THE NORTH ELEVATION.
4. A RECOMMENDATION TO CONSIDER ADDING VINE CABLES ON THE EAST ELEVATION TO HELP WITH EITHER PLANT GROWTH UP FROM THE GROUND OR ADD PLANTINGS AT THE TOP OF THE WALL TO GROW DOWN.
5. ALL SIGNAGE MUST MEET CODE, CHAPTER 30.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Acting Chair Eckhardt commented about climbing concerns with the horizontal balcony railings, and suggested further research by the petitioner to determine the best wires for the climbing plants.

KUBOW, AYE; COON, AYE; ECKHARDT, AYE; KINGSLEY, RECUSE; FITZGERALD, RECUSE.
MOTION CARRIED.

LAND USE VARIATION – December 15, 2017

Para Live/Work
132 West Northwest Highway
Arlington Heights, IL 60004

Date: December 15, 2017

Para Live/Work:

1. The property in question would not yield a reasonable return if a land use variation were not granted. The existing triangular shaped lot and non-confirming rear yard and side yards make it difficult to follow the setback requirements. If the variation were not granted the Owner would be required to demolish the existing building leaving an unbuildable lot
2. The property and the existing one story building is unique in the downtown business district.
3. The proposed project is in keeping with the character and scale of the locality.

END OF SUMMARY

RECEIVED
DEC 19 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PRELIMINARY CONSTRUCTION AND PHASING PLAN

RECEIVED
JAN 12 2018
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

January 12, 2018

Sam Hubbard, Development Planner
Village of Arlington Heights

RE: Para Live/Work – 132 W Northwest Hwy

Construction Schedule

1. The project is a single-family residential addition to an existing 1-story building. All aspects of the construction, with the exception of the fire suppression system, will be built in a similar fashion to a single-family addition and remodeling.
    a. Total new square footage is:
        i. One story garage addition: 480 s.f.
        ii. Second story addition: 1362 s.f.
    b. During the busiest construction period, approximately 8 workers on site simultaneously.
2. There is only one phase of construction anticipated.
3. Parking for workers is anticipated in the parking lot or on the immediately adjacent street in legal parking spaces.
    a. Eastman is not regularly heavily parked.
4. Approximate start date: April 18, 2018
5. Approximate completion date: January 1, 2019
6. All materials are anticipated to be brought onto job site and used in the typical sequence. Upon termination of sequential activities, equipment and vehicles will be removed from site:
    a. Waste shall be gathered in single-family residential-style dumpsters, to be emptied when full.
        i. Stored on existing parking lot
    b. Site-related demolition
        i. Removal of existing materials in the way of one-story addition (existing brick waste storage enclosure)
        ii. Approximately 4 workers on site
    c. Excavation and Concrete of one-story, one-car garage
        i. 2-4 week duration
        ii. Typical single-family residential-scaled equipment
            1. Stored on site in existing parking lot during related activities
        iii. Approximately 4 workers on site
    d. Existing roof demolition
        i. 1 week
        ii. Approximately 4 workers on site
    e. Rough framing - exterior
        i. 2-4 week duration
            1. Approximately 6 workers on site
        ii. Equipment – typical single-family residential construction
    f. Exterior steel framing and stair
        i. 1-2 weeks
        ii. Approximately 3 workers

iii. Small crane hoisted from parking lot
    1. Crane storage in parking lot while installation is underway.

g. Roofing
    i. 1 week
    ii. Approximately 4 workers
    iii. Anticipated to be fully adhered membrane roof

h. Rough Framing – interior
    i. 2-3 weeks
    ii. Approximately 4 workers

i. Window and door installation
    i. 1-2 weeks
    ii. Approximately 4 workers

j. Exterior siding and decking
    i. 1-2 weeks
    ii. Fiber cement siding
    iii. Materials stored on site

k. Rough mechanical
    i. 2-4 weeks
    ii. Approximately 3 workers

l. Rough plumbing
    i. 3-4 weeks
    ii. Approximately 2 workers

m. Rough electrical
    i. 3-4 weeks
    ii. Approximately 2 workers

n. Insulation
    i. 1-2 weeks
    ii. Approximately 2 workers

o. Drywall
    i. 1 week
    ii. Approximately 2 workers

p. Flooring
    i. 2 weeks
    ii. Approximately 2 workers

q. Cabinetry
    i. 1-2 weeks
    ii. Approximately 2 workers

r. Counter tops
    i. 1 week
    ii. Approximately 2 workers

s. Finish carpentry, plumbing, electrical and HVAC
    i. 2 weeks
    ii. Approximately 4 workers

t. Exterior site work
    i. Curb and gutter and exterior concrete paving
        1. 1-2 weeks
        2. 3 workers

ii. Asphalt patching and new
    1. 1 week
    2. 3 workers
iii. Site signage and pavement painting
    1. 1 week
    2. 3 workers
iv. Landscaping installation
    1. 1 week
    2. 3 workers

7. Construction fencing will be provided around the open excavation of the one-story garage addition (480 s.f.). When backfill is complete, rough framing of the one-story structure, and exterior sheathing is installed, fencing may be dismantled. Openings into the construction areas of the site will be secured.
8. It is anticipated that traffic lane closures will not be required.

Please call with any other questions or comments you may have.

Thank you for your consideration, sincerely,

Keith Ginnodo, Architect
Kingsley + Ginnodo Architects

PROJECT DESCRIPTION – December 15, 2017

Para Live/Work
132 West Northwest Highway
Arlington Heights, IL 60004

RECEIVED
DEC 19 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Date: December 15, 2017

Project Description:

The Para Live/Work project proposed for 132 W Northwest Hwy is a remodeling and addition to an existing 1-story office building with an existing asphalt parking lot. A modest project, the existing building is 1,243 gross square feet, while the additions add 1,785.5 gross square feet. The existing parking lot will remain except where modified to accommodate the first floor addition, accessible parking space, and sidewalks for building entry.

The first floor existing spaces will be remodeled to provide a retail space for Ottilia, providing non-toxic beauty and wellness products as well as furniture and accessories for homes. The remodeling also includes an office space, storage and utilities. A one-story addition includes a one-car private garage and first floor entry and stairs for a second floor dwelling unit.

The second floor addition is a one-bedroom single-family residence for the owners of the residence and the office/retail below. With the addition of the second floor, the height of the building is 26'-8", while the top of the parapet will be 28'-9". A small, screened area on the roof will house the residential-style A/C coils.

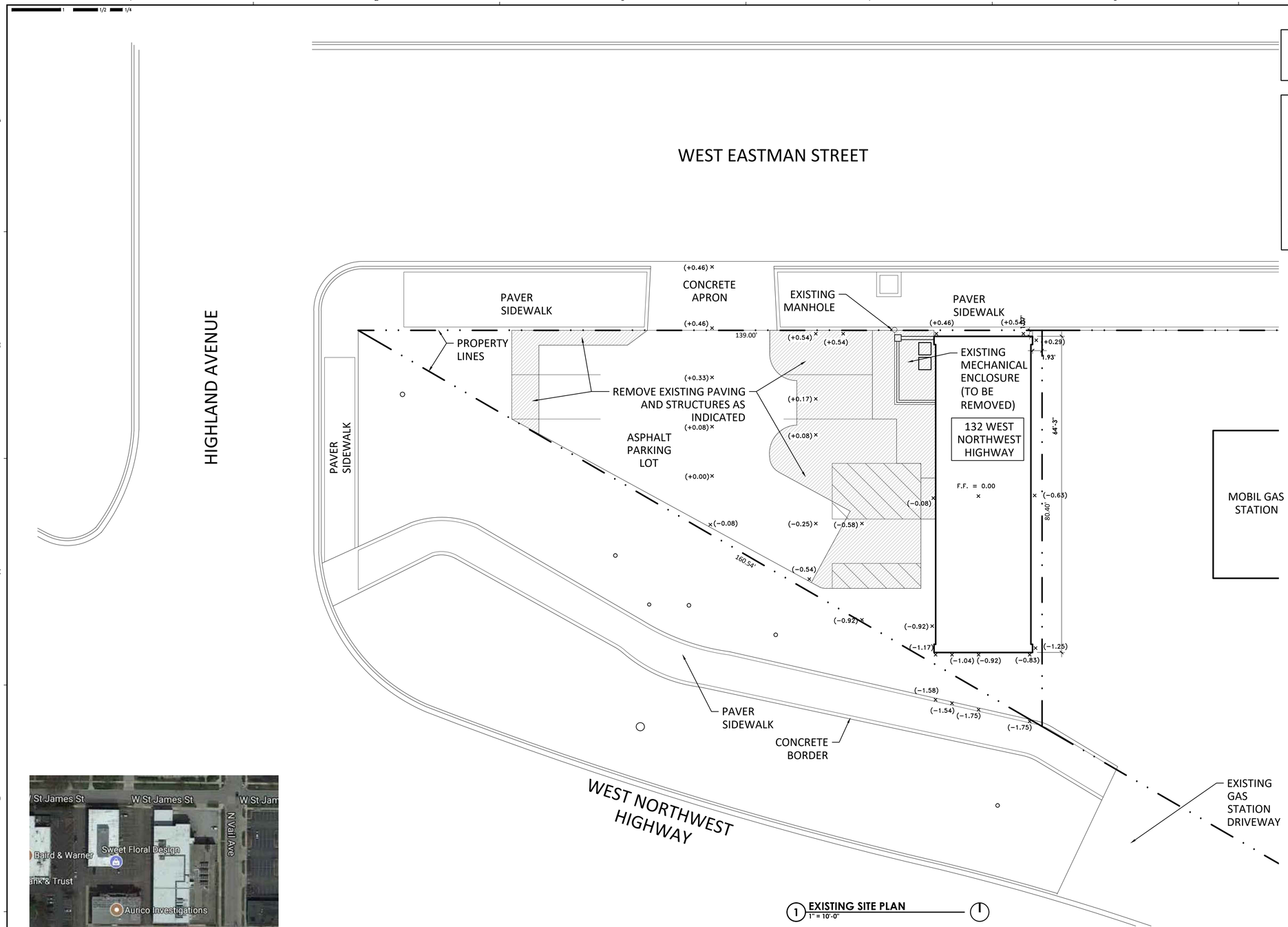
The retail operation, Ottilia, will operate Tuesday – Saturday 11 a.m. – 7 p.m. and will employ one part-time employee for the first two years and aims to hire full-time employees during years two and three.

In addition to the ethically made, eco-conscious products to be sold in Ottilia, the project is designed to include various sustainable attributes and features.

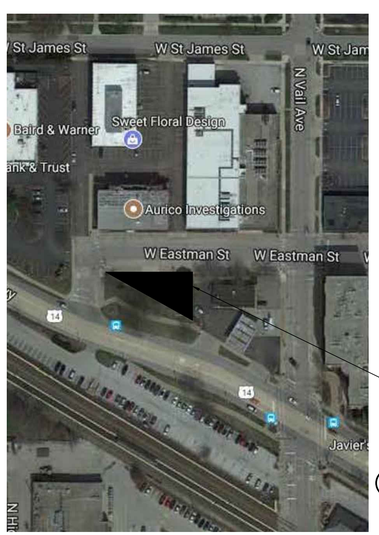
- Reusing the existing construction, including the asphalt parking lot, avoids a great deal of waste in materials and energy. The embodied energy in the existing structure is maximized by the project.
- As practicable, the project aims to preserve and reuse the existing HVAC, sanitary, water service, and electrical systems.
- A partial intensively-planted roof is designed above the garage to provide second floor natural plantings for the residence. Also included are several planters integrated with the balcony railings.
- A balcony structure for the second floor also includes an overhead trellis which acts as a brise soleil to provide shade to the balcony areas as well as interior spaces during summer months. The planters that are incorporated into the balcony railing are planned to include stainless steel cables that will permit annual vines to creep vertically to the trellis overhead. This will further provide shade from western light during the summer, while admitting western light in the winter months.

The Para Live/Work project is designed to yield the highest value and quality, while maximizing the value of the existing structure and site features and minimizing disruption to existing systems. The project will proceed as quickly as practicable. A spring construction start is hoped for with completion and occupation between Thanksgiving and Christmas of 2018.

Respectfully submitted, Ellen and Michael Para, Owners, Kingsley + Ginnodo Architects



1 EXISTING SITE PLAN
1" = 10'-0"



SUBJECT PROPERTY
132 W NORTHWEST HWY

2 LOCATION PLAN

KINGSLEY + GINNODO ARCHITECTS
33 N Hickory Ave, Arlington Heights, IL 60004
Professional Design Firm - Architect
Sole Proprietor - Exp: 4.30.17 # 184.005449

DRAWING LIST

T100	TITLE SHEET AND EXT'G SITE PLAN
T101	PLAT OF SURVEY
T102	SITE PLAN
EX100	EXISTING PLANS AND ELEVATIONS
A100	FIRST AND SECOND FLOOR PLAN
A101	ROOF PLAN
A200	NORTH AND SOUTH ELEVATIONS
A201	EAST AND WEST ELEVATIONS
A202	CONTEXT ELEVATIONS
A203	RENDERINGS
E100	ELECTRICAL PLANS
LANDSCAPE PLAN	

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MICHAEL & ELLEN PARA

132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

PARA LIVE/WORK MIXED USE - PRIVATE

no.	revision	init.	date
	CD PROGRESS		02/14/18
	ROUND 1 COMMENTS		1/12/18
	PARKING ALTERATIONS		2/27/18

TITLE SHEET AND SITE PLAN

date	drawn by	checked by

Job No. PARA

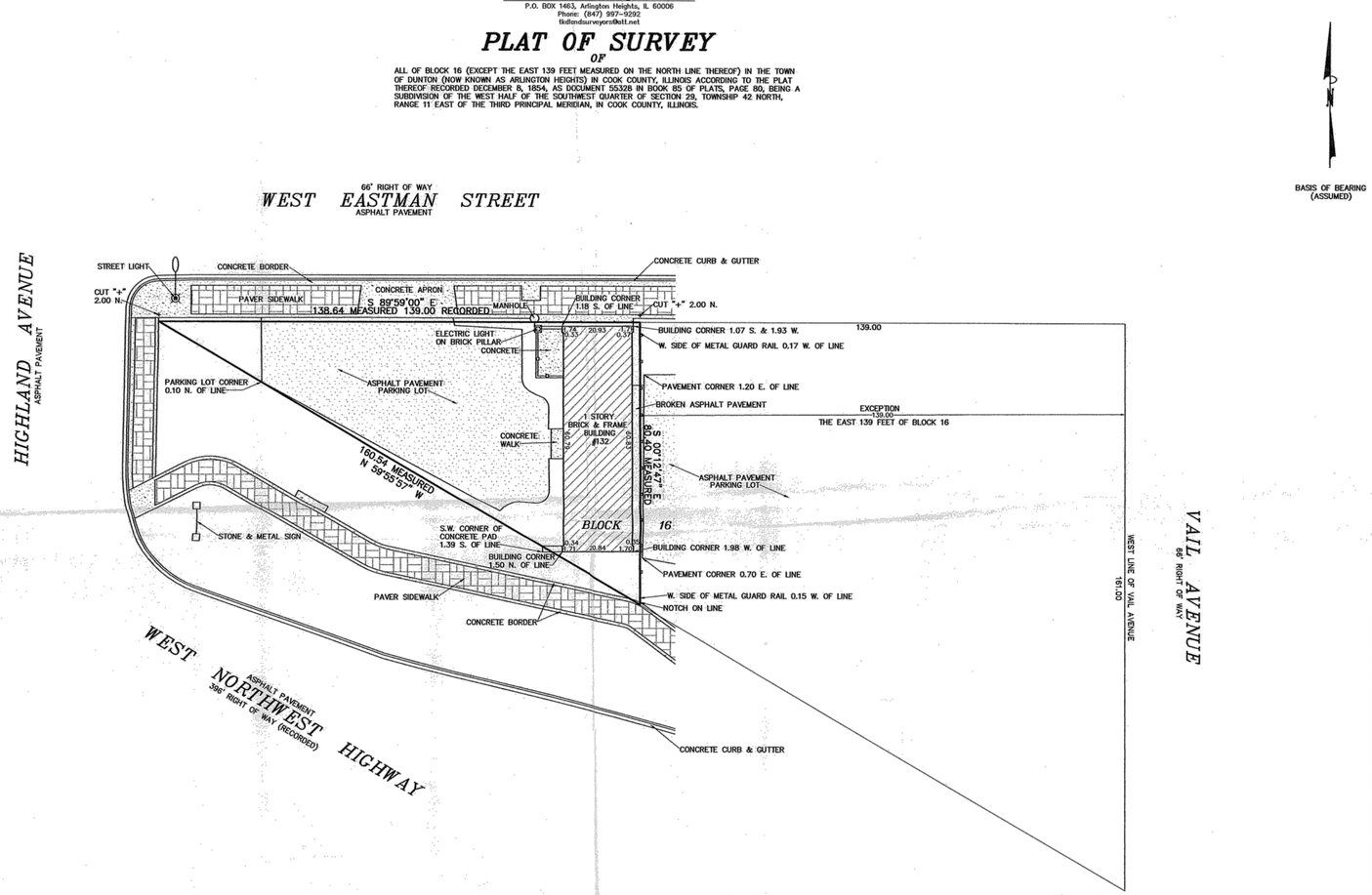
Sheet No. T100

T.K.D. Land Surveyors, Inc.
P.O. BOX 1463, Arlington Heights, IL 60006
Phone: (847) 997-9292
tkdlandsurveyors@att.net

PLAT OF SURVEY

OF

ALL OF BLOCK 16 (EXCEPT THE EAST 139 FEET MEASURED ON THE NORTH LINE THEREOF) IN THE TOWN OF DUNTON (NOW KNOWN AS ARLINGTON HEIGHTS) IN COOK COUNTY, ILLINOIS ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 8, 1854, AS DOCUMENT 55328 IN BOOK 85 OF PLATS, PAGE 80, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



LEGEND

WOOD FENCE

MEASURED LOT AREA = 5,573 SQ. FT. (0.128 ACRES)

* All dimensions shown are given in feet & decimal parts thereof
* No angles or distances are to be assumed by scaling
* Legal description, building lines and easements are taken from recorded subdivision plat and/or other available documentation. Refer to title policy, deed or local jurisdiction for building setbacks and easements not shown hereon and report any discrepancies.

Scale: 1"=20'
Order #: 16-058
Address: 132 W. Northwest Highway
Arlington Heights, IL 60004
P.I.N. 03-29-324-001-0000
Ordered by: Barbara K. Hyman

KEITH E. DELANEY
035-003385
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
SOUTH ELGIN, ILLINOIS

THIS SURVEY IS VALID ONLY WITH EMBOSSED SEAL

STATE OF ILLINOIS }
COUNTY OF COOK } SS.

I, Keith E. DeLaney, an Illinois Professional Land Surveyor do hereby certify that I have surveyed the above described property, and that the above plat is a correct representation of said survey.

Lic. Exp. 11-30-16

Keith E. DeLaney Illinois P.L.S. #035-003385
Dated: March 8, 2016
Field work completed: March 8, 2016
Professional Design Firm Lic. No. 184.005204
This professional service conforms to the current Illinois minimum standards for a boundary survey.

1 PLAT OF SURVEY
1" = 20'-0"

DO NOT SCALE DRAWINGS. SOME ASPECTS OF THE DRAWINGS ARE NOT TO SCALE.

KINGSLEY + GINNODO
ARCHITECTS
KINGSLEY + GINNODO ARCHITECTS
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132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

PARA LIVE/WORK
MIXED USE - PRIVATE

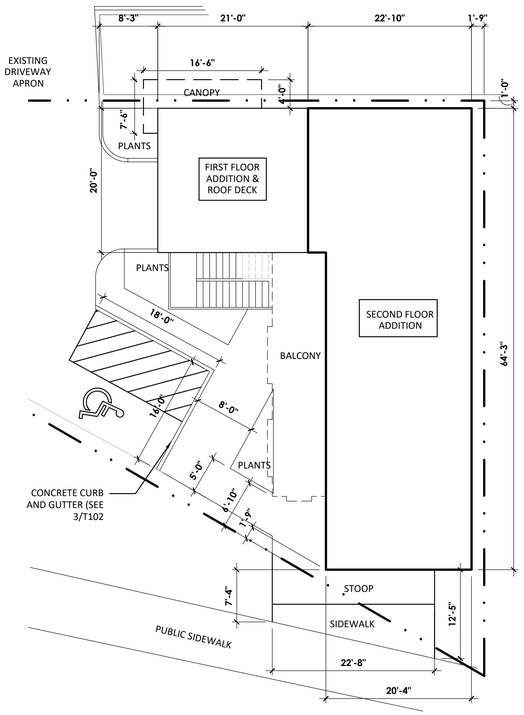
no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

PLAT OF SURVEY

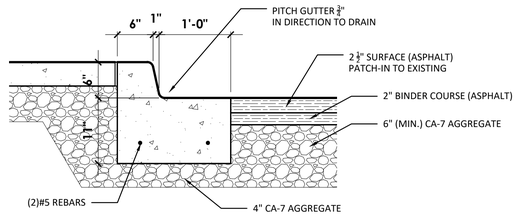
date	drawn by	checked by

Job No. PARA

Sheet No. T101



2 DIMENSION PLAN
1" = 10'-0"



3 CURB AND GUTTER - CONCRETE
1" = 1'-0"

ZONING DATA		
	B-5 District Code Required	Proposed
Minimum Lot Size	300 s.f.	5,580.85 s.f. (existing)
Setbacks		
North (side)	0'	1.07'
South (side)	0'	1.75'
East (rear)	30'	1.75'
West (front)	0'	95.083'
F.A.R.	None	3,084.14 s.f.
Building Lot Coverage	None	30.86%
Impervious Surface Coverage	None	84.19%
Building Height	None	27.75'
Off-street Parking Spaces	2	4

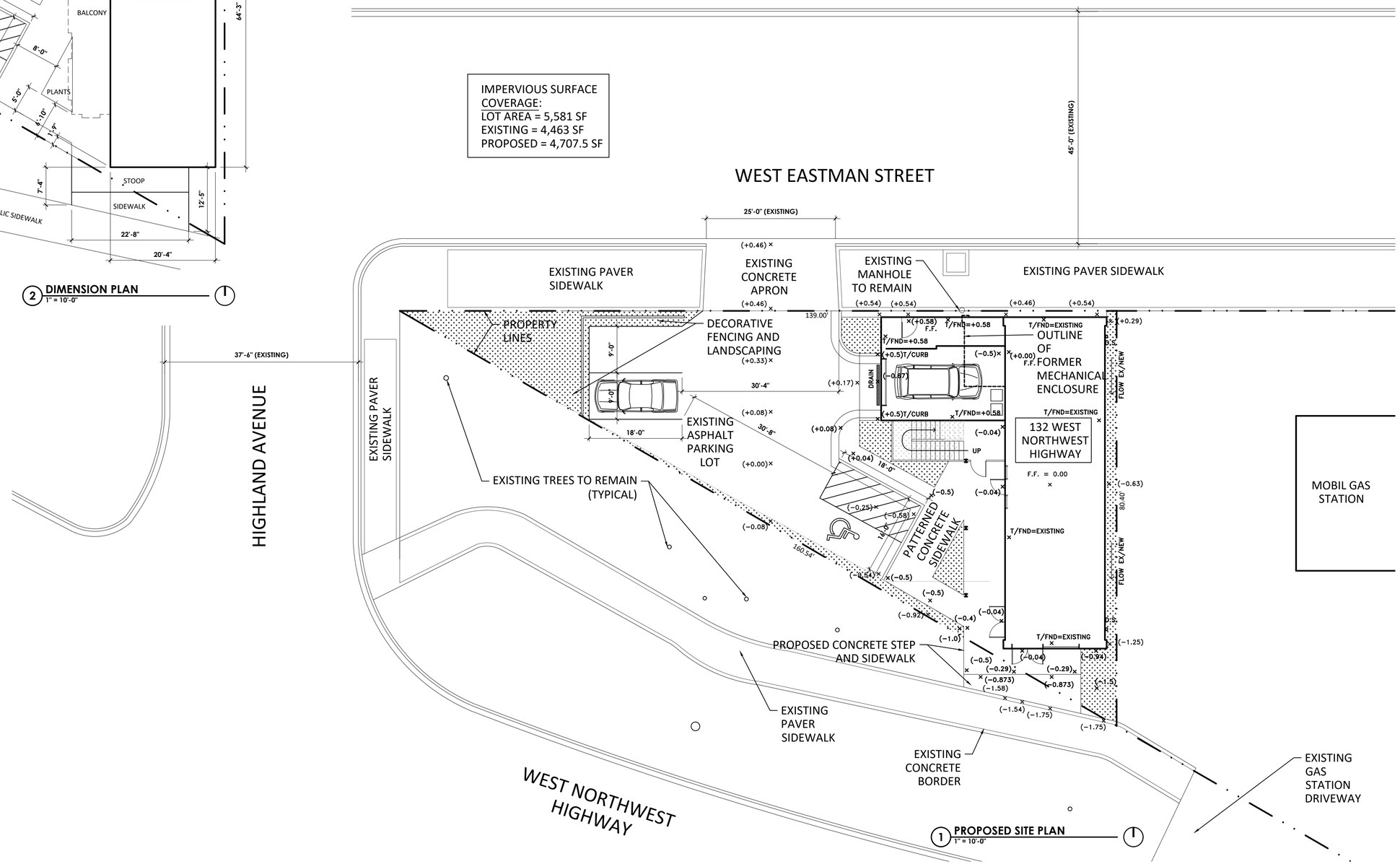
INTERIOR SQUARE FOOT AREAS

FIRST FLOOR:
RETAIL: 440 SF
OFFICE: 132
RETAIL SHARED COMMON SPACE: 126 SF
OFFICE SHARED COMMON SPACE: 118 SF
MECHANICAL/STORAGE: 200 SF
SINGLE FAMILY ENTRY/GARAGE: 360

SECOND FLOOR:
ONE BEDROOM SINGLE FAMILY: 1158 SF
BALCONY: 676 SF

4 PARKING SPACES
1 - SINGLE FAMILY
3 - RETAIL (INCLUDING 1 HANDICAPPED)

IMPERVIOUS SURFACE COVERAGE:
LOT AREA = 5,581 SF
EXISTING = 4,463 SF
PROPOSED = 4,707.5 SF



1 PROPOSED SITE PLAN
1" = 10'-0"

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132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

PARA LIVE/WORK MIXED USE - PRIVATE

no.	revision	init.	date
	CD PROGRESS		02/14/18
	DESIGN + PLAN COMMISSION		12/15/17
	ROUND 1 COMMENTS		1/12/18
	PARKING REVISION		2/21/18

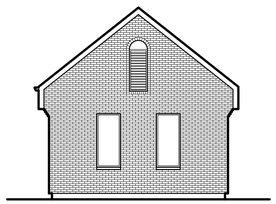
SITE/ENGINEERING PLAN

date drawn by checked by

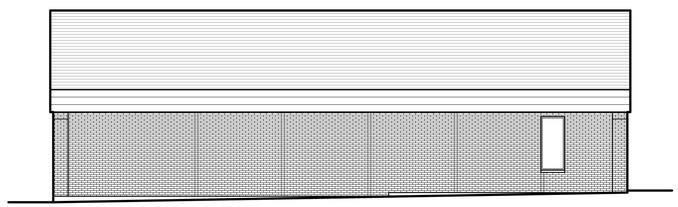
Job No. PARA

Sheet No. T102

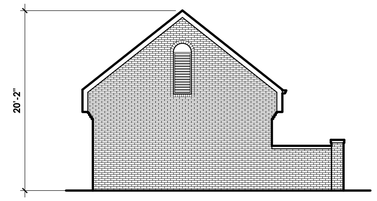
8 EXISTING WEST ELEVATION
1/8" = 1'-0"



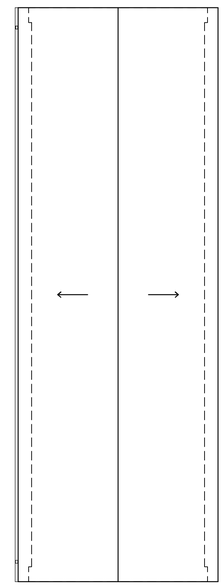
6 EXISTING SOUTH ELEVATION
1/8" = 1'-0"



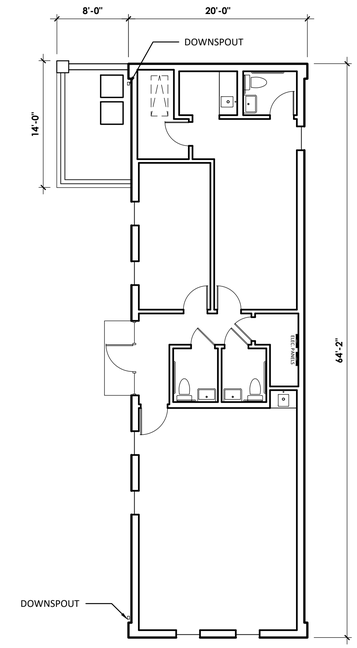
7 EXISTING EAST ELEVATION
1/8" = 1'-0"



5 EXISTING NORTH ELEVATION
1/8" = 1'-0"



4 EXISTING ROOF PLAN
1/8" = 1'-0"



3 EXISTING FIRST FLOOR PLAN
1/8" = 1'-0"

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ARLINGTON HTS, IL 60004

PARA LIVE/WORK MIXED USE - PRIVATE

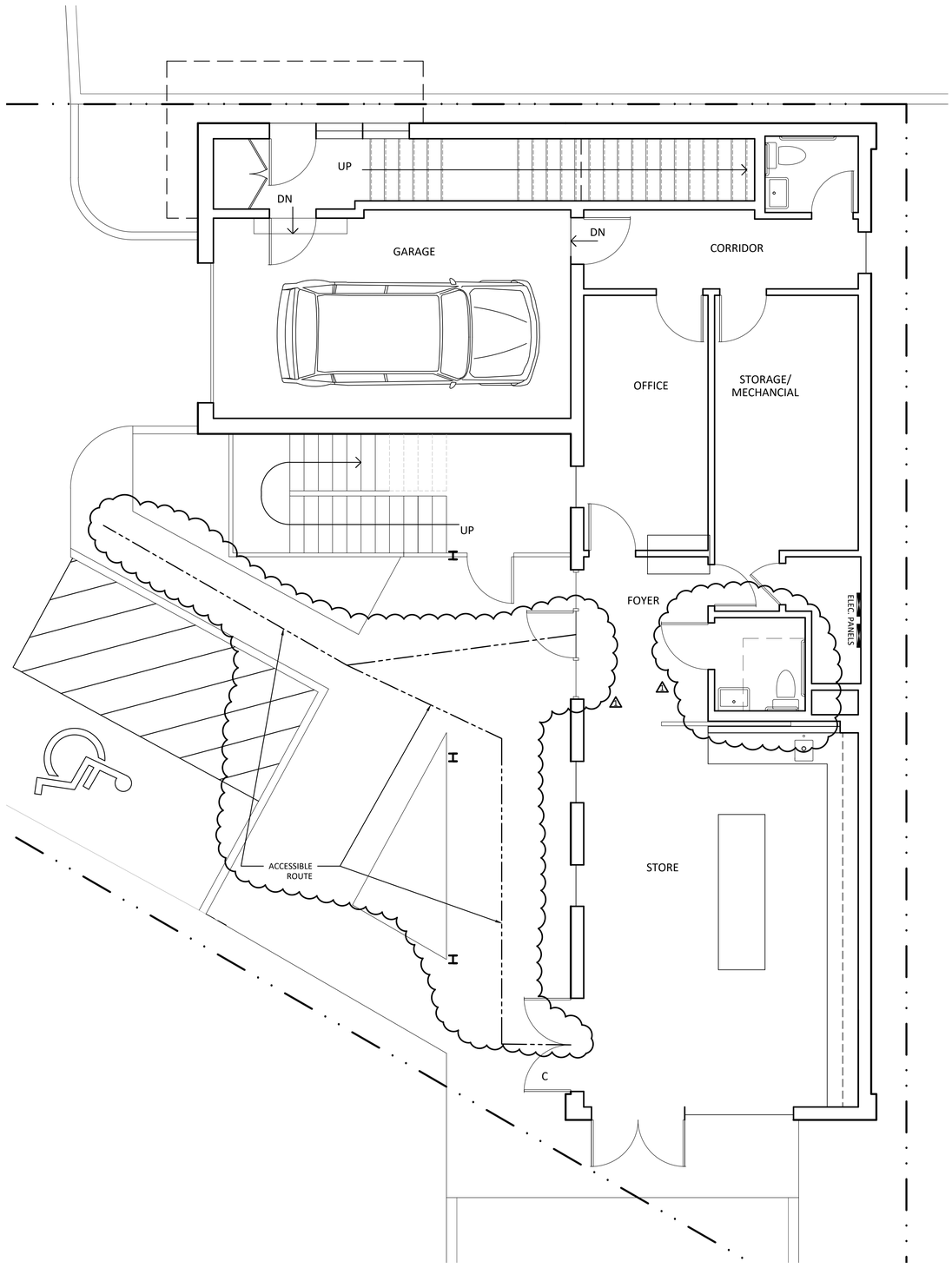
no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

EXISTING FLOOR PLANS AND ELEVATIONS AND CONTEXT ELEVATIONS

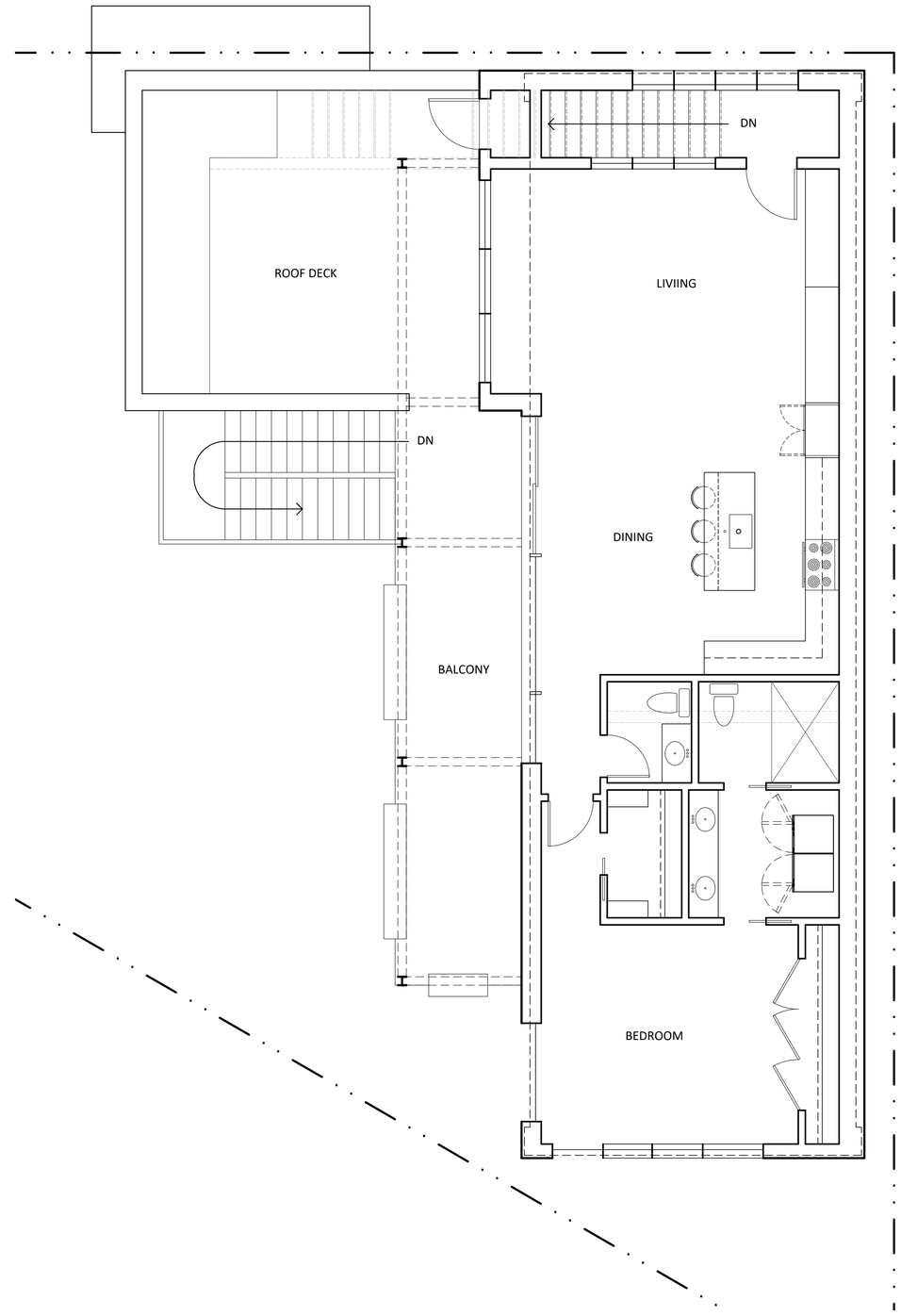
date drawn by checked by

Job No. PARA

Sheet No. EX100



1 FIRST FLOOR PLAN
1/4" = 1'-0"



1 SECOND FLOOR PLAN
1/4" = 1'-0"

DO NOT SCALE DRAWINGS. SOME ASPECTS OF THE DRAWINGS ARE NOT TO SCALE.

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PARA LIVE/WORK MIXED USE - PRIVATE

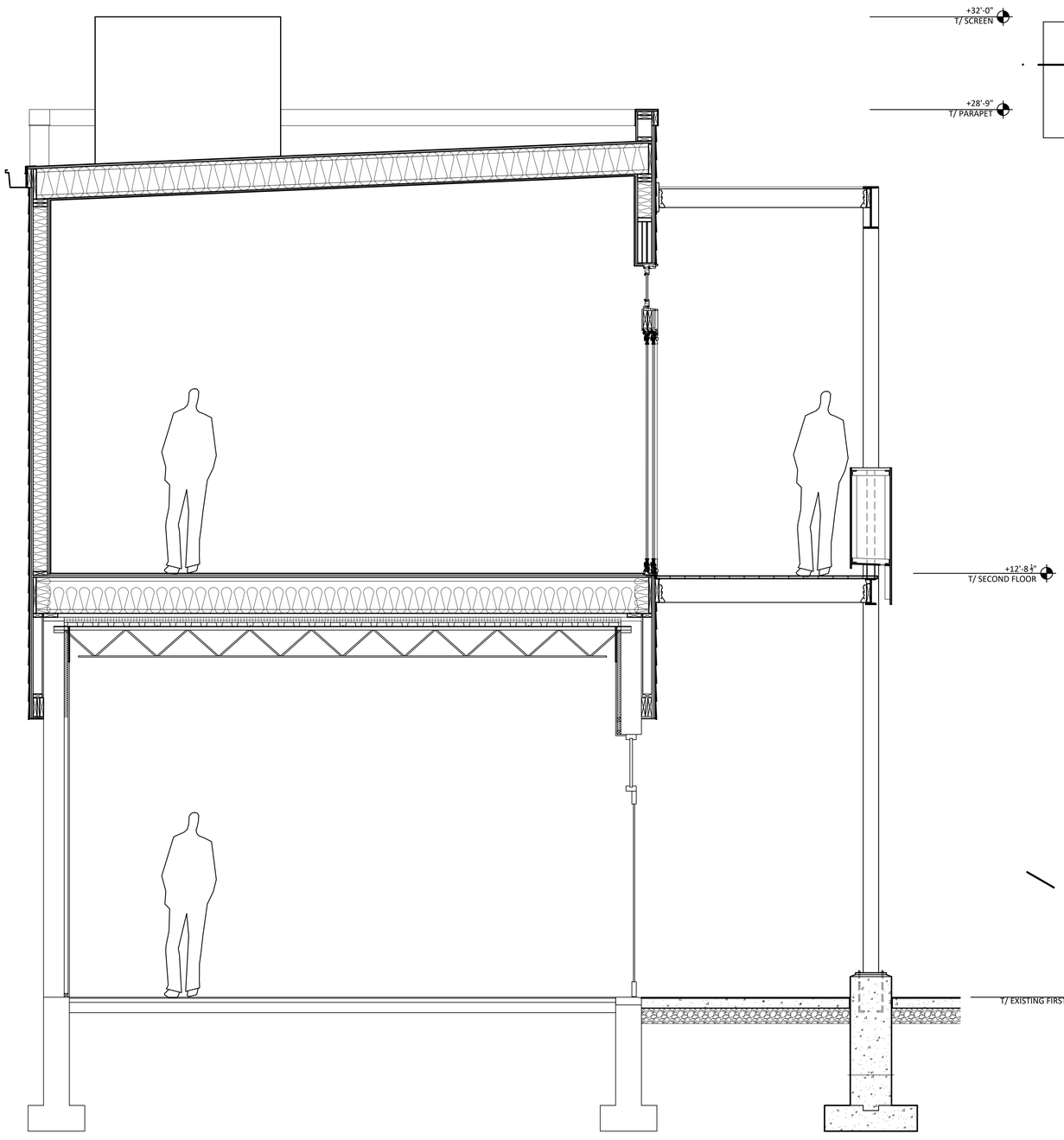
no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

FIRST AND SECOND FLOOR PLANS

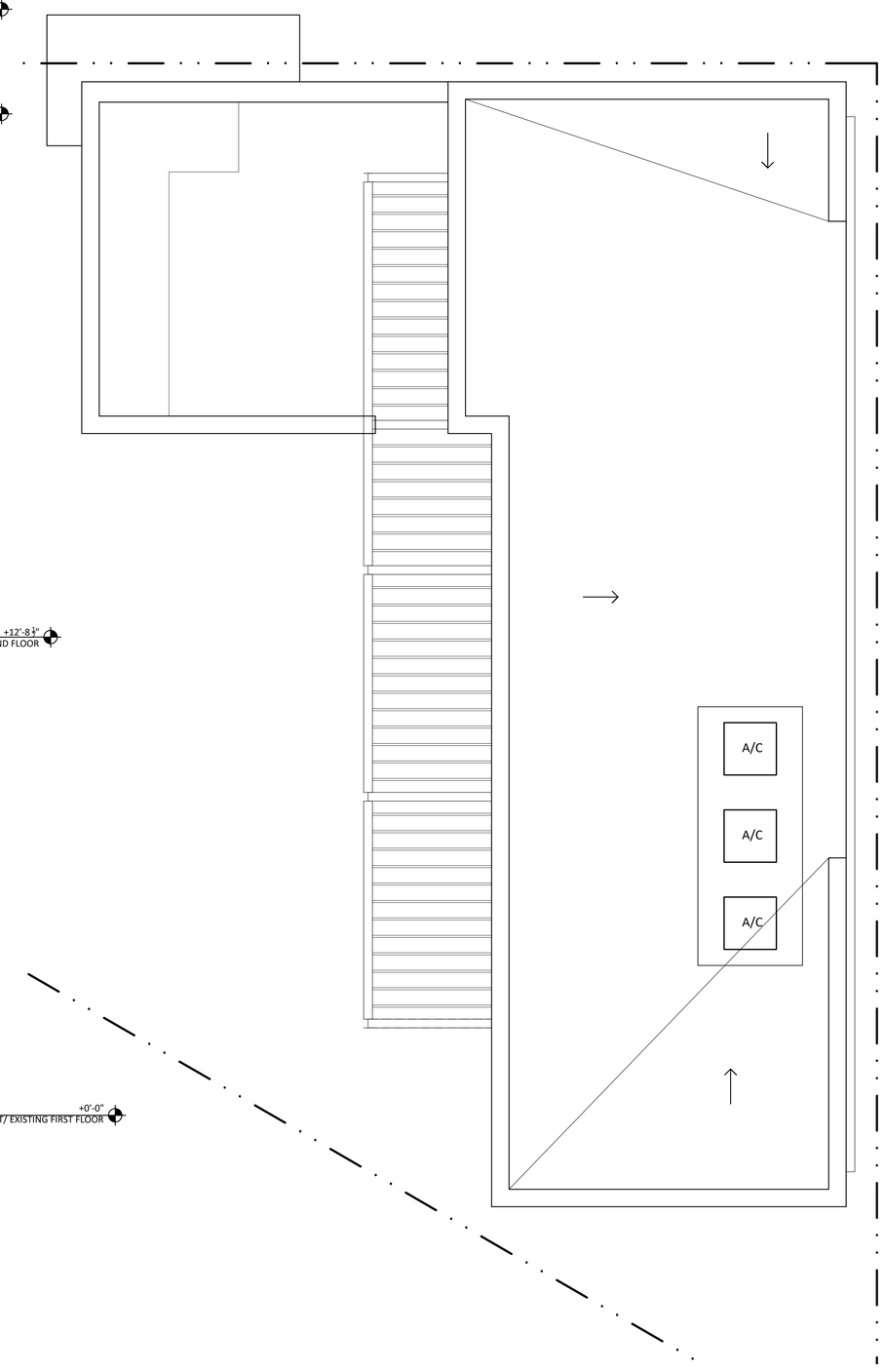
date drawn by checked by

Job No. PARA

Sheet No. A100



2 BUILDING SECTION
1/2" = 1'-0"



1 ROOF PLAN
1/4" = 1'-0"

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no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

FIRST AND SECOND FLOOR PLANS

date	drawn by	checked by

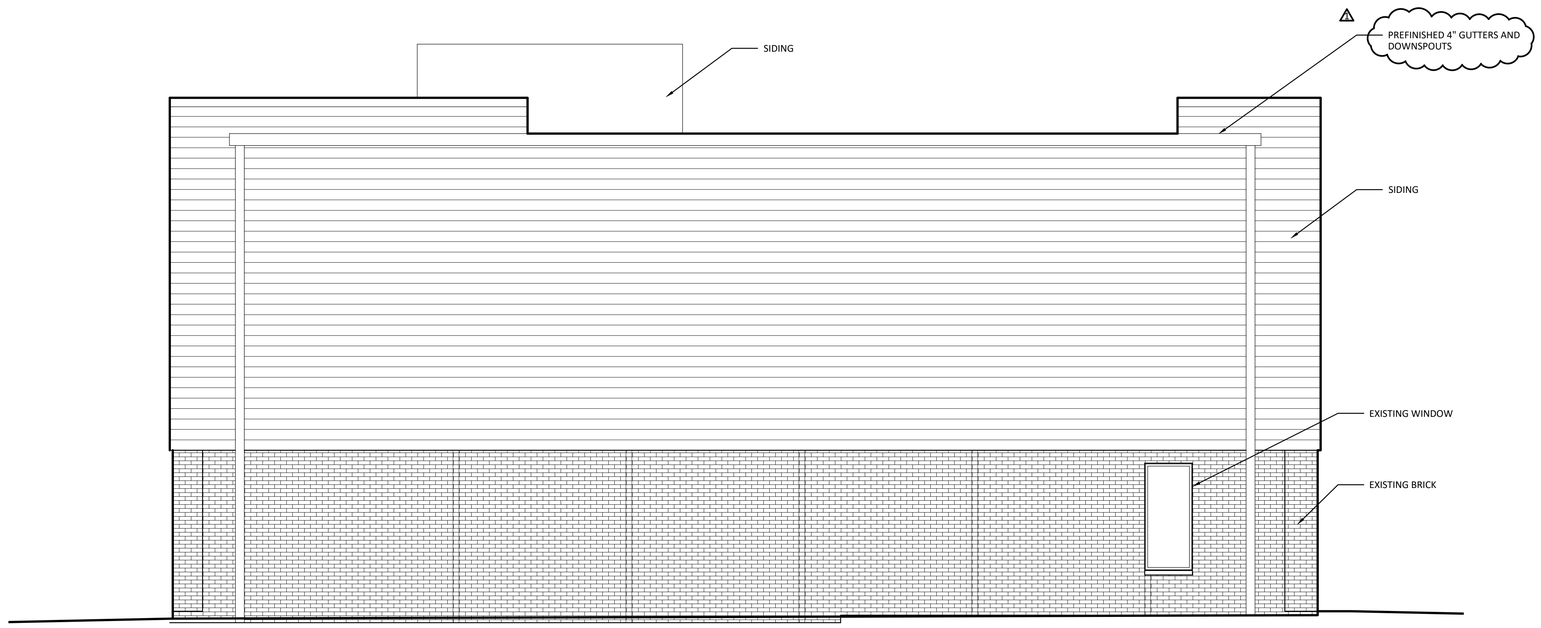
Job No. PARA

Sheet No. A101

MATERIAL LIST

Siding:	"Iron Gray" or "Aged Pewter" (smooth) by James Hardie
Panels:	"Arctic White" (smooth) by James Hardie
Brick:	Existing white painted brick to remain
Windows:	"Ebony" by Marvin
Steel:	Painted, medium warm gray
Gutters/Leaders:	Gray to match siding, prefinished aluminum
Decking:	Ipe or composite
Stair treads:	Ipe or composite
Top rail:	Ipe or composite
Stair railings:	Steel
Planters:	Steel
Coping:	metal, prefinished to match siding

2 WEST ELEVATION
1/4" = 1'-0"



1 EAST ELEVATION
1/4" = 1'-0"

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	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

EAST AND WEST ELEVATIONS

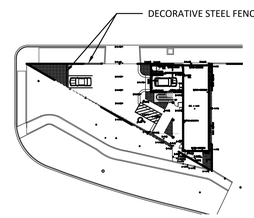
date drawn by checked by

Job No. PARA

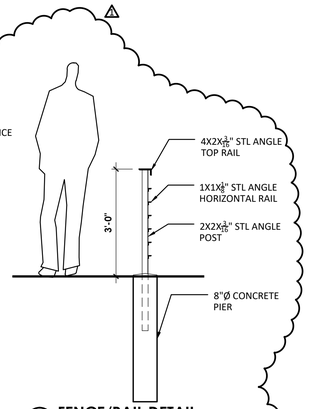
Sheet No. A200

MATERIAL LIST

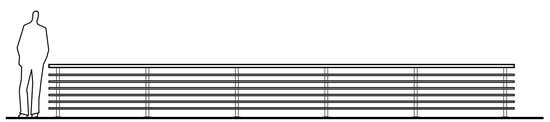
Siding:	"Iron Gray" or "Aged Pewter" (smooth) by James Hardie
Panels:	"Arctic White" (smooth) by James Hardie
Brick:	Existing white painted brick to remain
Windows:	"Ebony" by Marvin
Steel:	Painted, medium warm gray
Gutters/Leaders:	Gray to match siding, prefinished aluminum
Decking:	Ipe or composite
Stair treads:	Ipe or composite
Top rail:	Ipe or composite
Stair railings:	Steel
Planters:	Steel
Coping:	metal, prefinished to match siding



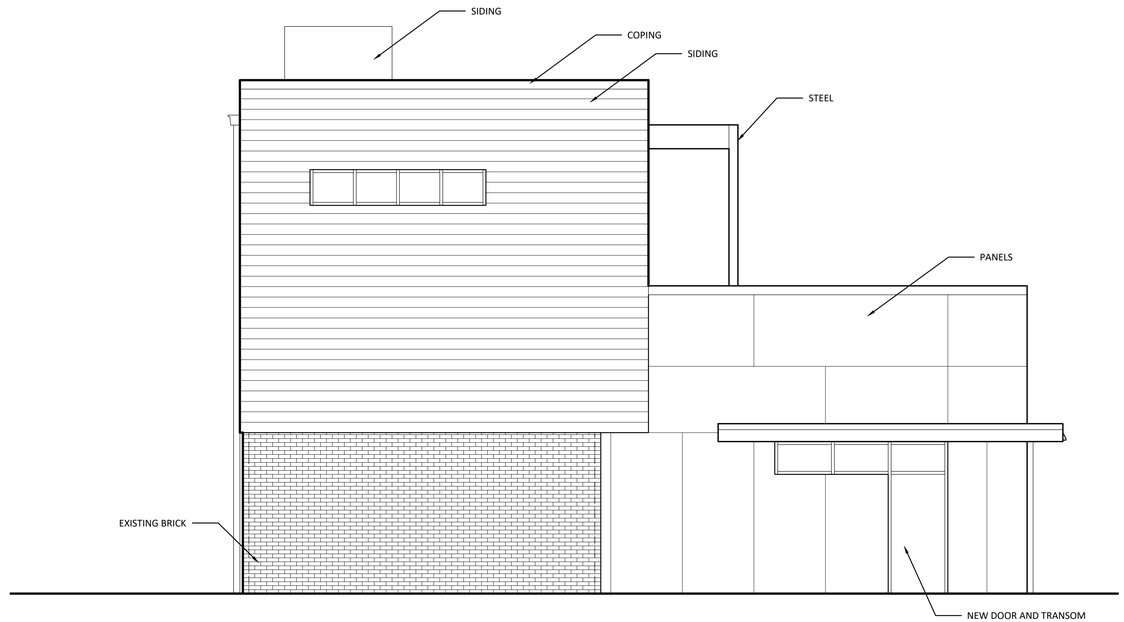
5 SITE DIAGRAM
NOT TO SCALE



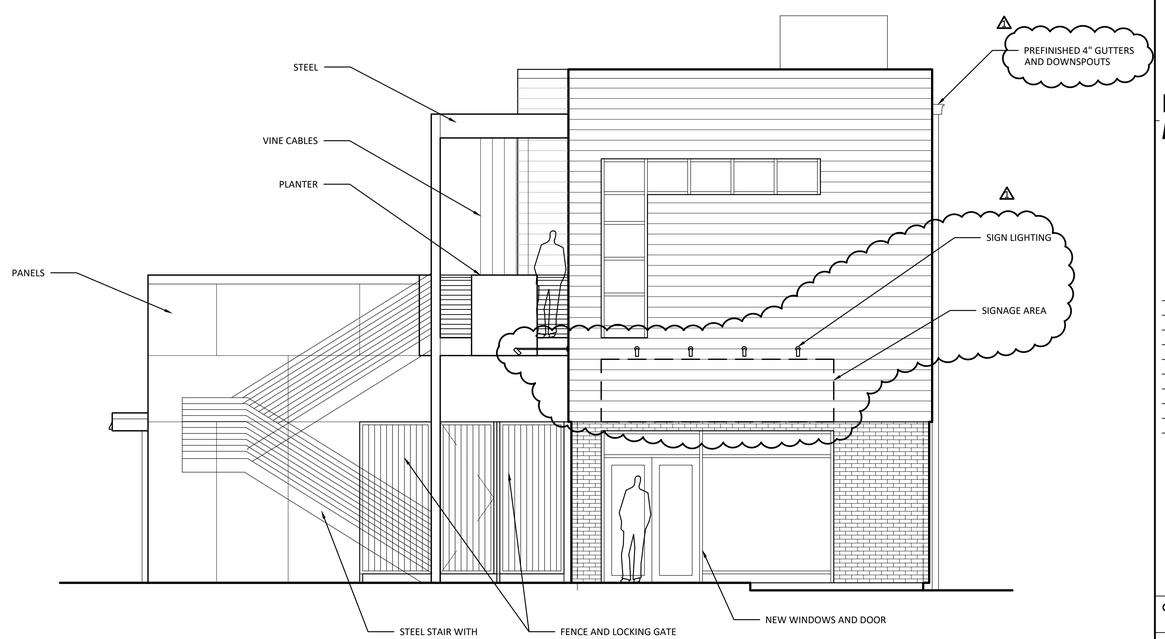
4 FENCE/RAIL DETAIL
1/2" = 1'-0"



3 FENCE/RAIL ELEVATION
1/4" = 1'-0"



2 NORTH ELEVATION
1/4" = 1'-0"



1 SOUTH ELEVATION
1/4" = 1'-0"

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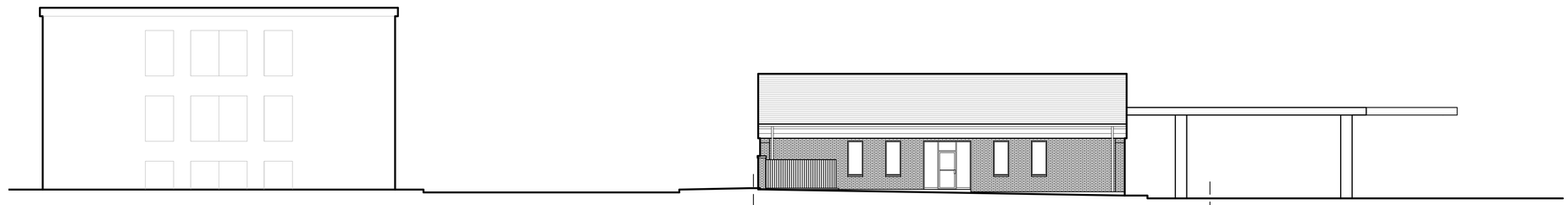
	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

NORTH AND SOUTH ELEVATIONS

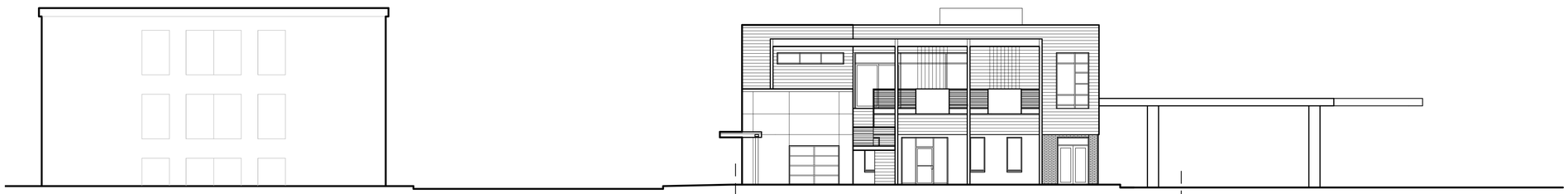
date drawn by checked by

Job No. PARA

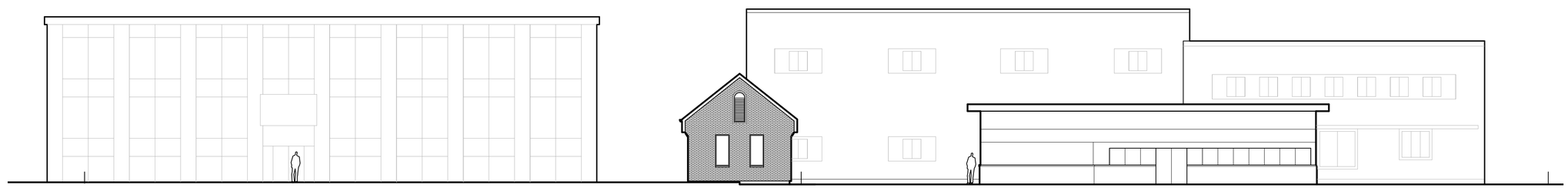
Sheet No. A201



4 EXISTING WEST CONTEXT ELEVATIONS
3/32" = 1'-0"



3 PROPOSED WEST CONTEXT ELEVATIONS
3/32" = 1'-0"



2 EXISTING SOUTH CONTEXT ELEVATIONS
3/32" = 1'-0"

1 PROPOSED SOUTH CONTEXT ELEVATIONS
3/32" = 1'-0"

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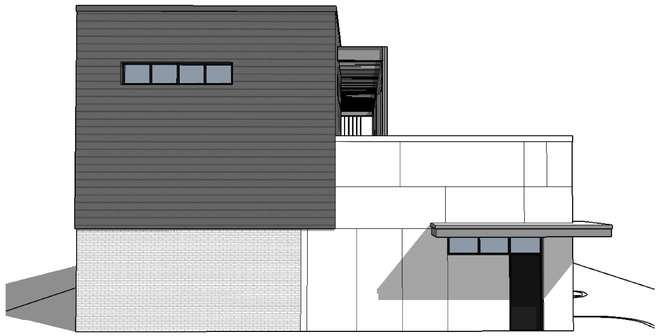
CONTEXT ELEVATIONS

date	drawn by	checked by

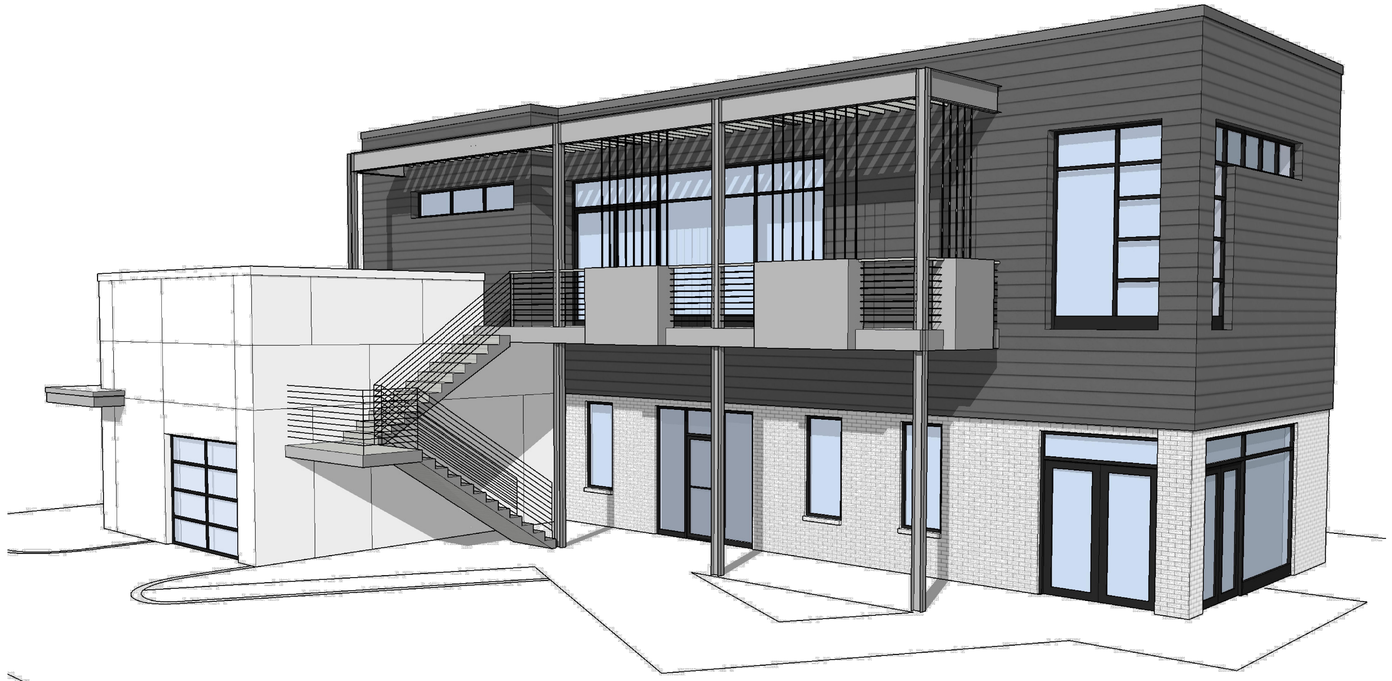
Job No. PARA

Sheet No. A202

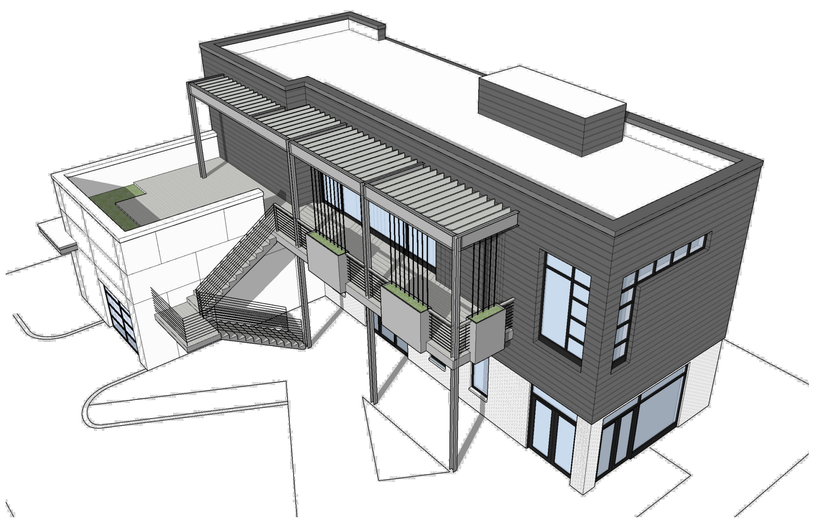


5 NORTH FACADE

4 SOUTH FACADE



2 VIEW FROM SOUTH WEST



3 AERIAL PERSPECTIVE

1 WEST FACADE

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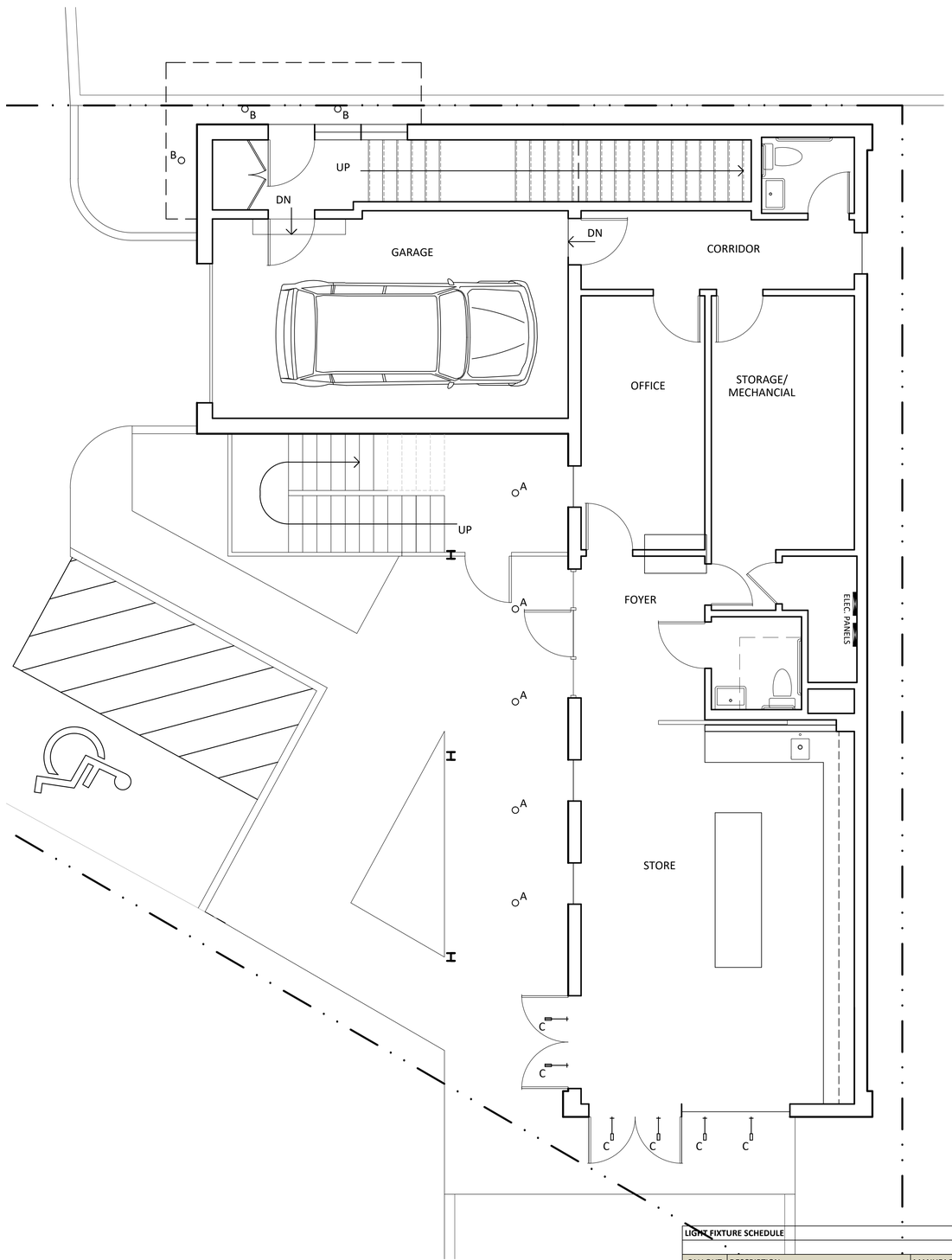
	DESIGN + PLAN COMMISSION		12/11/17

RENDERINGS

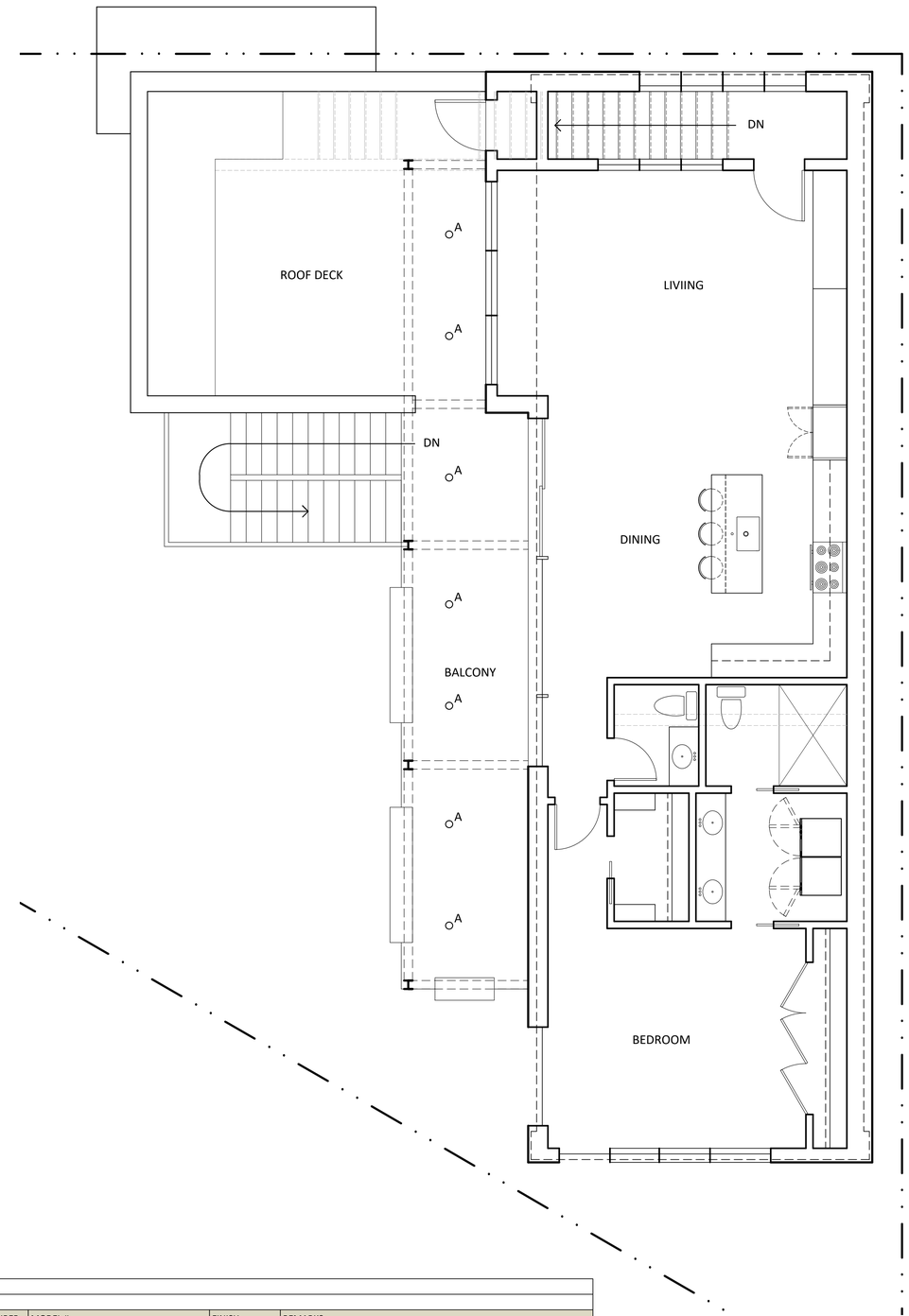
date	drawn by	checked by

Job No. PARA

Sheet No. A203



1 FIRST FLOOR PLAN
1/4" = 1'-0"



1 SECOND FLOOR PLAN
1/4" = 1'-0"

LIGHT FIXTURE SCHEDULE

CALLOUT	DESCRIPTION	MANUFACTURER	MODEL #	FINISH	REMARKS
A	5" Tube Architectural LED Pendatn Mount	WAC Lighting	DS-PD05-F930-BK	BLACK	1745 Lumen LED cylinder
B	4" IC1 w/LED Retrofit	Juno	IC1 4RLDG2-930	WWH	4" IC1 w/LED Retrofit, 3000 K, 900 Lumens, Lensed, wet location
C	Endurance Single Adjustable Flood Light - sign	WAC Lighting	WP-LED514-30-ABK	BLACK	3000K LED

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ARLINGTON HTS, IL 60004

PARA LIVE/WORK MIXED USE - PRIVATE

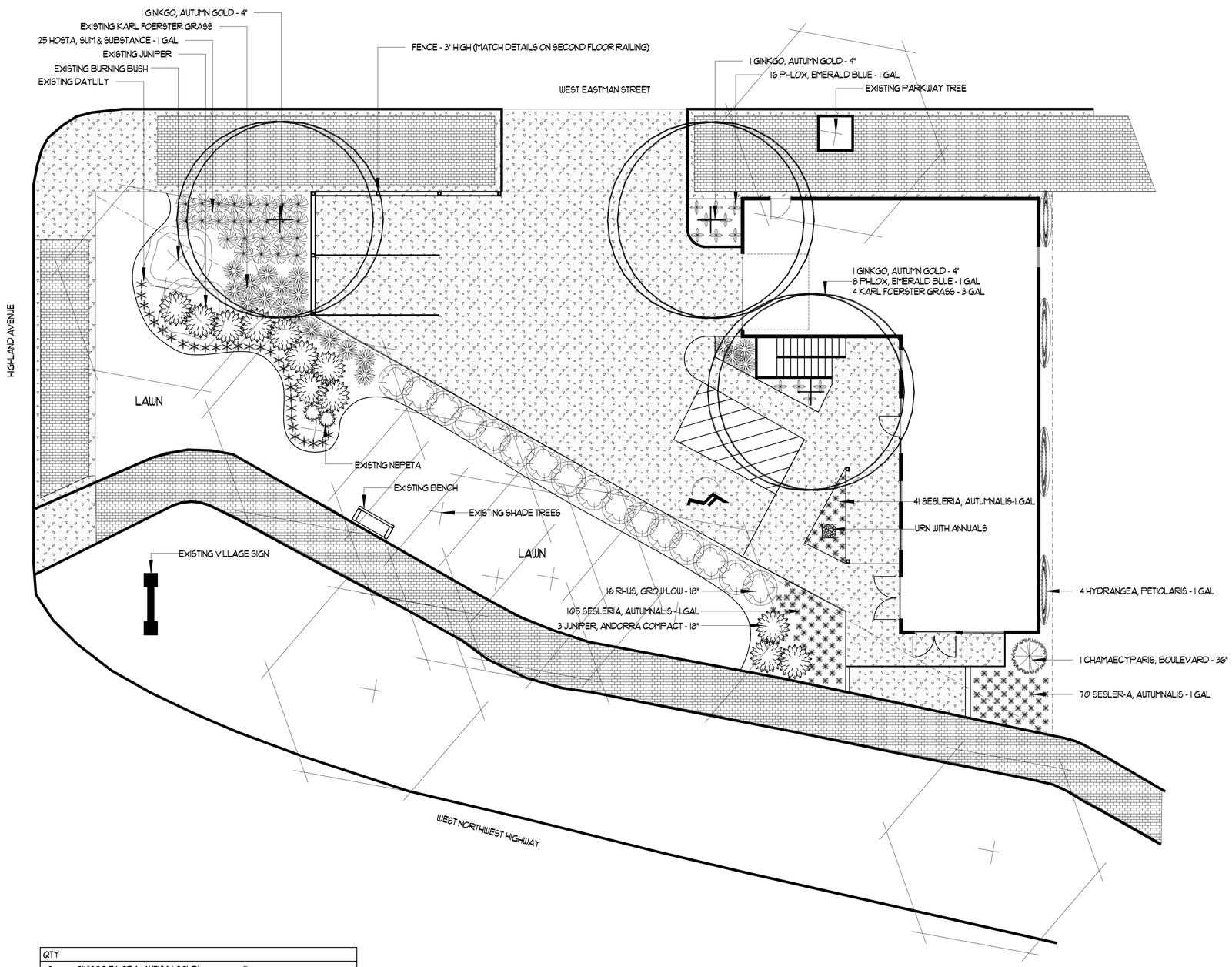
no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

FIRST AND SECOND FLOOR PLANS

date drawn by checked by

Job No. PARA

Sheet No. E100



QTY			
3	GINKGO BILOBA 'AUTUMN GOLD'	4"	
3	JUNIPER HORIZONTALIS "ANDORRA"	18"	48" SPACING
16	RHUS AROMATICA 'GROW LOW'	18"	3' SPACING
1	CHAMAECYPARIS PISIFERA 'BOULEVARD	36"	
4	HYDRANGEA PETIOLARIS	1 GAL	
185	SESLERIA AUTUMNALIS	1 GAL	12" SPACING
24	PHLOX SUBULATA 'EMERALD BLUE'	1 GAL	12" SPACING
4	CALAMAGROSTIS 'KARL FOERSTER'	3 GAL	24" SPACING
25	HOSTA SUM & SUBSTANCE	1 GAL	18" SPACING

Landscape Design by: John Fitzgerald

132 W. Northwest Hwy

Landscape Plan:
PARA RESIDENCE

Scale: 1/8" = 1'

Revision #:

Date: 12/11/2017

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

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

Subject: 132 W Northwest Hwy – PUD & Setback Variations

PC#: 17-015 – Round 1

Date: December 13, 2017

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. The project shall meet the requirements of Section 419 for number of employees (not more than 5) and allowable storage area ($\leq$ 10% of the first floor).
2. What is the existing construction type of the building?
3. What is the proposed construction type of the 2nd floor addition to the building?
4. Separation between "S-2" and "R-2" shall be a 1 hour rated assemblies.
5. Exterior wall ratings shall comply with Table 602. Adjacent existing buildings will not be required to comply with current exterior wall ratings, however, future developments will.

RECEIVED
DEC 13 2017
PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Review

Date: 12/13/2017 P.C. Number: 17-015

Project Name: 132 W Northwest Hwy

Project Location: 132 W Northwest Hwy

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

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

1. New buildings, other than single family dwellings, require a fire sprinkler system. This is a mixed use building with the first floor as a business use and would require a fire suppression system and a fire alarm system be installed throughout the building.

2. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.

3. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

4. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

5. Exit signs shall be illuminated at all times and have emergency power backup.

6. Building shall comply with all current codes adopted by the Village as well as NFPA 101, Life Safety Code, 2000 Ed.

7. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.

Date 12-13-17 Reviewed By: D. Roy

Fire Safety Supervisor

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DEC 13 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 21, 2017
Subject: 132 W Northwest Highway, P.C. #17-015

With regard to the proposed PUD setback variation, I have the following comments:

1) Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction or drainage is not adequate (ponding), permittee must replace the affected squares or pavers.
2) Provide a set of plans that illustrate where the proposed parking lot drains terminate.

If you have any questions, please feel free to contact me.

C. file

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17 - 015
Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
Contact Person: Keith Ginnodo
Address: 33 N Hickory Ave
Arlington Heights, IL 60004
Phone #: 847975.5008
Fax #:
E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
Location: 132 W Northwest Hwy
Rezoning: Current: B-5 Proposed: B-5
Subdivision:
# of Lots: Current: Proposed:
PUD: ✓ For: Mixed Use
Special Use: For:
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 5580
# of Units Total: 1
1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS REQUIRED: ..... **YES NO** **COMMENTS**
   a. Underground Utilities
      Water ..... ___ X
      Sanitary Sewer ..... ___ X
      Storm Sewer ..... ___ X
   b. Surface Improvement
      Pavement ..... ___ X
      Curb & Gutter ..... ___ X
      Sidewalks ..... ___ X
      Street Lighting ..... ___ X
   c. Easements
      Utility & Drainage ..... ___ X
      Access ..... ___ X

2. PERMITS REQUIRED OTHER THAN VILLAGE:
   a. MWRDGC ___ b. IDOT ___
   c. ARMY CORP ___ d. IEPA ___
   e. CCHD ___

		YES	NO	COMMENTS
3.	R.O.W. DEDICATIONS?		X	
4.	SITE PLAN ACCEPTABLE?		X	SEE COMMENTS
5.	PRELIMINARY PLAT ACCEPTABLE?			N/A
6.	TRAFFIC STUDY ACCEPTABLE?			N/A
7.	STORM WATER DETENTION REQUIRED?	X		
8.	CONTRIBUTION ORDINANCE EXISTING?		X	
9.	FLOOD PLAIN OR FLOODWAY EXISTING? ...		X	
10.	WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: K+G ARCHITECTS
DATE OF PLANS: 12-15-17

Director 12/20/17 Date

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DEC 11 2017
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #17-015
Para Residence
132 W. Northwest Hwy.
PUD, Setback Variations
Round 1

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

12. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees.

13. The increase in impervious area is 244.5 sq ft, according to the Engineering Plan. This calculates to a detention storage requirement of 95 cubic feet. At $1.00 per cubic foot of required detention storage, the fee in-lieu-of detention will be $95.00.

14. Is any on-site lighting is proposed? If so, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

15. The handicap parking space must be 18' deep and 16' wide. The 18' depth cannot include any overhang. Verify the width dimension and show it on the plan. Fully dimension all parking spaces.

12/28/17

James J. Massarelli, P.E. Date
Director of Engineering

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DEC 28 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 17-015

Project Name Para Residence PUD

Project Location 132 W. Northwest Highway

Planning Department Contact Sam Hubbard

General Comments

Round 1

The Fire Department has no comments at this time.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date Dec. 14, 2017 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
DEC 22 2017
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

132 W. Northwest Highway
PC#17-015

Round 1 Review Comments

12/21/2017

1. **Character of use:**
   The character of use is consistent with the area and should not be problematic.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights Code. Special attention should be given to illuminating the parking lot, areas around the building- to include the garage, rooftop deck, especially entries/exits, and Northside of building by doorway. These areas should be illuminated specifically during hours of darkness for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, and other criminal activity. Landscaping must not create hiding locations and should provide for natural surveillance.

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

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

5. **Traffic problems that may be created by the development.**
   There are no traffic problems at this location.

6. **General comments:**
   -It will be necessary to limit access to the grounds, especially the roof top deck- is this for the residents only? And does it have controlled access? Controlled access is recommended to limit access to the rooftop. There does not appear to be any type of fencing or gate prohibiting access to deter trespassing or loitering.
   -If chairs and tables are to be left outside on the business sidewalk or on the rooftop deck, they should be chained down to prevent theft; or brought inside when the business is closed to deter theft and/or damage. Outdoor seating can become an attractive nuisance during overnight hours.
   -Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.
   - The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.
   Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

#272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

#557

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-015
Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
Contact Person: Keith Ginnodo
Address: 33 N Hickory Ave
Arlington Heights, IL 60004
Phone #: 847975.5008
Fax #:
E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
Location: 132 W Northwest Hwy
Rezoning: ____ Current: B-5 Proposed: B-5
Subdivision:
# of Lots: ____ Current: ____ Proposed: ____
PUD: ✓ For: Mixed Use
Special Use: ____ For:
Land Use Variation: ____ For:

Land Use: ____ Current: ____
Proposed: ____
Site Gross Area: 5580
# of Units Total: 1
1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

Must provide a solid waste storage site meeting the following requirements:

- Container Site
  - Area shall be of a sufficient size to easily accommodate the container.
  - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
  - Visual screening of the site shall be provided.

- Access to Container
  - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
  - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

See the attached accessibility comments.

Sean Freres, LEHP 12/19/17
Environmental Health Officer Date

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DEC 11 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

James McCalister 12/19/17 Director
Date

Plan Review for Accessibility

Address:	132 W. Northwest Hwy Para Residence PUD Setback Variations
	P.C. #17-015
	Round 1
Submitted to:	Sam Hubbard, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	December 18, 2017
Re:	Illinois Accessibility Code (IAC): https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx

---

Sheet A100:
First Floor Plan

1. The Single-User Restroom adjacent to the Foyer appears to lack adequate wheelchair maneuvering space (30 by 48 inches) outside the swing of the door, for a person using a wheelchair to enter and close the door, per IAC Section 400.310(n)(3).

2. Identify the "accessible route" from the "Accessible Reserved Parking Space" to the business entrance, per IAC Section 400.310(a)(1)(A).

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
Contact Person: Keith Ginnodo
Address: 33 N Hickory Ave
Arlington Heights, IL 60004
Phone #: 847975.5008
Fax #:
E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
Location: 132 W Northwest Hwy
Rezoning: Current: B-5 Proposed: B-5
Subdivision:
# of Lots: Current: Proposed:
PUD: For:
Special Use: For:
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 5580
# of Units Total: 1
1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

	YES	NO	
1.	X		COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.	X		VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.		X	SUBDIVISION REQUIRED?
6.		X	SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

SEE COMMENTS ATTACHED.

RECEIVED
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PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Sam Hubbard 12/28/17
Date

Planning & Community Development Dept. Review

November 28, 2017

REVIEW ROUND 1

Project: 132 W. Northwest Highway – Para Residence

Case Number: PC 17-015

General:

7. The following approvals are needed:
   a. PUD to allow a residential addition to the existing building on the subject property.
   b. Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.8' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

8. Please revise Sheet T102 to include the below Zoning Data chart and fill in all data that is missing and verify that the data included on the chart is accurate:

	B-5 District Code Required	Proposed
Minimum Lot Size	300 sq. ft.	5,573 sq. ft.
Setbacks		
North (side)	0'	
South (side)	0'	
East (rear)	30'	
West (front)	0'	
F.A.R.	None	
Building Lot Coverage	None	
Impervious Surface Coverage	None	84.46%
Building Height	None	26.66'
Off-street Parking Spaces	2	4

9. Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please provide the required schedule, which includes information on the approximate date of construction start, the number of construction phases and the starting and completion date for each phase, as well as a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, location of construction fences and construction entrances, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.

10. Please outline how deliveries will function for the retail business. Where will delivery vehicles park, how frequent are deliveries anticipated, and at what time will deliveries occur?

11. Please confirm the size of the gutters on the rear of the building. Gutters in excess of 4" are not permitted encroachments in a rear yard.

12. The proposed sidewalk encroachment within the Northwest Highway ROW will require an IDOT permit. In addition, the proposed plantings within the Northwest Highway ROW will require the property owner to obtain an easement from IDOT to allow the planting within their ROW.

13. Please provide a detail of the proposed fence (materials, style, height, etc.).

14. The parking requirements are shown below. Please confirm that the square footage below is accurate, and note that the square footage for parking requirements is measured from exterior walls.

Space	Code Uses	Gross Square Footage	Parking Ratio (1:X)	Parking Required
1st Floor	Retail and Office	1,755*	Retail: 1 space per every 500 sq. ft. of floor area in excess of 1,500 sq. ft. Office: 1 space per every 600 sq. ft. of floor area in excess of 1,500 sq. ft.	1
Single-Family Unit	B-5 "Efficiency and One Bedroom Apartments"	1,158	1 space per unit	1
			Total Parking Required	2
			Total Parking Provided*	4
			Surplus/(deficit)	**2**

* Includes interior garage space

15. The Wheeling Township Assessor's office has been provided with information on the proposed development and has complied a list of all PIN #'s of property within 250' of the subject property. Please obtain the list from the Assessor's office and provide it to me so that I can double check to ensure that all necessary PIN's have been included on the list. In addition, please note that when the mailing is sent out, it must go to the taxpayer of record who owns each property within 250' of the subject property, and not to the actual property address that is within 250' of the subject property.

16. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Prepared by: _____

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17 - 015
Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
Contact Person: Keith Ginnodo
Address: 33 N Hickory Ave
Arlington Heights, Il 60004
Phone #: 847975.5008
Fax #:
E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
Location: 132 W Northwest Hwy
Rezoning: Current: B-5 Proposed: B-5
Subdivision:
# of Lots: Current: Proposed:
PUD: ✓ For: Mixed Uses
Special Use: For:
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 5580
# of Units Total: 1
1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance		
2. Complies with Landscape Plan Ordinance		
3. Parkway Tree Fee Required (See below.)	X	

Comments:

1. The property owner must obtain a landscape easement from the Illinois Department of Transportation (IDOT) to plant the landscape screening within the public right of way.

2. It is recommended that specialty pavement be provided within the plaza area on the west and south elevation.

3. Provide a detail of the proposed fence.

Coordinator 12/19/17 Date

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PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

ROUND 1 DEPARTMENT COMMENTS

RECEIVED
JAN 12 2018
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

January 12, 2018

Sam Hubbard, Development Planner
Village of Arlington Heights

RE: Para Live/Work – 132 W Northwest Hwy

Enclosed:

A. Revised documents
B. Lighting fixture cut sheets

Sam,

Building and Life Safety Department:

Thank you for your comments.

1. Shall comply. Number of employees shall be not more than 5 and allowable storage area shall be restricted to 10% of the first floor (maximum).
2. The existing construction type is Type III
3. The proposed construction type is Type III
4. Shall comply. The separation between S-2 and R-2 assemblies shall be 1 hour rated assemblies.
5. Shall comply. Exterior wall assemblies shall comply with Table 602.

Fire Safety Review:

Thank you for your comments.

1. Shall comply. The required fire suppression system and fire alarm system shall be provided throughout the building.
2. Shall comply. Fire department connections shall be fully visible and located at the main front entrance of the building.
   a. The nearest fire hydrant appears to be at the northwest corner of Eastman and Vail.
3. Shall comply. Access and maintenance shall be provided.
4. Shall comply. Key box (Knox Box) shall be provided.
5. Shall comply. Exist signs shall be provided as required.
6. Shall comply. Building shall comply with current codes adopted by the Village as well as NFPA 101.
7. Shall comply. Fire department connections shall be located on the street side of buildings and fully visible as required.

Public Works:

Thank you for your comments.

1. Shall comply. Damaged sidewalk and ponding resulting from construction, if any, shall be repaired and/or replaced.
2. There are no existing parking drains. No new drainage structures are intended to be provided by the new construction.

Engineering Department:

Thank you for your comments.

11. Acknowledged and accepted.
12. Shall comply. The contractor's contract for construction will be provided at time of building permit application.
13. Owners shall provide the $95 fee in lieu of detention.
14. No new site lighting is being provided. Existing lighting of the small parking lot is sufficiently provided by village lighting fixtures in immediately adjacent village property. (The lot is very small and irregularly shaped. The proposed project does not increase the parking lot area.) The building has exterior "can" type lighting and two areas of sign lighting. The light fixture schedule is included on sheet E100. Light fixture cut sheets are attached herein.
15. Shall comply. Handicap parking space is dimensioned 18' x 16', exclusive of overhang, indicated on T102. Other parking spaces (existing) have been dimensioned on T102.

Fire Department:

1. Fire Department has provided no comment provided at this time

Police Department:

Thank you for your comments.

1. No response required.
2. No new site lighting is being provided. Existing lighting of the small parking lot is sufficiently provided by village lighting fixtures in immediately adjacent village property. (The lot is very small and irregularly shaped.) Areas around the building are proposed to be lit by building-mounted "can" type lighting and two areas of sign lighting. The light fixture schedule is included on sheet E100 and light fixture cut sheets are attached herein. The landscaping design is mindful of stated cautions. The landscape plan is included in the drawing set, last sheet.
3. No response required.
4. No response required.
5. No response required.
6. General comments
    a. Roof top deck access is for residents only. It has controlled access from the ground level through a locking gate.
    b. Chairs and tables, if any, associated with the office or shop will be secured daily.
        i. Chairs and tables associated with the second floor residence will not be accessible to the general public on the second floor balcony and roof deck area.
    c. Owners shall provide information/contact card.
    d. Trespass signage will be considered.
    e. The landscape plan is included in the drawing set, last sheet.

Health Services Department:

Thank you for your comments.

1. Solid waste storage
    a. Shall be contained within the enclosed garage. (Bothe the residence and the business are owned by Michael and Ellen Para.)
2. Access to container
    a. Business/residence owner shall place standard residentia-style garbage and recycling at curb for waste hauling service pickup.

i. The residence is a 1 bedroom single family residence.
ii. The business/retail has a sales area of only 441 square feet and will not typically generate more waste than can be accommodated by the proposed residential-style receptacles.

Plan Review for Accessibility:

Thank you for your comments.

1. Adequate wheelchair maneuvering space has been provided. Door swings out. (See A100)
2. Accessible Route has been indicated. (see A100).

Planning and Community Development:

Thank you for your comments.

7. No response required.
8. Zoning data matrix has been added to sheet T102
9. Preliminary Phasing plan and schedule are attached.
10. Deliveries for the retail business
    a. It is anticipated to be fairly infrequent, approximately 1 or 2 times per week.
    b. It is anticipated that delivery vehicles will park in a parking space in the parking lot or in a parking space on Eastman.
    c. It is anticipated that deliveries will occur during regular weekday business hours and occasionally during business hours on the weekend.
11. Gutters shall be 4". See A200 and A201.
12. IDOT ROWs shall be obtained.
13. Fence details have been provided. See 3, 4, 5, on sheet A201.
14. Please modify Gross Square Footage for first floor to 1,722.22 s.f. and for single-family unit to 1,362 s.f.
15. PIN numbers shall be provided by owners.
16. Revision date shall be indicated.

Landscape and Tree Preservation:

Thank you for your comments.

1. IDOT ROWs shall be obtained for landscaping in public right of way.
2. The plaza area on the west and south elevation is intended to be patterned concrete.
3. The fence details are included on sheet A201, details 3, 4, and 5.

Please call with any other questions or comments you may have.

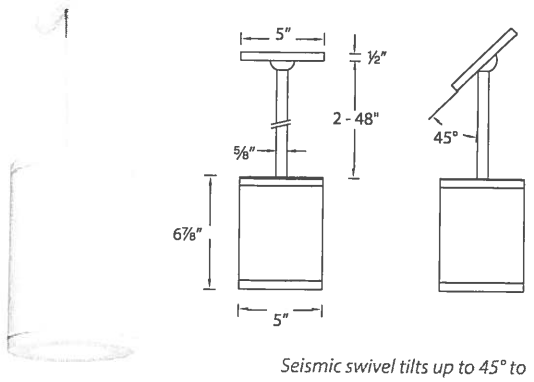
Thank you for your consideration, sincerely,

Keith Ginnodo, Architect
Kingsley + Ginnodo Architects

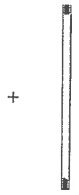
TUBE ARCHITECTURAL DS-PD05

LED Pendant Mounts

WAC LIGHTING
Responsible Lighting®



Seismic swivel tilts up to 45° to accomodate sloped ceiling



24" Extension Rod for additional length up to 96"
DS-PDX24

Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

The latest energy efficient LED technology in an appealing cylindrical profile delivers accent and wall wash lighting. Comes in various light distribution and beam angle options.

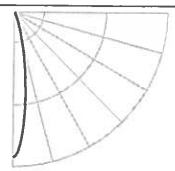
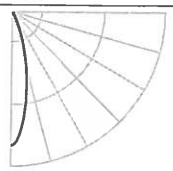
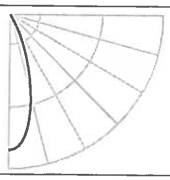
FEATURES

- High performance exterior rated LED pendant
- Includes 45° swivel canopy and two field cuttable 24" rods
- Rods extendable up to 96" using DS-PDX24 accessory
- Solid aluminum construction
- 39° visual cutoff angle for glare control
- 5 year warranty

SPECIFICATIONS

Input: Universal voltage 120V - 277VAC, 50/60Hz
Dimming: Electronic low voltage (ELV) : 100% - 5% (120V only)
0-10V: 100% - 0% (120-277V)
Light Source: High output 3 Step Mac Adam Ellipse COB
Rated life of 60,000 hours at L70
Finish: Electrostatically powder coated, white, black, bronze and graphite
Standards: IP65 rated, ETL & cETL wet location listed
Operating Temperature: -40°F to 122°F (-40°C to 50°C)

ORDERING NUMBER

Model	Diameter	Watt	Color Temp		CRI	Lumen	CBCP	Efficacy (Lm/W)	Light Distribution	Finish
DS-PD05	5"	27W	**S927**	2700K	90	1680	8526	62	18° 	**BK** Black, **WT** White, **BZ** Bronze, **GH** Graphite
			S27	2700K	85	1800	9151	67		
			S930	3000K	90	1700	8639	63		
			S30	3000K	85	1995	10126	74		
			S35	3500K	85	2190	11118	81		
			S40	4000K	85	2260	11483	84		
			N927	2700K	90	1730	5513	64	25° 	
			N27	2700K	85	1855	5918	69		
			N930	3000K	90	1750	5587	65		
			N30	3000K	85	2055	6548	76		
			N35	3500K	85	2255	7190	84		
			N40	4000K	85	2330	7426	86		
			F927	2700K	90	1725	4246	64	33° 	
			F27	2700K	85	1850	4557	69		
			F930	3000K	90	1745	4302	65		
			F30	3000K	85	2045	5043	73		
			F35	3500K	85	2245	5537	83		
			F40	4000K	85	2320	5719	86		

DS-PD05-_____-___

Example: **DS-PD05-S930-WT**

waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

Central Distribution Center
1600 Distribution Ct
Lithia Springs, GA 30122

Western Distribution Center
1750 Archibald Avenue
Ontario, CA 91760

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. APR 2017

4RLD

Saves up to 80% in energy costs when compared to equivalent incandescent light source

Juno® 4" Retrofit LED Basics Series Trim Modules

These LED retrofit trim modules are the easy, economical way to upgrade existing 4" recessed downlight housings to ultra-efficient LED illumination. Available in two lumen packages, they produce 650 lumens from just 10-watts or up to over 900 lumens from only 13.5 watts, offering energy cost savings of up to 80% compared to equivalent incandescent fixtures. With a rated service life of 44,000 hours, they provide many years of maintenance-free operation while delivering exceptionally accurate color rendering of 90 CRI minimum.

Product Specifications
4RLD

Medium-base socket whip adapter included with trims

- Delivers 650 lumens at 10-watts input, or up to over 900 lumens from 13.5-watts with 90 CRI minimum
- 2700K, 3000K or 3500K color temperatures
- Fast, easy, retrofit installation in almost any medium-base 4" housing using included socket adapter and quick connect
- Very affordable with no compromise in Juno quality
- Durable die-cast aluminum construction
- Knife-edge, white baffle trim with regressed lens
- Dimmable to 5% with many incandescent, magnetic low-voltage, or electronic low-voltage wall box dimmers
- Rated for use in IC (insulated ceiling) or non-IC housings
- 5-year limited warranty

Compatible Housings

Compatible with many 4" standard or shallow Juno-brand and alternative housings:

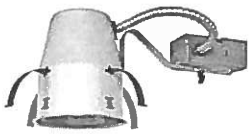
- Juno housings: IC1 and TC1 Series
- VuLite® housings: V4IC and V4TC Series
- Juno Quick-Connect LED housings: IC1 LEDT24 and IC1R LEDT24
- Lithonia® housings: L3 Series
- Halo® housings: H99 Series
- Thomas® housings: PS4 Series
- Capri® housings: P4 Series, R4 Series

Juno Dedicated LED T24 Housings

Catalog #: IC1 LEDT24
Description: 4" IC New Construction

12¼" L x 6¾" W x 6" H
Ceiling cutout: 4½" diameter

Catalog #: IC1R LEDT24
Description: 4" IC Remodel



12" L x 4¼" W x 5½" H
Ceiling cutout: 4⅜" diameter

Regulatory Listings & Standards

Approved for use in Wet Locations (indoor covered ceilings only)

ENERGY STAR® Certified

Meets IECC air leakage requirements per ASTM E283

UL and C-UL Classified

RoHS Compliant

Catalog #	CI Code	Description
4RLD G2 06LM 27K 90CRI 120 FRPC WWH	*243V4K	4" LED retrofit baffle trim, 650 Lumens, 2700K
4RLD G2 06LM 30K 90CRI 120 FRPC WWH	*243V4M	4" LED retrofit baffle trim, 650 Lumens, 3000K
4RLD G2 06LM 35K 90CRI 120 FRPC WWH	*243V4P	4" LED retrofit baffle trim, 650 Lumens, 3500K
4RLD G2 09LM 27K 90CRI 120 FRPC WWH	*243V4L	4" LED retrofit baffle trim, 900 Lumens, 2700K
4RLD G2 09LM 30K 90CRI 120 FRPC WWH	*243V4N	4" LED retrofit baffle trim, 900 Lumens, 3000K
4RLD G2 09LM 35K 90CRI 120 FRPC WWH	*243V4R	4" LED retrofit baffle trim, 900 Lumens, 3500K

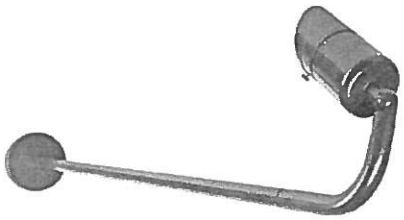
Qualified Dimmers

Compatible with incandescent, magnetic low voltage or electronic low voltage wall box dimmers. See specifications for a list of factory recommended dimmer models.

SINGLE ADJUSTABLE FLOOD LIGHT

Endurance™ - WP-LED514

WAC LIGHTING
Responsible Lighting®

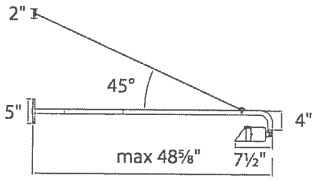


Fixture Type:

Catalog Number:

Project:

Location:



PRODUCT DESCRIPTION

Die cast aluminum factory sealed luminaire with patent pending design for a water and dust proof IP66 rated outdoor.

FEATURES

- Rotate to continuously adjust beam angles indexed at 15°, 25°, 40°, 60°
- IP66 and ETL & cETL Wet Location Listed
- Factory-Sealed LED Light Engine
- Die-Cast Aluminum Construction
- 120V Direct Wire - No Driver Needed
- Safety cable and canopy included
- Comes with extension rod kit to extend up to 44" total
- Detachable Shroud
- Safety cable recommended for extensions over 36"
- One 6", one 12", one 24" field interchangable rods included

SPECIFICATIONS

Construction: Die-cast aluminum

Power: Line Voltage input (120V)

CRI: 85

Dimming: 100% - 10% with Electronic Low Voltage (ELV) dimmer

Finish: Architectural Bronze, Black, Graphite and White

Operating Temp: -40˚F to 122˚F (-40˚C to 50˚C)

Standards: IP66, Wet Location, ETL & cETL Listed

Rated Life: 50,000 hours

ORDER NUMBER

	Power	*Comparable*	*Beam*	*Delivered Lumens*	*CBCP*	*Color Temp*		*Finish*	
WP-LED514 *Single*	*15W*	*150W PAR38*	*15˚*	*600*	*4145*	**30**	*3000K*	**ABZ**	*Architectural Bronze*
			60˚	*985*	*875*			**ABK**	*Architectural Black*
			15˚	*695*	*4800*	**40**	*4000K*	**AGH**	*Architectural Graphite*
			60˚	*1140*	*1015*			**AWT**	*Architectural White*

Example: **WP-LED514-40-AGH**

WAC Lighting
www.waclighting.com
Phone (800) 526.2588 • Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive • Port Washington, NY 11050
Phone (516) 515.5000 • Fax (516) 515.5050

Western Distribution Center
1750 Archibald Avenue • Ontario, CA 91760
Phone (800) 526.2588 • Fax (800) 526.2585

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. FEB 2017

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

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

Subject: 132 W Northwest Hwy – PUD & Setback Variations

PC#: 17-015 – Round 2

Date: January 22, 2018

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comment, which was not addressed on the response:

1. Based on the height of the roof, permanent access to the RTU's is required to be provided.

RECEIVED
JAN 22 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Review

Date: 1/17/2018 P.C. Number: 17-015 Rev. 2

Project Name: 132 W Northwest Hwy

Project Location: 132 W Northwest Hwy

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

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

1. A fire sprinkler system is NOT required since this is an alteration and not a new building. Owners may, however, install one at their choice.

Date 01-17-18

Reviewed By:

Fire Safety Supervisor

Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 23, 2018
Subject: 132 W Northwest Highway, P.C. #17-015 – Round 2

With regard to the proposed PUD setback variation, I have the following comments:

1) If there is going to be a new water service as a result of the fire department requiring a fire suppression system, please provide a set of plans illustrating the proposed layout so a meter and RPZ can be specified.

If you have any questions, please feel free to contact me.

C. file

PLAN COMMISSION PC #17-015
Para Residence
132 W. Northwest Hwy.
PUD, Setback Variations
Round 2

16. The responses made by the petitioner to comments #11-15 are acceptable.

1/25/18

James J. Massarelli, P.E. Date
Director of Engineering

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

Date: January 23, 2018

Re: PC# 17-015. Para Residence PUD, 132 W. Northwest Hwy. Round 2

- Since this property is not zoned residential, and there is a business on the property, the property cannot participate in the single-family residential solid waste contract. The owners must contract for solid waste services with a scavenger service licensed to do business in the Village of Arlington Heights.

RECEIVED
JAN 23 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review for Accessibility

Address:	132 W. Northwest Hwy Para Residence PUD Setback Variations P.C. #17-015
Submitted to:	Sam Hubbard, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator David Robb (847) 368-5793
Date:	January 25, 2018
Re:	Illinois Accessibility Code (IAC): https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx

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1. Identify the "accessible route" from the "Accessible Reserved Parking Space" to the business entrance, per IAC Section 400.310(a)(1)(A).

2. Replace the "step" with an "accessible route" from the public sidewalk to the accessible entrance as required by IAC Section 400.310(a)(1)(A).

Planning & Community Development Dept. Review

January 26, 2018

REVIEW ROUND 2

Project: 132 W. Northwest Highway – Para Residence

Case Number: PC 17-015

General:

17. Comments #7, #8, #10, #11, #13, #14, #15, and #16 are acceptable.

18. The response to comment #9 is noted. Staff notes that street parking on Eastman Street is limited to two-hours. On-street parking will be limited to Eastman adjacent to the site, and may be made available for construction parking, provided that during your building permit application you clearly request specific spaces that you would like to use for construction parking.

19. The response to comment #12 is noted. IDOT permit approval and easement will be required prior to building permit approval for this project.

Prepared by: _____

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17 - 015
Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
Contact Person: Keith Ginnodo
Address: 33 N Hickory Ave
Arlington Heights, IL 60004
Phone #: 847975.5008
Fax #:
E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
Location: 132 W Northwest Hwy
Rezoning: Current: B-5 Proposed: B-5
Subdivision:
# of Lots: Current: Proposed:
PUD: ✓ For: Mixed Uses
Special Use: For:
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 5580
# of Units Total: 1
1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	X	
2. Complies with Landscape Plan Ordinance	X	
3. Parkway Tree Fee Required (See below.)	X	

Comments:

1) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

Coordinator 1/26/18 Date

PLAN COMMISSION PROJECT TIMELINE

Project Name: Para Residence PUD
PC Number: 17-015
Location: 132 W. Northwest Highway
Requested Action:

1. Planned Unit Development (PUD) to allow a building addition to the subject property.
2. Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

	Date	# of Business Days
Preliminary Meeting with Applicant	10/13/17	-
Petitioner Provides Conceptual Plans for CPRC	11/20/18	25
Conceptual Plan Review Meeting (CPRC)	11/29/17	7
Awaiting Petitioner PC Application	12/11/17	8
PC Application Submittal Date	12/11/17	-
1st Round Department Comments	12/28/17	11
Petitioner's Response – 1st Round	1/12/18	10
2nd Round Department Comments	1/29/18	10
PC Hearing	2/14/18	43 days from application date
Village Board	3/5/18	13
Anticipated Village Board Ord. Adoption	3/19/18	10

Item: Sigwalt Apartments/CA Ventures - 45 S. Chestnut Ave.- PC#17-016

Department: Planning & Community Development

Requested Action

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District

2. A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.

3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

Variations Required

1. Multiple Variations, see Appendix I.

Recommendation

A public hearing was held by the Plan Commission on February 28, 2018 where Commissioner Green moved and Commissioner Cherwin seconded:
A motion to recommend approval to the Village Board of Trustees of PC#17-016, Sigwalt Apartments/CA Ventures, of the following items:

• A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District.
• A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.
• A Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

And the following Variations:

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.

2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.

3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8’ where code requires a 45’ setback.

4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20’ where code requires a 45’ setback.

5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5’ where code requires a 35’ setback.

6. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.

7. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.

8. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.

9. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony’s to project 5.3’ into the required front, exterior side, and side yards.

10. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front (east) yard setback.

11. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20’ wide where code requires a minimum drive aisle width of 24’.

This approval shall be subject to the following conditions:

1. Overhead utilities along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.

2. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.

3. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.

4. The petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by staff.

5. The petitioner shall comply with the August 15, 2017, motion of the Housing Commission to provide a $300,000 fee in lieu of the providing the 12 affordable housing units ($25,000 for each unit) to be paid at the time of building permit.

6. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.

7. The Petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal within the on-street parking spaces and loading spaces (located along the north side of Sigwalt Street east of Chestnut Avenue and west of Highland Street) to the owner of the subject property.

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

Roll Call Vote: Commissioners Drost, Lorenzini, Sigalos, Green, Jensen, Cherwin and Chairman Ennes voted in favor. Commissioners Dawson & Warskow voted against. Motion carried.

A resident petition was filed per Chapter 28 which requires a favorable vote of two thirds of all members of the Village Board.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	**Type**
PC Staff Report	Board or Commission Report
PC Minutes 2/28/18 DRAFT	Minutes
Aerial	Exhibits
Design Evolution	Exhibits
Conceptual Plan Review Minutes 1/24/18	Minutes
VB Early Review Minutes - 12/4/17	Minutes
DC Minutes 1/23/18	Minutes
DC Minutes 1/9/18	Minutes
DC Staff Report 1/9/18	Board or Commission Report
Project Narrative	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering EOPC	Exhibits
Engineering Plans - Exhibit R	Exhibits
Engineering Plans	Exhibits
Final Plat of Subdivision	Exhibits
Fire Truck Turning Exhibit	Exhibits

Market Study	Exhibits
Staging Plan Narrative & Plans	Exhibits
Stormwater Calculations	Exhibits
Traffic Study	Exhibits
Justification for PUD & Variations	Correspondence
Neighborhood Meeting #1	Correspondence
Neighborhood Meeting #2	Correspondence
Department Comments - Round 1	Correspondence
Petitioner Response to Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Comments - Round 2	Correspondence
Resident Feedback	Correspondence
Resident Petition Against Project	Correspondence
PC Timeline Tracker	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

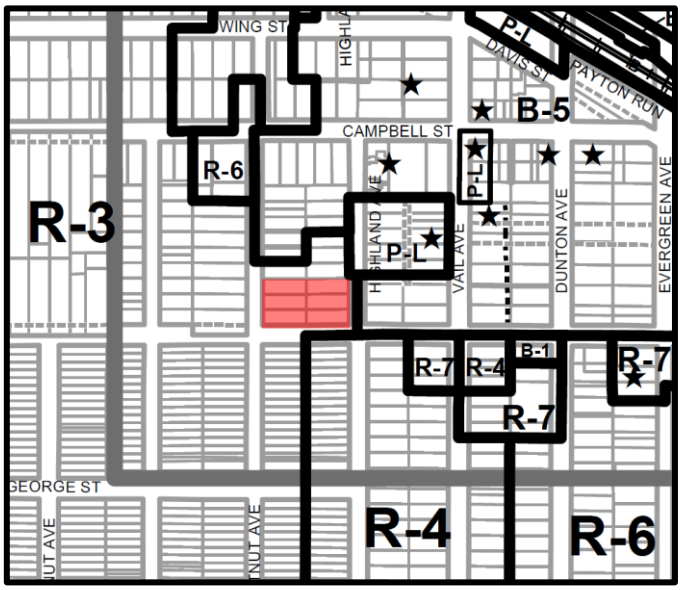
STAFF DEVELOPMENT COMMITTEE REPORT

File Number: *PC #17-016*
Project Title: *Sigwalt Apartments/CA Ventures*
Address: *37-45 S. Chestnut St., 36-40 S. Highland St.*
PIN: *03-30-425-021 thru 023, 03-30-425-012 thru 014*

To: *Plan Commission*
Prepared By: *Sam Hubbard, Development Planner*
Meeting Date: *February 28, 2018*
Date Prepared: *February 23, 2018*

Petitioner: *Michael Porto*
CA Ventures
Address: *130 E. Randolph St. – Ste. 2100*
Chicago, IL 60601

Existing Zoning: *R-3: One-Family Dwelling District*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3: One-Family Dwelling District	Vacant	Mixed Use
South	R-3: One-Family Dwelling District, R-4: Two-Family Dwelling District	Single Family	Single Family Attached; High Density Multi Family
East	B-5: Downtown District	AT&T Offices, Parking	Mixed Use
West	R-3: One-Family Dwelling District	Single Family	Single Family Attached

Requested Action:

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

Variations Required:

1. Multiple Variations, see **Appendix I**.

Project Background:

The subject property consists of six lots of record comprising a total of 41,987 square feet (0.96 acres) and is approximately one-third of the larger "Block 425", which is the area of land bounded by Sigwalt Street to the south, Campbell Street to the north, Highland Avenue to the east, and Chestnut Avenue to the west. Block 425 has sat vacant and undeveloped for several years. As it is an important piece of downtown, one of the Board's 2017 Strategic Priorities is to facilitate development of Block 425. Currently, the subject property is zoned R-3, One-Family Dwelling District.

CA Ventures, an international developer based out of Chicago, is proposing consolidation of the six lots into one property to accommodate the construction of a five-story 80-unit residential rental development with parking located on the first floor (51 spaces) and within the basement (69 spaces). The units would consist of 35 one-bedroom units (44%) and 39 two-bedroom units (49%), and 6 three-bedroom units (7%). One-bedroom units would range between 745 square feet and 810 square feet in size, two-bedroom units would range between 955 square feet and 1,332 square feet in size, and the three-bedroom units would range between 1,383 square feet and 1,438 square feet in size. The second level of the building would contain an outdoor amenity deck, including patio furniture, landscaping, a pergola/trellis and two barbeque grills. Residential units would be located on all floors except the basement. CA Ventures has stated that they plan to develop and manage this project for the long-term, and they do not anticipate developing and selling the building. The total cost of construction is estimated at 17.5 million dollars.

Access to the site would come from Highland Avenue, which would provide entry/exit to the interior garage. Two on-street parking spaces along Highland Avenue would be removed to accommodate the garage entrance (there are currently five on-street parking spaces along Highland Avenue adjacent to the site). An on-street loading space for deliveries/move-ins/move-outs is proposed along the north side of Sigwalt Street adjacent to the front entrance of the building, and seven on-street parking spaces would be added to the north side of Sigwalt Street as well. There are currently no on-street parking spaces along Sigwalt Street abutting the subject property, however, on-street parking along the north side of Sigwalt exists on the adjacent block to the east. The development would result in a net increase of five street parking spaces and one loading space.

Based on input from Village staff, the Village Board, and nearby residents, the proposed development has undergone several changes since first being presented to staff in early 2017. **Table I** below provides a breakdown of the development at different stages, and a detailed description of the plan modifications is included in the following section:

Table I: Development Characteristics

	FEBRUARY 2018 CURRENT PLAN PRESENTED TO PLAN COMMISSION	**OCTOBER 2017** PLAN PRESENTED TO VILLAGE BOARD FOR FINAL APPROVAL	**APRIL 2017** PLAN PRESENTED TO VILLAGE BOARD FOR EARLY REVIEW
Floors	5	5	5
Dwelling Units	80	88	86
Parking Spaces	120 (1.5 spaces per unit)	110 (1.25 spaces per unit)	98 (1.14 spaces per unit)
Parking Spaces needed in Vail Garage to conform to 1.5 spaces per unit requirement	0	22	31

Plan Modifications:

A previous version of this project appeared before the Plan Commission on September 22, 2017, and received a recommendation of approval by a 4-3 vote. Ultimately, the project was denied by the Village Board. Since this meeting, the petitioner has revised their proposal to address concerns raised by the Plan Commission, Village Board, and surrounding community. The following is a summary of the salient changes to the plans:

- Recessed the 5th floor
- Reduced the building height
- Reduced the development density
- Increased the amount of on-site parking

- Altered the building setbacks
- Modified the front retaining walls
- Reduced the overall number of bedrooms
- Increased the parking space sizes
- Provided additional on-street parking spaces
- Shifted the location of the loading zone

More specifically, the developer has proposed a recessed fifth floor, which will help to soften the mass of the building when viewed from the street. On the Sigwalt Street side, the fifth floor has been pushed 13 feet in from the southern face of the building. On the Highland and Chestnut Avenue sides, the fifth floor has been pushed in by 10 feet. On the north side, portions of the fifth floor at the corners have been pushed in by 10 feet from the northern edge of the building. Additionally, the building has been shifted slightly to the east to increase the separation between the building and the single-family residential areas to the west. The number of units has been reduced from 88 to 80, and the proposed bedroom mix has been modified. The number of on-site parking spaces has increased from 110 to 120 spaces, which now complies with the parking regulations within the R-7 District. Additionally, the Sigwalt Street building setback has been increased to 20 feet in order to comply with code requirements, and the height of the building has been reduced to 60 feet to comply with the R-7 height requirement.

As a result, the overall number of required variations has decreased from 15 variations (as approved by the Plan Commission in September of 2017) to 11 variations under the current proposal. A summary of the key modifications to the plans is shown in **Table II** below, and a list of the overall required variations is included within **Appendix I** located at the end of this report. For reference, a strikeout version of the previously requested variations is included within **Appendix II** at the end of this report.

Table II: Plan Modifications

	Previous Proposal	Revised Proposal	Code Requirement
Total Number of Units	88	80	53 (per proposed bedroom mix)
1-Bdrm	38	35	-
2-Bdrm	50	39	-
3-Bdrm	-	6	-
Overall Number of Bedrooms	138	131	-
Dwelling Units Per Acre	97	88	
Required Minimum Lot Size (density)	67,800 sq. ft.	61,500 sq. ft.	-
Proposed Minimum Lot Size (density)	39,587 sq. ft.	39,587 sq. ft.	-
Setbacks			
North (side)	5'	5'	35'
South (exterior side)	18.3'	20'	20'
East (front)	10.5'	6.7'	45'
West (front)	16.3'	20'	45'
F.A.R.	253%	242%	200%
Building Lot Coverage	72%	72%	45%
Height	62.5'	60’	60'
Number of Parking Spaces	110	120	120
Parking Spaces Per Unit	1.25	1.5	1.5
Loading Space	On Highland Ave.	On Sigwalt St.	One Loading Space
Number of On-Street Parking Spaces	1 (loss of 4 existing spaces)	10	-

Actions to Date

The petitioner has appeared before multiple boards/commissions to present their revised proposal prior to appearing before the Plan Commission. Below is a summary of all previous actions.

Early Review
On December 4, 2017, the petitioner appeared before the Village Board for an Early Review of the modified proposal. Overall, the Village Board was appreciative of the proposed changes and felt that the current version of the project was an enhancement over the previous version. Minutes from this meeting are attached.

Conceptual Plan Review Committee
The Conceptual Plan Review Committee met on January 24, 2018, to consider the revised proposal. The Committee believed that the proposed modifications were an improvement to the plan, and that the changes to make the on-site parking conform with code requirements had addressed some of their previous concerns. The minutes from this meeting are attached.

Housing Commission
On August 15, 2017, the Housing Commission met to discuss the proposed development. At that time, the petitioner was proposing 88 units within the development, and per the Village's Affordable Housing Policy, 15% (13 units) of the 88 units were required to be affordable. In lieu of providing these units, the developer agreed to provide $25,000 for each of the 13 required affordable units not provided, for a total of $325,000. The Housing Commission made a positive recommendation to the Village Board and the meeting minutes are attached. As the petitioner has reduced the overall number of units proposed, only 12 affordable units are now required. Therefore, the required affordable housing "fee in-lieu-of" payment is reduced to $300,000, which is consistent with the Housing Commission approval since the per unit amount remains the same ($25,000 per unit).

Neighborhood Meeting
Since the previous Plan Commission hearing, the petitioner has held two separate neighborhood meetings to introduce the revised 80-unit building with the recessed fifth floor to surrounding residents. The first meeting occurred on December 20, 2017, and was intended primarily for single-family neighbors located immediately west and south of the subject property. For this meeting, the petitioner notified every property owner within 250 feet of the subject property, as well as additional areas to the south and west that were beyond the 250-foot distance. A summary of this meeting is attached. On January 25, 2018, the petitioner held a second neighborhood meeting for the residents of condo buildings to the north and to the east of the subject property. This meeting was scheduled since it had been brought up during the first neighborhood meeting that certain condo buildings to the north and east were slightly outside of the 250' mailing area and weren't invited to the first meeting but would still be impacted by the proposed development. During this meeting, certain infrastructure concerns were identified relative to flooding and power capacity. Staff has followed up on both of these issues and information relative to these items is included within the Infrastructure section of this report. A summary of the second neighborhood meeting is also attached. Finally, Planning and Community Development staff also met with a small group of neighbors on February 9, 2018.

Design Commission
The petitioner presented the revised development to the Design Commission on January 9, 2018. This meeting resulted in a 3-2 vote to recommend denial of the project. In their motion, the Design Commission expressed that they were generally in favor of the aesthetics of the building (with recommendations for minor modifications), however, they expressed concerns regarding neighborhood compatibility, the requested variations, and conformance to the Comprehensive Plan.

Since the January 9th meeting, In-House Counsel Robin Ward discussed with the Design Commission what their role is relative to projects that also must appear before the Plan Commission and Village Board. Essentially, the role of the Design Commission is limited in these instances, specifically, the Design Commission should consider ***only*** the architecture/aesthetic of a proposed structure, and review of the harmony and compatibility of a structure in relation to the surrounding neighborhood, as well as any variations requested by the petitioner, is left up to the Plan Commission to consider.

The Design Commission passed a motion to reconsider the project at their next meeting on January 23, 2018. In consideration of only the architecture and aesthetic of the proposed building, the Design Commission voted 4-1 in favor of a recommendation of approval, subject to certain recommendations relative to the color of the fiber cement siding, the addition of windows, and the color of the entrance canopy and 2nd floor pergola. The Design Commission also encouraged the Plan Commission and Village Board to take under consideration the harmony and compatibility aspect of the development.

A copy of the minutes from both meetings have been included within the packet for the Plan Commission. It should be noted that the Plan Commission should not review the architectural merit and aesthetics of the development as that is the responsibility of the Design Commission.

Zoning, Comprehensive Plan, Downtown Master Plan

The subject property is currently zoned R-3, One-Dwelling Residential District. In order to proceed with the development, the site must be rezoned into the R-7, Multiple-Family Dwelling District. Staff notes the following with regards to the proposed rezoning:

2015 Comprehensive Plan:

- The Comprehensive Plan designates this property as "High Density Multi-Family", which is appropriate for the R-7 Multiple-Family Dwelling District classification. The proposed rezoning is therefore consistent with the Comprehensive Plan land use designation.
- The R-7 District allows for high density and intensive use of land. Land Use Policy #2 states that "Intensive developments should be limited to the downtown area, in areas where there is adequate access to public transportation and those areas which are adjacent to controlled access intersections and/or major intersections, or in conjunction with an approved redevelopment plan". The location of the subject property is within the downtown area, in close proximity to the Arlington Heights Metra station, and the R-7 zoning classification will facilitate a high density use of land compatible to Land Use Policy #2.

2007 Downtown Master Plan:

- One of the objectives of the Downtown Master Plan is to "Strengthen downtown's residential base by encouraging additional residential development". The proposed rezoning is consistent with this objective as it will facilitate a high density residential development that will strengthen the downtown residential base to a greater extent than single-family homes, which are allowed under the current R-3 zoning.
- The Downtown Master Plan calls for redevelopment of Block 425, and Recommendation #1 within the plan calls for Block 425 to be redeveloped as "mixed-use on northern three-quarters of block transitioning to 4 to 6 stories on the southern quarter of block." The proposed 5-story building is consistent with this recommendation.

Up until an amendment to the Comprehensive Plan in 1997, the subject property was shown as appropriate for mixed-use development, which correlates to B-5 Downtown District zoning and would have allowed a more intense use of land and structures up to 140 feet tall. However, this classification was revised during the 1997 amendment, which resulted in the current "High Density Residential" designation. The rationale was to have this property act as a transitional zone to the residential areas to the south and east. The proposed development is compliant with this designation and will function as a transitional zone from the more intense uses of land at the north and east, to the less intense uses of land to the south and west. As a transitional development, the project is harmonious and compatible to both the downtown district at the north and east, and the single-family residential district to the south and west. When the Comprehensive Plan was updated in 2015, the "High Density Residential" designation was retained.

Furthermore, when the Downtown Master Plan was adopted in 2007, which involved a 19-person task force and 31 public meetings, this site was specifically considered relative to its proximity to downtown and the neighboring

single-family homes. The result of this process was the recommendation that the subject property be developed with a 4-6 story building, and as stated above, the proposed building is consistent with this recommendation.

Based on the compatibility of the rezoning with the Comprehensive Plan and Downtown Master Plan, the Staff Development Committee is supportive of the proposed rezoning.

Plat of Subdivision

The petitioner has submitted the Final Plat of Subdivision showing the consolidation of the six lots into one lot to accommodate the proposed development. Staff has reviewed the Plat and found it in compliance with all applicable codes. As part of the subdivision, the petitioner is required to dedicate land on both the east and west side of the subject property for roadway Right-of-Way purposes and this dedication has been shown on the Plat. All required engineering fees, bonds, and deposits have been submitted.

PUD Variations

For variations requested in conjunction with a PUD, the variations must meet a certain set of criteria as outlined in Section 9.5 of the Zoning Code. Specifically, this section states that the Plan Commission has the authority to grant variations within a PUD if such variations "will not exercise a detrimental influence on the surrounding neighborhood", and that "variations shall be justified when the other characteristics of the development exceed the minimum standards of the Municipal Code." In their consideration of PUD variations, the Plan Commission shall contemplate the following items relative to the development:

- **The provision for indoor and outdoor recreations facilities, which should be proportional to the size and density of the Planned Unit Development.**
- **The conservation of natural resources such as flood plains, wet lands and wooded areas.**
- **As much as possible, the preservation of the natural drainage and floodwater retention.**

The petitioner has provided a response to the above criteria, which has been included in the packet for the Plan Commission. In regards to these standards, the following points were considered:

- The proposed development is a transition between the downtown areas to the north and east and the single-family homes to the south and west, and the five-story building (with a recessed fifth floor) complies with the height requirements of the R-7 District and is compatible with the Downtown Master plan and Comprehensive Plan. As such, the building helps to achieve the goals of these plans, and as a transitional building, the development will not have a detrimental influence on the surrounding neighborhood.
- Other five-story R-7 developments have been built south of Sigwalt Street within the predominately single-family neighborhood. Sigwalt Street and Chestnut Avenue separate the proposed development from neighboring residential homes.
- The courtyard orientation of the 2nd through 5th floors on the southern elevation provides relief from the bulk and mass of the building as viewed from the south, which helps to mitigate some of the requested variations. This courtyard design is not a code requirement and is an area of the development which exceeds the minimum standards of the code.
- The courtyard feature also allows for the proposed outdoor amenity deck, which will offer exterior recreation opportunities for building residents and conforms to the PUD standard relative to outdoor recreation as outlined.
- Where feasible, the petitioner will bury certain overhead utility lines along Sigwalt and will provide streetscape improvements to the parkway along Highland and Sigwalt. These aspects are not strict code requirements and are portions of the design that exceed minimum standards and will enhance the existing street aesthetic.

- The developer has proposed a green roof on the one story garage ramp bump out on the northern elevation. Green roofs are encouraged for their impact on stormwater runoff and their aesthetic value, but are not required by code.
- Additional outdoor patios or landscaping may be added to the recessed fifth floor area to provide an amenity space for residents with 5th floor units.
- There are no natural features on the property that warrant conservation of wetlands and wooded areas.
- The proposed building will incorporate an underground detention vault that will capture stormwater runoff. The existing site does not have any area that provides notable floodwater retention.

Variations

Staff has analyzed the development in relation to the requirements within the R-7 District and determined that multiple variations are needed (outlined in **Appendix I**). The petitioner has provided written justification for the requested variations as based on the hardship criteria outlined in the Village's Zoning Ordinance, more specifically:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.**
- **The plight of the owner is due to unique circumstances.**
- **The variation, if granted, will not alter the essential character of the locality.**

The petitioners written justification is contained within the packet provided to the Plan Commission.

In analyzing these variation requests, the Staff Development Committee has considered the context of the subject property location, which is separated from adjacent single-family residential uses by streets to the west (Chestnut Avenue) and to the south (Sigwalt Street). To the east, the subject property is separated from the neighboring office uses by Highland Avenue. It is important to note that no portion of the subject property directly abuts any single-family zoning district that contains a single-family home. These street separations help to provide a buffer from the single-family residences to the south and west, which helps to mitigate the impact of the development on these areas.

Moreover, the 2015 Comprehensive Plan allows for "Single-Family Attached" uses (i.e. townhomes) on the land located immediately west of the subject property on the west side of Chestnut Avenue, as well as on the southeast corner Sigwalt Street and Chestnut Avenue. To the south of the subject property (at the southwest corner of Highland Avenue and Sigwalt Street), the Comprehensive Plan allows for High Density Multi-Family uses. The southwest corner of Highland Avenue and Sigwalt Street would not likely be appropriate for a development at a similar scale to the current proposal as that site is directly abutting existing single-family homes and is not separated from these homes by a street. Furthermore, there are several areas of existing R-7 zoning located south of Sigwalt Street that contain five-story buildings which directly abut single-family homes. As noted, the subject site does not have the same relationship to neighboring single-family residential properties as it is separated by a street on three sides. The southern portion of Block 425 defines the edge of downtown as has been envisioned for many years.

Zoning District Size

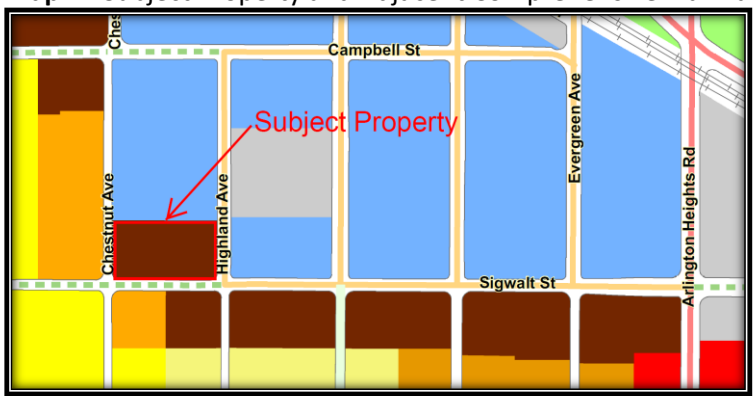
One of the variations relates to the size of the R-7 Zoning District, which in this instance will be 1.39 acres where code requires a minimum of 2 acres for land within the R-7 District. Therefore, the following variation is needed:

- **Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of 2 acres for the R-7 District.**

The minimum R-7 district size is primarily intended to limit instances of spot zoning on smaller properties that may be contiguous with the B-5 District. However, the Comprehensive Plan designates the site as one part of a larger strip of R-7 zoned land that is contiguous to the subject property, and when considered in sum, this strip of potential R-7 zoning is well over two acres in size. **Map I** (below) illustrates this area, with the subject property outlined in red, the

brown areas indicating properties appropriate for the R-7 District, and the blue properties as appropriate for B-5 Downtown District zoning:

Map I – Subject Property and Adjacent Comprehensive Plan Land Designations



When the vision of the Comprehensive Plan is realized, the subject property will no longer be an isolated pocket of R-7 zoning and the variation will no longer be applicable. Additionally, this property is unique in that in order to comply with the Comprehensive Plan designation of "High-Density Residential", R-7 zoning is required and a variation is needed. For these reasons, the Staff Development Committee is supportive of the requested variation.

Density

For each of the one-bedroom, two-bedroom, and three-bedroom unit types, the building offers several different layouts which adds to the uniqueness of the development. According to the Village's Zoning Ordinance, the maximum number of units allowed is based on the bedroom mix and the size of the property. Based on the petitioner's bedroom mix, which consists of 35 one-bedroom units, 39 two-bedroom units, 6 three-bedroom units, a lot area of 61,500 square feet is required per the R-7, regulations. The lot size of the proposed development is 39,587 square feet. Therefore, the following variation has been requested:

- **Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.**

The petitioner is required to dedicate land on both the Highland Avenue side of the site and the Chestnut Avenue side of the site for public Right-of-Way (ROW) in order to bring those ROW's into compliance with minimum standards for ROW width. This dedication reduces the size of the lot and consequently contributes to the density variation. The land area of the required dedication translates to the loss of four one-bedroom units per density allowances.

In addition, staff notes that the average household size within the United States has been declining for many decades. The US Census reports that in 1970, the national average household size was 3.1 persons (the R-7 density regulations were established in 1972). By 2012, the national average household size had dropped to 2.6 persons per household. This trend holds true in Arlington Heights, where the Census Bureau data shows the average household size in Arlington Heights was 2.58 persons in 1990 (including both renter and homeowner household sizes), but had dropped to 2.41 persons by 2010 (see **Appendix III**).

Data on renter household size in Arlington Heights is only available for 2000 and 2010, and this data shows the size of renter households as smaller than that of homeowner households (1.91 in 2000 and 1.93 in 2010). Furthermore, these renter household statistics are based on all forms of rental housing, including single-family homes, and it is assumed that single-family homes are generally preferable for larger families in comparison to rental apartment forms of housing. If the data could be isolated to show only rental multi-family households, staff expects that the average persons per household would be smaller than 1.93.

Considering this data, staff believes that the density regulations of the R-7 district are somewhat obsolete in that they are based on average household sizes that are no longer applicable today. Statistically, the proposed development will not yield as many residents today as it would have in the 1970's when the density regulations were established.

Furthermore, staff notes that the proposed development, even at the proposed density, is significantly less than what could be constructed in the B-5 Zoning District, which is the zoning classification for the majority of the remainder of Block 425 (B-5 zoning applied to the subject property would allow 112 units based on the unit mix). Therefore, the proposed density of the subject property will still allow the site to function as a transition between the remainder of Block 425 and the single-family neighborhoods to the south and west.

Finally, the subject property is the only R-7/High Density Residential area along the north side of Sigwalt Avenue within the Sigwalt Avenue corridor, making this site unique. Most other R-7 zoned property along the Sigwalt Avenue corridor is located south of Sigwalt and within a single-family neighborhood. These other R-7 properties within the corridor are not separated from single-family homes by public streets, which streets provide greater separation for the proposed development. Everything east and north of the subject property is within the B-5 District, and as a transitional R-7 zoned property with street separation from adjacent single-family homes, the density of the development will not alter the essential character of the locality.

Given these facts, the Staff Development Committee is supportive of the requested density variation.

Height

The Staff Development Committee requested that the developer evaluate the height of the building in order to comply with code requirements. As a result, the height of the structure has been reduced to 60 feet, which conforms to the code requirement for maximum building height within the R-7 District. Consequently, no variation to height is required. Since the structure is meant to be a transitional building between the remainder of the block to the north (which is zoned to accommodate buildings between 90 and 140 feet) and the single-family residential homes to the south and west, the proposed 60-foot height will be compatible with the scale of the neighborhood. Reducing the height has also reduced the amount of retaining walls needed along Sigwalt Street.

When the Village Board adopted the "Downtown Master Plan" in January of 2007, the plan made explicit recommendations for the redevelopment of Block 425. Specifically, the plan calls for development on the southern quarter of Block 425 to be in the 4-6 story range. The proposed development, at 5-stories, is consistent with the Downtown Master Plan. Furthermore, a current development trend is to provide larger floor-to-ceiling heights than have been provided in residential developments in the past, and in order to reduce the impact of the height of the building, the developer has sunk one floor of parking into the basement to keep the structure at 5-stories. To further reduce the impact of the building height, the fifth floor has been recessed to provide visual relief at the buildings' peak. Given the context of the site as separated from existing residential, coupled with the conformity to the Downtown Master Plan, the Staff Development Committee is supportive of the proposed 60-foot tall building height, which now complies with code.

Setbacks

Due to the unique layout of the subject site as fronting on three streets, the subject property has two front yards, one along Highland Avenue and one along Chestnut Avenue. The required setbacks for all yards are based, in part, on the size of the structure, and the following variations are required:

- **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.**
- **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.**
- **Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.**

Relative to the prior version of this plan that was approved by the Plan Commission, the location of the building on the subject property has been shifted slightly to the east in an effort to increase the separation between the development and the single-family residential neighborhood to the west. This shift has decreased the east setback from the previously proposed distance of 10.5 feet to a distance of 6.8 feet, which has allowed the developer to increase the western setback from 16.3 feet to 20 feet (after 8-foot Right-of-way dedication), providing more separation between the structure and the single-family homes along Chestnut Avenue.

The building has also been narrowed on the southern side to provide a code compliant 20-foot setback along Sigwalt Street, which eliminates the need for a setback variation to the south.

Staff has evaluated the proposed setbacks and the Staff Development Committee is supportive of these variations for the following reasons:

1. The petitioner is required to dedicate 8' of land for public ROW on both the east and west sides of the property. Without this dedication, the setbacks along these frontages would be 14.8' (east side) and 28' (west side). Staff has studied similar developments within the R-7 district to determine the compatibility of the proposed development to existing R-7 developments within the community. The data relative to these developments is contained within **Exhibit I** attached to this report. In consideration of this land dedication, staff has found the proposed setbacks compatible with front yards of similar developments within the R-7 District. There are no immediate plans to widen the street along either Chestnut Avenue or Highland Avenue and therefore the dedicated ROW will remain as greenspace for the immediate, and potentially long-term future. The required street dedication is a unique aspect of the subject property.
2. To the south, east, and west, the subject property is bounded by streets, which provide a further measure of separation and buffer from the surrounding single-family properties. Therefore, the reduced setbacks will not adversely impair the flow of air or the provision of natural light to neighboring properties. As noted in **Exhibit I**, there are multiple examples of developments within the R-7 District that directly abut single-family homes and do not provide the same amount of separation as the subject property. In this regard, the proposed setback variations will not alter the essential character of the locality.
3. To the north, the setback of the subject property is 5' as measured from the 1-story garage ramp. However, the garage ramp is only one story tall and is not the full length of the building; the 5-story mass of the building is actually setback 18.3' from the north property line. Additionally, the roof of the garage will be a green roof, which provides additional greenspace that ordinarily would be provided within the required setback. The proposed garage ramp was added in order to eliminate a second garage entrance onto Chestnut Street, which helps to reduce the impact of the development on the single-family homes to the west. As such, the setback encroachment is a compromise to facilitate access and to maximize on-site parking. Finally, a 30' rear yard setback for residential uses (as measured from the north property line of the subject property) will be required for future development to the north as per the B-5 zoning regulations. In consideration of this future 30' setback, the proposed side yard setback on the subject property is suitable.
4. The smallest proposed setback (6.8-foot setback to the east) is located on the east side of the site, which abuts B-5 zoning located immediately across Highland Avenue. The B-5 Zoning allows for 0' foot setbacks along the east side of the street. In this manner, the reduced east side setback is compatible to the essential character of the locality.
5. The subject property is unique in that it has street frontage along three sides (67% of lot fronts a street). Based on this atypical amount of street frontage, the required setbacks are more stringent when compared to a similar sized property with traditional single frontage (interior lot) or dual frontage (corner lot).

FAR/Lot Coverage

In regards to both FAR and Building Lot Coverage, the following variations are needed:

- **Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.**

- **Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.**

Both FAR and Building Lot Coverage regulations are meant to restrict the bulk and mass of a building in order to minimize the visual impact of a structure as viewed from neighboring properties and public ROW's. Staff has studied other developments within Arlington Heights and found that the R-7 District contains several similar 5-story structures, many of which directly abut single-family homes, as shown in **Exhibit I**. Given the street separation between the subject property and the neighboring single-family homes, the effect of the bulk and mass of this structure will be minimized. Staff has also taken into account the required street dedication, which magnifies the extent of these variations but which land will likely be maintained as greenspace/parkway. In addition, the Downtown Master Plan calls for 4 to 6 stories on the subject site, whereas the proposed development is 5-stories. The incorporation of an underground detention facility, instead of an at grade detention basin, also helps to offset the lot coverage variation and preserves usable open space. Finally, the design of the structure, with the open amenity courtyard area in the center of the building, helps to reduce the overall mass of the structure.

The unique location of this property with street frontage on three sides, in combination with the separation provided by these streets, means that the proposed increases in Building Lot Coverage and FAR will not alter the essential character of the locality. In consideration of these items, the Staff Development Committee believes the proposed FAR and Building Lot Coverage to be acceptable.

Transformer
Per code requirements, all ground mounted mechanical infrastructure (AC Units, generators, transformers, etc.) must be located within the allowable building setback lines. The petitioner has proposed a transformer in the front yard along Highland Street, which requires the following variation:

- **Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard (east) setback.**

The Staff Development Committee is supportive of this variation due to the space constraints of the site and the unique orientation of the site with frontage along three sides. Given the parking ramp and underground detention vault at the rear of the building, there is no possibility to locate the proposed transformer behind the building. The proposed location will be away from the single-family residential areas. In addition, at the request of staff, the petitioner has incorporated additional evergreen landscape screening around this unit to provide for a year round buffer, which minimizes the effect of its appearance. Finally, there is an existing electrical switch box in the ROW on the west side of Highland Avenue, and two existing fiber optic utility pedestals in the ROW on the north side of Sigwalt Street. Due to the existing electrical and communication infrastructure that is located closer to the street than the proposed transformer, staff believes that the requested variation will not alter the essential character of the locality.

Loading Requirements
The proposed development is required to provide one on-site, 10-foot by 35-foot loading berth. The loading berth for this development is located on the street and not "on-site", and so the following variation is required:

- **A variation from Chapter 28, Section 11.7, Schedule of Loading Requirements, to waive the required loading berth for the development.**

The Staff Development Committee supports the aforementioned variation as an on-street loading space will be accommodated in the public ROW along Sigwalt Street adjacent to the front door of the development. This location represents a change to the previous proposal, which placed the loading dock along Highland Avenue. The modification was made due to concerns that delivery trucks would disregard the space along Highland Avenue and

would pull over on Sigwalt Street at the front entrance of the building, creating a traffic hazard. The new loading zone location on Sigwalt Street now provides a space for delivery trucks to park in front of the building.

There are several developments within and around the downtown area that have on-street loading, such as Dunton Tower, 110 S. Evergreen, and the Parkview Apartments (currently under construction). Furthermore, the 5-story residential development located approximately 450 feet southwest of the subject property (121 S. Vail Avenue) has no on-site or off-site loading zone. In consideration of these neighboring developments, staff believes the variation to waive the on-site loading space will not alter the essential character of the locality.

As has been done with other developments in Downtown, such as Metro Lofts, Parkview Apartments, and Metropolis, the Staff Development Committee would recommend that delivery/move-in/move-out operations shall be restricted as follows: 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 4:00 PM on Saturday and Sunday. Furthermore, the Public Works Department has raised concerns about the ability to clear snow from the proposed on-street parking spaces and loading space along Sigwalt Street due to the limited maneuverability of a plow truck. Therefore, the Staff Development Committee has recommended a condition of approval that the developer enter into an agreement with the Village that would assign the responsibility of snow removal for these spaces to the property owner.

Balconies

Per Section 6.6-5.1 of the Zoning Code, balconies are only permitted to encroach into a rear yard. However, some of the proposed balconies on the subject property will encroach into the front and exterior side yards up to a distance of 5.3 feet. Therefore, the following Variation is needed:

- **Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front and exterior side yards.**

The design of the balconies is compatible with the architecture of the building and the provision of private outdoor amenity space will enhance the quality of life for residents of the subject property. To recess all balconies inside of the building would reduce the overall floor area of each unit. At the request of the Design Commission, the petitioner has recessed certain balconies where feasible (on east, north, and west elevations), which has decreased the extent of the variation and improved the design of the building. However, the balconies on all elevations will encroach into the setback areas, and therefore the variation is still required. The unique characteristic of the subject property as a lot with frontage along three public streets and no rear yard, contributes to the need for this variation. Furthermore, the 4-story residential building located approximately 250 feet southwest of the subject property (100 S. Vail Avenue) has balconies that encroach into the required front yard setback along Sigwalt Street. In consideration of these aspects, the Staff Development Committee is supportive of the proposed variation.

Drive Aisle Widths

The Zoning Code requires that any two-way drive aisle within a parking area be a minimum width of 24 feet. The two-way ramp within the interior garage is only 20 feet in width. Additionally, there are also two drive-aisles in the garage that are 22'-2" in width, therefore, the following Variation is needed:

- **Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.**

The Staff Development Committee is supportive of the requested variation for the following reasons:

1. The majority of the drive aisles within the interior parking garage meet the required 24-foot width requirement (with exception to the two areas where they are 22'-2"). Therefore, the requested variation is primarily applicable to the ramp that brings cars in and out of the basement parking level. The 24-foot width

requirement is mostly needed to allow sufficient space for cars to drive in and back out of parking stalls, and since there are no parking stalls that abut the ramp, the 24-foot width there is not a necessity.

2. The parking lot is not open to the public. As such, the only residents that will be subject to the reduced drive aisle widths will be the ones living within the building.
3. The residential use of the building means that there will not be high turnover within the parking areas (i.e. cars will not be constantly entering and exiting as within a parking lot serving commercial uses). Given the limited usage of the parking area, the reduced drive aisle width will have less of an impact.
4. The essential character of area will not be altered. Interior garages, especially within the downtown area, frequently have drive aisles that do not conform to the 24-foot width requirement. Staff notes that variations were recently granted for reduced drive aisle widths at the Parkview Apartments development.

Building Design

The building is well designed and the primary exterior material (brick) is compatible to similar structures of this size in and around Downtown Arlington Heights. The majority of the parking area is located below ground, and where the parking area extends onto the first floor, the parking is wrapped by residential units to the south, which conceals the majority of the parking area from public view. As identified above, the building architecture was favorably reviewed by the Design Commission, and review of the building architecture is not under the purview of the Plan Commission.

Site Infrastructure

The proposed development will provide on-site detention in an underground detention vault located on the northwest side of the site. The site will conform to all Village and Metropolitan Water Reclamation District (MWRD) requirements for stormwater runoff. In addition, the Village has begun design engineering for new stormwater infrastructure within this area, which will help to address historical flooding problems within the vicinity of the subject property. Implementation of the stormwater improvements is expected to begin construction within the next one to two years.

Relative to power outages that have been reported by residents within the vicinity, staff has reached out to ComEd to determine if there are any known problems with the electrical infrastructure in the area. ComEd has confirmed that there are no systematic and/or consistent power constraints, but they acknowledged that there were occasional service interruptions during 2017. Staff will be meeting with ComEd prior to the Plan Commission meeting to discuss any electrical constraints within the downtown area, however, there is sufficient power capacity to accommodate the proposed development.

There are currently four overhead utility poles that must be addressed as part of the proposed development. Block 425 contains multiple overhead wires that run along the north end of the site and down the center of the site and across the subject property. These overhead utilities must be removed to accommodate development of the block and will be relocated to the west side of Chestnut Avenue where there are existing utility poles.

There are also two utilities poles within the Sigwalt Street ROW along the north side of street and abutting the subject site. They contain overhead lines that run along the north side of Sigwalt Street to connect to a pole at the northeast corner of Sigwalt Street and Chestnut Avenue. Additionally, overhead lines run diagonally across Sigwalt Street to connect with a pole located on the southwest corner of Sigwalt Street, and there are also overhead lines that run directly across Sigwalt Street to connect with a pole directly south of the center of the property. The Fire Department will need the Sigwalt Street ROW to access the upper floors of the building during emergency situations, and in order to provide adequate overhead space for a ladder truck to maneuver, the Fire Department has requested that no overhead lines cross Sigwalt Street or be located on the northern side of Sigwalt Street.

For both fire safety and aesthetic purposes, the Planning Department and the Fire Department is requiring that ***all*** overhead utilities lines along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue be buried as part of this development, unless the Village and ComEd determine that burial is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.

Landscape & Tree Preservation Issues

The petitioner has submitted a code compliant landscape plan. There are no trees on the subject property and no tree preservation plan is required. As previously indicated, the petitioner has incorporated additional evergreen plantings to screen the transformer along Highland Avenue and has enhanced some of the plantings at the entrance to the building. The landscape plan includes dense plantings along the Sigwalt Street elevation to enhance the pedestrian entrance to the building. In addition, several of the previously proposed retaining walls along Sigwalt Street were eliminated when the developer further sunk the building into the ground to conform to the R-7 height requirements. The elimination of these retaining walls helps to soften the appearance of the building as viewed from Sigwalt Street and has enhanced the overall aesthetic of the project.

Parking & Traffic

Parking for properties within the R-7 district is required at a rate of 1.5 spaces per unit, which represents the parking demand for the average of all units within the building. For an 80-unit residential development, this translates to 120 parking spaces required. The petitioner has proposed 120 on-site parking spaces (1.5 per unit) and therefore complies with code requirements. There are 15 tandem spots (totaling 30 spaces), which accounts for 25% of the overall parking spaces within the development, and these spaces will be assigned to any unit that wants more than one parking space. **Table III** below summarizes the parking requirements for this project:

Table III - Parking Assessment

Use	Square Footage / # of Units	Parking Ratio	Required Parking
R-7 Multi-Family Residential	80 units	1.5 spaces / unit	120 spaces
		Total Required	120 Spaces
		Total Provided On-site	120 Spaces
		Surplus / (Deficit)	0

In order to ascertain local demand, staff has studied the supply of parking within developments located in Downtown Arlington Heights. The downtown area contains two rental apartment developments: Hancock Square and Dunton Tower. Staff has found that together, these two developments provided 1.51 parking spaces per unit during 2016. Furthermore, these developments do not provide any onsite parking, meaning that management must purchase parking permits from the Village for their tenants to use the North garage and Vail Avenue garage. It is unknown if the permits sold to these developments are used by residents of each development, however, the average of 1.52 parking spaces per unit is assumed to represent parking demand since those permits should not be purchased unless a tenant needs the space. Condominium developments within Downtown provide parking in the range of 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit. Staff believes that the proposed parking, at 1.5 spaces per unit, will satisfy parking demand for this project. The proposed net increase of five on-street parking spaces will also provide space for additional downtown parking.

When analyzed on a parking space per bedroom basis, Dunton Tower and Hancock Square provide 1.12 parking spaces per bedroom. The subject property is proposing 0.91 spaces per bedroom, which is generally consistent with data for properties within downtown. This data is summarized **Table IV** below, and the entire dataset is included as an attachment to this report as **Exhibit II**.

Table IV: Parking Analysis Relative to Existing Developments

	Parking Spaces per Unit	Parking Spaces per Bedroom
Dunton Tower	1.44	1.05
Hancock Square	1.59	1.17
Downtown Apartment Average	1.52	1.11
Downtown Condo Average	1.43	0.88
Sigwalt Apartments	1.50	0.91

Finally, since condo developments have historically generated additional parking demands when compared to apartment developments, staff has recommended a condition of approval that requires an amendment to the PUD should petitioner propose conversion of the subject property into condominiums.

Relative to traffic generation, the traffic analysis has found that minimal traffic will be generated by the proposed development during peak times. Furthermore, given the proximity of the site to the Metra station and the downtown retail amenities, the overall traffic generation projected for the development is expected to be reduced by 15% since residents will opt to travel by foot or bicycle rather than by car. Sigwalt Street is designated as a "collector" street per the Village "Thoroughfare and Transportation Policy Plan", and it is meant to distribute traffic from local streets to arterial streets.

Traffic calming measures have taken into consideration both automobile and pedestrian safety at the intersection of Highland Avenue and Sigwalt Street. To address pedestrian safety, the developer will "bump out" the parkway at the northwest corner of this intersection (southeast corner of the subject property) to create a larger space for pedestrians in this area. This bump out will narrow the width of Highland Avenue and Sigwalt Street, making pedestrian crossings safer since there will be less distance to travel within the street.

The traffic study has analyzed the functionality of this intersection relative to traffic congestion and found that it currently operates at a Level of Service (LOS) of A and B (depending on what movement is made) during morning and evening peak travel times. The proposed development is expected to generate 26 cars traveling through the intersection during the morning peak hour, and 41 cars traveling through the intersection during the evening peak hour. Given this increase in automobile movements, and taking into account future traffic expected within the vicinity over the next five years, this intersection is anticipated to continue functioning at a LOS of A and B (these grades indicate favorable traffic flow conditions with very minimal delay). The chart below illustrates the specific LOS for each movement during morning and evening peaks.

CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS				
	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.2	B	12.0
• Southbound Approach	B	13.9	B	12.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.7	A	7.5
CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2023 TRAFFIC CONDITIONS				
	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.8	B	12.6
• Southbound Approach	B	15.3	B	13.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.8	A	7.5

Based upon the traffic study, most of the traffic increases will occur along Sigwalt Street and Campbell Street, and along Highland Avenue adjacent to the development; very little increase in traffic is projected south of the site within

the single-family residential neighborhoods. Specifically, during peak times, 80% of all traffic to be generated by the development is expected to arrive and depart the site using Campbell Street and Sigwalt Street. At the intersection of South Street and Highland Avenue, the traffic study projects there will be only a 20% increase in traffic during peak travel times, which translates to seven additional cars during the morning peak hour and nine additional cars during the evening peak hour. The study has concluded that the existing roadway network adjacent to the subject property is capable of handling the minimal traffic anticipated from the development, and no improvements to the existing roadway network are warranted.

Construction/Phasing:

The petitioner has provided a preliminary construction/phasing plan outlining that the proposed development will proceed in two phases. Phase I will consist of construction of the underground parking level and first floor of the structure, as well as the utilities. Phase II will entail construction of the remainder of the building. Exterior work on the building should be complete by fall of 2018, and interior work by early 2019. The plan outlines that lane closures will occur intermittently while utility work is performed. A final construction plan, including details on all lane closures, will be required at time of building permit application.

Market Study and Economic Analysis

The petitioner has submitted a comprehensive market study in conjunction with their application, which has analyzed the local market conditions and evaluated the proposed development in relation to potential competitors. The study has found similar developments in the Northwest Suburban Cook County submarket to be at 95.7% occupancy, noting that 95% occupancy is considered "full" and illustrating that there is demand for additional units. Furthermore, the study has noted that the Northwest Suburban Cook County submarket has had incredibly little apartment development over the last 21 years (only 574 units), which further points to a pent-up demand for new rental units. When considering the lack of newly constructed units within Arlington Heights and in similar locations of neighboring communities, the study has estimated that the project will reach stabilization within 7-9 months after completion.

Staff has completed an estimated economic development impact to the Village relative to proposed development, which will provide economic benefits in the form of property taxes, impact fees, and the spending activities of the developments' residents within the community. This estimated economic impact can be found within **Appendix IV** at the end of this report, and summary is included below in **Table V**.

Table V – Fiscal Impact

Village Share of Real Estate Taxes (annual)	$44,798
Impact Fee's (one-time)	$272,214
Annual Resident Spending (within 3 miles)	$1,224,704
Affordable Housing Fee	$300,000

Although there are costs associated with residential developments, staff notes that the proposed development will not likely house many families with children, which will reduce the impact of the development on local schools. Additionally, the proposed development does not include any dedicated senior housing and staff does not anticipate a substantial amount of ambulance service calls.

Overall, the development will provide a positive economic boost to Downtown Arlington Heights. The proposed units will include high-quality finishes and the development will have luxury amenities. With rents around $1,963 for a one-bedroom unit, $2,864 for a two-bedroom unit, and $3,819 for a three-bedroom unit, tenants are expected to have significant spending power to contribute to local restaurants, retail stores, and services.

Impact on School Districts

The issue of how this development would impact the local schools was discussed during the public process for the previous proposal. Staff contacted SD #25 who provided data on number of children attending SD 25 and SD 214. Based on prior studies by the SD #25 demographer, it is estimated that this development would generate the following number of students: Elementary 2.6 students; Middle School 2.6 students; High School 2.6 students.

RECOMMENDATION

The Staff Development Committee has reviewed the petitioner's request and recommends **approval** of the following items:

- A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
- A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.
- Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

And the following Variations:

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.
6. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
7. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
8. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
9. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
10. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front (east) yard setback.
11. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

This approval shall be subject to the following conditions:

1. Overhead utilities along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.
2. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.
3. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
4. The petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by staff.
5. The petitioner shall comply with the August 15, 2017, motion of the Housing Commission to provide a $300,000 fee in lieu of the providing the 12 affordable housing units ($25,000 for each unit) to be paid at the time of building permit.
6. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.
7. The Petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal within the on-street parking spaces and loading spaces (located along the north side of Sigwalt Street east of Chestnut Avenue and west of Highland Street) to the owner of the subject property.

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

_____ February 23, 2018
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File #17-016

<u>Appendix I</u> – Required Variations

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.
6. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
7. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
8. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
9. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
10. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard (east) setback.
11. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

<u>Appendix II</u> – Change to previously requested variations

Black Text = Variations still required with no change due to plan revisions
Green Bolded Text = Variations still required but reduced in extent due to plan revisions
Red Text = Variations still required and have increased in extent due to plan revisions
~~Red Strikethrough Text~~ = Variations no longer required due to plan revisions

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. **Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. ~~67,800 sq. ft.~~ in lot size.**
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.7' ~~10.5'~~ where code requires a ~~48'~~ 45' setback.
4. **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' ~~16.3'~~ where code requires a ~~48'~~ 45' setback.**
5. **Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a ~~38'~~ 35' setback.**
6. ~~Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.~~
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
8. ~~A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.~~
9. **Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% ~~253%~~ F.A.R. where code limits maximum F.A.R. to 200%.**
10. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
11. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balconies to project 5.3' into the required front, exterior side, and side yards.
12. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
13. ~~Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.~~
14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.
15. ~~Chapter 28, Section 11.4-1, Residential Uses, to reduce the off-street parking requirement from 132 parking spaces (1.5 spaces per unit) to 110 parking spaces (1.25 spaces per unit).~~

<u>Appendix III</u> – US Census Household Size Data for Arlington Heights

Year	*Population*	*Number of Households*	*Average Household Size*	*Average Renter Household Size*	*Average Owner Household Size*	*Total Number of Occupied Housing Units*	*Renter Occupied Housing Units**	*Proportion of Renter Occupied Housing Units*	*Owner Occupied Housing Units*	*Proportion of Owner Occupied Housing Units*
2010	75,101	30,919	2.41	1.93	2.55	30,919	7,319	23.7%	23,600	76.3%
2000	76,031	30,763	2.44	1.91	2.60	30,763	7,155	23.3%	23,608	76.7%
1990	75,460	28,810	2.58	Not Available		28,810	7,896	25.9%	20,914	68.7%

Appendix IV – Estimate Fiscal Impact

Real Estate Taxes						
Units	Per Unit MV	Market Value	AV	EAV	Tax Rate	RE Taxes
80	120,000	9,600,000	960,000	2,688,000	9.6	$ 258,048
					1.665 (VAH Portion)	$ 44,798

Land Dedication (Impact) Fees						
	Units	SD 25	SD 214	AH Parks	Library	Total
1br	38	$ 351	$ 147	$ 98,922	$ 7,946	$ 107,366
2br	50	$ 18,942	$ 8,135	$ 135,210	$ 10,861	$ 173,147
	Total	$ 19,293	$ 8,282	$ 234,131	$ 18,806	$ 280,513

Spending			
	Population	Per Person Annual	Total
	104	$11,776*	$ 1,224,704

*Per CoStar, figure is per person spending within a 3-mile radius

9/21/17

Downtown Area Multifamily

Height, Setbacks, Zoning, and Density

Prepared by Planning and Community Development Dept.

Building	*Height*	*North Setback*	*South Setback*	*East Setback*	*West Setback*	*Zoning*	*Adjacent Zoning North*	*Adjacent Zoning South*	*Adjacent Zoning East*	*Adjacent Zoning West*	*Density*	*FAR*	*Building Lot Coverage*	*Aerial Image Number*
100 S. Vail	40'	20' (Front)	15' (Rear)	25' (Ext. Side)	31' (Side)	R-7	B-5	R-4	R-4	R-4	59.4 Units/ Acre	1.67	41.80%	1
104 N. Pine	42' *	13' 3" (Side)	20' (Ext. Side)	25' (Front)	33' (Rear)	R-7	R-6	R-7	R-3	B-2	50 Units/ Acre*	1.48	37%***	2
110 S. Dunton	45'	29' 1 3/4" (Side)	29' 1 3/4" (Side)	30' (Front)	30' (Rear)	R-7	B-1	R-6	R-6	R-7/R-4	53.29 Units/ Acre	2.00	47%	3
110 S. Evergreen	60' 10 3/8"	20' (Front)	20' 4" (Rear)	17' (Ext. Side)	57' (Side)	R-7	B-5	R-6	R-7/R-6	R-6	47.14 Units/ Acre	2.07	37.76 %***	4
121 S. Vail	45.33' ***	17.29' *** (Side)	17.29' *** (Side)	30' (Rear)	27' (Front)	R-7	R-4	R-4	R-7	R-4	59.4 Units/ Acre	2.22***	44.37%***	5
214 N. Pine (Building Only)	44' *	22' ** (Ext. Side)	17' ** (Side)	26' ** (Front)	37 ** (Rear)	R-6	R-6	R-6	R-3	B-2	50 Units/ Acre*	1.75**	35.07%**	6
214 N. Pine (Building with Garage)	44' *	1'** (Ext. Side)	2.5'** (Side)	10'** (Front)	16'** (Rear)	R-6	R-6	R-6	R-3	B-2	50 Units/ Acre*	1.75**	69.53%**	6
215 W Miner	54' ł	56.36'/ 159.24' *** (Front)	25' (Rear)	14.56' (Side)	14.86' (Side)	R-7	R-7	R-7	B-3	R-3	96.53 Units/ Acre	1.47	24.49%	7
225 E. Wing	35' 8"***	25' (Front)	32' (Rear)	20' (Ext. Side)	13' 3" *** (Side)	R-7	R-7	R-7	R-4	B-2	50 Units/ Acre	1.51	37.63%	8
320 W. Campbell	56' to 58'	57.17' (Ext. Side)	41' (Ext. Side)	121.82' (Front)	50' (Rear)	R-7	R-3/R-7	R-3/R-6	R-6/R-7	R-3	57.14 Units/ Acre	2.00	18.22%	9

* Per Pine Ave. Neighborhood Study, March 2000

ł Estimated at 9' per floor

** Estimated from aerial, no detailed plans on record

*** Estimated from poor quality plans on record

9/21/17

Downtown Area Multifamily

Height, Setbacks, Zoning, and Density

Prepared by Planning and Community Development Dept.

Building	*Height*	*North Setback*	*South Setback*	*East Setback*	*West Setback*	*Zoning*	*Adjacent Zoning North*	*Adjacent Zoning South*	*Adjacent Zoning East*	*Adjacent Zoning West*	*Density*	*FAR*	*Building Lot Coverage*	*Aerial Image Number*
355 W. Miner	44'	27' (Front)	42' (Rear)	12' 8.5" (Side)	12' 8.5" (Side)	R-7	R-7	R-3	R-7	R-7	49.36 Units/ Acre	1.65	37.10%	10

* Per Pine Ave. Neighborhood Study, March 2000

ł Estimated at 9' per floor

** Estimated from aerial, no detailed plans on record

*** Estimated from poor quality plans on record

AERIAL 1 - 100 S. VAIL

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 2 - 104 N. PINE

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 3 - 110 S. DUNTON

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 4 - 110 S. EVERGREEN

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 5 - 121 S. VAIL

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 6 - 214 N. PINE

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

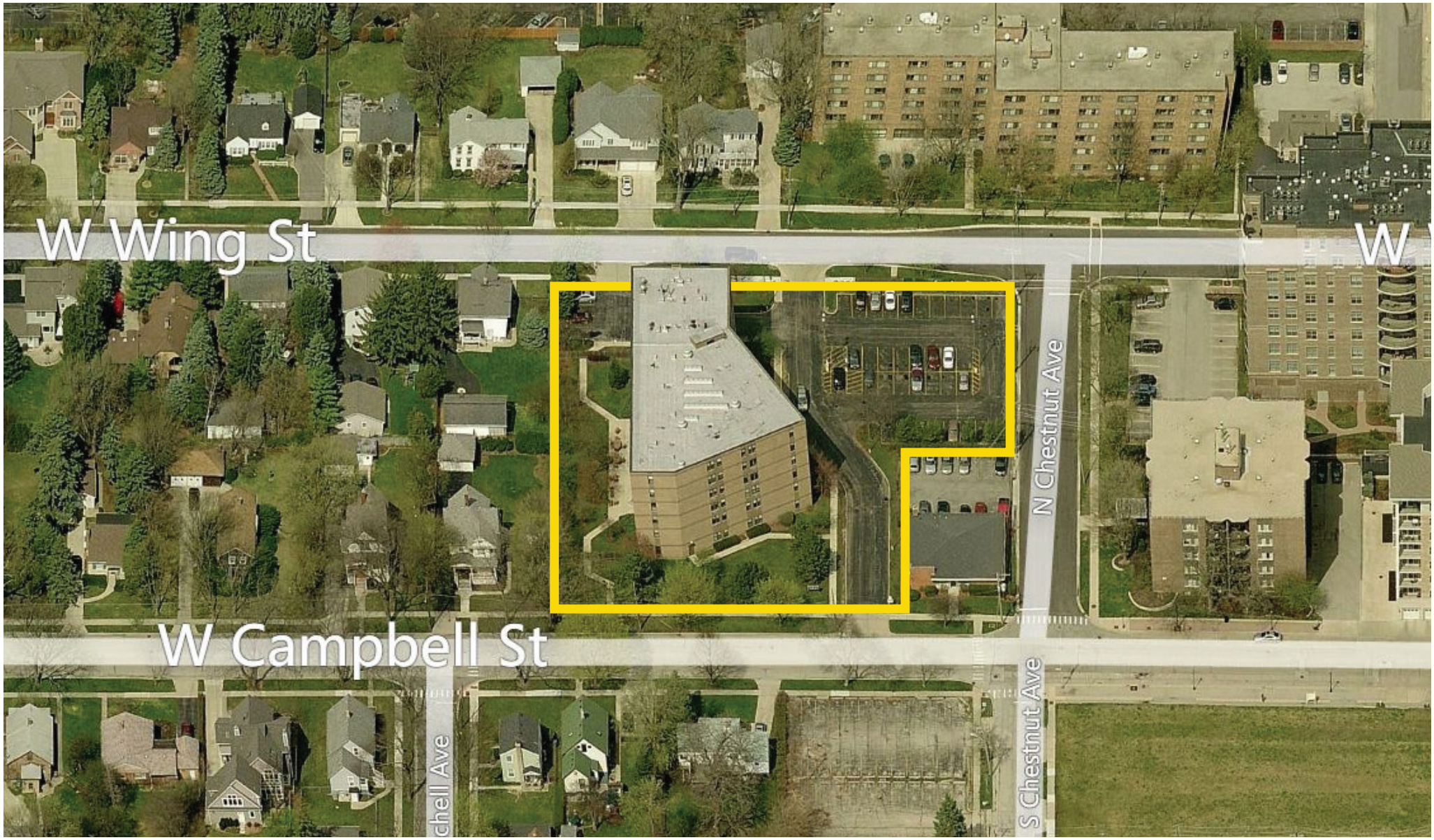
AERIAL 7 - 215 W. MINER

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 8 - 225 E. WING

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 9 - 320 W. CAMPBELL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 10 - 355 W. MINER

PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

Parking Permit Information Analysis

Introduction

For this study, sales of Parking Permits to selected downtown developments for the year 2016 were obtained from the Finance Department and analyzed. Data was obtained for overnight resident parking permits as well as sales of guest permits. Plan Commission files for the selected developments were also obtained in order to determine the number of units, number of bedrooms, and on-site parking spaces provided (if any).

Downtown Developments with some On-site Parking

Downtown developments with on-site parking were analyzed separately in this study, as they may have the ability to accommodate more on-site guest parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.37 spaces per unit, with an average of 1.51 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.84 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.14 permits per bedroom to 0.04 permits per bedroom, with an average of 0.08 permits per bedroom
- All developments with on-site parking are condominiums, with few rental units

Downtown Developments with no On-site Parking

Downtown developments with no on-site parking were also analyzed in this study, to determine the demand generated by these developments as a result of having no on-site parking available.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.0 spaces per unit, with an average of 1.38 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 0.92 spaces per bedroom, with an average of 1.04 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.36 permits per bedroom

Apartment Developments

Apartment developments were also analyzed in this study, to determine the demand generated by these developments compared to condominium developments. It should be noted that no apartment development in this study has on-site parking.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.44 spaces per unit, with an average of 1.52 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 1.05 spaces per bedroom, with an average of 1.11 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.28 permits per bedroom

Condominium Developments

Condominium developments were also analyzed in this study, to determine the demand generated by these developments compared to apartment developments. The majority of these developments have some on-site parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.88 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.46 permits per bedroom to 0.04 permits per bedroom, with an average of 0.18 permits per bedroom

Downtown Parking Permit Info - Summary

Property Type	Spaces/Permits Per Unit Ratio			Spaces/Permits Per Bedroom Ratio			Maximum Guest Permits per Month per Bedroom		
	High	Low	Average	High	Low	Average	High	Low	Average
With On-Site Parking	1.65	1.37	1.51	1.08	0.71	0.84	0.14	0.04	0.08
With no On-Site Parking	1.59	1.00	1.38	1.17	0.92	1.04	0.53	0.02	0.36
Apartments	1.59	1.44	1.52	1.17	1.05	1.11	0.53	0.02	0.28
Condominiums	1.65	1.00	1.43	1.08	0.71	0.88	0.46	0.04	0.18

Conclusion

It was found that, on average, developments with on-site parking had higher space/permit per unit ratios than developments without on-site parking (1.51 spaces per unit for developments with on-site parking, compared to 1.38 spaces per unit for developments with no onsite parking.

However, when observed on a per bedroom basis, developments with no on-site parking provided more permits/spaces per bedroom (1.04) than developments with on-site parking (0.84).

In regard to Guest Permits, developments with no on-site parking required more spaces per bedroom than developments with on-site parking (0.36 Guest Permits per bedroom for developments with no on-site parking compared to 0.08 Guest Permits per bedroom for developments with on-site parking).

When comparing Condominium developments to Apartment developments, it was found that, on average, Apartment developments provided more parking spaces per unit than Condo developments. Apartment developments averaged 1.52 spaces per unit, while Condominium developments averaged

1.43 spaces per unit. The same was true when analyzing spaces provided per bedroom, with Apartment developments averaging 1.11 spaces per bedroom and Condominium developments averaging 0.88 spaces per bedroom. However, it should be noted that it is unclear if the two Apartment projects utilize any of the purchased permits for other purposes, such as for employees or guests. Further, the condominium average is skewed by one development (Metropolis) having a much lower ratio. Removing this outlier, the condominium average is 1.49 spaces per unit, and 0.93 spaces per bedroom. As such, this data confirms the need for a required parking ratio of 1.5 spaces per unit.

Apartment developments also required more Guest Permits than Condominium developments, with Apartment developments requiring an average of 0.28 spaces per bedroom, and Condominium developments requiring an average of 0.18 spaces per bedroom. This could be due to the fact that no Apartment development had any on-site parking, while the majority of Condominium developments did have some on-site parking that could accommodate guests.

Prepared by Jake Schmidt, Assistant Planner

Planning and Community Development Department

9/11/2017

9/6/2017 *Note: Number in brackets indicates the year*

Parking Permit Info - Downtown

Prepared by Planning and Community Development Dept.

Property	**** Onsite Parking*	*Number of Units*	*Number of Bedrooms*	*Monthly Permits*	*Permit /Spaces per Unit*	*Permit / Spaces per Bedroom*	**Guest Permits (Annual)*	**Guest Permits (Max. per Month)*	*Guest Permits (Avg. per Month)*
Dunton Tower Apartments	None	**215	296	*310 (16)	1.44	1.05	1077 (16)	158 (Sep. 16)	89.75
Hancock Square Apartments (Phase I and II)	None	**409	556	*650 (16)	1.59	1.17	32 (16)	12 (Dec. 16)	2.67
Metro Lofts	None	***55	80	81 (16)	1.47	1.01	259 (16)	37 (Nov. 16)	21.58
Metropolis	None	***90	98	90 (16)	1.0	0.92	257 (16)	41 (Nov. 16)	21.42
Arlington Town Square	118	***93	186	18 (16)	1.46	0.73	89 (16)	20 (Dec. 16)	7.42
Vail Bldg.	112	***79	133	4 (avg.) (Vail Bldg. 16)	1.47	0.87	5 (16)	5 (Apr. 16)	0.42
Campbell Bldg.	129	***98	189	5 (avg.) (Campbell Bldg. 16)	1.37	0.71	53 (16)	13 (Aug. 16)	4.42
Wing Bldg.	142	***86	176	0 (avg.) (Wing Bldg. 16)	1.65	0.81	8 (16)	8 (Jan. 16)	0.67
1 N. Chestnut	57	***40	59	*7 (avg.) (16)	1.6	1.08	17 (16)	8 (Apr. 16)	1.42

*Per Finance Dept. Records. Does not include standard monthly permits used as guest permits by mgmt.

** Per building mgmt.

***From Village Records

PLAN
_____
_____
_____

COMMISSION

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

RE: SIGWALT APARTMENTS/CA VENTURE - 45 S. CHESTNUT AVE. - PC#17-016
PUD, PRELIMINARY & FINAL PLAT OF SUBDIVISION, REZONING, 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 28th day of February, 2018 at the hour of 7:00 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Community Development Planner
BILL ENRIGHT, Community Development Deputy Director

DRAFT

CHAIRMAN ENNES: Okay, we're going to move on to our second petition. Seeing as the rest of you didn't talk, I think we're going to have a lot of public comment. But is the Petitioner here?

MR. FIRSEL: Yes.

CHAIRMAN ENNES: Would you please come forward?

MR. FIRSEL: Sure.

CHAIRMAN ENNES: State your name and spell it for our court reporter.

MR. FIRSEL: Good evening. My name is Mike Firsel, law firm of Firsel Ross, F-i-r-s-e-l, the spelling of my last name.

CHAIRMAN ENNES: Mr. Firsel, I'm going to swear you in.

MR. FIRSEL: Sure.

(Witness sworn.)

CHAIRMAN ENNES: Please tell us about your project.

MR. FIRSEL: Thank you. As I'm sure you are aware, this matter has been before you in the past. I was not representing the Petitioner at that time. As you, I am sure, also are aware, the Village Board did not recommend approval of this project as presented, notwithstanding the approval of the close vote of the Plan Commission. So, in playing catch-up over the last few months, I have been able to read all of the transcripts, I appreciate the Village making them available, and we have gone back to the drawing board on several very important matters related to the process.

When you do a project of this nature, having done zoning both on your side of the table and on this side, we start with what the Village ordinance is saying in this particular case and what the Downtown Master Plan calls for. The Downtown Master Plan specifically points out this particular Block 425, and very specifically states that the plan for this block and this corridor of this block is a recommendation for R-7 zoning. That plan also recommends that the remainder of this block be B-5 zoning. In addition, the 1802 building to the east is under a B-5 zoning district. Between Arlington Heights Road and Chestnut on the north side of Sigwalt, this is the only parcel that is not zoned B-5, for a good reason. It is a transitional location, and so those who worked on and approved the master plan felt that the amount of density, height, and other allowances contained in the B-5 district, and specifically retail on the first floor required in the B-5 zoning district would not be appropriate at this location directly across the street from residences.

So, we started with what the Village was looking for on this site, and of course it recommended four to six-story building within the R-7 zoning district. To build a four to six-story building on this site and not request a variance, any variances for this property, is virtually impossible to do, because in the R-7 district, it covers many different types of locations and there are other examples which are set forth in your Staff reports. But there were some very important comments made both at the Plan Commission level and at the Village Board which I believe, and happen to agree, caused controversy and issues, having been a resident of the Village for 25 years. There is a parking problem in Downtown Arlington Heights, I don't think it's something to be hidden, and we needed 1.5 to one parking for this project.

The prior petition wanted to use 22 spaces in an already crowded parking deck. The plan before you tonight complies with the 1.5 to one. How does it do that? Not only did we increase the parking spaces, we decreased the number of units that were previously approved by the Plan Commission from 88 to 80 units. We are now providing 120

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parking spaces. Of those 120 parking spaces, 30 of them are what we call tandem spaces. Tandem, as you are certainly aware, one car parks in front of the other, therefore, blocking the car that may be up against the wall. Why do we feel tandem spaces would be able to be used? Well, 30 tandem spaces in our belief translates to 15 units. We strongly believe that at least 15 of the 80 apartments we are proposing will have two cars. In fact, in discussing the matter with other downtown property managers, many people in downtown apartment buildings have two cars. Maybe that's part of the parking problem, people not needing two cars but they have them. So, parking, in the discussions regarding parking in my view should be off the table because we comply.

Number two, the height. In this district, 60 feet is the height limitation. Now, it took a lot of convincing and it took a lot of hard work and the expertise of our incredible architects who have worked in this Village for many, many years, that relates to Mark Hopkins, we now are, there is no seeking of any height variation on this building. It's 60 feet at its highest point, and directly across from the residences it is somewhere around 57.5 to 58 feet, not 60.

So, one question is the boxiness of the building and the units, where did we take the units from. We took the units, as you can tell by the packet I'm sure you've all reviewed, we reduced the unit count on the fifth floor by eight units, thereby setting back the top floor and putting fewer units on that floor. There are depictions from the ground level, and Mark Hopkins, our architect, will be going through our specific plans with you, but we believe that this is a major, major upgrade to this property.

One of the other major items happen to be deliveries. They were taking two spaces on Highland, and what the plan in front of you shows in generalities is we have spaces on Sigwalt now where there will be delivery parking. Most of the deliveries, FedEx, UPS, and now all the restaurants who deliver food now, there will be parking not on the street. There will not be any lockage of Sigwalt Street by these delivery vehicles because we have moved the area in front of the building, which Mark will go into greater detail, farther back or farther to the north to accommodate several parking places for parking as well as deliveries along Sigwalt Street.

I do want to touch on what I know is going to be an issue, and these are some of the variances. In the prior plan, there was a request for 15 variances. The request today has been reduced from 15 to 11, not 12, because we since, over the last two or three weeks, were able to reduce the height. So, we are not asking for a height variation. So, what is the nature of the variations? Well, you've seen them all.

In the B-5 district where this building built is zoned as a B-5, many of these variations would not be necessary, because in the B-5 district you have higher densities and you have less ground coverage, more FAR, et cetera. So, it would be physically, almost physically impossible to build a four to six-story unit and satisfy the coverage requirement or the pervious or impervious surface requirement of this building. It's just not physically possible to do. So, were we to propose something other than what's called for in the master plan would then be criticized for not following the master plan. So, we're between a rock and a hard place as far as that is concerned. So, what we had attempted to do is minimize and improve the requested variances, and when I say improve, make them less.

Last time, not last time but when we started looking at this project, we were unaware that there is an additional eight-foot dedication on both, or setback in both

Chestnut and Highland. Those eight-foot setbacks that are in addition to the existing, were those not present, the variances we are requesting for setbacks would be very, very minimal. To not have a setback on the north side, to have a large setback on the north side of this property when it's going to abut B-5 development really makes no practical sense. So, what we have done is we have shifted the building to I believe four or five feet to the east, so the setback along Chestnut is bigger. As you will see on some of the slides that Mark goes through, the front of the building or the south side of this building, I shouldn't say that because there are two fronts neither of which is on Sigwalt, but the front of the building, we call the front building or the main entrance to the building, it's not a flat wall at all. There's a lot of design features and the like all the way around this building.

Finally, I wanted to point out that there's been a lot of talk about the nature of the, and a lot of goings on in the Village internally regarding how do you approve design, if the Design Commission without going to the Plan Commission first? Or do you go to the Plan Commission first and then go to Design Commission? To us, what we want to do is build the best possible project that fits in with the Village. Hence, you will see, just for informational purposes, a new design of the exterior of this building. When we present this to the Village Board, we will present it either with the newer design or with the option of doing either, because to us we want to do, we can still adjust, we want to do what fits in best with this Village.

With that said, I want to point out that I believe and have always believed that the process in this Village works. The process of when we came to you with a plan you will the progression of how this building has morphed from a five-story square building with dark colors on the top to what you have in front of you and what was presented tonight. Without the input of Staff, without the input of the neighbors, without the input of the Plan Commission as well as the Village Board, we wouldn't be where we are. So, we are happy to work within the process, continue to work within the process, and we believe that what you have been presented tonight without me going through each and every item simply is the best.

My last comment relates to why can't we make this a three or a four-story building? Why does it have to be as large as it is? This goes to the very essence of what is required on an economic basis to justify variances, that's part of your code as we know. There are a few attributes to this building that other buildings in downtown don't have. One of them is that this building will have its own self-contained underground water storage, or storm sewage system. That is a very costly item. In addition to that, other buildings downtown other than the newest one that was approved and is now under construction were not required to pay low income housing money in lieu of providing use.

One might think that if you build fewer units, that there will be a pro rata reduction in the cost of building that building, therefore, if you build fewer units your cost goes down commensurately. Well, that is simply not the case. You still have to buy the land and the land is the same price whether you build 40, 50 or 80 units. We still have to put in the underground storage system. We still have to build a roof. We still have to do the same landscape. We still have to do the same improvements off site and onsite for this project regardless. The bottom line is that I've gone through the numbers with the client, I've seen people say that, you know, it's going to affect the housing prices with, I've seen no evidence of that. But these are very, very expensive units.

The rental in these units is going to be, hopefully, somewhere at

least $2.50 a foot. So, if you have a one-bedroom apartment that's 750 square feet, you're well over $1,500, $1,800 for a one-bedroom per month. If we were to reduce the number of units, the cost of building this building could not go down commensurately. Therefore, we have reached a threshold of 80 units, pushing as hard as we could to satisfy the economic requirements of a reasonable, certainly not huge, return for this project by probably the currently most prolific developer in the Chicagoland area, CA Ventures. They're just knocking the cover off the ball wherever they go. So, you've got a phenomenal developer who has the wherewithal to build this building, and you have a phenomenal building. We comply with the requirements of your master plan, and I believe the variances which are very well covered in the report of the Staff and in the letter submitted by my client, we go variance by variance, more than justify the requirements for the granting of the variance we have this evening.

With that, I'd like to call on Mark Hopkins, more affectionately known as Hoppy, who I'm sure if you don't know him I'd be shocked, but he's going to run through this with you. Since you have seen this many times, we're not going to reinvent the wheel, we're going to stick with the modifications to what you've seen before.

CHAIRMAN ENNES: Mr. Firsel, before you leave the podium?

MR. FIRSEL: Sure.

CHAIRMAN ENNES: Do you expect anyone else from your group to be testifying?

MR. FIRSEL: Not unless questions are asked that Mark nor I are able to answer. But if you want to swear in the --

CHAIRMAN ENNES: If there's anybody else that might testify, I would like to swear them in at this time.

MR. FIRSEL: No, it's just the dynamic duo.

CHAIRMAN ENNES: So, we go on to your architect. I would ask for you to please spell your name.

MR. HOPKINS: H-o-p-k-i-n-s, Mark. Our address is 43 South Vail.

CHAIRMAN ENNES: Can I swear you in?

(Witness sworn.)

CHAIRMAN ENNES: Thank you.

MR. HOPKINS: I think Mike was very nice and he said keep it short. So, what I'm going to do is I'm going to focus on the major adjustments that have been made according to the comments that we've made in all the different rounds of interactions that we had with the appointed and elected bodies, with Staff, and with the neighborhood. I think it all points to the importance of this position in the downtown and how important it is to the Village as a whole, how important it is to the neighborhood, and I think all of this iteration has made the project the beneficiary. So, it has improved, at least in my eyes, over the course of this even though it's been quite a process.

I'd like to start and highlight some of the site plan modifications that you see in the exhibit that's on your screens and in your packet. I won't belabor most of them, but what we have is a net gain of five cars. On the street, currently, there is no parking on this parkway along Sigwalt. These stalls that you see along Sigwalt at the bottom edge of the sheet, those are burrowed into the parkways so that those curbs that you see that kind of embrace those lay-by parking spaces, the southernmost extent of those curbs is the current curb line on Sigwalt. So, we're not imposing onto Sigwalt at all in order to gain those spaces. The ones with

the kind of brown bar between them in the sidewalk, that's a paver mark, and those are parking spaces for vehicles. Then the other space that doesn't have that feature is a lay-by loading for short-term, as Mike said, for the FedEx guy or the UPS guy, or if we get panels right there, it actually fits in there for some move-in and move-out. That's the kind of thing that can happen there so that those vehicles will be not imposing on cross traffic on Sigwalt. Otherwise, we have some knuckle type parallel parking spaces also on Highland, and you can see that the overhead door access there on Highland remains where it was before.

The Staff report shows that the building was shifted a little bit to the east to increase the setback on Chestnut. There are some bumps in the facade that were removed in order to eliminate the variation off of Sigwalt so that we achieve 20 feet there. In the course of getting this building to comply with the 60-foot height requirement, the entire building in the first floor was pressed down in the earth a little bit more. So, if you take a look at the lobby entry, compared to the way it was laid out before, you'll see there's less steps leading up to the first floor lobby there in the center of the south facade, even though technically it fronts around Chestnut and Highland, we're entering the building there in the center where you see the amenity courtyard there portrayed over the lobby.

As I mentioned last time, as you'll see in the civil engineering drawings, there is a three-foot cross slope on the building from the high point at the northwest corner of the site and to the low point on the southeast corner of the site. Obviously that remains the same now. Because we pressed the building down, our average height for approval purposes which is measured on our lower facade, the center of our lower facade at the sidewalk to along Highland is 60 feet. But because the site slopes up towards Chestnut, that number as Mike said is more like 57.5 feet.

The big change on the building, obviously the reduced to 80 units and get the parking to comply in that reorchestration of the building, and parking, internal parking has to do what you see in the diagram which is set back in the fifth floor. You can see that with that darker area, you can see the outline of the four stories there, and a more C-shaped rectangular building in the lighter color roof there is the fifth floor roof. So, we're 10 feet set back on Highland and Chestnut, about 13 feet set back on Sigwalt. I can advance this or do you want to?

MR. HUBBARD: You can if you press the down button.

MR. HOPKINS: The down button. So, this is different than the style of building that we showed you before. It has to do with the input that we're receiving from various quarters. Mike says that we're keeping Illinois in our hip pocket when we're saying these are two different ways to treat that building. The first time we came in here was with a more modern and crisp building, one that was less ornamented. This one has to do with making the connection to the more historic allegory or the historicity of the mercantile architecture of the remainder of downtown. It's a different style, same building, but the big change obviously is what's happening on the fifth floor with the setbacks that I just described. Also, because the building has been pressed down into the site, we have then less need for those retaining walls that Sam mentioned in the Staff report and we have reduced those in the height and reduced them in breadth and instead we've introduced an ornamental metal fence interrupted by these down-on-the-ground -- the corner site walls.

This one is looking from the southwest towards the northeast. You can see Dunton Tower over to the right. This one is looking towards the northwest. The building

is symmetrical. Mike mentioned that over the course of our interaction with the Design Commission, that they had us create these recessed balcony areas so the building has less broad wall surfaces. That remains in this design and is visible when you look at the elevations, the pure elevations that are in your packet. You'll see that those are operating around all four sides of the building. The four sides of the building are all treated as fronts, there is no difference in the quality of materials and the detailing on any of the sides of the building.

This is the entry, and what we've done is we've registered our garden architecture, our pergola there towards the center of the building out towards the street, all in an effort of this, one of the goals of this effort in redesign and the various iterations of the redesign is to make the building softer and make it more of a transitional building to get from the B-5 zoning district to the north and to the east of this building, and then down towards the southwest as we get to the residential neighborhood. So, what you're seeing there is a more traditional treatment on the building. We've got stone surrounds around clusters of windows, spandrel panels treated like some of the other buildings downtown like Metropolis Place, 44 North Vail, all have the same kind of treatments. We've got projecting cornice, traditional cornice in this design with a dental trim. So, this is much more traditional in nature and kind of a softer approach to the architecture.

So, let me just go to the north facade since that's the one that never seems to appear in the perspective renderings, but what you see is that same architecture there. Then the recessed balconies operate this facade up into panels of two or three rooms in width and then the change in material in the superstructure.

With that, I think I should start being quiet. So, where do I go from here, Mr. Chairman?

CHAIRMAN ENNES: You can have a seat after your report.

MR. HOPKINS: Thank you kindly.

CHAIRMAN ENNES: Before we go to the Staff report, if I can ask the attorney for the Petitioner from the topic?

MR. FIRSEL: Sure.

CHAIRMAN ENNES: I'm not sure if I heard you wrong, and I didn't ask you at the beginning of your presentation if you were aware of the, is it eight or nine conditions? Either conditions.

MR. FIRSEL: I'm glad you mentioned that, Mr. Chairman. We agreed and agree to comply with all of the conditions recommended by Staff. My apologies for failing to volunteer that in my presentation.

CHAIRMAN ENNES: No, my mistake. But one of your comments, and I'm not sure if I heard you correctly or not, but the way I understood one of your comments in the presentation was in regards to the low income housing, I thought you said that you're not paying a fee?

MR. FIRSEL: No, I didn't say that. I said we will be paying a fee, that affects our economics of building the building.

CHAIRMAN ENNES: Absolutely, absolutely. That is one of your conditions, so I just wanted to clarify.

MR. FIRSEL: We can try but I've already told and that's not going to work. So, thank you.

CHAIRMAN ENNES: So, Sam, if we can go to the Staff report?

MR. HUBBARD: Absolutely. As I pull up the slide show, I do want to mention that all of the public notice obligations on the Petitioner and Staff side have been met. I will say that we are aware that some residents have indicated they have not received public notice. We checked the list provided by the Petitioner of all the addresses of property owners where public notice need to be sent, and then we checked again, and it did include all of the necessary properties within 250 feet of the subject property as required by code which does not include right of ways. The Petitioner has provided their affidavit certifying that they sent a letter to all the property owners on the list, so they have fulfilled their public notice obligations relative to mailings.

Relative to the signage on the site, Petitioner did put up the signage as required by code. We have been made aware of at least six instances where the sign has either fallen down or been vandalized and knocked down. The Petitioner has promptly reinstalled those signs as soon as they've been made aware of these instances. So, they have made their obligations for public signage as well.

So, as I get into my presentation here, the property is currently zoned R-3. It is at the southwest corner of downtown in what is part of Block 425 bounded by Campbell, Sigwalt, Chestnut and Highland. So, as being zoned R-3, the Petitioner is required to rezone the property into the R-7 district. Additionally, all developments within the R-7 district are required by code to develop as a PUD, so they're requesting PUD approval. Finally, the property exists currently as six lots of record, so in order to accommodate for the development, they will be consolidating the lot into one lot and they need a preliminary and final plat of subdivision approval which they are requesting this evening. They are required to obtain 11 variations and I'll be touching in detail on some of the -- ones in this presentation. The totality of all the variations relative to the criteria of approval was outlined in detail in the Staff report.

So, as you've heard and as you're aware, the proposed development appeared before the Plan Commission in September of 2017 and received a positive recommendation four-three, and went on to the Village Board and was subsequently denied. So, the Petitioner has revised their plans. I'll just, you've heard some of the changes, I'll outline some of them quickly here:

They have recessed the fifth floor so that when viewed from certain angles it will appear as a four-story building. They have reduced the height of the building to conform to the R-7 requirements. They have reduced the density of the development from 88 units to 80 which is closer to a 10 percent reduction. They have increased the amount of onsite parking to comply with parking regulations. They have altered the setbacks pushing the building a little bit to the east to preserve more of an open area to the single-family homes to the west. They have modified the retaining walls in the front which helps to soften the appearance of the building as viewed from the south. They have reduced the overall number of bedrooms and they've changed the bedroom mix. They have increased the size of some of the parking stalls to comply with code requirements, and they've provided additional on-street parking spaces on the north side of Sigwalt. They've shifted the location of the loading zone to Sigwalt Street in an effort to address some of the concerns over deliveries and loading.

So, here you can see the original 15 variations that were requested back in September of 2017. The variations that are stricken through with red have been eliminated based on the revised proposal. That would be the variation to parking, the variation to decrease the parking stall widths, the height variation was also eliminated, and the exterior

side yard variation to the south was eliminated as well. Some of the other variations have reduced in extent, most notably the setback variations and density variation.

They have taken a number of actions that brought them to this point this evening. They have presented their revised concept to the Village Board in December 4th of 2017, and the Village Board did encourage them to move forward with that revision. Originally, they had met with the Housing Commission on August 15th, they are still complying with the motion Housing Commission to provide affordable housing fee in lieu of $25,000 per unit not provided. Their reduction in density in this revised proposal has reduced the number of required affordable units by one, so they will be making now a $300,000 donation to comply with the affordable housing regulations.

The Petitioner did hold two neighborhood meetings to discuss the revised proposal. The first one was on December 20th and that was mostly with the single-family neighborhood located to the west and to the south. At that meeting, it was discussed that some of the neighboring condo buildings in the downtown area although just outside of the notice area where they sent letters to invite to the neighborhood meeting were not included in that invitation but were still in close proximity and would be affected by this developer. So, the developer sent out a second invitation for a second neighborhood meeting with just a few of the condo buildings in the downtown and that occurred on January 25th of 2018.

They did appear before the Conceptual Plan Review Committee on January 24th of this year. The Conceptual Plan Review Committee was generally supportive of the changes, and I'll summarize that they thought that the now compliant parking was an enhancement to the plan.

Finally, the Petitioner met with the Design Commission on January 9th which resulted in a recommendation of denial. At that meeting, the Design Commission expressed general support for the design and aesthetic of the building, but they voted for the denial due to their concerns over the compatibility of the development, the variations and compliance to the Comprehensive Plan and codes of the Village. Since that meeting, in-house counsel Robert Moore discussed with the Design Commission what their role was relative to projects that appear both before the Design Commission and the Plan Commission and clarified for them that when a project is appearing before both the Design Commission and the Plan Commission, the Design Commission's role is really to review just the building architecture and the aesthetic of the building. Concerns over compatibility, variations, compliance with the Comprehensive Plan is really more of the purview of the Plan Commission.

So, on January 23rd, the Design Commission made a motion to reconsider the project and ultimately ended with a favorable recommendation of approval four to one, and they did have some minor recommendations on some trims for the architecture. But in their motion, they urged the Plan Commission and Village Board to take into consideration the harmony and compatibility aspect of this development. To clarify, the review of the architecture of the structure is the purview of the Design Commission. You've seen the revised design this evening, but that's really not, you know, for discussion here with the Plan Commission. Ultimately, as you've heard, that may go to the Village Board as an alternative, the Village Board will review that and may think favorably of it and recommend approval of it, they may decide that it needs to go back to the Design Commission, but it's, you know, not for discussion by the Plan Commission, more a Design Commission issue.

So, in our analysis of the proposed rezoning, we considered the

Comprehensive Plan of the Village which was recently updated about three years ago in 2015. So, here you can see the subject property at the bottom left-hand side of the screen outlined in red. The areas above and to the right of the subject property are shaded blue. Those are portions of our downtown that are appropriate for B-5 zoning. The areas to the left and below the subject property are shaded orange and are suitable per our Comprehensive Plan for moderate density multi-family. Then the areas directly southwest are shaded yellow, they are suitable for more single-family uses.

The subject property is dark brown, that's suitable for high density multi-family per our Comprehensive Plan. That correlates directly with R-7 zoning. So, the proposed rezoning to the R-7 district is consistent with the designation of the Comprehensive Plan.

I just want to point out, there is an area here outlined in blue. This is a strip of high density, multi-family designed property along the Sigwalt Street corner. One of the variations needed was for a reduction in the minimum zoning district size. The minimum requirement is two acres, the rezoning would yield an area of land that's 1.39 acres, below the minimum requirement here. So, a variation is needed for the minimum zoning district size. As you can see, once this strip that's outlined in blue is eventually rezoned and if the Comprehensive Plan is eventually realized, the subject property will be just one portion of a larger R-7 zone down here, and at that point it will comply with the minimum zoning district size. So, in light of this, Staff is supportive of this variation.

We also considered the Comprehensive Plan in evaluating the rezoning. As mentioned, this is part of Block 425, so you can kind of see that on the bottom left corner of the screen, the subject property is outlined in red there. The Downtown Master Plan outlines specific recommendations for the redevelopment of Block 425, one of which being that the bottom third which is the subject property is appropriate for a development of a building four to six stories. So, as a five-story development, it is compliant and consistent with the Downtown Master Plan. The plan always kind of envisioned this site as a transition zone between the higher density areas of downtown and the lower density and lower intensity uses to the south and the west. So, again this is a transitional property and it is consistent with the Downtown Master Plan.

So, I'm going to show you an aerial here of the subject property. This kind of shows you how it relates to the downtown area. As you can see, the areas in blue located to the north and to the east of the subject property are suitable for high density, the five downtown zoning district uses. The areas to the south and west of the property are single-family zoned properties or zoned family homes. You can see where the subject property sits in relation to those, it's kind of right in the center and this illustrates the relationship of it being a transitional property from the higher density, higher intensity downtown uses to the north and east to the less intense single-family uses to the south and to the west.

One of the variations requested relates to density, specifically that the request was made to allow an approximately 39,000 square-foot lot where code requires a minimum of 61,500 square-foot in lot size. So, when we analyzed this, we took into account our density regulations and we did some research on average household size in the United States. So, the density regulations for the R-7 zone were last amended in 1972. As you can see on the chart on the left-hand side of the screen, in 1970, the average household size in the United States was about 2.14 persons per household. As time has elapsed, the average household

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size in the United States has steadily decreased as you can see in the chart. But we also checked on some of the statistics for Arlington Heights in particular. We wanted to make sure that this trend was also mirrored in our municipality, and again, you can see here that it was. The data isolated just for Arlington Heights was only available in 1990 but you can still see the falling household size within the Village.

I would also note that you'll see the average renter household size is much smaller than the average homeowner household size. This being a rental development, we expect the households to be much smaller than if it was a condo development.

So, given the statistics, we were supportive of a change in density. We think that our density regulations could also be amended as well, they're not as applicable to today's traditional household size. I would further note that the subject property is the only high density property on the north side of Sigwalt within the Sigwalt Street corridor as designated on the Comprehensive Plan. Most of the other R-7 properties along this corridor are on the south side of the street and within the single-family neighborhood. Given that this is the only one on the north side of the street and separated from other developments, other single-family homes by a street, we felt that in combination with the decline in household sizes and the transitional nature of the property, that the density variation wouldn't alter the essential character of the locality, and we are supportive of the proposed density variation.

One of the other crucial variations that we analyzed was relative to the setbacks. So, there are required variations to the east, north and west setbacks. In consideration of these variations, we took into account that in order to conform to adhering standards, the subject property had to dedicate eight feet of land on both the east and west side of the property. So, you'll see that shaded in red there. These dedications reduced the setback of the building from a technical standpoint, but for all intents and purposes, this dedicated land will likely remain as open space certainly for the near future and potentially for the long-term future. So, while they don't count towards the setback distances on paper and are not included in the variation, for all intents and purposes they will function just like part of the yard for the property. Again, this was something we took into consideration in evaluating the setbacks.

We also took into consideration the unique aspect of the lot with frontage on three sides which is not typical for most R-7 properties. It was a factor in determining their required setbacks by code. These streets also provided natural separation between the subject property and the single-family areas to the south and west, and they act as a buffer between the development and those single-family homes. Specifically to the west, the building will be no less than approximately 95 feet from the nearest home; to the southwest, approximately 145 feet; to the south, no less than approximately 93 feet. Then when we consider also the distance of the building to the curb, that provides about 40 feet distance separation, to the south just about 36 feet, and to the east it's about 20 feet. So, given the natural street separation with frontage on three streets, this property is certainly unique.

We also considered and studied similar multi-family residential properties adjacent to the downtown area to evaluate if the proposed setbacks are consistent with the character of the area. Most of the properties south of Sigwalt are immediately abutting single-family homes. I'm sorry, most of the multi-family properties south of Sigwalt are immediately abutting single-family homes. Here you can see two examples. We evaluated the setbacks of these buildings relative to the proposed development. The front yard setback on the west side for the proposed development is 20 feet, and 6.8 feet on the east side where it's

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adjacent to B-5 zoning. So, we felt this was consistent relative to the front yard setbacks. Relative to side yard setbacks, it's about five feet to the north but that's just for the ramp bumpout. The remainder of the building is closer to 18 feet which again was consistent with what we're seeing in similar multi-family structures in R-7 district. Again, the exterior side yard setback to the south on the subject property is 20 feet, and again it's somewhat consistent with what we're seeing in the existing neighborhood. So, in comparison to similar multi-family properties in the area, the proposed setbacks were within the general character of the area.

So, here is just the visual of what some of these setbacks and building relationships look like. On the top here are two properties in the R-7 district on the northeast side of downtown. You can see there, they directly abut single-family homes. The two developments on the bottom portion of the slide are on the south side of Sigwalt and immediately abut single-family homes.

In analyzing other R-7 properties around the downtown area, we found the subject property to be atypical in that it was separated from adjacent single-family homes by a street where most properties in the R-7 district around the downtown area directly abut single-family homes. So, again here is the subject property outlined in red, and these shaded areas are other developments within the R-7 district around downtown. These yellow areas are single-family homes that directly abut these R-7 properties. So, most of the R-7 properties directly abut single-family homes. The subject property is unique in that it's separated by streets.

So, in summary, we felt the subject property had a unique layout fronting three streets. We took into consideration the eight-foot right-of-way dedication on both the east and west side. We felt it was similar and compatible to other R-7 developments and that it was a unique R-7 location because it didn't directly abut any single-family residential. To the south, east and west, the property is bounded by streets which provides a further separation and buffer. These reduced setbacks we don't believe are going to adversely impact or impair the flow of air and natural light to neighboring properties. So, we are supportive of the setback variations.

I want to touch briefly on traffic and parking. As you've heard, the Petitioner added additional parking spaces and decreased the number of units to a point where they now comply with code requirements. They're required 120 parking spaces, 1.5 per unit. They provide 120 parking spaces on site.

Relative to traffic, the graphic at the bottom left of the screen shows the estimated distribution of vehicles that would be coming and going from the site during peak a.m. and p.m. times. 80 percent of this traffic will use Sigwalt Street and Campbell Street to arrive at the property and then take Highland in to access the garage. 20 percent will come up from Highland to access the garage. So, when you correlate, or when that distribution for trips is applied to the expected traffic to be generated by this development based on the use, that translates to seven cars during the morning peak, seven additional cars at the morning peak at the South Street and Highland Street intersection and additional nine cars during the evening peak hour.

Given these statistics, we don't believe that the development will have a detrimental impact on traffic within the vicinity. We believe that the existing roadway network is capable of handling the traffic to be generated by the subject property. Therefore, we are recommending approval of this application subject to the conditions as outlined within the

Staff report. I don't want to belabor these conditions. I'd be happy to get into them in detail if the Plan Commission would like. At that point, I will conclude my presentation. I don't know if Bill has anything to add or if the Plan Commission has anything to ask.

CHAIRMAN ENNES: Sam, thank you for a very comprehensive report.

MR. HUBBARD: Sure.

CHAIRMAN ENNES: Can we have a motion to approve?

COMMISSIONER JENSEN: So moved.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: Second. Can we have a roll call vote, Sam?

MR. HUBBARD: It would just be a voice vote.

CHAIRMAN ENNES: Voice vote?

MR. HUBBARD: Yes.

CHAIRMAN ENNES: So, all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Commissioners? Let's start again at this end if you have any questions for the Petitioner?

COMMISSIONER CHERWIN: You know, I saw the, obviously we heard the project before and saw the changes or, you know, the revisions in the Conceptual Review Committee. So, I'm kind of comfortable with where it stands. I'll defer to public comments and pass it along.

CHAIRMAN ENNES: Okay, thanks, Jay. John?

COMMISSIONER SIGALOS: My previous concern with the previous proposal was the parking shortage and you've certainly addressed that. The massing of the building, I like this a lot better, that it's set back, and we don't have the flatness in the elevations that you had before. So, I think this is a great improvement on what we saw previously.

CHAIRMAN ENNES: Thank you. Sue?

COMMISSIONER DAWSON: I'll hold questions after public commentary.

CHAIRMAN ENNES: George?

COMMISSIONER DROST: Yes, I just have an initial economic question. Maybe Attorney Firsel could address this. In the marketing study, the average of rental and it's sort of spread out, it sort of --

MR. FIRSEL: Right.

COMMISSIONER DROST: It's $1.50 basically where the market is right now. This unit, this proposed development is going to go up to the $2.50 mark, that's about --

MR. FIRSEL: $2.25 to $2.50.

COMMISSIONER DROST: Yes, it could be up to $2.50, I think you made mention of that. But it's 50 to 67 percent over the average or mean in the region. What was the consideration to go apartment versus, let's say a condominium based on that rental value and then what your construction costs are and getting a condominium development in that place?

MR. FIRSEL: A couple of responses if I may. First of all, the condominium craze in the suburbs has just simply not come in. Resales are very low. In addition, you've pointed out, Commissioner Drost, that the average is $1.91. This is not average. This building is going to be what we hope would be the crown jewel of the downtown. Very high quality

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amenities, higher quality interior finishes, appliances, and the like.

The consideration of building condos and selling out was a concern about the resale value and whether or not there was a strong enough belief that the owned housing market in suburban downtown areas has come back. Our belief is that, my client's belief is that it has not. I'm not sure that there are too many suburban condominium buildings being built in the northwest suburbs today, although I can't swear to it, I do keep tabs with the other projects not only in Arlington Heights but elsewhere in the northwest suburbs, I don't know why, that's being developed as a condo. Doesn't mean there aren't any, but I've looked at a lot of these higher quality neighborhoods which I would certainly consider Arlington Heights right in.

In addition, the per square foot cost of this unit, or cost of building this unit versus what you could sell this unit at would be way above the market. I wanted to point out as you have pointed out that CA Ventures is a long-term hold. They are not merchant builders. They intend to build this building and hold it. So, they're willing to take a little lower return over a longer period of time than try to build a building, take a big pot when they sell it. That's why they're willing to spend the money, they're willing to build this building at the cost and push the rents where they think they should be.

So, CA Ventures can be your neighbor or in town for a long time.

COMMISSIONER DROST: To your point, there is, and I kind of understand the demographics, you know, you're basically dumbing down the age of the user or occupant, and there is more of a transitory nature to that. But today, just anecdotally, I was listening to one of the major homebuilders on Bloomberg, and she said that there is an increasing demand for individual ownership and that the principal problem is finding the labor to build it. Again, this is Bloomberg, this is national, this isn't specific to Arlington Heights, but you know, basically it's just trying to keep up with the trends, and that was a question. Then the point there is that you build these units and will they fill? Looking at Arlington Downs, what's our latest temperature taking --

MR. ENRIGHT: They're doing great. They're like 96 percent occupied.

COMMISSIONER DROST: How long did that take?

MR. ENRIGHT: I don't know exactly how long it took but, you know, they had some issues with getting the building finished because they were ordering windows and the timing of it was that they couldn't put them in until, you know, over the winter months. That's the way with these things with factors of construction. But other than that, it leased out they had the building done fairly quickly.

COMMISSIONER DROST: Yes, wasn't that our premier building in Arlington Heights?

MR. FIRSEL: Pardon me?

COMMISSIONER DROST: The premier rental building.

MR. FIRSEL: I represent Arlington Downs, that's why I do all their legal work.

COMMISSIONER DROST: No, I'm just asking you, I mean you know. How do you place that against the statement that you made which is that 45 Chestnut is going to be the premier building in Arlington Heights.

MR. FIRSEL: In Downtown Arlington Heights.

COMMISSIONER DROST: Okay, good point. Downtown.

MR. FIRSEL: They're not downtown.

COMMISSIONER DROST: From a marketing standpoint, why didn't you

use the Sigwalt address as opposed to Chestnut address?

MR. FIRSEL: Pardon me?

COMMISSIONER DROST: Why is it called 45 Chestnut?

MR. FIRSEL: That is not going to be the name of the, it's a placeholder for now. Is that correct? Yes. It will be something much more appropriate for the quality of the development. Sigwalt Apartments, although Sigwalt is a nice name, doesn't have much pop to it. So, I'm sure the creative folks at CA will come up with a more creative name for this project.

COMMISSIONER DROST: Now, for disclosure purposes, too, I think I should let you know that I agree with you that Mark Hopkins is the premier downtown real estate architect. No offense to other architects out there. But we are happily at one of his --

MR. FIRSEL: I know a Village Board member that may disagree with you, but okay.

COMMISSIONER DROST: I know, but despite that, I just wanted to put that piece into my comments.

MR. FIRSEL: Thank you, Commissioner. Have I answered your question?

COMMISSIONER DROST: Yes, you have, and I'm like the other Commissioners, we're going to defer to --

MR. FIRSEL: Thank you.

COMMISSIONER DROST: But I'm sort of the economist in the middle, and over there on the other end you're going to get another economist.

MR. FIRSEL: Okay, thank you.

CHAIRMAN ENNES: Well, let's go to other economist. Lynn?

COMMISSIONER JENSEN: Well, I was in the Conceptual Plan Review and you addressed all the issues that I had there. I do want to take a moment to commend the Staff as well as the Petitioner. These are the best set of documents that I've seen done before the Plan Commission. The analysis that Staff did is remarkable. The documents you've prepared and presented to them were top drawer. I think it's a great project. I think you've documented everything exceedingly well.

CHAIRMAN ENNES: Thanks, Lynn. Mary Jo?

COMMISSIONER WARSKOW: I don't have any questions or comments. Just to piggyback on what Commissioner Jensen just said, I'm amazed, Sam, at your ability to speak to all of that without having to refer to notes really often. So, good job.

MR. HUBBARD: Thank you both.

CHAIRMAN ENNES: Joe?

COMMISSIONER LORENZINI: As long as we're speaking of architects, I think we've got a pretty good one on this Commission, too. Sam, I've got several questions. The attorney mentioned that the other building being built is not paying for low cost housing credits?

MR. HUBBARD: You're talking about Park View Apartments?

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: They are providing those within the building.

COMMISSIONER LORENZINI: Okay, so they are required. So, just curious on the parking, some of it's what I call stack parking, so there's no code or regulations really one way or the other on that I assume?

MR. HUBBARD: No, it is allowed.

COMMISSIONER LORENZINI: Then also as mentioned about the Design Commission, you mentioned the Design Commission comments, but did they ultimately approve the design or no?

MR. HUBBARD: In their last meeting, they did approve it by a four-to-one vote recommendation of approval with some minor.

COMMISSIONER LORENZINI: What was their objection to fitting in? I mean it does meet the Comprehensive Plan, right? But they say it didn't?

MR. HUBBARD: I believe they were specifically referencing that it didn't meet the regulations relative to the number of variations.

COMMISSIONER LORENZINI: Okay, and in the B-5, this neighboring property that's B-5, how tall can the buildings be in those districts? Up to 90 feet?

MR. HUBBARD: 90 feet up to 140 feet.

COMMISSIONER LORENZINI: The density we're talking about is based on the number of units I assume?

MR. HUBBARD: Based on the number of units, correct.

COMMISSIONER LORENZINI: For the Petitioner, really for the architect, I have a question about the parking spots in front of the building. How is that going to be regulated? Is there going to be signs out there, parking for residents only?

MR. HOPKINS: Well, the regular parking spaces. Those ones with the pavers next to them, those are just like all the other street spaces down in town.

COMMISSIONER LORENZINI: So, anybody can use it?

MR. HOPKINS: Right.

COMMISSIONER LORENZINI: Okay, and the storm, it was mentioned that there's going to be drainage under the building?

MR. HOPKINS: Yes, there's a detention basin that wraps to the northwest corner of the building. So, the project is self sufficient in terms of underground detention, it's a vault.

COMMISSIONER LORENZINI: Okay, thank you. Sam, one more question. All the multi-story buildings that you had shown examples of in the area, I assume those all went through some type of variances also --

MR. HUBBARD: I'm sure some of them did, but you know, they were developed at a time when the regulations may not have applied in the same way that they do today. As an example, a PUD was not required in the R-7 until somewhat more recently, and these developments were, you know, occurred before that.

COMMISSIONER LORENZINI: All right, thank you. That's all I have for now.

CHAIRMAN ENNES: Okay, thanks, Joe. The architect please.

COMMISSIONER GREEN: I don't know what the architect is supposed to do here, but I just want to say my concern was parking and, Hoppy, you've figured that one out. Thank you. But I could take either elevation here. I think they're both very well done. The changes to the building, bringing the top floor back is really topnotch. It's a great job and I just wanted to say good job.

CHAIRMAN ENNES: Is that it?

COMMISSIONER GREEN: That is it.

CHAIRMAN ENNES: Okay, we're going to move on to the public comment

section. Can I see a show of hands of how many people are making comments?

I'm going to, we want to hear from everybody that's here that wants to make a comment. I should have made the last hearing a little bit more organized and so we didn't have people popping up all over the place. I'm going to lay out some parameters that I hope will help you just along the way. We'll start back in one of the corners and go row by row and let everybody speak. When it's your turn to speak, please come up to the podium, state your name, and spell it. If you want to give your address, you can. That may be helpful to us but you're not required to.

Testimony should include facts that are pertinent to the hearing here. We have, if you've written a letter or you've commented at one of the public hearings, we have access to that and we're familiar if you want to restate it again. But I think out of courtesy to your neighbors and the rest of the audience here, or if somebody has already made the comment, if you could just indicate that you agree or disagree with that person, that would help move things along. But we do want to hear from everybody that's here, so let's start with that.

In the back row, was there anyone that wanted to speak? Sir, will you come up?

MR. GREIFENSTEIN: Lou Greifenstein, L-o-u G-r-e-i-f-e-n-s-t-e-i-n. I live at 38 South Chestnut with my wife and five daughters, not up with your statistics up there. We've been there for about 13 years and then about seven or eight years ago we acquired the property just north of that, too. So, we have a front row seat to what's happening here.

Out of respect for your comments and the time we have, I'll be just brief, too. But you know, I wanted to thank all of you for your volunteerism and you are our voice to the Village Board as we approach this topic. So, you know, we appreciate you being our voice and we appreciate your time and dedication to what we have to say.

So, this project, I've been at all the meetings, almost all of them, and it's been filled with quite a bit of emotion so I'll keep to the facts as far as we can tell what they are. So, I think most of what we want to speak to is at our time when we put this together, there were 12 variances. One has been adjusted to our knowledge and that was actually the only one that we didn't have a problem with was the height of the building. So, we just want to make sure these were stated and they were reflected in the minutes accordingly, just as residents, what we were most concerned with with this project.

So, as we take through this here, in Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, the code requires a minimum of two acres for the requested R-7 zoning change. Their site is only 1.39 acres including the shared right-of-way. So, the Petitioner is short the minimum requirements by about 26,500 square feet. They've only met 69 percent of the minimum area for the zoning district. So, as nearby residents, we see that variation request as somewhat excessive, somewhat egregious, and that falls short of the requirements. Granting the request we think would cause irreparable harm to the neighboring property values and establish most importantly maybe a dangerous precedent for future evaluation or future variation requests.

One thing I wanted to note, too, just kind of as an aside, you mentioned that the structure won't affect any of the lighting to the nearby homes. If this is built there, we won't have sunlight until noon. Traffic, we won't get into that, that was spoken about for hours at the previous meetings, but our street is dangerous now, the Chestnut residential street. I can't imagine what 80 units is going to do to that street at this point here. I guess the

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last comment I'll make which isn't so much for this, but the master plan, it's three years old, it's only three years old but quite a bit has gone on in the last three years on these residential blocks.

Chapter 28, Section 5.1-7.4, Minimum Lot Size, so they're required a minimum of 61,500 square feet, their lot is 39,587. So, they're short of the requirement by a little over almost 22,000 square feet. They've only met 64 percent of the minimum required lot size. So, again, nearby residents perceive the variation request as excessive, it's egregious, and falls short of the requirements, setting a dangerous precedent going forward. That's our concern.

Chapter 28, Section 5.1-7.6, Required Front Yard, at the east side of the building, I know there's been some adjustments to that. But the code requires a minimum front yard setback of 47 feet, they're seeking a variance to allow a setback of 6.7 feet. So, they're short of the required front yard setback of 40 feet, and I know there's a street between there, but 40 feet is a pretty great deal. So, they've only met 14 percent of the requirements for the front yard setback. So, again as residents, we look at that and see potentially, you know, falling short of one of the requirements and then the petition, just again a dangerous precedent going forward in our eyes as residents.

Chapter 28, Section 5.1-7.6 Required Front Yard, west side. This one is a little more personal. So, the code requires a minimum front yard setback of 47 feet, and they want a variance to allow a setback of 20 feet. So, short by 27 feet, they've only met 42 percent of the requirements that are outlined. So, as definitely a nearby resident, you know, we've seen, you know, again here a dangerous precedent being set. They're only meeting 42 percent of what's required.

Chapter 28, Section 5.1-7.6, Required Side Yard. The code requires a minimum side yard of 37 feet. The Petitioner is seeking a variance to allow a setback of five feet. So, they're short the minimum required side yard by 32 feet. The Petitioner only has met 13 percent of the requirements for the minimum side yard setback. So, at this point here, they've only met 13.5 percent of the required setback, extremely excessive at that point, and again we look at that as a dangerous precedent going forward with future variance requests.

Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage. So, the code allows a maximum building coverage of 45 percent. The Petitioner is seeking a variance to allow a building lot coverage ratio of 72 percent. So, they've exceeded the maximum building lot coverage by 27 percent for that space. So, we see the Petitioner asking for variances far in excess of code requirements, and with the exception of the building height variation, all of their requests have been far outside the scope of the Village Code.

Maximum allowable building height, this is the only one where we look at this and said, well, you know, it calls for 60 feet and they're seeking 62 feet. They have since adjusted by sinking it into the ground. This was really the only one, this is a true variance request that we think is normal at this point. So, this one we're fine with.

Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio. The code limits the maximum floor area ratio to 200 percent. The Petitioner is requesting a variance to allow a floor area ratio of 242 percent. So, they've exceeded again by 21 percent with this variance request. So, another example of excessive requests and would not be needed if the above setback criteria were met.

Chapter 28, Section 11.7(a), Loading Requirements. The code requires one off-street loading space. Petitioner has requested a variance to completely remove

this requirement from their apartment building plan. I'm not sure through some of the commentary if this one has been addressed. But this one here, you know, we see nothing but trouble with this particular request because they're seeking approval for an 80-unit apartment rental development, so which inherently is going to have a higher rate of turnover. The Petitioner is attempting to use a small 35-foot parking space along Sigwalt to serve as loading and unloading space. That's a pretty crowded space already and there's not even a building there yet. So, you know, this won't even, we look at this here as just, you know, you allow this variance here, you're placing an undue burden on the safety of our neighborhood streets. We've heard lots about that, we won't get into it again today, but the traffic up and down Chestnut and Sigwalt and Campbell over the last few years have become extremely dangerous.

Chapter 28, Section 6.6-5.1, Permitted Obstructions. The code limits obstructions from encroaching into the setback areas. Petitioner is seeking a variance to allow certain of its balconies to encroach 5.3 feet into the setback areas. The balcony is a part of the building structure, the Petitioner is already seeking excessive setback variances, this request would allow the balconies which are part of the building to reduce the setback area by another 5.3 feet. I'm not sure again, I was trying to track it down if that's been adjusted.

Chapter 28, 6.6-5.1, Permitted Obstructions. The code requires all electrical transformers to be located outside all setback areas. The Petitioner is requesting a variance to waive this requirement and allow transformers within the setback area. We view that to be somewhat reasonable.

The last one, Chapter 28, Section 11.2-8, Width of Parking Lot Drive Aisles. The code requires a minimum drive aisle width of 24 feet. Petitioner is requesting certain parking lot drive aisles to be allowed at 20 feet. So, as residents, matters dealing with the interior layout of the building are really of no concern to us, but the request for a 20-foot wide access, granted it's basement parking lot area, places quite a bit of burden on their own customers.

So, in the spirit of what we were talking about mostly here today and what most of our concerns were about is just, you know, not only the number of variances that they're requesting but the egregious nature of all the requests that they've having. You know, the building is far too big, it's too dense, and it's too noncompliant with the code currently and not at all harmonious or compatible with the surrounding neighborhood. So, that's our biggest concern. So, as a resident of the neighborhood immediately surrounding the site, I ask that you deny these variances for the Petitioner for all the reasons we mentioned above.

CHAIRMAN ENNES: Mr. Greifenstein, thank you.

MR. GREIFENSTEIN: Thank you.

CHAIRMAN ENNES: Anyone else in that back row? How about in the row in front? Sir, would you come up?

MR. MEERSMAN: Good evening, my name is Donald Meersman, M-e-e-r-s-m-a-n. I live at 202 South on Highland Avenue. I've lived there for about 30 years. Arlington Heights is a great place to live and one of the reasons for that is because of the public service from people like you. I admire your patience and your stamina.

One of the reasons why Arlington Heights is a great place to live is because we have respect for the rules. This plan as proposed requires massive variances to the building code. The paid representative for the development made a point that it is unreasonable to think that a development of this size can go through without any variances. I don't think

anyone is suggesting that. I believe that there's a huge difference between any variances and 11, not 12, very significant variances.

You do not have to file a Freedom of Information Act request to see what the Village of Arlington Heights building codes are. They are well known, they are not hard to find. By the way, we heard tonight that they may be submitting a new design. If that is correct, then it should have to go back to the Design Commission. The designers of this apartment house seemed to have ignored the building codes in their proposals. I'm asking you to please do not ignore the building codes.

I asked the question what is the hardship on the part of the developers, and what is the urgency on the part of the Village of Arlington Heights. Several times it's been mentioned that the clock is running and the delay costs money to redesign. They said this evening that it's difficult for them to make money. This to me sounds like a man who goes out in the rain with no umbrella and then cries because he's getting wet. If the plan met the building code, they'd have been under construction by now. They chose to ignore the code.

During the Plan Commission preliminary meeting, someone expressed the opinion that all the problems are solved because the parking issue has been addressed. The parking issue is one issue, and to say that the Design Commission approved is to tell half the story. The in-house counsel to the Village of Arlington Heights took an extremely close interest in this matter, gave a convoluted, difficult-to-follow explanation that the Design Commission overstepped their mandate. The Staff came to the rescue of the developers.

I personally question the impartiality of the Staff. The Design Commission is not all wrong. Mr. Eckhardt is a dedicated public servant. He's been there for over 20 years. I assume that they've done this for a long time. The Design Commission is supposed to judge a building only on its appearance as if it existed by itself? I don't know how you can do this. So, it was wrong for them to think of the building where it will be located? It's going to be located over on Sigwalt, not on a fantasy land where buildings hover on clouds.

Okay, it's a good-looking building, but not on this site. It is too big. The density is all wrong. Perhaps the in-house counsel could help the developer look up the building code because the setbacks are not even close. Now the Staff is reinterpreting the density requirements. The Staff seems to be leaning over backwards to justify the variances that are requested. I call to your attention Chicago Tribune, February 18th, they were talking about a similar development in Wilmette, a five-story 75 units, it says and I quote, "It fails to live up to the high standard of architectural quality set by the suburban historic homes." It mentions that high density brings high visibility, and it mentions that sophisticated design quality matters if these buildings are to nestle comfortably into their suburban surroundings.

In this particular development, there were financial pressures to get something done. Investment is currently flowing into Arlington Heights. We have tear-downs, we have new developments, there's construction going on all over the place. I live at George and Highland, there is a new building going in across the street from me. It will probably be a million dollars by the time it's done.

The Village of Arlington Heights is not desperate for development. Please respect the rules that have built our great town. Please continue to do the fine job that you have done and fairly enforce the development plan for downtown. Thank you.

CHAIRMAN ENNES: Thank you, Mr. Meersman. Anyone else on this side? Yes, sir.

MR. ALLEN: Good evening. Keith Allen, A-l-l-e-n. I live at 46 South Chestnut, so I'm directly across the street to the west of this proposal. I'd like to highlight several issues I believe should be paramount in your review and deliberations this evening.

First, the Comprehensive Plan. My hope is that everyone can acknowledge that the plan does not reflect the current situation surrounding this parcel. Yes, this parcel is set as R-7, but the Comprehensive Plan also calls for R-6 surrounding it to provide a buffer to the R-3 neighborhood. That R-6 buffer does not exist, it will not exist in any of our lifetimes. The R-6 is my side of the block to the west. All of our homes have been redeveloped, we've poured amounts of money into them, so they're not ripe for redevelopment. That R-6 buffer does not exist.

So, what are we left with? 100-year-old historic homes directly across from an R-7 project that sits on a site that's just over half the required size with no transition buffer or contextual dialogue with the adjacent neighborhood.

Second, the issuance of variances for a PUD per Section 28, Section 9.5. The code states such variances may be granted as long as it is demonstrated that they will not exercise a detrimental influence on the surrounding neighborhood; but even more importantly, the variations shall be justified when other characteristics of the development exceed the minimum standards of the Municipal Code. In other words, a PUD must go above and beyond the code standards.

Our neighborhood coalition has reviewed this ad nauseam, and it's our opinion that the following reflects the proposal's adherence to the code: meets the code in seven instances; variances requested so it does not meet the code in 11 instances; and most importantly exceeds the code, zero. The Petitioner has not demonstrated in even one instance that any part of the proposal exceeds the minimum standards of the code. Thus, we believe no variation should be granted by application of this section of the code.

Third, if the Commission does choose to review the variances requested, I would ask that you review each on its own merits and apply the criteria from the code that states the following. In its consideration of the standards of practical difficulties or particular hardship, the Plan Commission shall require evidence that:

1. The property in question cannot yield a reasonable return if permitted to be used only under the condition allowed by the regulation of the zoning, i.e., prove a hardship. The only hardships here are self-imposed by the fact that the Petitioner has secured a parcel that's less than half the size required to support an R-7 development. Buy more land, you'll be fine. That's not a hardship, that's poor planning.
2. The plight of the owner is due to unique circumstances. We see there's nothing really unique about this property whatsoever other than the fact that it's too small to support their development.
3. The variation if granted will not alter the essential character of the locality. I think the overwhelming opposition of the residents to this project since last August indicates that we all believe there would be a tremendous detrimental alteration to our neighborhood, and that it may very well include a reduction in our property values. The code then states a variation shall be permitted only if the evidence in the judgment of the Plan Commission sustains each and all of the three conditions enumerated above.

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4. As was just spoken about, the application of the harmony and compatibility criteria from the Village design guidelines. I would ask that you have a meaningful discussion of the harmony and compatibility criteria since it has been removed from the Design Commission's purview and placed before this Commission for consideration.

Please ask yourself how this proposal is in any way harmonious, compatible or contextual with the surrounding historic single-family homes. It is not, in terms of height, massing, scale, materials, style, setback, density, et cetera. As the Design Commission has said on several occasions, the design does not meet the design guidelines evaluation criteria for harmony and compatibility, specifically regarding height and setback. I would hope you come to the same conclusion.

Lastly, I would hope that each of you consider your role in adherence to the code and the issuance of variances as seriously as Commissioner Green, as he has said in the past, and I quote, "All properties in Arlington Heights are governed by the Comprehensive Plan and protected by our zoning ordinances. My intent is to maintain the integrity of our zoning ordinances and guard it against extreme variations that would set dangerous precedent and diminish overall property values." I couldn't agree more. This is exactly the type of development that the code should be protecting us from. Thank you.

CHAIRMAN ENNES: Thank you, Mr. Allen. Anyone else?

MR. VOSS: I will be brief. My name is Michael Voss, I live at 105 South Mitchell.

CHAIRMAN ENNES: Can you spell your name please?

MR. VOSS: V as in victor, o-s-s. The Staff brought up a number of points this evening, comparing the R-7 development to single-family homes that were to my knowledge all built prior to the code requirements or the variance requirements that we're looking at today for the new plan. All of these developments are abutting up against single-family homes in a situation that's entirely different that we're looking at with the development on Sigwalt.

This Plan Commission took a look at this proposal a few months ago and voted to approve it and sent it on to the Village Board. The Village Board rejected it out of hand. Why? Because it's inappropriate to the space they're trying to put it on. There is not enough room to put five pounds in a three-pound bag. Take a look at it and I think you'll come to the same conclusion.

CHAIRMAN ENNES: Thank you, Mr. Voss. Anyone else on the right side? Okay, let's move over to the left side. We'll start in the back, anybody in the back row? The next row? Oh, yes, the gentleman in the back.

MR. O'SCHNEIDER: Good evening. My name is Hank O'Schneider on 121 South Vail, Arlington Heights. I just want to --

CHAIRMAN ENNES: Spell your name please.

MR. O'SCHNEIDER: O-s-c-h-n-e-i-d-e-r. We already talked about the density of the project and I'm not going to -- property, but my concern is with the parking and with the traffic on Highland. The parking, I think last time they had less tandem spaces that they have now. They have 15 tandem spots now, is that correct? I don't know how that's going to work. That's like 15 spots less than you really should have.

Then the traffic on Highland, currently with commuters leaving their garage going out on Highland, basically it's a 1.5 lane street now with pedestrians and everything

else. So, I just want to bring that to your attention and see what you think about that. Thank you.

CHAIRMAN ENNES: Okay. Yes, please, at the end of that row.

MS. LICHTER: Hi, I'm Rebecca Lichter, L-i-c-h-t-e-r, at 115 South Highland. I guess I have too many points. A lot of the other speakers have already brought up some of them, so I'll keep my comments brief.

But regarding the variances, again one of the questions that was brought up in a previous meeting, I wanted to bring it up this time as well, is when other residents have had any changes to their houses and done renovations, they've followed the code. So, why would all these variances be granted for these guys? Why can't they follow the code just like any other resident in the area?

Secondly, is this the right place, is this the right commission to deal with traffic control, stop signs, crosswalks? Or is that done with the Board?

CHAIRMAN ENNES: It's addressed here, parts of it.

MS. LICHTER: Okay, so to some of the other comments as well, and even what the Staff had found with the way the traffic flows, I believe you said 80 percent going on Sigwalt and Campbell, as well as 20 percent coming up Highland. I don't have specific facts other than that and the anecdotal examples of when I'm trying to cross the street coming up Highland across Sigwalt to go towards the downtown area, I can't even tell you how many times I've been standing in the crosswalk and traffic does not stop, whether it's just me, me and my family, myself on one side, family is on the other. It's a bad intersection. So, just Tuesday in fact, I was trying to back out of the driveway to go towards the downtown, and two cars came flying up Highland, slammed on the brakes at Sigwalt, flying through the intersection and flying into the parking garage. So, it sort of proves the point that traffic is going to come flying up Highland and it's a dangerous intersection and something needs to be done. So, I'd ask this Board to consider making that a four-way stop and add stop signs on Sigwalt to help control some of that. I think that's it for me. Thank you very much.

CHAIRMAN ENNES: Thank you, Ms. Lichter. Anyone else? Yes, sir.

MR. ERICKSEN: Good evening. My name is Mark Ericksen, E-r-i-c-k-s-e-n. I just bought the property at 133 South Highland. I've lived in Arlington Heights for 34 years. I actually wanted to move to Highland because it's a little more urban. This property here has been sitting there now for about 10-15 years, for the property here and then the one to the north that's owned by another developer. Eventually they're going to be developed.

One of the things that's good about the development is that you're going to add more people to downtown to keep downtown invigorated. I'm sure we all remember what downtown was like 15-20 years ago and it's had all kinds of problems. We were wondering if all the shops were going to stay open or not. So, this is a nice problem to have.

I really can't talk about the variances but I can talk about this being a nicely designed project. I'm very happy that it has 1.5 parking spaces which should help the load on the streets. I think the city should look at, you know, crosswalks like everyone is saying, and then, you know, if it starts becoming more populated, then maybe the city is going to have to start putting some stickers on cars on who can park on what street, you know, for accessibility.

But the way it's designed, the way it's been changed, I'm in support of the project.

CHAIRMAN ENNES: Thank you, sir. Anyone else? Anyone else in the

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whole room that still wants to comment? Okay, thank you very much for your comments. We're going to close the public portion and we're going to go back to the Commissioners.

Commissioner Jensen, do you have anything?

COMMISSIONER JENSEN: No, I have nothing further.

CHAIRMAN ENNES: Mary Jo?

COMMISSIONER WARSKOW: Yes. I just want to voice that this is a very difficult decision for me personally. I do recognize that the lot has been empty for a long time and I do want to see something go there, and I am very supportive of a higher density. It is appropriate in a downtown area with access to shopping and restaurants and other amenities. So, I am in support of that.

I have heard you residents. I'm listening to each one of the arguments. In terms of traffic, I know we all don't want more traffic. I think the situation really living in that area is that traffic doesn't obey the rules like we're asking the developer to obey the rules. It's speed, it's not stopping at the stop signs, it's driving erratically, I watch it everyday. So, if everybody obeyed the rules, then this wouldn't be a problem, adding additional people to the street.

I normally harp on stormwater management, but the vault will meet MWRD's requirements. So, I am all, you know, I'm not concerned about stormwater management in this case here.

In terms of variances, we have variances for lots of properties, whether that's residential or whether that's commercial. Variances come up all the time, so we can't say, you know, we don't get variances here.

I do understand, in order for the Village to cover all of the costs, that things like the flooding, the infrastructure to address the flooding, things that we need addressed, we have to have development. We have to bring revenue into the Village. So, I'm trying to balance all of these things in my mind.

The one thing I am going to say is I am a proponent of open space and I do have a problem with the lot ratio and the floor area ratio on this building. I do not have enough information on the economics to know whether it is truly feasible to build something with a lower ratio on this site, but I can say that I am not happy with the coverage on the site. I would like to see some more green space. I don't have a problem with the building the way it is adjacent to residences. I think some things have been compromised there, but I would like to see more open space around the buildings. I do understand that the B-5 immediately to the north is going to have like no open space, so I would just like to see a little balance on that particular area to have some open space. That's my comments.

CHAIRMAN ENNES: Thank you, Commissioner Warskow. Commissioner Lorenzini?

COMMISSIONER LORENZINI: Thank you. Sam, I think it was Mr. Allen who made the comment about the plan ultimately calls for the homes to be a buffer area but he said it's never going to happen. Could you kind of clarify what he's referring to?

MR. ENRIGHT: Let me address that. You know, I met with Mr. Allen and other residents with Charles Perkins a few weeks ago. Actually the west side of Chestnut north of Sigwalt is shown on our Comprehensive Plan for duplex type units which would correspond to the R-4, not the R-6, it's a big difference. R-6 is, you know, at this point 40 feet in height, more density, not as much as R-7 but it's the next level down. But R-4 duplexes is basically two

residences on one lot if you have a big enough lot.

We don't see duplexes. It's just not something that developers are doing anymore because of economics. So, it's not likely that that would ever happen here. So, really the future development to the west or the south on properties that could be up zoned is really in the hands of the homeowners that own those lots. You know, we've heard from several homeowners on the west side of Chestnut that they're planning to be there for a long time and there's, you know, those houses have been there for a long time so they're not likely to change. But if they were to change, the Comprehensive Plan would only allow R-4 rezoning which is a very, very low density, just a little bit higher than single-family.

COMMISSIONER LORENZINI: Okay, thank you. There's been several comments about the variance where this would normally require two acres. So, what would that look like? They would just buy one big lot of land and just put a bigger building on that? Is that basically what would happen?

MR. HUBBARD: Right, the overall size of the zoning district would have to be at least two acres so there would be a larger site to get the rezoning up to at least two acres.

COMMISSIONER LORENZINI: Then theoretically, or practically, they would just put a bigger five-story building on there?

MR. HUBBARD: On a larger site, yes, you can put, you know, a larger building theoretically.

COMMISSIONER LORENZINI: All right. Just some of my feelings, I voted for this last time and I just want to say that generally I go along with the Planning Department. They've very professional and doing this for many years. I find them to do a very good job. The Engineering Department behind them reviews all the calculations, the traffic, the drainage, any structural issues. It's not just, we don't, the Village doesn't just take the developer what the developer gives them and runs with it.

This, in my opinion, this seems like a good transition between a residential building and a 90-foot tall building that could be on some of the lots next to it. It would look kind of silly to have a residential building and then a 90-foot building next to it. So, I think this is somewhat of a decent transition.

As one gentleman said, there is a lot of development going on in Arlington Heights all over. This is a great town and there is a lot going on, a lot of money being poured over here. But this lot has been empty for 15 years and something has got to happen there. That's all I have.

CHAIRMAN ENNES: Commissioner Green?

COMMISSIONER GREEN: Just to restate, I think the transitional use of this corner is by far better than if you incorporated that into the downtown zone uses. I just wanted to, it would bring commercial use on the bottom and it will bring congestion and people. So, I think this is a very good transition for this corner which could have been like I said a downtown zoning.

CHAIRMAN ENNES: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I agree with, you know, what our fellow Commissioners have said. I think, you know, while there are a number of variations here and that's why a commission like this exists, this is a unique site in a very, I guess I should say critical part of the downtown, so we do have to look at everything on the totality of circumstances here. You know, I was supportive of it last time, and I think the Petitioner has made a very good effort

to enhance it and take in the input from the public. I'm supportive of it, that's all.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: I really don't have too much more to add other than what the fellow Commissioners have added. I certainly understand what some of the residents' concerns have been with the variances and codes we have here. But again, I feel that this building does do a good transition between the 90-foot tall buildings and so forth in the Downtown Arlington Heights and what would be to the north of this. So, I think this is a good mix. I like the elevation and the setback. I think that all looks well with this transition. That's really all I have to say right now.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: There was a reference made in your initial report and I recall it from last meeting, I was trying to find it in the minutes, about the setbacks are, perhaps there is the unusual situation and so when you really look at the variances that are being requested, if you took into consideration this unusual additional eight-foot setback, could you elaborate, Sam? Do you know what I'm getting at?

MR. HUBBARD: So, you're talking about the right-of-way dedication on the east side and the west side?

COMMISSIONER DAWSON: Right.

MR. HUBBARD: Yes, so --

COMMISSIONER DAWSON: The variation seemed much more excessive because of almost an oddity created on the lot, and I wish you could expand on that a bit more.

MR. HUBBARD: Yes. So, on both the east side and the west side of the property, in order to comply with the minimum width for a street, the developer has to dedicate this, you know, eight-foot section of their property as right-of-way. So, effectively, their property line is here currently; once they dedicate it, it's going to be there. So, obviously that's a corresponding change, that's an eight-foot change to the setback as well because it's measured to the property line and the property line has shifted eight feet in. So, that's, when we referred to the unique circumstance of having to dedicate a right-of-way, that exacerbates the, you know, the variation for the setback on paper. However, the point we were trying to make is that this area, this eight feet is, you know, we don't have any immediate plans to widen the street in this location, so this eight feet is just going to say as open space. Effectively, it's going to function as part of the property, part of the yard, although technically it's not factored in for variation.

COMMISSIONER DAWSON: So, I remember at the last meeting, there was, you know, a lot of discussions with the variation, but they're really just a lot of explanation about why perhaps it appeared that the variations were more excessive than in reality, they may be for this parcel. It really is tough just as has been said. This is a very difficult decision, and perhaps it seems that we're not taking in or not listening, but this parcel, I asked, I went back into the minutes, I asked how long it had been vacant last time. I said it's at least 17 years and it was stated that it's at least 20 years. That was mentioned last time.

AUDIENCE MEMBER: No.

COMMISSIONER DAWSON: It's been vacant for at least 17 years. Since 2000.

AUDIENCE MEMBER: No. That's not accurate.

MR. ENRIGHT: I can approximately address that. The northern portion used to be the Daily Herald. Bruce Adriani bought that and knocked down those buildings pretty

quickly. So, that's been vacant for over 20 years. The southern portion, the subject to this discussion tonight, had four single-family homes, three on Chestnut, let me finish here, three on Chestnut, and then there was a duplex on Highland and one or two houses on Highland. So, there were four or five houses and a duplex. They were very modest small homes, they went into disrepair because they were vacant after a while and eventually torn down by a previous landowner.

COMMISSIONER DAWSON: How long ago was that?

MR. ENRIGHT: I would say that's probably 10 years ago.

COMMISSIONER DAWSON: Okay, I recall when I returned to Arlington Heights, that was now 18 years ago, 17-18 years ago, that parcel was vacant. I remember going to downtown, the north end, it was an open lot. So, that's what I'm thinking of, perhaps not the other end of the lot.

But I guess to my point, the comment that this is not an unusual plight or that this is not an extreme situation, when you have a parcel that's been vacant for that long, through a period of time where townhomes were considered or duplexes were considered in being built, back in early 2000's, those were still being built, so I guess it wasn't vacant at that time. Correct?

MR. ENRIGHT: This property has six lots. There were I believe four or five single-family homes, three on Chestnut and one or two on Highland and one that was a Duplex apartment on Highland right next to where our garage is now.

COMMISSIONER DAWSON: I guess the point I'm trying to make is it doesn't appear to be being received, not that I would expect it to be I guess, but this parcel has been vacant for a long time. No other developer has been able to come to Arlington Heights, which is an area which is attractive for building, to find a building that could fit into this area. So, in my original meeting, that weighed very heavily in my mind.

I do not, as a resident of this town, don't like vacant parcels. I think they attract dangerous issues to the Village. I don't like that in the core of the downtown of Arlington Heights there is this large vacant parcel. I see a development that's coming in. I liked the previous development, though clearly the Village Board didn't agree, because the lower amount of parking, it was attracting residents that didn't have as many cars. So, the Village disagreed with me and that was fine, but that was why I supported that. I thought it was interesting that a developer was going to be forced to attract people into the building that clearly had one parking, and that would not impact. Now we're having more cars and the residents are saying we don't want the danger and the additional cars. Now because the Village Board asked you to go back and put in more parking, now there's more cars which counteracts the reason why I supported it in the first place related to parking and the traffic and amount of cars.

So, it's a very, it's an extremely difficult decision for me personally. I think it's a very attractive building. I know people don't necessarily agree with me but I personally think it's a very attractive building. I think it's a good fit for a vacant parcel that we have not been able to find anything else that would fit into the difficult parameters that are set by the zoning of this parcel.

I struggle now with the additional cars that are going to be, and now there's a three-bedroom that is going to be coming into this building. To me it changed against what I was previously considering attractive to the parking here. So, I don't know where I'm going to fall on this right now.

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CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Having had some history of ownership and involvement as an employer and a resident all within very close proximity of this development, I think I never went into expecting that to be green space, that it had to be developed in an urban way. The questions I've kind of, and I'll ask Staff, what's cooking on the north side? Any interest there? Is there any, have you as a Planning Department had any interest from developers?

MR. ENRIGHT: Bruce Adriani was on the site for quite a few years, 20-25 years, somewhere in there.

COMMISSIONER DROST: Yes.

MR. ENRIGHT: Yes, every so often he shows up and has some ideas on what he wants to do with the property. You know, a couple of months ago, we met with him and he had some idea for, you know, three buildings including expanding the Village Garage, it would be an independent garage, but it would basically look like an addition, and then have a building fronting on top of the garage and then one fronting Chestnut, one fronting Campbell Street with, you know, setbacks and so forth. You know, nothing in stone but obviously, you know --

COMMISSIONER DROST: No, but there is some percolation and there's going to be Norwood builders there, apartment builders, condominium builders, and I think you referenced they've had a lot of experience in DesPlaines and I think you referred to them as merchant type buildings.

MR. ENRIGHT: You know, one thing we have talked to Mr. Adriani about is his property is zoned B-5. By code, you can get 140-foot tall building and zero setback on that whole site by code. But we've informed him, and he doesn't want to do that, build up to that maximum in terms of, you know, he doesn't want to put 140 feet all over the block, he doesn't want to put 140 feet anywhere. But you know, we've told him we were following the master plan for six to eight stories with respect to the rest of that block which is less than what code would require in terms of, or potentially allow in terms of height.

COMMISSIONER DROST: Being keenly interested in this site as more than -- as an observer, actually as a stakeholder here, would you consider this development would tone down any subsequent development on the north side? I think I heard you say that.

MR. HUBBARD: Yes, it would be a transition.

COMMISSIONER DROST: So, it's transitional development, and with that and also being a veteran of all the construction downtown, there's going to be a lot of interruption during this period. It's not going to happen in 18 months, it's going to have a longer range of completion date no doubt. Any other developments that are cooking like the AT&T building? Anything between, let's say, I know that right next door is the Citibank --

MR. ENRIGHT: No, there is nothing else in the B-5 district.

COMMISSIONER DROST: That there's a, you know, people are kicking the tires now, and that's to Don Meersman point about it, an active downtown that we have and how it's shifted from 2008 which was a retail model and now it's becoming a service and entertainment model.

MR. ENRIGHT: The only thing in the works quite frankly is a 15-unit building at 13 East Miner which has some issues with utilities. I don't know if that will get built, but it's just four stories.

COMMISSIONER DROST: Yes, I'm just trying to take a bigger, holistic

approach to this, that this will be one building and, you know, then the neighbors will be secure again. But it's going to be ongoing, there's, you know, some economic activity that is really kind of churning at this point. Rightfully so because I think we've got a very good town in Arlington Heights. It does attract people and we want to continue to build that up, that's been my mantra for decades I guess. So, don't kill the golden goose basically.

So, those are the comments, basically getting sort of a holistic approach to this development, that this is one part that will now set a pattern for other developers and may cause them more money to be able to meet standards and the code requirements because of this development. So, that's more of a comment, but again I didn't move into where we were expecting to have green space. So, that's the end.

CHAIRMAN ENNES: Thank you, George. I have a couple of questions. One is kind of a minor issue that hasn't been brought up. But out of my curiosity, I see that we're requiring the developer, the property management company to be responsible for plowing the snow on these additional street parking spaces. Am I correct in that?

MR. HUBBARD: That was a condition of approval, yes.

CHAIRMAN ENNES: Why are we requiring that? Have we done that before with others?

MR. HUBBARD: The rationale being that because they have these two existing utility pedestals right here, they have to have these bump-outs in the parkway. So, I don't know if this stretch is as much an issue but the loading space here and then the small two-parking space here, it's difficult for a plow truck to get in and maneuver at and remove that snow. You know, when there's snow on the ground, they could misread where the curb is and damage some of the public street. So, you know, the Public Works Department has asked that the Petitioner enter into this agreement and we've recommended it as a condition of approval.

CHAIRMAN ENNES: If I can ask the attorney to come up? I have one other question, and I appreciate Commissioner Drost's comments on the economics. In reading and reviewing your forecast on the type of tenants that you're looking at, it looks like you're looking for a pretty broad mix from empty nesters to, I don't want to say younger but upwardly mobile people. What's the average income that you think is going to be attracted to this?

MR. FIRSEL: Three times what the annual rental would be is what I'm told, so if it's $2,500 a month, $30,000 a year would be $90,000.

CHAIRMAN ENNES: So, at about the median level for Arlington Heights.

MR. FIRSEL: Yes. To that point, I represent Mr. Adriani. I represent a buyer of the AT&T building. I represent another building that's being relocated under contract by a property and Arlington Downs. So, unfortunately or fortunately, I'm going to see you folks a lot.

COMMISSIONER DROST: So, do you have anything to add to the rest of the --

CHAIRMAN ENNES: About the AT&T building?

COMMISSIONER DROST: Yes, tell us more.

CHAIRMAN ENNES: Let's find out.

COMMISSIONER DROST: We want the scoop.

MR. FIRSEL: You will see a proposal. I am confident you will see, the Staff will see a preliminary proposal within the next, I would guess 60 to 90 days for the northern part of this that's zoned B-5. It's already in the works.

COMMISSIONER DROST: Good, thank you.

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CHAIRMAN ENNES: One other question. We've discussed whether it's 15 years or 20 years or 12 years, this property has been vacant for an awful long time. If you come in and develop this, what is your estimate of the property taxes that you'll be contributing back to the community? Is that something you've done? Do you know what that amount is?

MR. FIRSEL: Well, I can tell you that I do property tax reduction work, and I do it for the apartment building in Arlington Downs as a matter of fact. Their taxes are about $2,800 a unit. The taxes here I believe, based on the cost of construction, the assessed value of this property is going to be higher. So, my guess is you could be $3,500 a unit in property tax. It's a big number. You know, there was a comment brought up about haven't seen the economics, this is a very difficult standard to satisfy in an open public forum that's being televised, to go through the economics of your project and tell someone how much it costs, how much you're making. I have offered Staff to certainly meet with them. I offer any public official on a confidential basis to discuss the economics. But it's almost impossible to do in an open forum.

CHAIRMAN ENNES: Just to put you at ease, this forum isn't televised.

COMMISSIONER DROST: We do have a court reporter. But the point is, and sort of from the economic standpoint, you might say, well, that's not our job. But from the standpoint of the success of a project, it is. So, that's why we might ask these, you know, the intimate questions.

MR. FIRSEL: Oh, yes, and I answered the question. I have no problem with the questions you've asked so far, none at all. I do know that the developer is a very sustainable developer. This one is not going broke in the middle of construction of this project. That's something I would urge you to take into consideration. Thank you.

COMMISSIONER JENSEN: Mr. Chair, a question of the Staff I guess. As several Commissioners have mentioned this, if the Village were to turn this down, is it possible that these six lots would be kind of part of the B-5 district? Is that a possibility?

MR. ENRIGHT: It would not be something that we would recommend as Staff.

COMMISSIONER JENSEN: So, you might recommend against it but it would not be incorporated, so we wouldn't necessarily expect these tall buildings if they're allowed in the B-5 district to be on this particular property if the Village turns down this petition?

MR. ENRIGHT: No, we would still abide by the Comprehensive Plan which calls for R-7 on this property.

COMMISSIONER JENSEN: Thank you.

CHAIRMAN ENNES: Anyone else?

COMMISSIONER DAWSON: You were asking about the economics. There is some reference to the economics in the Village minutes/

CHAIRMAN ENNES: I saw that, but I also saw the developer has an extensive report commentary.

COMMISSIONER DAWSON: Sure, I just thought it is already public, they're talking about $280,000 in impact fees going to school districts in the area and some other economics.

CHAIRMAN ENNES: So, would someone want to make a motion?

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

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC#17-016, a Rezoning from R-3 One-Family Dwelling District into the R-7 Multiple-Family Dwelling District; a Planned Unit Development (PUD) to allow the construction of a five-story, 80-unit residential development; and a Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

And the following Variations:

1. **Chapter 28, Section 5.1-7.3, *Minimum Area for Zoning District*, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of two acres for the R-7 district.**
2. **Chapter 28, Section 5.1-7.4, *Minimum Lot Size*, to allow a 39,587 square-foot lot where code requires a minimum of 61,500 square-foot in lot size.**
3. **Chapter 28, Section 5.1-7.6, *Required Front Yard*, to allow a front yard setback (east side) of 6.8 feet where code requires a 45-foot setback.**
4. **Chapter 28, Section 5.1-7.6, *Required Front Yard*, to allow a front yard setback (west side) of 20 feet where code requires a 45-foot setback.**
5. **Chapter 28, Section 5.1-7.6, *Required Side Yard*, to allow a side yard setback of five feet where code requires a 35-foot setback.**
6. **Chapter 28, Section 5.1-7.7, *Maximum Building Lot Coverage*, to allow 72 percent building lot coverage where code allows a maximum 45 percent building lot coverage.**
7. **Chapter 28, Section 5.1-7.13, *Maximum Floor Area Ratio*, to allow 242 percent FAR where code limits maximum FAR to 200 percent.**
8. **Chapter 28, Section 11.7(a), *Loading Requirements*, to waive the requirement for one off-street loading space.**
9. **Chapter 28, Section 6.6-5.1, *Permitted Obstructions*, to allow certain balconies to project 5.3 feet into the required front and exterior side yards.**
10. **Chapter 28, Section 6.6-5.1, *Permitted Obstructions*, to allow a transformer within the required front (east) yard setback.**
11. **Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20 feet where code requires a minimum drive aisle width of 24 feet.**

This approval shall be subject to the following conditions:

1. **Overhead utilities along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.**
2. **Move-in/move-out operations shall be restricted to between 7:00 a.m. to 6:00 p.m. on Monday through Friday, and 9:00 a.m. to 4:00 p.m. on Saturday and Sunday.**
3. **Residential units are approved as rental apartments, converting residential units to condominiums shall require an amendment to the planned unit development.**

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4. **The Petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures at time of building permit for review and approval by Staff.**
5. **The Petitioner shall comply with the August 15, 2017 motion of the Housing Commission to provide a $300,000 fee in lieu of providing the 12 affordable housing units ($25,000 for each unit) to be paid at the time of building permit.**
6. **School, park and library contributions shall be required per Village code prior to the issuance of a building permit.**
7. **The Petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal within the on-street parking spaces and loading spaces (located along the north side of Sigwalt Street east of Chestnut Avenue and west of Highland Street(to the owner of the subject property.**
8. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

COMMISSIONER CHERWIN: I'll second.
CHAIRMAN ENNES: Roll call vote, Sam.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: You have to start with me, Sam? I guess I'm going to say, I'm going to go no with comment.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: I'll go aye with comment.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes, without comment.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: No, with comment.
MR. HUBBARD: Chairman Ennes.
CHAIRMAN ENNES: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
COMMISSIONER DAWSON: Comment?
CHAIRMAN ENNES: Please.
COMMISSIONER DAWSON: I want to be clear that I actually do think this is a good building and a good use for the space. I think Staff did an excellent job. For me, again I'm going to go back to I liked it before when there was less parking. The increase, I liked the idea that this was attracting tenants that were going to have bicycles, use walking and public transport. To me, the tipping point is hearing about all of the other development that's suddenly

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popping up, and I'm terrified of what is going to happen traffic and safety-wise and parking to this area. So, until I know about all these other developments that we're talking about, it's just difficult for me with the increased parking traffic or car traffic on the site. But I don't know what else we would put there and I think it's a beautiful building and it is a good use for this space.

COMMISSIONER DROST: My comment is to reiterate some of the comments I had made before, and that is again taking a more comprehensive or holistic approach to how all of this is going to be developed in such a way that there might be, if construction goes there, it is going to be tough for everybody. So, that's a consideration that Trustees have to make and again deferral to the Trustees but vote on the legislation is probably the end place where these concerns that the residents have had which I found to be very valid and concerning but they- need to also be addressed by the elected officials.

COMMISSIONER WARSKOW: I'm the last with comment. So, I, too, am very supportive. I like the building, I like the use. I am for higher density. I don't want completely open space, I just want more green space around the building. So, I object because of the lot coverage and the FAR percentage.

CHAIRMAN ENNES: Thank you, Commissioners. You have a favorable decision to go on to the Village Board. I want to thank all of the neighbors and all of you for coming and presenting us with your comments.

MR. ENRIGHT: This is potentially going to the Board on March 5th.

CHAIRMAN ENNES: Sam, is there anything else on our docket?

MR. HUBBARD: There's nothing else on the agenda.

COMMISSIONER DROST: I'll make a motion to adjourn.

COMMISSIONER GREEN: I'll second it.

COMMISSIONER WARSKOW: I'll second it.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Thanks. Good luck with your project.

(Whereupon, the above-petition was adjourned at 9:58 p.m.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF C O O K)

I, ROBERT LUTZOW, 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.

_____
ROBERT LUTZOW

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2018.

_____
NOTARY PUBLIC

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Aerial - PC 17-008: Sigwalt Apartments

September 21, 2017

1:2,257

0 0.0175 0.035 0.07 mi

0 0.03 0.06 0.12 km

Village of Arlington Heights GIS
Copyright 2013

SIGWALT APARTMENT
Design Evolution / Revisions
February 23, 2018

The following slides illustrate the evolution of the proposed design for Sigwalt Apartments throughout the zoning approval process. Most recently, Staff suggested a revised design concept for the building to create a more traditional, residential style to better complement the adjacent residential neighborhood.

Slide 1, Original Concept:
- Corrugated metal panels on the fifth floor.
- Flat walls on north, east, and west.
- Design Commission requested revisions on August 8, 2017.

Slide 2, Revision 1:
- Fifth floor changed to brick.
- Balconies recessed on the north, east, and west walls.
- Approved by the Design Commission on September 12, 2017.
- Denied by the Village Board on October 16, 2017.

Slide 3, Revision 2:
- Fifth floor reduced in size and setback.
- First floor brick color changed to brown.
- Approved by the Design Commission on January 23, 2018.

Slides 4-6, Traditional Concept:
- Softer, more residential feel.
- Windows changed to traditional double-hung units with decorative window grids.
- Decorative bracketed cornice details added.
- Lighter color scheme.

The traditional design concept is being provided to the Plan Commission for information only. Staff will work with the petitioner on the final design concept in preparation for final Village Board consideration.

Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5b

Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

September 6, 2017

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5b

Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5b

Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

February 23, 2018

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5a

Sigwalt Apartments
Arlington Heights, IL

South West Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

February 23, 2018

HKMI ARCHITECTS + PLANNERS, INC.

SHEET 5c

Sigwalt Apartments
Arlington Heights, IL

Entry

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

February 23, 2018

HKM ARCHITECTS + PLANNERS, INC.

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON: **January 24, 2018**

Project Title: Sigwalt Street Apartments

Address: 37-45 S. Chestnut St.; 36-40 S. Highland St.

Petitioner: Michael Porto
CA Ventures
130 E. Randolph St. – Suite 2100
Chicago, IL 60601

Requested Action:

1. A rezoning from R-3, One-Family Dwelling District to R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

Variations Required:

4. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
5. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.
6. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 49' setback.
7. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 49' setback.
8. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 39' setback.
9. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
10. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 63'-8".
11. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
12. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
13. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balconies to project 5.3' into the required front, exterior side, and side yards.
14. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
15. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

Attendees:

Michael Porto, CA Ventures
Mike Firsel Atty., Firsel Ross
Mark Hopkins, HKM Architects
Sam Hubbard, Development Planner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner

Project Summary:

The subject property is located along Sigwalt Street between Highland Avenue and Chestnut Avenue, and is currently vacant. The property is within the R-3, One-Family Dwelling District and the developer has proposed rezoning the property into the R-7, Multiple-Family Dwelling District. Additionally, the developer is seeking Planned Unit Development (PUD) approval and Plat of Subdivision approval to consolidate the property into one lot to accommodate a multi-family development. The proposed use of the property is consistent with the Comprehensive Plan, which designates the site as High Density Multi-Family. One of the Board's 2017 Strategic Priorities is to facilitate development of this block.

A previous version of this project appeared before the Plan Commission on September 22, 2017, and received a recommendation of approval by a 4-3 vote. Ultimately, the project was denied by the Village Board due to concerns related to parking, density, loading and deliveries, the mass, height, and setbacks of the structure, and the extent of the variations required for the proposed development. Since this meeting, the petitioner has revised their proposal to address some of the concerns raised by the Plan Commission, Village Board, and surrounding community.

The revised plans propose a five-story residential apartment building with a recessed fifth floor. The building has been shifted slightly to the east to increase the separation between the building and the single-family residential areas to the west. The number of units has been reduced from 88 to 80, and the proposed bedroom mix has been modified. The number of on-site parking spaces has increased from 110 to 120 spaces, which now complies with the parking regulations within the R-7 District. Additionally, the Sigwalt Street building setback has been increased to comply with code requirements. Finally, the overall number of required variations has decreased from 15 variations (as approved by the Plan Commission in September of 2017) to 12 variations under the current proposal.

The developer is still proposing a per unit affordable housing contribution of $25,000 for every affordable unit required but not provided. The affordable housing contribution is calculated as a percentage of the total number of units, and since the number of units has decreased by eight; one less affordable unit is required per the Multi-Family Affordable Housing Policy. Specifically, 13 affordable units were required in conjunction with the proposed 88-unit development, and the revised 80-unit development requires only 12 affordable units. As the developers proposed fee in lieu-of providing these affordable units remains at $25,000 per unit not provided, the overall contribution amount would be reduced from $325,000 to $300,000.

Meeting Discussion:

Mr. Firsel said that as this was the second time this project has come before the Committee, he would be brief and focus only on the changes from the previous proposal. Under the new proposal, there has been a reduction in units (From 86 to 80), and 120 parking spaces will be provided, resulting in a ratio which meets code required parking for the R-7 District. The fifth floor of the proposed building has also been modified, with the exterior walls now being shifted inward, away from the property lines, to reduce the mass of the building.

Mr. Firsel stated that the primary focus of the developers has been complying with the goals and objectives of the Downtown Master Plan, which calls for a 4 to 6 story development on the subject property. The proposed building is 5 stories. The height of the building on the west end is 60 feet, rising to 62 feet from grade on the east end due to the slope of the property. The building as a whole has also been shifted east 4 feet from the previous proposal, increasing the setback along Chestnut Street. The front of the building was also modified from the previous proposal, with a dedicated inset lane added to accommodate deliveries and drop off/pick-up traffic, as well as street parking. The healthy landscaping proposed previously has been unaltered for this new proposal.

Mr. Hopkins explained that the overall footprint of the building is the same as it was in the previous proposal, with slight changes made based on feedback from the various Commissions the project has been presented to. The building has been shifted east towards Highland Avenue, to relieve the setback variation needed on Chestnut. The fifth floor is set back from the main profile of the building, specifically, it is setback 10 feet from the edge of the building on Highland and Chestnut, and setback 13 feet from the edge on the Sigwalt Street side. This has softened the appearance of the building. Changes in colors and cladding have also help to soften the appearance, and previously proposed metal panels have been replaced with siding. The biggest changes to the site plan have been the new parking configuration and drop off/loading zone in front of the building. The previous plan proposed no changes to the existing curb line, whereas this new proposal includes the loading zone, and per neighbor comments, a "knuckle" at the corners which would increase pedestrian safety and define the

new street parking spaces. Currently, the new plan would add 6 street parking spaces, however it is likely that only 5 would be added due to concerns from Engineering.

Mr. Hopkins showed updated renderings and described the changes made in order to soften the appearance of the building. He noted some minor revisions, such as a redesign of the front entry to improve symmetry, and the extension of the "garden" architecture to the street. The color of the pergola and canopy for the roof deck will also be changed, per Design Commission recommendations.

Mr. Hubbard explained that staff was supportive of the project the first time it came before the Plan Commission, and that staff believes the proposed changes to the previous design are positive. Staff is still supportive of the plan as presently proposed; the development complies with the Comprehensive Plan and Downtown Master Plan. There are still a significant number of variations required for this project, though the number has dropped from 15 to 12 under the new proposal. Some of the remaining 12 variations have decreased in their extent. Regarding setbacks, staff believes the changes are positive. The project now complies with the code-required setback on Sigwalt, and it has an increased setback on Chestnut. The recessed fifth floor decreased the Floor Area Ratio, and consequently decreases the variation required. The fifth floor overall has been decreased by 21%, which decreased the mass and bulk of the building. Parking now conforms to code requirements.

Mr. Hubbard mentioned that the petitioner has already held a neighborhood meeting regarding the new proposal, and would be holding another the following evening with one of the local condo buildings. At the time that the Staff Report had been drafted, the Design Commission had recommended denial of the project in a 3-2 vote at their January 9th meeting. Mr. Hubbard believed that the Design Commission liked the overall design of the building, but had denied the project due to concerns that it wasn't compatible with the neighborhood.

Mr. Hubbard explained that one night ago, the Design Commission entertained a motion for reconsideration of the project. The motion passed and the project was reconsidered by the Design Commission, which resulted in a 4-1 motion for approval of the project. The Design Commission changed their vote due to the fact that the purview of the Design Commission is limited to the design of the building. Since their previous denial was based on neighborhood context, and the Commission had approved of the overall design, the Design Commission had changed their recommendation to a recommendation of approval.

Mr. Hubbard stated that staff still has a number of recommended approval conditions that should be considered by the Plan Commission and Village Board. He asked that the petitioner provide additional details on the height of the building as during their presentation they stated that the height of the building was 62 feet, however, the plans submitted to staff showed the building as 63 feet and 8 inches in height. From a staff perspective, he recommended that the petitioner try to lower the height of the building in order to reduce the extent of the setback variations, as the required setback is directly related to building height. Additionally, staff believes that moving forward, it will be important for the petitioner to address the standards of approval for variations and planned unit developments, as outlined in the Village code. Staff hopes to see those points integrated into the petitioner's presentation.

Commissioner Sigalos asked what the height would need to be reduced to in order to trigger a change in the setback variation.

Mr. Hubbard explained that the setback variation is proportional to height, for every foot over 45 feet, 1 linear foot of additional setback is required. If the height is reduced by 1 foot, the required setback is reduced by 1 foot.

Commissioner Sigalos asked what changes were made to the proposal between the January 9th Design Commission denial and the Design Commission approval the previous evening.

Mr. Hopkins stated that there were no changes and that it was the same proposal presented at both meetings.

Commissioner Sigalos stated that he believes that the current proposal is greatly improved from the proposal they brought

in a few months ago, particularly in regards to provided parking. The recessed fifth floor is also a notable improvement that diminishes the mass and bulk of the building.

Commissioner Cherwin expressed that while he was not as concerned with parking in the previous proposal, he is glad that it has been addressed and that the petitioner has been reactive to feedback from the neighborhood. He stated that he understood the trade off in moving the parking to Sigwalt from Highland, due to the lack of support. He asked for clarification on the cladding comment, and asked about what "metal" was being removed from the setback portion of the building.

Mr. Hopkins stated that the dark charcoal portions of metal cladding were being replaced with a warm charcoal hardi-board.

Commissioner Cherwin asked if the new rooftop created by recessing the fifth floor would remain a rooftop, or if it would be utilized as community space.

Mr. Hopkins stated that the fifth floor units have balconies on the roof, still recessed from the main profile of the building, however residents would be restricted from walking from those balconies onto the roof. To minimize height, the roof parapet is as small as possible. Access out onto the roof was still a work in progress.

Commissioner Jensen asked if the petitioner believes that the Village Board's concerns with the previous proposal have been addressed to the extent that they would be receptive to the project.

Mr. Hubbard stated that he does not like to predict the Village Board, though he thinks there have been positive changes in the new proposal, and that the new proposal received positive comments when it went for Early Review before the Village Board.

Commissioner Jensen asked if, during that Early Review meeting, there were any resident comments or if it was open to public comment.

Mr. Hubbard stated that it was a public meeting, but he would need to review the minutes to see if there were any resident comments.

Mr. Firsel stated that he was at the Early Review meeting and that the Trustees were appreciative of some of the changes, but that there were still some questions and items to address. The Trustees had told the petitioner to go back through the process, which the petitioners are now doing and why they are hoping to appear again before the Plan Commission. Mr. Firsel reiterated that they have another neighborhood meeting the following evening with some neighbors to the east in Downtown. Specifically, with residents from Metropolitan Condos and other condo developments that were not on the original mailing list. He stated that he does not know how the Board will react, though they have tried to comply with as much of the code as possible. He also stated that Mr. Hubbard's points earlier were well taken, and they are not taking any of the variances they are requesting for granted. However, he pointed out that many of the other Downtown developments have similar variances He also stated that, if the proposed changes to code are approved and adopted, that the variances requested for this project would be reduced under those new standards.

Commissioner Jensen stated that he thinks this is a good project, and he hopes the petitioner makes the proposed changes.

Commissioner Green stated that he likes how the fifth floor is set back, and that the design helps the building. He asked if the 63 foot 8 inch height mentioned earlier is to the top of the fifth floor.

Mr. Hopkins replied yes, and that it was to the height of the flat roof inside the parapet. He stated that the building grew by a foot from the last proposal as a result of recessing the fifth floor, as more structure was needed to support it.

Commissioner Green repeated that it was nice the fifth floor was set back, and that it was a plus that the 3 foot setback was to the top of the recessed fifth floor, rather than for a full five story building. He also liked the idea of changing the

material from metal to siding. He stated that his only concern with the previous proposal was parking, so by bringing the provided parking up to code, the petitioner eliminated that concern. He stated that he believes the project is a positive, and he looks forward to seeing the petitioner at Plan Commission.

RECOMMENDATION

The Conceptual Plan Review Committee was supportive of the proposal and advised that the petitioner should move forward.

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

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
December 4, 2017
8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

A. Presentation of the Colors by Cub Scout Pack #129 from Southminster Presbyterian Church

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Rosenberg, Scaletta, Sidor, Glasgow, Tinaglia, Baldino, Blackwood, LaBedz.

Also present were: Randy Recklaus, Mark Burkland, Diana Mikula, Tom Kuehne, Ken Koeppen, Charles Witherington-Perkins and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 11/06/2017 Approved

Trustee Carol Blackwood moved to approve. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Committee of the Whole 11/13/17 Approved

Trustee Robin LaBedz moved to approve. Trustee Thomas Glasgow

Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Abstain: Rosenberg

C. Committee-of-the-Whole 11/15/17 Approved

Trustee Mike Sidor moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Hayes, LaBedz, Scaletta, Sidor

Abstain: Glasgow, Rosenberg, Tinaglia

D. Village Board 11/20/2017 Approved

Keith Moens asked the Board to amend the minutes from 11/20/17 in the Citizens to be Heard paragraph 2 section to include some missing information. He said that based on a conversation with Mr. Recklaus, Committee of the Whole meetings are not Public Hearings, but Public Meetings. He asked for an explanation of a Public Hearing and a Public Meeting and the difference between the two and if the Committee of the Whole or Village Board meetings are either Public Hearings or Public meetings be put in the minutes.

President Hayes said the minutes reflected what he said and minutes are not a verbatim account of meetings. Ms. Ward said minutes are intended to be a summary only.

Trustee Carol Blackwood moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 11/30/2017 Approved

Trustee Bert Rosenberg moved to approve the Warrant Register dated 11/30/2017 in the amount of $9,489,953.39. Trustee Thomas Glasgow Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,

Sidor, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

A. Swearing-in of Andrew Larson as Deputy Fire Chief

President Hayes summarized Mr. Larson's achievements at his various roles in the Fire Department. Mr. Larson thanked those who have had an impact on his career.

President Hayes administered the Oath of Office to Mr. Larson.

B. Recognition of Retiring Board & Commission Members

President Hayes gave retiring Board and Commission members a certificate acknowledging their service to the Village. Receiving their honors were: Tara Riley, D. Court Harris, Matt Ottaviano, Ryan Danzinger, Mike Walczak, and Neil Scheuffler. Mr. Scheufler served 22 years and began many of the current events the Village now enjoys.

President Hayes acknowledged those who served who were not present: Ruta Freimanis, Erwin Campbell, Anthony Petrillo, John Zilewicz, Jamie Janeczko, Anisa Jordan, Michael Kalway, Tom Gaynor, Amanda Thomas, Jack Barry, Karen Conway, Amy Mazurowski, and Anthony Fasolo.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

A. Vendor Expenses Over $20,000 In Aggregate for Calendar Year 2018 — Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT NEW BUSINESS

A. Cash in Lieu of Land Dedication — Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT LEGAL

A. An Ordinance Dissolving Redevelopment Project Area Number 3 of the Village of Arlington Heights and Related Matters — Approved

Trustee Jim Tinaglia moved to approve 17-044. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. An Ordinance Amending Planned Unit Development Ordinance Number 02-005 and Granting a Variation from Chapter 28 of the Arlington Heights Municipal Code (St. Edna Church, 2525 N. Arlington Heights Road) — Approved

Trustee Jim Tinaglia moved to approve 17-045. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

C. An Ordinance Amending Chapter 18 of the Arlington Heights Municipal Code — Approved

(Section 18-102, Adoption of the Illinois Vehicle Code)

Trustee Jim Tinaglia moved to approve 17-046. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

D. A Resolution Approving an Amended Employment Agreement Between Randall R. Recklaus and the Village of Arlington Heights — Approved

Trustee Jim Tinaglia moved to approve R17-056/A17-058. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

A. Bond Waiver - Arlington Heights Junior Woman's Club — Approved

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Kotis Surgical Center - 3443 N. Kennicott Ave. - Sign Variation - DC#17-125 — Approved

Mr. Perkins explained the building is being renovated, so they are asking

for two wall signs; one facing Kennicott and one facing Dundee. The Design Commission recommended approval.

President Hayes asked if the "K" was actually a sign. It seems more of a design feature than a sign. Mr. Perkins said that Code says anything that is an attention getting device is classified as a sign.

Trustee John Scaletta moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B.	Hey Nonny - 10 S. Vail Ave. - PC#17-011 PUD Amendment, Special Use for Restaurant/Auditorium (Music Venue), Variation to waive traffic study.	Approved

Mr. Perkins said the petitioner is proposing a music venue and is seeking an amendment to waive the requirement for a parking study. The space would share some common washrooms. 88-90 parking spaces are needed for peak capacity. Mr. Perkins said there are 100+ parking spaces available each day in the Vail Garage. Varieties of days and times were counted over the past 3 years.

Chip Brooks said they are proposing a live music listening room. The food is going to be shareable plates from local farms and suppliers. Local brewers and distillers will also be featured. Mr. Dungan and Mr. Brooks are the main partners. One side is a gastro pub and the music is in another space. There is a movable acoustic wall in between the two spaces.

Chris Dungan described the interior layout of the project. Mr. Brooks said the ceiling will be insulated to keep the sound from going into the Ballroom. They intend to be open 6 nights a week and have brunch Saturdays and Sundays. They intend to work with the local hotels to encourage guests to be patrons. They hope to work with the local music schools to give them a venue for their students and for it to be an incubator for local artists.

President Hayes asked how they intend to prevent the music from spilling out. He also asked how will loud music be defined and how will staff enforce it. Mr. Brooks said it is not definable, if it bothers people on the street then it is too loud. Windows will be closed and curtains will be used to help keep sound in. It is a small space and sound system is good. They will monitor and make sure they do not bother the neighbors. President Hayes asked if the windows would be closed at night. Mr. Brooks said yes. Mr. Dungan said if the windows are open, people will be in the restaurant, and they will not want the music to be too loud. Acoustic music would be

most likely be played during the day.

Mr. Recklaus said many businesses have music like Peggy's and Big Shots, so the Village is accustomed to handling music noise.

Trustee Scaletta asked how the venting would work; he expressed concern regarding the proposed ballroom expansion. Mr. Brooks said the Ballroom addition design provides a chase in the far southwest corner for venting to come up through their space. They will not be able to put their venting in that space because it is not built yet. Initially they will vent into the alley to the west. When the expansion is built, the venting will go over the roof and will comply with Village and Health Department requirements.

Trustee Scaletta said the sound must stay in their space and not permeate the hallways or other spaces in the building. Mr. Brooks said their sound engineer said it will not be a problem. Trustee Scaletta said when they have two shows per night; they may need to expand the space in between these events. Mr. Brooks said he said they will experiment and work it out.

Trustee Scaletta questioned if the bathrooms would be sufficient and accessible for handicapped patrons. Corey Dunne, architect, said they have revised the plans to make the bathrooms ADA compliant. Mr. Brooks said the layout is the best possible way to be compliant. Mr. Dungan said it is a very small space, and will not be hard to navigate. They have the required fire exits per Code. When the detailed plans are submitted, this will be reviewed. They have storage in the basement for tables and chairs. Trustee Scaletta said he is taking them at their word that they will be good neighbors. Staff needs to make sure the Village is in a good position when it comes to noise. He does not want to affect the nearby residents negatively.

Trustee LaBedz asked how it would work for handicapped people during a show. Mr. Brooks said staff will know that is the procedure and will be trained to accommodate these customers. Trustee LaBedz asked if the decibel levels can be monitored. Mr. Brooks said the Village has adopted the Illinois Noise Pollution Statute. The Village has the ability to enforce those standards. Ms. Ward said monitoring decibels works for sustained noise; music is not easy to monitor. Calibrated equipment is needed. The Village responds to noise complaints and works with owners with a large amount of success.

There is sufficient garage space for the anticipated 20 employees. Mr. Perkins said there may be occasions where the garage is well occupied, but most days it will be sufficient. Potentially, other users can be relocated. Trustee LaBedz asked for clearer demarcation in the garage for level changes.

Trustee Sidor said with concerts at 8 p.m. and 10 p.m. the numbers may double as many folks may hang around. Mr. Perkins said some will be

coming from other restaurants, and not all will park in the Vail garage, many will use Uber, especially for the later show. He said he did not think another 80-90 spaces are needed to accommodate the patrons. Space will be tight if everyone for both shows parks in the Vail garage and there is overlap.

Trustee Sidor asked how deliveries would work on Vail Street in regards to pedestrians and safety. Mr. Perkins said deliveries are a challenge in urban areas. This building has a small loading area so delivery trucks will park on Vail or Campbell. The Police Department has worked with businesses so the deliveries do not occur at lunchtime. There may be a need to work with the businesses to have deliveries occur in the morning. Trucks should not block crosswalks or intersections. Enforcement is done with complaints or with officers making observations. Mr. Recklaus said there are officers downtown. There is no good way to deliver supplies without temporarily blocking parking spaces or part of a traffic lane. Shopping centers do not have this problem, but they are not doing well, downtowns are, and the delivery issues are a trade-off.

Trustee Sidor there are late night 'woo hoo people' who make noise when the windows are open. How the Village will keep this under wraps? Mr. Recklaus said there is an additional officer on this beat on nice nights. At 2 a.m., the officers are downtown. The challenge is whether 'woo hooing' is a citable offence. It is not illegal to be intoxicated unless one is driving or engaging in disorderly conduct. From an enforcement standpoint, the Village does have a presence. The Village will be creative about how it deploys its resources. Trustee Sidor encouraged the business owners to accept responsibility too.

Trustee Sidor asked how the smokers would be accommodated, he is unhappy with cigarette butts outside of Metropolis on the weekend mornings. He said he wanted staff to designate a smoking area for patrons that will be effective. Mr. Recklaus said is difficult to regulate, but staff would work with the applicant on this issue.

Trustee Rosenberg asked how the people would be controlled between the two spaces. Mr. Dunne said there would be an occupancy capacity for each room. Mr. Brooks said they will be selling tickets to every event and will control numbers by ticket sales. Trustee Rosenberg asked about the late night menu. Mr. Brooks said there would be more items than the three listed. Ms. Mikula said after 11 p.m. all restaurants can offer a modified menu and it could be just one item. Trustee Rosenberg reiterated the bathroom worries. Mr. Dunne said the Code is written to take care of the maximum capacities. They comply with the State Code. Mr. Brooks said most of the time not everyone is exiting at the same time. They do not envision events being later than midnight.

Trustee Blackwood asked if they had considered having valets. Mr. Brooks said they are refining 10 suggestions with other business owners to

improve parking.

Trustee Tinaglia said he confirmed the numbers on the bathrooms and they meet the governing State Code. The hope is that these bathrooms are used and commingled. There is going to be a parking study in 2018. The parking is not this businesses problem; it is the Village's problem. He said he hoped that when the study is done, the Board takes the proper steps to do what is needed. He wants more people to come to town and not blame the businesses. It is a restaurant and entertainment district. Amazon has taken over shopping.

Resident Carter Black said he was excited about this and there is parking two blocks away.

Joe Keefe, Executive Director of Metropolis said Metropolis is supportive. Entertainment campuses are the new model. This is complementary. Their ceiling of their acts is Metropolis' floor. They are going for different acts.

Karolina Skrodziuk, manager of the Marriott, said she is excited about this. Adding a 3rd entertainment venue creates impact and adds value. She said she will shuttle her guests to downtown. This project will bring revenue to the Village.

Carl Anfenson said this is a complimentary business to the Village. The operators have integrity and bring passion and a high quality venue to downtown.

Eric Weber, an owner of the 5 North Vail building, said his tenants said this is good and it will bring more patrons to the downtown.

Trustee Glasgow said he was very comfortable with this. It is symbiotic to Metropolis. He asked if they agreed with the terms and conditions. They said yes.

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

A. Early Review - CA Ventures/Sigwalt St. Apartments

Mr. Recklaus said this proposal is for a second Early Review. A previous proposal was denied in October. Based on comments, the petitioner has brought back an amended proposal. Early review is for guidance and feedback so the petitioner can decide if they want to pursue the project.

Mr. Perkins said staff recommends that the petitioner hold a neighborhood meeting prior to resubmiting for the formal process.

Attorney Mike Firsel representing the petitioner said the changes to the petition are:

- Reduced density from 88 units to 80.
- Reduced one bedrooms by three, reduced two bedrooms by eleven, added six three-bedrooms.
- Parking has been revised to be 1.5 spaces per unit in accordance with Code. There is no parking variance request.
- Loading space off Highland removed and is now on Sigwalt.
- Eleven on-street parking spaces.
- Setback modification on Chestnut to 20'.
- Fifth floor has been setback so residents cannot see the 5th floor from the corners.

Mr. Firsel said the development would have an economic impact of $1,295,250. They will meet with the neighbors and explain the Code and the Downtown Master Plan. The project complies with the Master Plan; they have listened and made changes. He said they welcome feedback to see if they can bring this project to Arlington Heights.

President Hayes asked about the fifth floor, would they look out on rooftop? Eden Richards, architect, said yes, residents would see rooftop with pavers and railings. They will have windows that look out at landscape.

Trustee Rosenberg said he was in favor of the project and appreciated the changes made.

Trustee Tinaglia asked about the changes to Sigwalt. Ms. Richards showed the new loading location for mail, deliveries and apartments, which is close to the entry door. They created seven parking spaces for street parking and the Highland spaces were restored. Trustee Tinaglia noted that none of those parking stalls exist now, they created these 7 stalls and a loading zone. He said these were good decisions and positive improvements.

Mr. Firsel explained the underground parking which has 16 tandem stalls and single spaces. Sixteen units will have two car spaces. Code requires 1.5 per unit. Trustee Tinaglia encouraged them to find common ground with the neighbors. This is a good project and he would like to see it happen.

Trustee Scaletta said this is headed in the right direction. He pointed out that deliveries will be made on Sigwalt and there are spaces for trucks

there. He suggested the outdoor ramps be configured to help people move furniture. The parking on Sigwalt is public. For scheduled move-ins, the spots will be reserved. Mr. Recklaus said the Police Department will monitor the parking. They will be landscaping the islands where the transformers are. Trustee Scaletta said this kind of project was part of the master plan that was envisioned.

President Hayes said this is Early Review, so no vote will occur. This is to give feedback to the developer. Resident feedback will be solicited at the Plan Commission and as the project moves through the process. He said he hoped there would be a neighborhood meeting. Mr. Firsel said there would be.

Trustee LaBedz asked why they added 3 bedroom units. Mr. Firsel said many people will be willing to pay rent who no longer wish to pay property taxes. They believe more seniors and small families will be looking for this kind of living. They do not expect families with children. They are anticipating more downsizers and seasonal residents. The rest of the block will be developed and a proposal will be coming in 2018. There will be integration of the two sites. Trustee LaBedz said she wished the building design was more traditional because it is transitional to the single family neighborhood.

Trustee Blackwood said she was happy with the project before, but it is even better now.

Trustee Baldino said he appreciated the changes and the effort to address the concerns of the Board. The only reason he is not jumping in with both feet as this is transitional property between residences and the high density of the downtown. The fifth floor still bothers him, even though it is smaller.

Trustee Sidor asked them to widen the scope of the neighbors invited to the meeting. This space is transitional, and in his opinion, not the prettiest building. He likes the changes made. The Chestnut side will see the entire western façade. He said to keep that in mind when listening to the neighbors. So far, he said the project is moving in the right direction. He liked the Sigwalt parking.

President Hayes said he was very pleased with the changes made. He liked the project before, but is more in favor of it now. He said he was okay with the density as proposed, the parking, the pick-up, drop-off, and the shifting to the east. He likes the look of the building. He said he was happy with fifth floor setback. He encouraged them to go forward.

Trustee Recklaus asked the Board for additional feedback on density, architecture and setbacks in order to give the petitioner clear direction. There were no further comments. President Hayes said he assumed the Board would voice objections if they had major concerns.

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

President Hayes thanked staff for the Holiday Happenings event, which was a big hit for the community. He acknowledged the great Santa Run sponsored by the Rotary Club. The Movie with the Mayor is Saturday, December 9 and sponsored by Paragon Theaters. The Rolling Meadows High School Madrigal Singers will be performing.

Sunday December 3, 2017 begins the year of celebration of the State of Illinois' 100th year.

Trustee Sidor said the RMHS Madrigal Singers were the best ever.

XVII. ADJOURNMENT

Trustee Thomas Glasgow moved to adjourn at 10:52 a.m. Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 23, 2018

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

Members Present:	John Fitzgerald, Chair Aaron Coon Ted Eckhardt Kirsten Kingsley Jonathan Kubow
Members Absent:	None
Also Present:	Michael Porto, CA Ventures for *Sigwalt Apartments* Mark Hopkins, HKM Architects for *Sigwalt Apartments* Joe Labelle, Rize Properties for *221 S. Evergreen Ave. & 411 N. Pine Ave..* Kevin Davis, Fairfield Homes for *412 W. Campbell St.* Robin Ward, In-House Counsel for Village of Arlington Heights Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JANUARY 9, 2018

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF JANUARY 9, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. MOTION TO RECONSIDER

A MOTION WAS MADE BY CHAIR FITZGERALD, SECONDED BY COMMISSIONER ECKHARDT, TO RECONSIDER THE MOTION MADE ON JANUARY 9, 2018 FOR THE SIGWALT APARTMENTS PROJECT AT 45 S. CHESTNUT AVENUE, DC#17-156.

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

ITEM 2. OLD BUSINESS

DC#17-156 – Sigwalt Apartments – 45 S. Chestnut Ave.

Michael Porto, representing *CA Ventures*, Mark Hopkins, representing *HKM Architects*, and Mike Firsel, the attorney for the project, were present on behalf of the project.

Ms. Ward explained that as Staff reviewed the minutes from the meeting on January 9, 2018, it was noted that the motion that passed, exceeded the scope of the Design Commission's authority. Per the Village Code, the authority of the Design Commission for cases that are going to the Plan Commission or the Zoning Board of Appeals, is limited to building and signage only. The Plan Commission reviews zoning, variations, parking, setbacks, and overall compatibility, they do not look at the aesthetics of a building; that is solely within the authority of the Design Commission. The first part of the Design Commission motion addressed the aesthetics of the building; however, the second part of the motion exceeded the authority of the Design Commission in this particular case. Conversation, opinion and public comment on the pieces pertaining to zoning, setbacks and overall compatibility are encouraged, but should be made in the correct forum, which is the Plan Commission public hearing. Ms. Ward was happy to answer any questions at this time.

PUBLIC COMMENT

Kari Dwyer, 30 S. Chestnut Avenue. She appreciated the explanation and said that her concern is how a Board can approve the aesthetics of a property that does not fit the parcel it is on. She felt the process was broken, which concerns the neighbors, who are here tonight to express where they stand. There are flaws in the process and very limited to what is actually being reviewed.

Ms. Ward said that it could be looked at in two parts: the Design Commission has one part and the Plan Commission has the second part. She reiterated that comments about a project are important, but they should be presented at the Plan Commission hearing, who has the authority of those pieces. This Design Commission process is limited in scope because it is limited to the aesthetics of the building. Opinions about whether the building is ugly or beautiful are separate from whether or not the variations, setbacks, and height are appropriate; they are two separate issues that make up the entire process.

Ms. Dwyer understood these comments but felt that perhaps the process was out of order, and the planning of the property should be reviewed prior to the aesthetics. Ms. Ward replied that as a general rule, the goal has always been to try and get the Design Commission portion done prior to the Plan Commission hearing, but Staff has been discussing in the last week, the possibility of re-evaluating whether this is the best way to continue the process. She reiterated that the Design Commission review should focus on the aesthetic of the building, understanding that while some may like the design, they can still think it is too big and there are too many variations, but those issues are not for the Design Commission to deal with.

Keith Allen, 46 S. Chestnut Avenue. He was still confused, and referred to the evaluation criteria of the Village Design Guidelines that govern the Design Commission evaluation of a design submittal: #1, Conformance to Ordinances and Comprehensive Plan. Ms. Ward said that she would agree, if all of those applied in this instance; however, language in the Village Code specifically limits the powers of the Design Commission in this case. The Design Commission has broad powers as a general rule, but in cases that are going to the Plan Commission, they are limited to building and signage only; this is a specific provision of the Village Code, Chapter 28, Section 14.2-1, which she read out loud for the residents. Ms. Ward added that the Plan Commission process is more complex and more involved than the Design Commission process, with additional legal requirements as well.

Tim Meyer, 29 S. Mitchell Avenue. He now understands what was previously unclear, and he thanked Ms. Ward; however, he disagreed and felt that the aesthetics of a building and how it plays off the aesthetics of its surroundings is very much an architectural question and a design question that should be part of the Design Commission's authority. He knows that as architects, the Design Commissioners probably all understand that, and it is unfortunate that the

code is written the way it is because it is really doing a disservice to the entire process in terms of design. He thanked Staff for clarifying things tonight, but he was still disappointed. Ms. Ward encouraged the residents to attend the Plan Commission hearing to raise all of these concerns.

Donald Meersman, 202 S. Highland Avenue. He attended the first Design Commission meeting and recalled a wide range of discussion, with the project being approved with caveats about concerns to be brought to the attention of the Plan Commission. He understood the legal process but did not understand how the aesthetics of a building can be reviewed without discussing the shape, size, height, and setbacks of the building; there seems to be a lot of bleed over between the Design Commission and the Plan Commission.

Ms. Ward clarified that at the September 12, 2017 meeting, the Design Commission made a motion to approve the project, which included concerns that the Design Commission wanted to be looked at by the Plan Commission and Village Board, which was okay; however, the motion made at the last meeting on January 9, 2018 was different in that it was a motion to deny, with a statement that the aesthetics of the building were fine; when in reality, the aesthetics of the building is the Design Commission's purview. That is what raised the concerns of Staff. Mr. Meersman asked how harmony and compatibility are not aesthetic and Ms. Ward replied that harmony and compatibility are part of the whole surrounding area, which is part of the zoning review done by the Plan Commission; it is the aesthetics of the building itself.

John Peck, reiterated the previous resident's point that the aesthetics have to relate to the surrounding areas. He has attended 3 Design Commission meetings for this project and there has been a lot of discussion with respect to the design of this building and how it relates to surrounding Arlington Heights facades and buildings, but when it comes to the compatibility to the neighborhood and its lack of transition, that discussion seems to go by the wayside, especially with this conversation tonight. Ms. Ward replied that it does not go by the wayside, it gets discussed at the Plan Commission hearing. The Plan Commission does not talk about the aesthetics of the building itself, but they will talk about how the building as a whole fits into the neighborhood, that is a zoning piece. Mr. Peck said that the motion to approve at the Design Commission meeting of the first proposal, included a contingency that the commissioners did not agree with the compatibility and harmony, which was supposed to then go to the Plan Commission hearing, but it was never reviewed there. Ms. Ward explained that the Design Commission is not advisory to the Plan Commission; they are advisory to the Village Board, and motions from the Design Commission are included in the Plan Commission review, but the Plan Commission itself determines what it looks at. She understood the resident's concerns being made about this project and said that Staff could make sure these concerns are identified for the Plan Commission review in their Staff report.

Mr. Firsel, the attorney for the project, said that he has lived in Arlington Heights for 25 years, he knows the Village and this process extremely well, and he was on the Plan Commission for 8 years. He stated that the Design Commission is a recommending body regarding the aesthetics of the building, the Plan Commission is a recommending body regarding the other items brought up tonight, and the Village Board is where it all comes together. His understanding is that the job of these commissions is to present to the Village Board their observations and recommendations, so the Village Board, who is the only entity that has any decision making authority on these projects, can dissect, absorb, and consider all of the different factors. These independent hearings cannot be done without the other because the entity that is charged with putting it all together and making the ultimate decision is the Village Board. Mr. Firsel also said that if a recommendation is made at the Plan Commission public hearing, it then goes to the Village Board, which is another public hearing where the ultimate decision is made on the project. Having two separate recommending bodies that are recommending on two separate things, can be done compatibly by getting the information to the Village Board so they can make their final decision whether or not the aesthetics fits into the neighborhood, or the massing fits into the aesthetics.

Mr. Meyer said that if the aesthetics of how the building fits in with the neighborhood cannot be discussed here, and it will not be discussed by the Plan Commission, then how does the Village Board get that message? Ms. Ward reiterated again that the aesthetics of the building are what the Design Commission reviews; everything else, such as how it fits into the neighborhood, whether the setbacks and variations are appropriate, whether the building is the right size for

that location, is all within the Plan Commission's purview. She also reiterated that she will make sure that the concerns about harmony and compatibility are made part of the Plan Commission staff report so these issues can be discussed at the Plan Commission hearing. Mr. Meyer explained that as a lawyer for the Village, Ms. Ward would ensure that the Plan Commission talks about the aesthetics of how the building relates to its neighborhood, and Ms. Ward clarified that she would not refer to it as aesthetics, but instead refer to it as the harmony and compatibility of the whole project. Mr. Meyer felt the aesthetic concerns of the residents will never be discussed then, based on the process described by Ms. Ward. Ms. Dwyer agreed and reiterated her previous comment that the process is broken, and the residents have given so much time as a community to be here, and the only paid people in this room right now are the developers and the two Village Staff, which the residents have all lost trust in. She asked how Staff will ensure that their voice is heard throughout this process, and Ms. Ward reiterated that Staff will make sure that the Staff report that goes to the Plan Commission identifies as a concern, the harmony and compatibility within the neighborhood, and that the liaison to the Plan Commission mentions that as a concern as well. The Village is not trying to silence the neighbors, they are just trying to make sure that the points being made are made in the right place.

A resident asked for clarification about this project being on the agenda for tomorrow night's Conceptual Plan Review Committee meeting. Ms. Ward explained that the Conceptual Plan Review Committee consists of 4 Plan Commissioners that have an informal conversation about projects, sort of like step one before the Plan Commission hearing, and although the public may attend, it is not intended to take a lot of public comment; there are no decisions or recommendations or final actions made by that committee.

Francine Fossler, 44 N. Vail Avenue. She has lived here for 12 years and what drew her to the Downtown building she lives in was the aesthetics, design and footprint, which fit into the overall big plan of what Downtown Arlington Heights was to be. She was on a Village Board in the community where she previously lived and she understands how hard this process is, although her previous community had no Design Commission. She always thought the Village would feather into this vacant lot, feather something that was compatible with what surrounds it, and she referred to Evergreen Avenue, one block south of the Downtown where her daughter lives. This block is a good example of feathering with row homes, town homes, and single-family homes that are adjacent to the Downtown. She assumed this lot would do the same thing; be developed with something that is in harmony with the Vail Avenue building, the Campbell building, Wing Street building, and Metropolis Lofts, not something that sticks out like a sore thumb and does not belong here. Ms. Ward encouraged the resident to bring her comments to the Plan Commission. Ms. Fossler also said that she worries about how this project will affect the value of her property, which is the bottom line that everyone in this room is thinking about, and she also felt that Downtown Arlington Heights did not need any more rentals.

Brian Rybick, 38 S. Mitchell Avenue. He said that Staff is asking the Design Commission to vote on the aesthetics of this building, but what happens if the Plan Commission changes the mass and structure of the building. Ms. Ward explained that the Plan Commission does not change the mass, structure or color of a building; the Plan Commission will review what is being proposed, have a conversation, listen to any public comment, and decide whether to recommend it be approved or denied; they will do the same thing as the Design Commission, but on their pieces of the project. If the Plan Commission does not support any of the pieces they review and they recommend denial, the petitioner has to decide if they want to go forward to the Village Board with this recommendation, or go back to the drawing board, or go away. Mr. Rybick said that if the Design Commission does not feel that a 5-story building wall is appropriate on this site, how can they decide what color that wall should be. If the Design Commission approves the 'design' of the building, then they are also giving their endorsement to the way the building looks as proposed.

Donald Meersman said that the appearance of the building does not exist in a bubble; this building has got to exist, it has got to be there. Ms. Ward repeated that the Design Commission decides if the building looks great, and the Plan Commission decides if the building looks great on this site.

A resident said that the design and aesthetics of a building are completely dependent on its surroundings, it cannot be designed in a bubble and it cannot be discussed in a bubble; it is impossible and does not work. Other residents agreed. Michael Voss asked if and how residents will have access to the Plan Commission Staff report, which Ms. Ward explained will be available on the Village website the Friday before the project goes to the Plan Commission.

Shawn Collins asked for clarification on how it was decided that this matter be brought back to the Design Commission for reconsideration. Ms. Ward explained that she was asked by Staff to review the minutes from the last meeting, and after doing so, she determined that the Design Commission exceeded the scope of their authority in this particular instance, per Village Code. The project was then brought back to the Design Commission as an item to reconsider.

Justin Pease said that he felt it was a great looking building and all of the comments thus far have been relative to how it fits in, which Ms. Ward explained comes next with the Plan Commission review. He has not heard any neighbors say that they hate the way the building looks in general, and he wanted to hear comments from the Design Commission on the revisions that were made to the building and move on.

Teresa Gurnin said that she felt the proposed building looked like a factory, and she urged the commissioners to reconsider that the aesthetics are okay with a couple of caveats. In her opinion and in a lot of the neighbors' opinion, this is not an attractive building.

Commissioner Coon thanked Ms. Ward for speaking to the residents tonight because he was concerned that there would be confusion with all of this. He partly took blame for this whole fiasco, and commented that he just joined this commission last June. He questioned why it was not brought to the commissions' attention last September when the original motion to approve the project was made, that discussions about compatibility and scale should not have happened; was it because the commissioners approved the project then? Ms. Ward explained that it was not because the project was approved, it was because that motion included 2 advisory comments that the commissioners specifically called out that they wanted the Plan Commission and Village Board to pay attention to, which was okay. The difference with the motion made on January 9th was that it said that the aesthetics were okay, but the project is denied based on things that are not within the scope of the Design Commission.

Commissioner Coon said that part of the aggravation from the residents has come from what happened at the last Plan Commission review, where a lot of time was spent talking about the shared parking in the garage, and residents were left feeling that the issues of compatibility, setbacks, variations, etc. were not addressed to the same length and depth as the parking issue. He wanted the Design Commission to meet with the Village Board as a Committee of the Whole so the Design Commission can find a better way to make sure that all of these things get addressed. It is not about him saying that the Plan Commission is not doing their job and leaving parts out, and he is willing to work with the Plan Commission and offer his 22 years of experience to help in evaluating a building with regards to context, which he now clearly understands is not his role as a Design Commissioner. However, those issues need to get addressed in order to be fully vetted for the residents, otherwise they feel like they are not being listened to. Ms. Ward stated that Staff can do their best to make sure that issues and concerns are identified in the Staff report; however, like the Design Commission, the Plan Commission controls their own conversations, so it is up to residents to attend those meetings to make sure their concerns are heard and discussed. There is also the option of going to the Village Board when the project is reviewed; there are steps to the process.

Chair Fitzgerald felt the legalities of the review process have been successfully completed, and he asked for clarification on how the Design Commission should continue on this matter. Ms. Ward said it was up to the commissioners to determine if they felt more time was necessary to discuss the aesthetics of the building, or if there was something new or different to discuss; otherwise a motion should be made at this time. Chair Fitzgerald said that he had something new to discuss and he asked for discussion from each commissioner.

Commissioner Kingsley said that perhaps she was the reason why we are all here tonight because she made the motion to deny at the last meeting. This is her second time on the Design Commission and this issue has never come up. It is very difficult for her as an architect to just look at the building and its form, and she did not understand how she could say that a building is aesthetically pleasing and not know that the setback was designed specifically for the site; however, knowing what the Design Commission is being asked to do tonight, then that is what they are going to have to do tonight. She added that since she began her second term on this commission, she has brought up at almost every meeting that the Design Guidelines need to be looked at. She said that it did not matter if a motion was made

to approve this project or not because the Design Commission is just advisory, and anything the Design Commission feels strongly about should be put in the motion so it is not put on Staff to communicate to the Plan Commission. In a way, it does not really matter because the commissioners have already made their comments about the aesthetics, but all of the things the commissioners are worried about should be in the motion.

Commissioner Eckhardt said that it sounds like this is a 'for the good of the brotherhood' discussion and not what the commission is supposed to be doing. In all the years he has been on this Board, his attitude has always been that his job is to review each building that comes before him, and not redesign a building but critique it. He added that all petitioners have the same rights, whether it is an addition to a single-family home or a small office building, the petitioner is asking this commission to give them their comments about its aesthetics. Height and setbacks are not the purview of this commission, and he admitted to getting caught up in the dedication and emotions of the residents over the past few meetings for this project. Instead of reviewing the building for the petitioner, the commissioners previously nitpicked it, and the petitioner made changes to it that pretty much responded to everything previously commented on by the commissioners. He felt the petitioner accomplished something different than when the building first came before the commission, and he was happy to move forward with a motion at this time, which he previously voted against denying.

Commissioner Coon wanted to talk about the 3 building designs that have been presented to the commission. The first building presented had the fifth floor entirely constructed out of a material that is not recommended for use by the Design Guidelines, and the commissioners encouraged the petitioner to look at another solution, something more permanent that fit in with the Downtown. The petitioner came back with a very attractive building; a top was added to the building, a cornice, and he was very enthralled with the job that the petitioner did to address the commissioners' comments, which he felt were major comments and not nitpicky. At that time, the commissioners did express concerns about the massing and compatibility, but ultimately approved the aesthetics of the building. The third time around, the building came back with an entire fifth floor made up of a residential material, the fiber cement lap board siding, which is more common to a Randhurst development or something a little more suburban, as opposed to the urban feel of our Downtown with buildings such as the Wing Street building across from Jewel that has really fine detailing and permanent detailing in the stonework on the cornice. He was excited that the new building had a contemporary feel to it, and he liked that feel, but what he did not like and commented on last time was how much lap siding was being proposed; he felt like there was a bait and switch with the materials and the building has taken a step back to the first initial design. One of the hard things that he has with the building now is the amount of fiber cement board siding, and he referred again to the Design Guidelines on materials that state that weather resistant wood type materials should be limited to trim and limited in its use. He felt the step back was not that effective and he was not going to judge the building based on that, but he wanted to see the material changed back to brick and the wall pulled back out; give us the building we previously approved with the shift on the site. Mr. Hautzinger pointed out that this issue was barely mentioned at the last meeting; however, he acknowledged the aesthetic concern by Commissioner Coon. Commissioner Coon said that these are his comments relative to reconsidering the motion.

Commissioner Kubow said that the Design Commission approved the architecture of the building last September and again on January 9th, but did not approve its compatibility. So for the third time, the Design Commission is here to either approve or deny the architecture of the building. He said this whole process has been just ridiculous. He approved the architecture on January 9th and he approves the architecture again today, and there is not much more he could say on the matter.

Chair Fitzgerald said that he still liked the building and felt the points brought up by Commissioner Coon were valid. He pointed out that the pergola on the second level and the awning were changed to a stone color, which he wanted to see changed back to the previous dark color because he was not in favor of staining wood a stone color that is next to real stone. Mr. Hopkins said that he believed that the previous motion said this, and they are in agreement with that. A resident asked that a visual of the building be presented, which was done so by Staff. Commissioner Coon said that he made comments at the last meeting specifically about the north elevation, and Mr. Hautzinger replied that it was mentioned, but it did not seem like it was the basis for the denial.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE PETITION FOR *SIGWALT APARTMENTS* TO BE LOCATED AT 45 S. CHESTNUT AVENUE. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS DATED AND RECEIVED 12/11/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. IN GENERAL, THE DESIGN COMMISSION IS IN APPROVAL OF THE AESTHETICS OF THE BUILDING WITH THE FOLLOWING COMMENTS:
    a. THAT THE COLOR OF THE FIBER CEMENT SIDING BE RECONSIDERED.
    b. THAT ADDITIONAL WINDOWS AT THE TOP FLOOR TO BREAK UP THE AMOUNT OF WALL SIDING BE CONSIDERED.
    c. THAT THE COLOR OF THE CANOPY AND PERGOLA BE A DARK TONE INSTEAD OF THE STONE COLOR STAIN.
2. DUE TO THE FACT THAT ITEMS 5 & 6 FROM THE DESIGN COMMISSION'S PREVIOUS APPROVAL, WHICH HAD TO DO WITH 'HARMONY AND COMPATIBILITY' AND 'CONFORMANCE TO ORDINANCES AND THE COMPREHENSIVE PLAN', THE DESIGN COMMISSION IS OBLIGED TO DENY THE PETITION.
3. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Commissioner Kingsley said that in light of the information given tonight by In-House Counsel, Item 2 needed to be changed. Commissioner Eckhardt reviewed Item 2 and made an amendment to the motion.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION AS FOLLOWS:

2. THE DESIGN COMMISSION ENCOURAGES THE PLAN COMMISSION AND VILLAGE BOARD TO TAKE UNDER CONSIDERATION, THE MATTER OF HARMONY AND COMPATBILITY.

Commissioner Kingsley questioned whether or not Item 2 should be a stronger statement, and she referred to the variations being requested for the project. Ms. Ward said that the variations are well outside the scope of the Design Commission's authority and she recommended against including it in the motion.

KUBOW, AYE; FITZGERALD, AYE; ECKHARDT, AYE; KINGSLEY, AYE; COON, NAY.
MOTION CARRIED.

Commissioner Kubow left the meeting at this time due to illness.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 9, 2018

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

Members Present: John Fitzgerald, Chair
Aaron Coon
Ted Eckhardt
Kirsten Kingsley
Jonathan Kubow

Members Absent: None

Also Present: Michael Porto, CA Ventures for *Sigwalt Apartments*
Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Tony Divizio, Divizo Group for *523 W. Ridge Ct. & 504 S. Mitchell Ave.*
Piotr J. Janota, Miyako Investments LLC for *223 S. Dunton Ave.*
Brian Hyde, Greenscape Homes for *626 N. Harvard Ave.*
Don Forlani, Owner of *626 N. Harvard Ave.*
Keith Ginnodo, Kingsley/Ginnodo Architects for *132 W. Northwest Hwy.*
Michael & Ellen Para, Owners of *132 W. Northwest Hwy.*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM DECEMBER 12, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF DECEMBER 12, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. MULTI-FAMILY RE-REVIEW

DC#17-156 – Sigwalt Apartments – 45 S. Chestnut Ave.

Michael Porto, representing *CA Ventures*, and Mark Hopkins, representing *HKM Architects*, were present on behalf of the project.

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

Mr. Hautzinger stated that tonight's meeting is regarding design review, and this project will then proceed to the Plan Commission for zoning review which is currently scheduled for February 14, where comments regarding zoning and parking can be discussed, and then proceed to the Village Board for final review. This project was previously reviewed by the Design Commission on August 8, 2017 and again on September 12, 2017. At that time, the Design Commission recommended approval of the design with the following conditions:

1. A requirement to add at least one false window on the east elevation first-floor. This requirement has been addressed in these revised plans.
2. A requirement to change the Morton Sweetspire shrubs around the electrical transformer to evergreen shrubs for year-round screening. This requirement has been addressed in these revised plans.
3. A requirement to change the Candytuft perennials along the front of the brick garden walls to a different perennial that has more height to soften the wall. This requirement has been addressed in these revised plans.
4. A requirement that the north wall be revisited with the same undulations as the east and west walls. This requirement is in regards to the semi-recessed balconies on the east and west walls, which have now been added to the north wall.
5. The design does not meet the Design Guidelines evaluation criteria for 'Harmony and Compatibility', specifically regarding height and setback.
6. The design does not meet the Design Guidelines evaluation criteria for 'Conformance to Ordinances and Comprehensive Plan'.

Following the Design Commission review, the project was reviewed by the Plan Commission on September 27, 2017, and the Plan Commission recommended approval. The project was then reviewed by the Village Board on October 16, 2017, and the project was denied. On December 4, 2017 the petitioner presented revisions to the project to the Village Board during early review.

At this time, the developer has made the changes to the proposed development, with highlights as follows:

1. The top floor of the building has been stepped back to reduce the massing and height at the outer walls in response to the Design Commission's concerns regarding harmony and scale. Staff feels this is a good improvement to the project.
2. The brick on the first floor has been changed from a black color to a brownish color, and the black granite at the building entrance has been changed to the brownish brick. The goal was to be more compatible with the color tones of the neighborhood, which Staff also feels is a nice change.
3. The entire building has been shifted approximately 4 feet to the east on the site providing a larger setback to the west.

Overall, Staff feels the proposed changes to the design are positive improvements to reduce the scaling and massing; however, Staff encourages the petitioner to maximize the amount of windows on the top floor to break up the amount of wall siding and lighten the appearance. Staff recommends approval of the revised design.

Mr. Hopkins said that Staff summarized the changes that were made to the building; however, he said that one of the major changes to the building is at the entry, and he presented a revised image that shows a limestone color on the pergola and the canopy, rather than the dark bronze shown on the rendering. They feel the revised color is a better

design. In addition, the pergola was pulled off the elevator tower and brought forward as a garden element, in a further attempt to create a more residential approach to the design.

PUBLIC COMMENT

Vera DeGiorio, 102 S. Chestnut Avenue. She thought this project was denied by the Village Board late last year and now the petitioner is back with what they see as essentially the same plan that was previously denied, although the petitioner claims the development has been redesigned to accommodate earlier Village objections, but we just do not see it that way; what we see is a re-hash of the earlier design with a few non-critical modifications that seems to be in effort to placate the wishes of the Village and our neighborhood. We understand the Design Commission is limited in its scope of review, so she will keep her comments isolated to those comments. She believes the massing of this building on this site, which is just under 1 acre in size, is too dense and is not fitting for this neighborhood. She believes that was a point of objection on the prior design, and the developer has not properly addressed this objection with its new design. The project size for this site and neighborhood was also a strong point of objection, and we notice the developer has made slight modifications to the building size by adding 3 bedroom units to the mix and reducing the total number of units by 8 apartments to the proposed 80 units. The developer's revised plan shows the actual bedroom count has been reduced by only 8 bedrooms in the complex. Once again, we believe the development size is not fitting for the neighborhood and the petitioner has done very little to address the concerns of the Village and the neighbors. Finally, we find the appearance of the building has changed very little over the design that was originally submitted, and subsequently rejected by the Village Board. In several ways we feel this design is actually worse than the original submittal. The petitioner's attempt to set the 5th floor back from the top of the 4th floor exterior wall; while seeing it makes the 5th floor not visible from the neighbor's vantage point is a foolish statement, one completely without merit and a move that drastically degrades the architecture and integrity of this building. In addition to these concerns regarding design, we are at a loss to understand why Staff supports this development with such vigor. It has become somewhat obvious to us that the Staff's desired approval for this development is in direct conflict with the wishes of the neighboring property owners and at least a majority of our Trustees, as proven by their last denial of this plan. We beg the commission to reject the approval of this submittal as presented; this plan does not fit our neighborhood and the petitioner has not made a good faith effort to address objections. Thank you.

Keith Allen, 46 S. Chestnut Avenue. He agreed with Vera's comments completely. Essentially for the third time, this is the same building; same size, same footprint, and the majority of the same issues that caused the project to be rejected in the first place remain unresolved. From his point of view, reducing the number of units by adding the 3 bedroom apartments, enabled the petitioner to comply with the required parking ratio; however, it did not accomplish addressing the problems with the parking layout, the drive aisle widths, insufficient turning radiuses, and the basic layout of the first and basement levels. Parking was added along Sigwalt by taking away the public right-of-way, which the petitioner will argue adds parking, but he will argue that it may exacerbate the parking and traffic issues on Sigwalt, as there is now loading/unloading/move in/move out/public parking/package and mail delivery, all vying for those spots on Sigwalt. If those spots are full, there will be double parking on Sigwalt, which is the thru street, and will cause a disaster. It also takes away substantial green space along that side of the building. The step back at the fifth floor will only be hidden for people standing on this parcel or in the middle of the street; neighbors around this parcel, it makes no difference to them, they see it from their front porch, their front windows and second-story windows; it does not hide it from them at all. All of this leaves us with the following big issues still unresolved: a comprehensive plan that does not reflect the actual conditions surrounding this parcel; an R-7 building on a parcel that is less than half the size required to support an R-7 development; a non-compliant building that still requires numerous variance requests, and a building that is not harmonious or compatible with its surroundings. In the commissioners' evaluation of the proposal tonight, he would ask the commissioners to focus on 2 big picture criteria that are set forth in the Village Design Guidelines that govern this commissions' evaluation of a design proposal: conformance to ordinances and the Comprehensive Plan, and the harmony and compatibility of the proposal to the surroundings.

Kari Dwyer, 30 S. Chestnut Avenue. She agreed with her neighbors that already spoke; there are not enough changes that have occurred to the renderings. Her greatest concern is 2-fold, with the first being the amount of variances that are being requested. She had to comply with a lot of regulations that the Village has set forth when restoring her 100

year old home, which she was willing to do so, although frustrating at times, for the fact that the guidelines are in place for a reason; to preserve the aesthetics of this community, the reason why we live in this community. From the community's perspective, she asked what message this sends to the next developer that comes in that asks for more variances; where does it stop and what legal recourse if any, do we have for those that have already complied with these variances and projects were denied. It does seem fair that we can now turn the tide and start to view projects in a different direction because it is convenient when someone is available to build on this property. We should stay true to the community and make sure this project is the right fit for the parcel that is available. Her other concern is that we continue to reflect on the Comprehensive Plan and how this property is R-7 and how our homes are actually on a Comprehensive Plan viewed to be R-6. She would ask then, when proposed to the Commission and Board over a year ago, why was the property next to her at 26 S. Chestnut Avenue approved to be developed for a single-family home? We could have turned the tides then and agreed at that point that it should have been zoned for R-6, but it was not and it continued to remain R-3, and now we have done nothing to create more of a flow from this large massive building to our homes, but yet it was approved. She just wondered: is it the conflict with the Comprehensive Plan that has been established, does that need further review? Because we are trying to fit something so large on such a small space, but yet we are not asking for any changes anywhere else. These are a couple of considerations and we ask that you listen to our voice; we know you are appointed officials and that you are speaking on behalf of us.

Commissioner Eckhardt thanked the neighbors for coming out and asked the petitioner if he had any meetings with the community, which he believed was the intent of the Village Board and others. Mr. Porto replied that there was a meeting held with the neighbors. Commissioner Eckhardt asked for a show of hands from residents that attended that meeting, and although hands were raised, a resident spoke out and said that the hands raised was not a comprehensive assessment as to who was actually invited to attend the meeting because she was not invited, although she lives directly across from the site. Commissioner Eckhardt felt that the intent of the Village Board and others was to make sure the petitioner was talking with the neighbors, which is important, and he reiterated that this commission only reviews the architecture of the building, which the Design Commission previously approved based on the merits of the building, with comments. He was unsure if he agreed with the residents who state that there has been no effort made by the petitioner to change the building; the residents are not architects and the building looks the same to them; however, to those who review architecture, he felt the changes are worthy. He explained that the Master Plan allows for a building of this size or larger on this site, which is unfortunate that in so doing, the Village self-created the need for many of these variations being requested. He is aware that there is another project coming for the north side of this site, and he suspects that it will make this building look like a pipsqueak, although he has only heard rumors and not seen any drawings. Commissioner Eckhardt also said that the Master Plan, rightfully or wrongfully, also designates the homes on the west side of Chestnut as a higher density zoning than R-3. In terms of the massing of the building, he referred to the context elevations, and said that the massing of the new building appears to fit going east; however, there is an obvious difference in height and in character to the west, which abuts residential. In terms of the effort to set back the building, he felt a site line would show that the top floor, when standing across the street on the sidewalk, only a hint of the top floor would be visible; however, from the upstairs levels, the top floor would be visible. Although the fifth floor is there, it no longer creates a wall that was at one time right on the front. With regards to the materials being proposed, he liked that the ground-floor of the building is now warmer browns instead of the previous harsh black tones. In an effort to keep cars from double parking on the street, Commissioner Eckhardt pointed out that the petitioner has created a place for cars to park around the building and not restrict traffic flow, however, this resulted in a loss of green space in various places around the building, which is somewhat of a concern for him. Commissioner Eckhardt asked Staff to review the variances being requested so he can understand how many of the variations are relative to the fact that anything is being built on this small site, versus what might be viewed as getting an advantage to create more density.

Mr. Hautzinger read the list of the variances from the notification for the Plan Commission hearing:

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.

3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 49' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20.0' where code requires a 49' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback (north side) of 5' where code requires a 39' setback.
6. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
7. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 63'-8".
8. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
9. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
10. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balconies to project 5.3' into the required front, exterior side, and side yards.
11. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
12. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

Commissioner Kingsley thanked the audience for being here and addressing the commission in such a concise and thoughtful manner. She liked the changes that were made to the proposed building and agreed with Commissioner Eckhardt that the changes are worthy of looking at, and she commended the petitioner for addressing some of these issues. That being said, she felt that a lot of the items previously talked about by the commissioners had to do with the variances and compatibility; the design does not meet the Design Guidelines criteria for 'Harmony and Compatibility', and the design does not meet the Design Guidelines criteria for 'Conformance to Ordinances and Comprehensive Plan'. These two items are still outstanding and this concerned her. Specifically, the things that both the architect and the developer have done, such as stepping back the top floor, lightening the pergola, changing the base color, and moving the building to the east; all of those were worthy of looking at. It is hard for her to hear the neighbors and their objections, and for the commissioners to approve something based on just the design, when in reality, there are still two items that are outstanding and cause her to pause.

Commissioner Coon said that he does not take this project lightly, being a $17.5 million dollar project, and he does recognize that changes were made in terms of the massing, density, setbacks, and an effort was made to accommodate the concerns about the fifth floor height, which was one of the major things he previously had an issue with. He watched the Village Board review of the project and put together some thoughts based on that review, because he did not want to come here tonight and say that the changes were not worthy enough and the petitioner did not go far enough, when the petitioner did have a meeting with the neighbors and sent out notices farther than the required 250-foot radius. He received a letter because he lives within the boundaries, and heard there were approximately 40 people at the meeting. He asked the petitioner if there were any changes in the design being presented tonight, as opposed to the design that was shown at the early review with the Village Board on December 4, that incorporated any comments, suggestions, or input from any of the neighbors. Mr. Porto replied that no changes were made because drawings for tonight's meeting had already been submitted prior to the neighborhood meeting, and they want to gather all of the input from the neighborhood meeting.

Commissioner Coon liked the changes that were made at the front entrance, going from the black brick to a brownish brick color at the first floor, which fits better with the color tones of the adjacent residential neighborhood. With regards to the massing, in terms of density and height, he illustrated in a very elementary way, the difference in square footage between the original design and the revised design by holding up paper squares representing the two sizes. One representing an 88-unit, 100,165 sf building and the other being 5% less, 95,220 sf of density. He then showed other paper squares with a perceptible difference in the sizes. He then discussed the addition of 3-bedroom units to the building plans and explained the difference in overall beds compared to the overall square footage as being less than

5%, which he would not say are worthy by any means. With all due respect, he heard some really good comments from the residents tonight, and to sweep those aside saying that they are not architects; he has been an architect for 22 years and he knows the difference.

With regards to the height, Commissioner Coon referred to the Village Comprehensive Plan, which calls for the best use of an undeveloped site, and pointed out that Planning Department Staff demonstrated the tax generation and retail establishment benefits of the proposed new building. He also referred to the 'Downtown Master Plan Objectives' in the Goals and Policies of the Village Comprehensive Plan, which were touched on at the Village Board early review of this project by Village Staff who said that the site is planned as R-7, 4-6 stories, and the proposed development fits right in at 5 stories, and the building is not adjacent to single-family homes because it is across the street from single-family homes that are comprehensively planned to be R-6 thus creating the change in density and height. He also reported that the Village Manager said that this is a challenging parcel, and Commissioner Coon agreed that it is a challenging parcel, which became challenging when it was decided to extend the parking structure over the street. He stated that it was also said this development already takes the height and goes from high to low to lowest to single-family, but right now it is one story higher than the parking structure. It may be true when considering the future development of the AT&T site as residential, which may be 7 to 8 stories in height, but right now this is spot zoning by our own zoning definition. The definition of spot zoning is that it's not continuous with the R-7 development. The R-7 zoning district is 2 acres and this is 1.39 measured to the right-of-way centerline of the adjacent streets and on those borders is a different zoning district. However, Planning Staff also noted that per the Comprehensive Plan, the parcels on either side of Highland are comprehensively planned for R-7, and there is an R-7 development currently at the corner of Vail and Sigwalt on the west side, and taking in all of those elements creates a zoning district.

Commissioner Coon said that he thoroughly studied the 'Goals and Policies' in the Comprehensive Plan and pointed out that there is a lot of revenue that can be used to support our Police and Fire departments; however, what is not being discussed are all of the things in the Comprehensive Plan that are looking out for the residents, which is his job as an appointed design commission member; to look out for what is best for this community and not what is best for the revenue stream of Arlington Heights, that is not his job. After reading through the Comprehensive Plan, he has many questions that he will be sending the Village Trustees and the Comprehensive Planning team of 19 people, because he felt there are some serious issues that need to be addressed with the Comprehensive Plan along this corridor. He also touched on the value of historic preservation in the Comprehensive Plan, which is repeated several times. In the R-7 comprehensively planned zones south of Sigwalt, there are nine houses approximately 100 years old with very fine character that we are justifying this saying these could be other apartment or condo buildings to create a wall of high density multi-family along this corridor. With regards to height, he looked at the height and setbacks of the four buildings along Sigwalt that are located across the street from single-family homes; a comparative analysis of what the right solution is here. Personally, he felt all of the condo buildings located in the single-family neighborhoods are a downside of Arlington Heights; there is no aesthetic value, but it is a condition that exists. There are many examples where these buildings are located across from single-family homes, generally 4-stories, 40 to 45 feet tall, with just one 5-storybuilding that is setback 26 feet. To say that this is the appropriate scale is questionable, but to say that a 5-story building across the street from single-family is an appropriate solution, he strongly disagreed with, and to say that a 20-foot setback is adequate when the majority of that setback is taken up by underground water storage that will not allow for trees or shrubs to grow above that.

Commissioner Coon also wanted to look at what impact the step back has on the building. At the previous review, the petitioner's attorney showed a rendering that was cut off at the top and he stated that the fifth floor would not be seen; however, if the rendering were extended up, there was no question that it would be seen. Line of site studies will show that standing from across the street on the sidewalk, the 60 degree cone of vision encompasses the entire building; you will not see sky until you look up. This is not meaningful to him; it is an incremental change that is not worthy. At the second Design Commission review of the project, the developer stated that if the Design Commission voted no, then they would pull the plug; therefore the commissioners voted yes with comments that the project did not comply with harmony and scale or the zoning guidelines. They say that the Design Commission's job is to approve the aesthetics; however, he felt the commissions' job is to go beyond that, and he reiterated the eight things in the Commercial Design Guidelines that the Design Commission looks at. He said that the building has not really changed

in terms of architectural aesthetics, which he likes now and at the last meeting, he thinks it is a very good looking building, although he questioned the fiber cement board siding but understood this change due to the setback and structural reasons.

Commissioner Coon elaborated on why he feels the building does not comply with ordinances is not just because of the excessive list of variances, but because it does not follow Section 9.4-2 of the Planned Unit Development, 'Qualifications for Granting Variations', 1) such exceptions shall not exercise a detrimental influence on the surrounding neighborhood, and 2) exceptions shall be justified when other characteristics of the development exceed the minimum standards of the Municipal Code. He did not know how it can be justified that they are exceeding the minimum standards, when the petitioner is asking for variances that get them out of all of the requirements for R-7. That is where he stands on that, and he does not support this design. He prefers a 3-1/2 story building, basically the same building with a floor off of it with the same setbacks. Lastly, he commented on the petitioner's statement that any changes to the density meant this project is dead, but the petitioner came back really quick with changes in square footage and in units, and it did not kill the project. He wonders if there is more room to go here. He did not want to see them go away; he felt it was a good project, but it is too tall and it takes up too much site, and the petitioner should work on the setbacks and on the height as it relates to the single-family. He felt there needed to be a balance between what works for the Central Business District and what works for the single-family homes that are adjacent to it, and that is demonstrated in our Goals and Policies throughout Chapter 2 of the Comprehensive Plan.

Commissioner Kubow appreciated the comments already made, and said that he was not at the previous reviews of this project, which he acknowledged is a very important matter to the Village and the residents. He agreed with Commissioner Kingsley that the petitioner has taken into account a lot of the recommendations previously made by the commissioners, trustees and residents, and he referred to the list of conditions from the previous approval listed in the Staff report, with Items 1 through 4 being met by the architect and developer. Instead of going back and talking about architecture, massing or zoning, which have already been talked about significantly, he wanted to give the petitioner the opportunity to speak about Items 5 and 6, and how they believe this development meets 'Harmony and Compatibility' and 'Conformance to Ordinances and the Comprehensive Plan'.

Mr. Hopkins said that the Village has been trying to formulate its image of what the Downtown should end up being for many decades. Over the past decades, there have been guided improvements to the Central Business District to try to establish it as what it is today, which is a leader in the nation with regards to urban planning and livability in a Downtown. A zoning district is a chosen mechanism for approval to determine whether this fits into the image of where we think Arlington Heights wants to go, and clearly there is a disconnect and tension here at the edge between the existing residential fabric and the edge of development, which is not uncommon across the country. The Master Plan is in tension with existing conditions at Chestnut and Sigwalt, but looking farther north along Campbell there are 6-story apartment buildings that have been there even prior to the Village Green or Metropolis, and those were adjacent to single-story properties; those tensions occur. He cited other examples of larger buildings adjacent to single-family on Evergreen. The Master Plan anticipates that the west side of Chestnut and the south side of Sigwalt are designated as transitional zones, but what we have here is the first brick in the final steps of the redevelopment of the Downtown, and the next project to the north could be two times the height of this building, according to the mixed-use B-5 district. The AT&T site could be in the range of eight or nine stories. We have to see some sort of common picture of what will be the completed picture of the Central Business District. It is hard to take a look at this project in a vacuum. We have to take a look at this thing as a community and in the context of a bigger picture of an evolving design, and where do we want that evolving design to end up, and what is the real picture of Downtown Arlington Heights in its completed form.

Mr. Hopkins continued and asked how does this development fit in? Well if you believe the Master Plan, it fits in well; in fact, 6-stories is anticipated, with 3 to 4-stories across the street. He questioned whether there would be the same kind of resistance if this were a 4-story building because the building is abrasive at this time because the picture is not complete and we do not have a full context for the final design.

Chair Fitzgerald said he was a little torn, and he went back to what he said at the previous review; he felt the building itself looks good, he liked the materials, he liked the building, and he would go back to the dark color on the pergola and the overhang. That being said, he referred to the resident living across the street from this site who spoke about the renovations she made to her home and was made to stay within specific zoning standards, and now we are telling her and everyone else on her block that this development does not. He was going to stick to just the aesthetics of the building because that is what this commission is supposed to do; he felt the building was a very nice building, but he was not sure if it is good in this spot.

Chair Fitzgerald asked if there were any more comments from the commissioners, or a motion, and there was no response. He added that a minimum of 3 positive votes was required for the project to pass.

Commissioner Kubow asked if Staff had any other comments about the project regarding mechanical screening or any other commets, and Mr. Hautzinger replied that he previously did not mention the rooftop mechanical screening because nothing changed since the last review; the rooftop mechanical units are proposed to be screened, and are illustrated on the drawings. Also, the trash dumpsters will be stored inside the building and the transformer on the east side of the building will be screened with evergreens.

Commissioner Eckhardt asked Staff for clarification about whether the Master Plan splits this super block into two areas, or is the entire site zoned R-7, with anticipation that ownership of the north portion of this site will come in with B-5 zoning. Mr. Hautzinger replied that the Master Plan designates the southern portion of this block, which is the site being reviewed tonight, to be zoned R-7, and everything north to be B-5 mixed use. Commissioner Eckhardt questioned how the line between the R-7 and B-5 was determined. He pointed out that there will be another zoning change request for the north portion of this site, which is rumored to be a B-5 zoning. His concern tonight, which Mr. Hopkins hit square on, is the decision about where the edge of the Metropolis of Arlington Heights going to stop. If the Village Board decides not to approve this project, then the value of the property goes down, and someone is going to build 3-story buildings, and eventually the single-family homes across the street might also be 3-story buildings, and that will be the end of the growth going west. He previously lived at Sigwalt and Walnut many years ago and often wondered if the Downtown would ever reach where he lived, and now it is right at the front door of those on Chestnut. He agreed with Chair Fitzgerald that we are here to look at a building that has been submitted by a petitioner, and we make a determination based on aesthetics and not so much the zoning, which is reviewed by the Plan Commission and the Village Board. He liked the building and approved it the first time around, even though it was rejected by the Village Board. The petitioner has come back with changes, and as Commissioner Coon pointed out from a percentage basis, the changes are not so significant to satisfy the scale and desire of the residents on the other side of the street. He reiterated that something really big could be coming for the north portion of this site, and it will be interesting to see what happens. Honestly, he was of the ilk of being sympathetic, he would like to see this building built, and felt everything to the right and to the north is fitting in; however, if this ends up being the edge of the Downtown, then it is a little bit troubling that it is going to go from this, to that, if it never grows to the west. That is sort of where he stands right now.

Mr. Hautzinger said that he did not come prepared to talk about the Comprehensive Plan; however, based on information he pulled from his file, he clarified that per the Comprehensive Plan, this site is envisioned to be zoned R-7; everything north on this block is envisioned to be mixed-use, which essentially is the Downtown B-5 Zoning District. Across the street to the west is envisioned be either moderate density or single-family attached, zoned either R-5 or R-6, and R-7 is envisioned all across the south side of Sigwalt, except for the westernmost edge that changes to R-5 or R-6 before transitioning back to single-family neighborhood that is envisioned to always remain that way. So according to the Comprehensive Plan, this site is not quite the edge of development, and it is possible that the houses on the west side of Chestnut could be redeveloped as something more dense in the future.

Chair Fitzgerald asked if all the properties located on the west side of Chestnut could eventually be similar to what is on Evergreen south of Sigwalt, where there are some attached row homes; or are we talking even bigger. Mr. Hautzinger replied that it could probably be three-story row homes to which Chair Fitzgerald said that in his opinion, row homes next to this proposed building is a fairly large transition. Commissioner Eckhardt added that row homes

could be 35-feet tall, 3-stories. Commissioner Kingsley pointed out that if the single-family homes across the street are rezoned to R-5 or R-6, the lots would need to be consolidated, and it could be 100 years or more before that ever happens. We see a lot of this throughout the Village where there are larger homes intermittent in a residential community, and it would be interesting if we could get some background on when this zoning was written, which could have been when some of these neighborhoods were previously in transition and we were not yet established. This is another thing that causes us to stop and ask whether the Comprehensive Plan is really something that is going to happen, or are we going to have this severe drop off. Commissioner Eckhardt asked staff if any preliminary drawings have been submitted for the north side of this site and Mr. Hautzinger said there are none to his knowledge.

Chair Fitzgerald asked if there was a motion to forward this project with any changes to it, or a motion to deny this project, or do a straw vote of what the commissioners think about this project as presented. A straw vote was taken with Commissioner Kubow being in favor of approving, Commissioner Coon being against, Chair Fitzgerald being against, and Commissioner Eckhardt being in favor of eliminating one-story.

Commissioner Kingsley said that she had a very difficult time with this because the commissioners previously approved the project with specific conditions, after debating about whether or not to approve the project, as well as discussing the purview of this commission. At that time, she wanted to send a very strong opinion to the Plan Commission and Village Board that the Design Commission likes the aesthetics of the new building, but not Items 5 and 6 listed in the motion that was made. The petitioner has returned with Items 1 through 4 taken care, but not Items 5 and 6; so does that mean that the project should be denied tonight?

Mr. Hautzinger stated that the commissioners had the same discussion and struggles at the last review of this project, and he reiterated the two options that Staff suggested at that time: a motion to approve because the commissioners like the design, which was done with a caveat about concerns about the harmony, compatibility, ordinances and Comprehensive Plan; or a motion for denial, which he recommended should include an explanation that the denial is not because of how the building looks, but rather that it does not meet some of the Design Guidelines evaluation criteria. He explained that the Design Commissioners have stated tonight that they like the design, and the Plan Commission and Village Board want an opinion from the Design Commission on the aesthetics of the building. He understood the Design Commission's concerns about harmony and compatibility, but he posed the question that, in a bubble, without context, do you like the way the building looks or not? Last time the decision was to recommend approval with the concerns about the Design Guideline criteria, which is a viable approach again this time. If there is a motion for denial, then it should be clarified as well. Chair Fitzgerald was in favor of that line of thinking, saying that the building looks good but here are the reasons why not. He thought that was fair to everyone and clear moving forward.

Based on that, Commissioner Coon wanted to add some thoughts on the aesthetics of the building that he did not previously address. He wanted the color of the fiber cement board siding to be studied so that it better works with the two brick tones, because now it feels even more of a third material. He felt the darker brown brick was an improvement and he liked getting rid of the stone at the base; he felt the entry feature has improved greatly, especially now that it is symmetrical and seems to have resolved itself a little more in a nicer way. He also felt that the charcoal grey siding should be looked at to determine whether it is appropriate, or whether it should be a warmer material or something with more earth tones to it. Also, the fifth floor was previously a corrugated metal panel that he strongly objected to; however, a change was made to bring in the dark brick at the top floor, which is a nice change, but now along the north side the fifth-floor wall is on top of brick, but now it is siding. He wanted to see that come back to the more permanent material.

A MOTION WAS MADE BY COMMISSIONER KUBOW, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR SIGWALT APARTMENTS TO BE LOCATED AT 45 S. CHESTNUT AVENUE. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE ARCHITECTURAL PLANS DATED AND RECEIVED 12/11/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT THAT ADDITIONAL WINDOWS BE ADDED TO THE TOP FLOOR TO BREAK UP THE AMOUNT OF WALL SIDING.
2. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

There was no second to the motion; therefore, the motion failed.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO DENY THE PETITION FOR *SIGWALT APARTMENTS* TO BE LOCATED AT 45 S. CHESTNUT AVENUE. THIS DENIAL IS BASED UPON THE ARCHITECTURAL PLANS DATED AND RECEIVED 12/11/17, AND THE FOLLOWING:

1. IN GENERAL, THE DESIGN COMMISSION IS IN APPROVAL OF THE AESTHETICS OF THE BUILDING WITH THE FOLLOWING COMMENTS:
    a. THAT THE COLOR OF THE FIBER CEMENT SIDING, THE COLOR OF THE CANOPY, AND THE COLOR OF THE PERGOLA BE RECONSIDERED.
    b. THAT ADDITIONAL WINDOWS AT THE TOP FLOOR TO BREAK UP THE AMOUNT OF WALL SIDING BE CONSIDERED.
2. DUE TO THE FACT THAT ITEMS 5 & 6 FROM THE DESIGN COMMISSION'S PREVIOUS APPROVAL, WHICH HAD TO DO WITH 'HARMONY AND COMPATIBILITY' AND 'CONFORMANCE TO ORDINANCES AND THE COMPREHENSIVE PLAN', THE DESIGN COMMISSION IS OBLIGED TO DENY THE PETITION.

Commissioner Eckhardt said that he continues to be very concerned that when a large development comes in on the north part of the block, the entire site is going to look out of balance and lopsided and be a complete failure. He is now rethinking his thoughts about a stepped elevation concept where the building would get taller as it goes back. His gut feeling is that he wants to see this building here, but the reality is that it is going to sit alone for a long time before the rest of the block development comes around, and for that reason, he goes back to the Design Guidelines about compatibility. The building makes sense where it is, but there is one side of it that does not make sense, and he wonders if the U-shaped top floor could be pulled back to leave the taller part in the back, so that there is no chance of seeing it because it will be at least one unit back. At this time, he is leaning towards some modifications to the building, although he believes he could still support it, but the way it is presented tonight and the way things are going, and the uncertainty, he is very concerned about this, and even more concerned about what is happening to the north.

Chair Fitzgerald made the point that we do not know what is happening to the north, nothing has been submitted; therefore, it should not be considered at this time.

KINGSLEY, AYE; COON, AYE; FITZGERALD, AYE; KUBOW, NAY, ECKHARDT, NAY.
MOTION CARRIED.

Chair Fitzgerald asked Staff what the petitioner's next steps are. Mr. Hautzinger stated that the project can continue to proceed forward to the Plan Commission and the Village Board if the petitioner chooses. The Design Commission is advisory to the Village Board, so they will be taking the Design Commission's vote into consideration for their final review.

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name:	Sigwalt Apartments
Project Address:	45 S. Chestnut Avenue
Prepared By:	Steve Hautzinger
Date Prepared:	December 21, 2017

PETITION INFORMATION:

DC Number:	17-156
Petitioner Name:	Michael Porto
Petitioner Address:	CA Ventures 130 E. Randolph Street, Suite 2100 Chicago, IL 60601
Original Meeting Date:	January 9, 2018

Requested Action(s):

1. Approval of the architectural design for a new multi-family apartment building.

ANALYSIS:

Summary

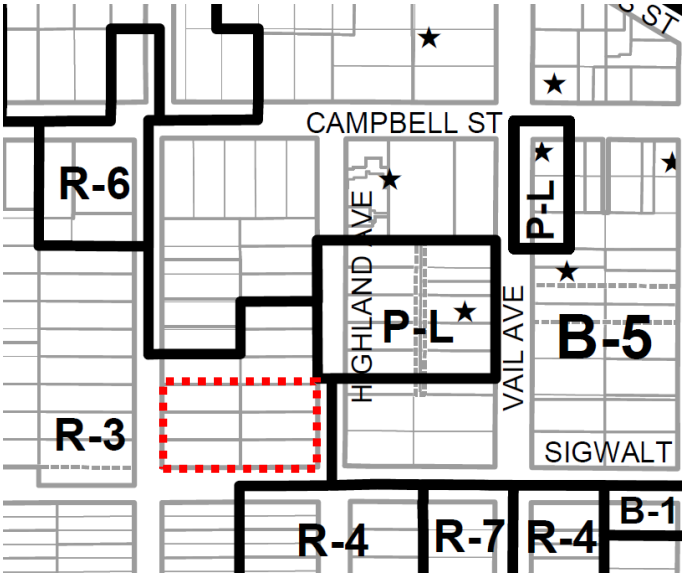
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is seeking approval of the architectural design for a new five-story apartment building with 80 residential apartment units and 120 indoor parking spaces. Parking will be located in the basement and first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown.

The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations.

SITE:

Aerial of Property



Zoning Map of Property

SURROUNDING LAND USES:

Direction	*Existing Zoning*	*Existing Use*	*Comprehensive Plan*
Subject Property	R-3, One-Family Dwelling District (R-7, Multi-Family Dwelling District proposed)	Vacant	High Density Multi-Family
North	R-3, One-Family Dwelling District / B-5, Downtown District	Vacant	Mixed Use
South	R-3, One-Family Dwelling District / R-4, Two Family Dwelling Units	Single Family Residences	Single Family Attached / High Density Multi-Family
East	B-5, Downtown District	AT&T office building	Mixed Use
West	R-3, One-Family Dwelling District	Single Family Residences	Single Family Attached

BACKGROUND:

This project was previously reviewed by the Design Commission on August 8, 2017 and again on September 12, 2017. At that time, the Design Commission recommended approval of the design with the following conditions:

1. **A REQUIREMENT TO ADD AT LEAST ONE FALSE WINDOW ON THE EAST ELEVATION, FIRST FLOOR.**
2. **A REQUIREMENT TO CHANGE THE MORTON SWEETSPIRE SHRUBS AROUND THE ELECTRICAL TRANSFORMER TO EVERGREEN SHRUBS FOR YEAR-ROUND SCREENING.**
3. **A REQUIREMENT TO CHANGE THE CANDYTUFT PERENNIALS ALONG THE FRONT OF THE BRICK GARDEN WALLS TO A DIFFERENT PERENNIAL THAT HAS MORE HEIGHT TO SOFTEN THE WALL.**
4. **A REQUIREMENT THAT THE NORTH WALL BE REVISITED WITH THE SAME UNDULATION AS THE EAST AND WEST WALLS.**
5. **THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'HARMONY AND COMPATIBILTY', SPECIFICALLY REGARDING HEIGHT AND SETBACK.**
6. **THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'CONFORMANCE TO ORDINANCES AND COMPREHENSIVE PLAN'**

Following the Design Commission review, the project was reviewed by the Plan Commission on September 27, 2017. The Plan Commission recommended approval. The project was then reviewed by the Village Board on October 16, 2017. The project was denied primarily due to concerns about parking and zoning variations. On December 4, 2017 the petitioner presented revisions to the project to the Village Board during early review.

PROJECT UPDATE:

At this time, the developer has made changes to the proposed development and has submitted new plans for review. A summary of the changes is as follows:

1. The top floor of the building has been stepped back, and the wall material has been changed from brick to fiber cement horizontal siding. The walls are stepped back ten feet on the east and west sides, and 13.5 feet on the south. The center portion of the building on the south remains setback above the first floor.

2. The brick on the first floor has been changed from a black color to a brownish color, and the black granite at the building entrance has been changed to the brownish brick.

3. The entire building has been shifted approximately 4 feet to the east on the site providing a larger setback to the west.

4. The pergola feature on the second floor recreation deck was moved south, and the parapet wall opened up for a view of the recreation deck from the main entrance landing below.

5. The number of residential units has been reduced from 88 to 80, and the number of interior parking spaces has been increased from 110 to 120.

6. Street parking and loading has been added in front of the building along Sigwalt Street.

7. Per the previous Design Commission approval requirement, partially recessed balconies have been added to the north elevation.

8. Per the previous Design Commission approval requirement, an additional false window has been added to the east elevation, first floor.

9. The landscaping has been revised in accordance with the Design Commission's requirements.

STAFF COMMENTS:

Overall, the proposed changes to the design are positive improvements to reduce the scale and massing.

- The shifted building position on the site and the stepped back top floor reduces the overall mass and scale of the building, which helps to address the Design Commission's previous concerns about "harmony and scale" relative to height and setback.
- The brown brick color on the first floor has a softer appearance than the previous black brick, and the brown brick fits better with the color tones of the adjacent residential neighborhood.
- The new brick main entrance design has a more traditional appearance than the previous black granite entry feature.

The only suggestion to improve the design is to add more windows on the top floor to break up the amount of wall siding and lighten the appearance.

Rooftop Mechanical Unit Screening:
Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens.

Dumpster and Utility Screening:
Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building is fully screened with landscaping.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed design for *Sigwalt Apartments* to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with the plans dated and received 12/11/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. It is recommended that additional windows be added to the top floor to break up the amount of wall siding.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission

approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

3. All signage must meet code, Chapter 30.

_____ December 21, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 17-156

January 26, 2018

Village of Arlington Heights
Department of Planning & Community Development
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 45 S. Chestnut – Project Description

Dear Plan Commission,

CA Ventures/CA Residential is proposing a new multi-family residential project to be located on the property along Sigwalt Street between Highland Avenue and Chestnut Avenue. The entire block is currently vacant but this proposed project would be located at the southern portion of the site.

A previous version of this project was presented to the Village Board on October 16, 2017, which resulted in a denial. Most of the concerns that the Village Board had related to density, parking, loading, traffic, mass and scale. Since that meeting, the project has undergone significant revisions to address these concerns.

Part of the new development will include rezoning the property from R3 to R-7 multiple family, Planned Unit Development, which is consistent with the Village's Comprehensive Plan. The Comprehensive Plan designated the site as High Density Multi Family.

The development now includes 80 rental apartments in a 5-story building with a basement. The basement will include parking, storage, mechanical and electrical spaces. The first floor will include parking, residential units and the lobby/public spaces. The second floor is a mix of residential units and amenity spaces such as a community room, fitness room and an outdoor roof deck. The third, fourth and fifth floor are all residential units.

The design of the building is contemporary and will mesh with both the residential neighborhood and the feel of the mixed-use downtown area. The exterior materials of the building include a mix of utility size face brick, cast stone and fiber cement siding. The Village Board had concerns with the previous submittal regarding the mass of the building as it relates to the surrounding neighborhood.

The new proposal includes a 10-foot setback of the 5th floor on the east and west elevations. In addition, the 5th floor is now partially set back 10 feet along the north elevation and 13 feet along the south elevation.

Sustainability is also an important aspect of this project and multiple elements have been incorporated into the design of both the site and building. Due to the location of the site, the project will have a very pedestrian-focused approach. The first floor units will have patios facing the street, which will help to activate the street levels and engage the community. In addition to the patios, landscaped planters and bicycle racks near the main entrance will help to accommodate pedestrians, especially along Sigwalt. The entire site will be designed with low maintenance and drought-tolerant landscape elements, helping to reduce water consumption.

The building itself will also incorporate several sustainable elements. The HVAC system will be a high-efficiency system and LED lighting will be implemented on both the exterior and interior. Plumbing fixtures will be high efficiency/low-flow to help reduce water consumption. In addition, the design team is still considering potential sustainable options such as adding a car charging station and purchasing Energy Star rated appliances.

120 parking spaces will be provided in the basement and first floor parking areas. This equates to a 1.50 ratio of parking stalls per unit, which meets the Village's Municipal Code. In terms of street parking, 3 of the 5 existing parking spaces along Highland Ave will remain. In addition, 7 more parking spaces and a loading zone will be provided along Sigwalt St intended to be used for both guest parking and general public parking.

The height of the building is approximately 57'-3" above grade on the west side and approximately 60'-0" above grade on the east side. This elevation varies because the site grading slopes down from west to east. The U-shaped nature of the floor plan allows the second-floor roof deck to be formed along the south façade of the building. This helps to reduce the overall massing of the building along the major elevation on Sigwalt street. As previously mentioned, the new proposal includes setbacks of the 5th floor on all 4 sides of the building to reduce the bulk of the building.

In response to the Village's Affordable Housing Policy, CA Ventures/CA Residential has gotten approval from the Housing Commission to contribute $25,000 per required affordable unit towards the Village's affordable housing trust. This equates to $300,000 total.

There are several variations that we are seeking for this development. Please refer to the separate Justification for Variation letter for further detail.

Throughout this entire process, the project is intended to be sensitive to the concerns of the neighborhood while still maintaining the goals that the Village has identified for this site. The revisions that have been made address the major concerns that the Village Board had relating to parking, density, traffic, mass and scale.

We are very excited about the new version of this project and look forward to working with the Village throughout this entire process.

Regards,

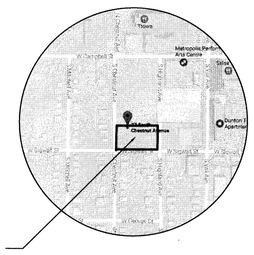
Michael Porto
Project Manager
CA Ventures

PROFESSIONALS ASSOCIATED SURVEY, INC.
PROFESSIONAL DESIGN FIRM NO: 184-003023
7100 N. TRIPP AVE., LINCOLNWOOD, ILLINOIS 60712
TEL.: (847) 675-3000, FAX: (847) 675-2167
E-mail: pa@professionalsassociated.com
www.professionalsassociated.com

ALTA/NSPS LAND TITLE SURVEY

OF

VICINITY MAP



SURVEY SITE

NORTH

GRAPHIC SCALE

15 0 15 30

(IN FEET)
1 inch = 15 Ft.

PERMANENT INDEX NUMBERS: 03-30-425-012-0000
03-30-425-013-0000
03-30-425-014-0000
03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000

LEGAL DESCRIPTION AS PER TITLE POLICY:

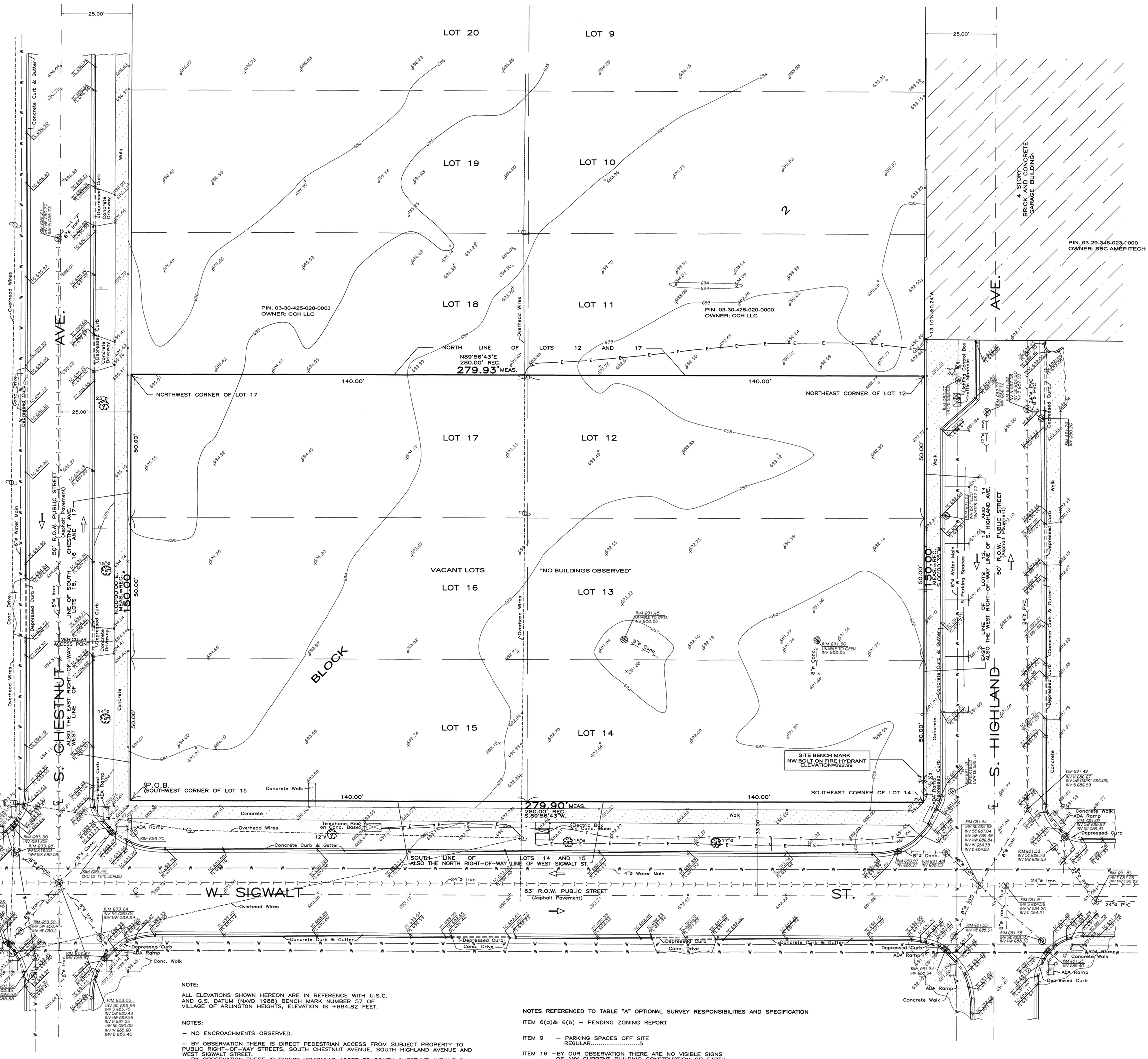
LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

METES AND BOUNDS LEGAL DESCRIPTION:

THAT PART OF LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 15; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOTS 15, 16 AND 17, BEING ALSO THE EAST RIGHT-OF-WAY LINE OF SOUTH CHESTNUT AVENUE, A DISTANCE OF 150.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 17; THENCE NORTH 89 DEGREES 56 MINUTES 43 SECONDS EAST ALONG THE NORTH LINE OF SAID LOTS 12 AND 17, A DISTANCE OF 279.93 FEET TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTH 00 DEGREES 00 MINUTES 35 SECONDS WEST ALONG THE EAST LINE OF SAID LOTS 12, 13 AND 14, BEING ALSO THE WEST RIGHT-OF-WAY LINE OF SOUTH HIGHLAND AVENUE, A DISTANCE OF 150.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 14; THENCE SOUTH 89 DEGREES 56 MINUTES 43 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 14 AND 15, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF WEST SIGWALT STREET, A DISTANCE OF 279.90 FEET TO THE POINT OF BEGINNING, ALL IN SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

LAND TOTAL AREA: 41,987 SQ. FT. = 0.964 ACRE.

COMMONLY KNOWN AS: 37-45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, ILLINOIS AND
36-40 SOUTH HIGHLAND AVENUE, ARLINGTON HEIGHTS, ILLINOIS



NOTE:

ALL ELEVATIONS SHOWN HEREON ARE IN REFERENCE WITH U.S.C. AND G.S. DATUM (NAVD 1988) BENCH MARK NUMBER 57 OF VILLAGE OF ARLINGTON HEIGHTS, ELEVATION IS +684.82 FEET.

NOTES:

– NO ENCROACHMENTS OBSERVED.

– BY OBSERVATION THERE IS DIRECT PEDESTRIAN ACCESS FROM SUBJECT PROPERTY TO PUBLIC RIGHT-OF-WAY STREETS, SOUTH CHESTNUT AVENUE, SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
– BY OBSERVATION THERE IS DIRECT VEHICULAR ACCES TO SOUTH CHESTNUT AVENUE BY WAY OF THE CONCRETE DRIVEWAY AND DEPRESSED CURB.
UNINTERRUPTED BARRIER CURBING RESTRICTS ACCESS TO SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.

– LOCATION OF UTILITIES SHOWN HEREON ARE TAKEN FROM OBSERVED EVIDENCE VISIBLE ON THE SITE, MARKINGS BY UTILITY COMPANIES AND FROM VARIOUS UTILITY COMPANY RECORDS. INFORMATION TAKEN FROM RECORDS IS DEEMED APPROXIMATE. FOR MORE ACCURATE LOCATIONS FIELD EXCAVATE OR CONTACT RESPECTIVE UTILITY COMPANY.
THERE IS VISIBLE EVIDENCE (OVERHEAD ELECTRICAL WIRES AND SUPPORTING POLES ACROSS THE SUBJECT PROPERTY RUNNING NORTH FROM SIGWALT STREET) OF A UTILITY EASEMENT.
NO DOCUMENTATION FOR AN EASEMENT WAS PROVIDED TO THE SURVEYOR.
NO VISIBLE EVIDENCE OF UNDERGROUND UTILITY LINES CROSSING THE SUBJECT PROPERTY WAS OBSERVED IN THE COURSE OF THE SURVEY. LOCATION OF UNDERGROUND UTILITIES (IF ANY) WILL BE PLOTTED IF THEY ARE MARKED IN THE FIELD BY THE RESPECTIVE UTILITY AND/OR MUNICIPAL ENTITIES AND SUBSEQUENTLY A REVISION TO THIS PLAT OF SURVEY WILL BE ISSUED.

NOTES REFERENCED TO TABLE "A" OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATION

ITEM 6(a)& 6(b) – PENDING ZONING REPORT

ITEM 9 – PARKING SPACES OFF SITE
REGULAR.....5

ITEM 16 –BY OUR OBSERVATION THERE ARE NO VISIBLE SIGNS OF ANY CURRENT BUILDING CONSTRUCTION OR EARTH MOVEMENT ON THIS PROPERTY.

ITEM 17 –BY OUR OBSERVATION AND INFORMATION THERE ARE NO RECENT STREET RIGHT OF WAY CHANGES OR ANY SIDEWALK REPAIRS OR CONSTRUCTION.

ITEM 18 –NO INFORMATION SHOWING WETLANDS DELINEATION MARKERS COMPLETED BY QUALIFIED PERSONNEL WAS PROVIDED BY CLIENT FOR THE SUBJECT PROPERTY.

ITEM 19 –THERE ARE NO RECORD DOCUMENTS PROVIDED TO THE SURVEYOR OF ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITTING PROPERTY.

ITEM 20 –PROFESSIONAL LIABILITY INSURANCE POLICY HAS BEEN OBTAINED BY THE SURVEYOR IN THE AMOUNT OF $2,000,000.00

REVISED: APRIL 18, 2017.
(ADDED METES AND BOUNDS LEGAL DESCRIPTION)

REVISED: APRIL 11, 2017.
(ADDED NOTES)

BASIS:
FIRST AMERICAN TITLE INSURANCE COMPANY,
ORDER NO. NCS-828605-CHI2,
EFFECTIVE DATE: DECEMBER 9, 2016.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

ORDER NO.: 17-91627

SCALE: 1 INCH = 15 FEET.

DATE OF FIELD WORK: February 13, 2017.

ORDERED BY: POLSINELLI
Attorneys at Law

LEGEND:

- (S) = SEWER MANHOLE
- (D) = STORM MANHOLE
- = CATCH BASIN
- = INLET
- = MANHOLE
- (W) = WATER MANHOLE
- = FIRE HYDRANT
- = WATER VALVE
- = POWER POLE
- = TRAFFIC SIGN
- 10"ø = TREE
- 693.59 × = SPOT ELEVATION
- 692 = CONTOUR LINE
- TC = TOP OF CURB ELEVATION
- FL = FLOW LINE ELEVATION
- —)—)—)— = SEWER LINE
- —>—>—>— = STORM LINE
- —— W —— = WATER LINE
- —— E —— = ELECTRIC LINE
- —— T —— = TELEPHONE LINE

FLOOD CERTIFICATE:

ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP OF VILLAGE OF ARLINGTON HEIGHTS ILLINOIS DATED AUGUST 19, 2008.
THIS PROPERTY IS IN A MINIMUM FLOODING AREA AND IS DESIGNATED AS ZONE "X", COMMUNITY PANEL NUMBER 170056 0203 J
(AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL ACANCE FLOOD)

NO FIELD SURVEYING WAS PERFORMED BY UNDERSIGNED SURVEYOR TO DETERMINE THIS ZONE.

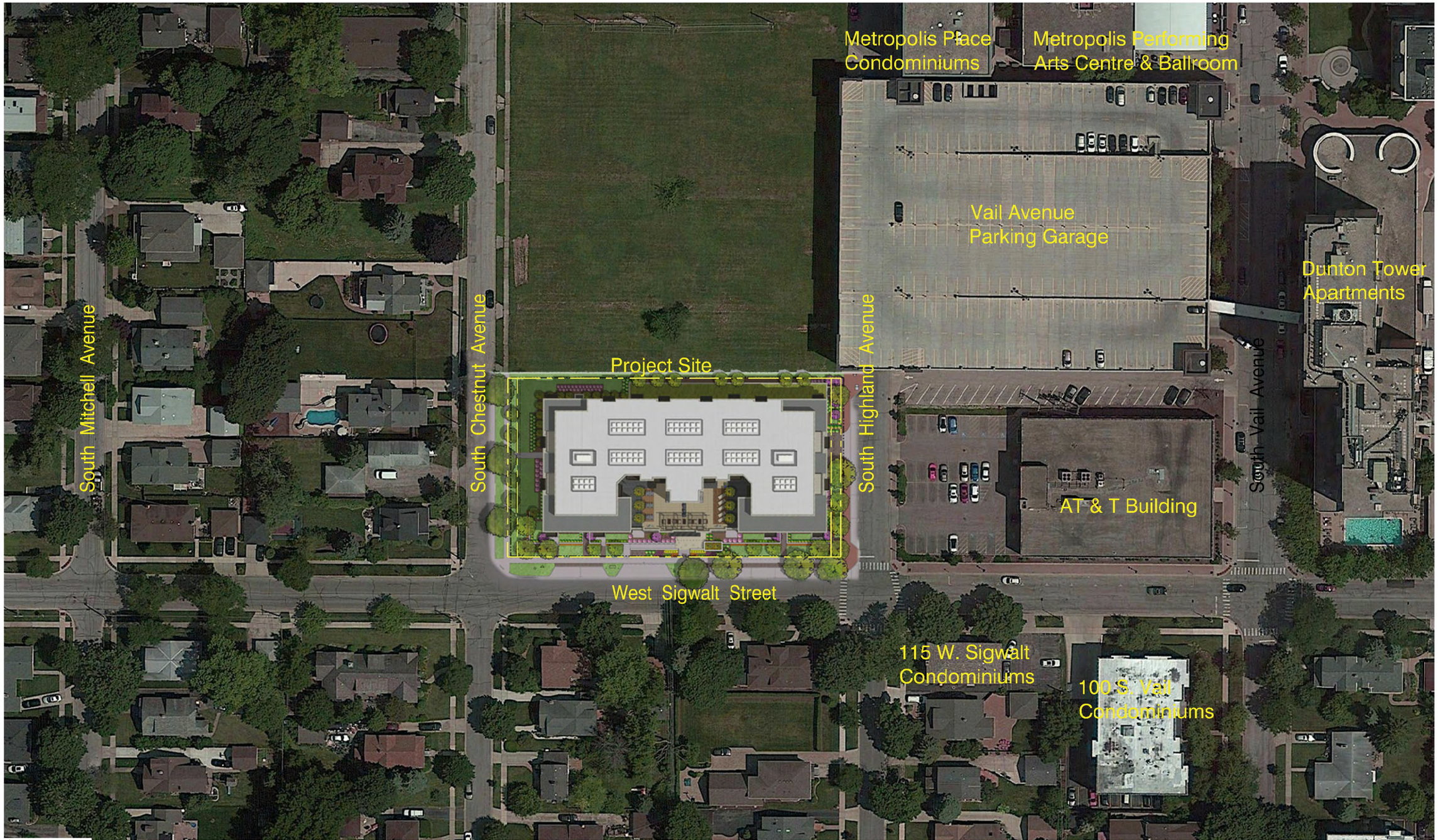
TO
– CLARK STREET HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY
– FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 6(b), 8, 9, 11, 13, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 13, 2017.

DATE OF PLAT _____.

_____
IL. PROF LAND SURVEYOR NUMBER 35-2281
MY LICENSE EXPIRES NOVEMBER 30, 2018.

Drawn By: ZZ



North

0 40' 80' 160'

SHEET 1

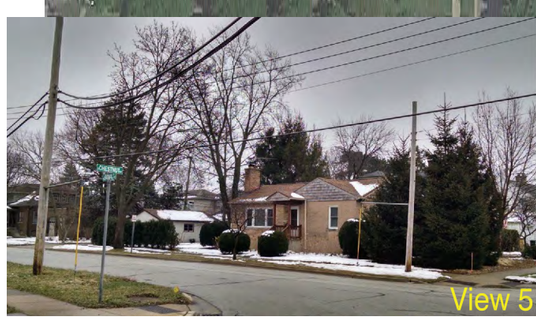
Sigwalt Apartments
Arlington Heights, IL

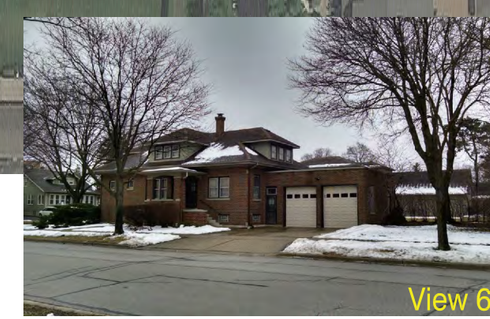
Location Map

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.





North

0 40' 80' 160'

SHEET 2

Sigwalt Apartments
Arlington Heights, IL

Context Site Plan

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

June 29, 2017

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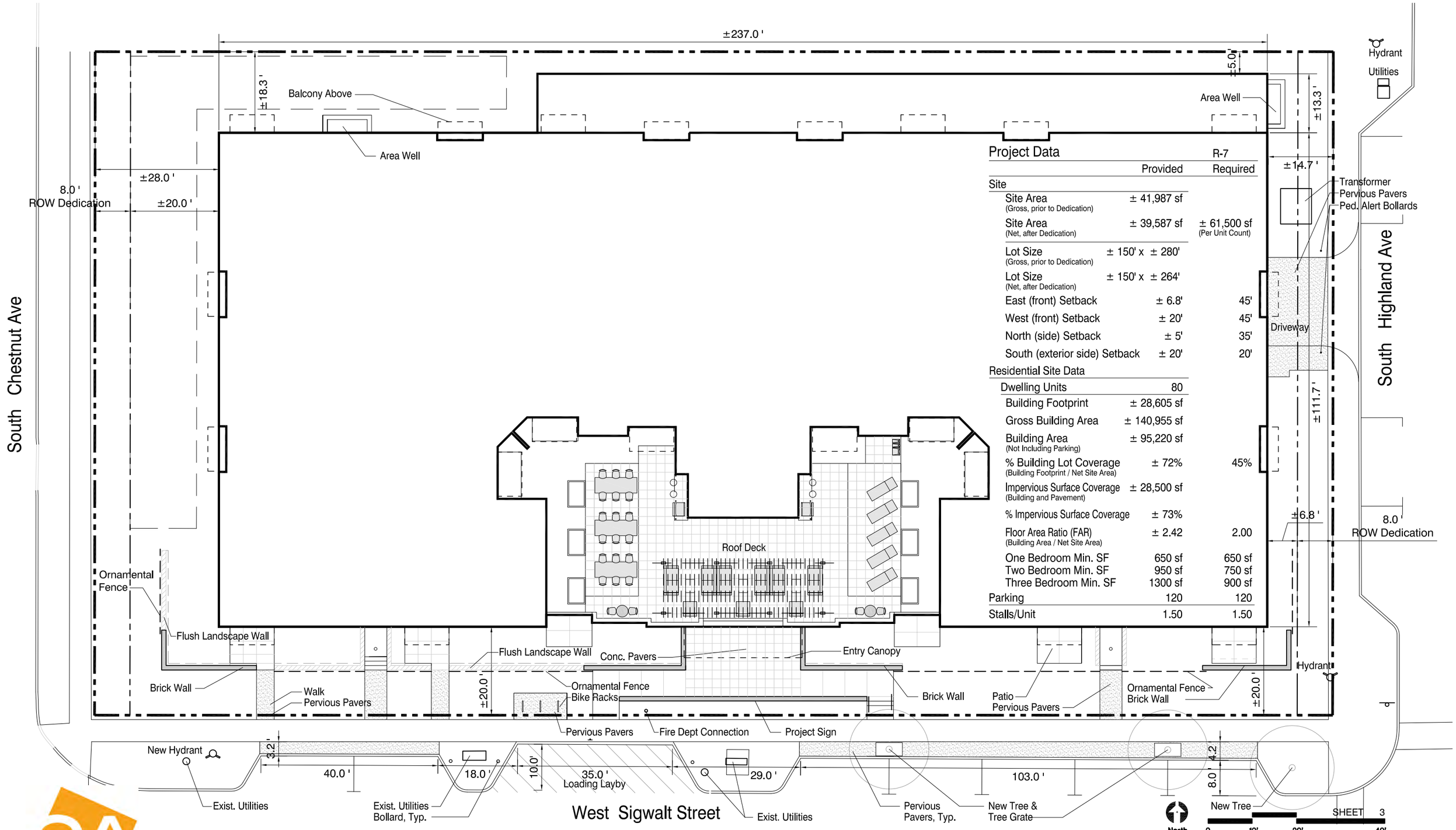

Project Data

	Provided	R-7 Required
Site		
Site Area (Gross, prior to Dedication)	± 41,987 sf	
Site Area (Net, after Dedication)	± 39,587 sf	± 61,500 sf (Per Unit Count)
Lot Size (Gross, prior to Dedication)	± 150' x ± 280'	
Lot Size (Net, after Dedication)	± 150' x ± 264'	
East (front) Setback	± 6.8'	45'
West (front) Setback	± 20'	45'
North (side) Setback	± 5'	35'
South (exterior side) Setback	± 20'	20'
Residential Site Data		
Dwelling Units	80	
Building Footprint	± 28,605 sf	
Gross Building Area	± 140,955 sf	
Building Area (Not Including Parking)	± 95,220 sf	
% Building Lot Coverage (Building Footprint / Net Site Area)	± 72%	45%
Impervious Surface Coverage (Building and Pavement)	± 28,500 sf	
% Impervious Surface Coverage	± 73%	
Floor Area Ratio (FAR) (Building Area / Net Site Area)	± 2.42	2.00
One Bedroom Min. SF	650 sf	650 sf
Two Bedroom Min. SF	950 sf	750 sf
Three Bedroom Min. SF	1300 sf	900 sf
Parking	120	120
Stalls/Unit	1.50	1.50

Sigwalt Apartments
Arlington Heights, IL

Site Plan

43 South Vail Avenue
Arlington Heights, Illinois 60005
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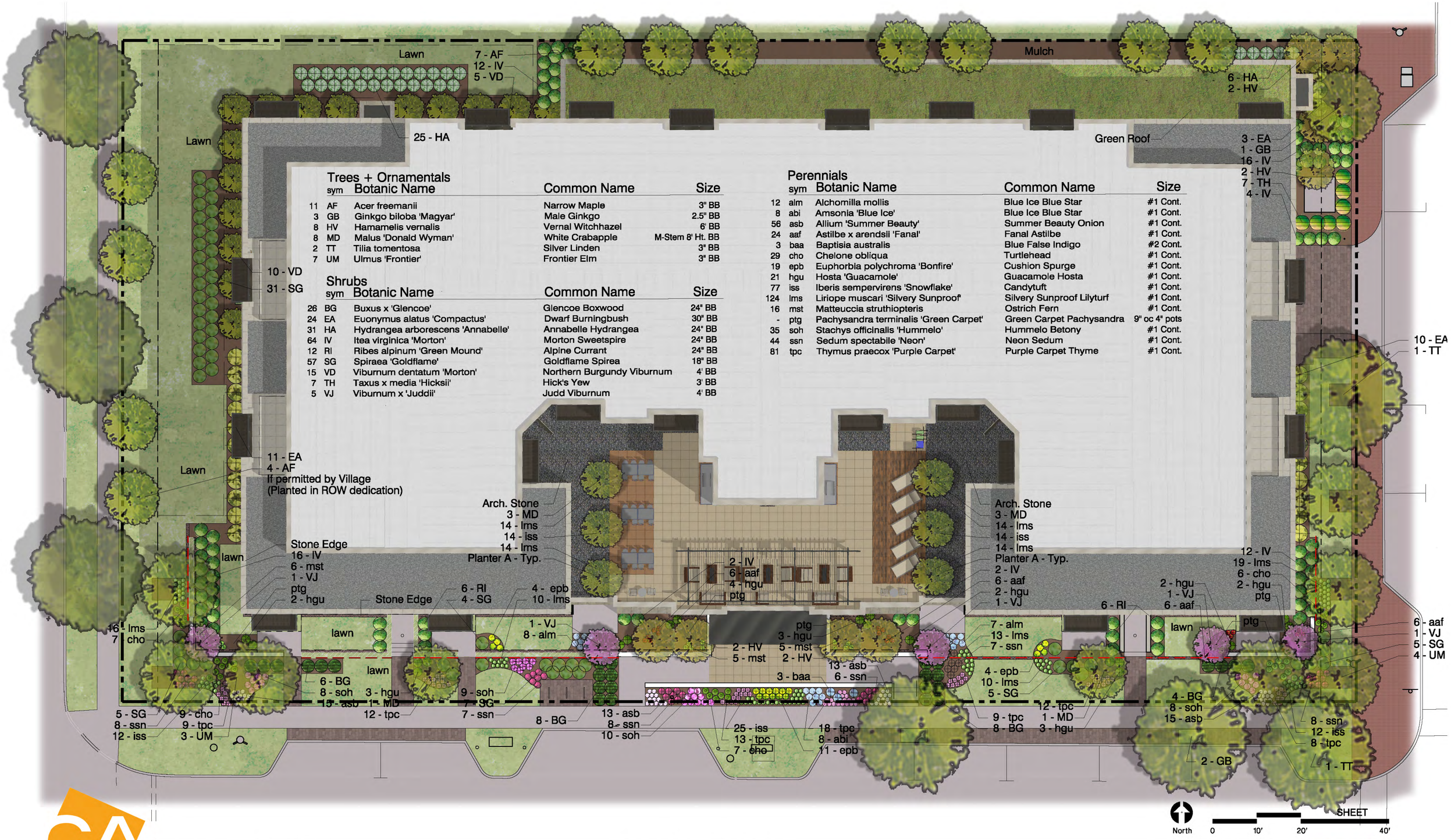
February 20, 2018



Trees + Ornamentals

	sym	Botanic Name	Common Name	Size
11	AF	Acer freemanii	Narrow Maple	3" BB
3	GB	Ginkgo biloba 'Magyar'	Male Ginkgo	2.5" BB
8	HV	Hamamelis vernalis	Vernal Witchhazel	6' BB
8	MD	Malus 'Donald Wyman'	White Crabapple	M-Stem 8' Ht. BB
2	TT	Tilia tomentosa	Silver Linden	3" BB
7	UM	Ulmus 'Frontier'	Frontier Elm	3" BB

Shrubs

	sym	Botanic Name	Common Name	Size
26	BG	Buxus x 'Glencoe'	Glencoe Boxwood	24" BB
24	EA	Euonymus alatus 'Compactus'	Dwarf Burningbush	30" BB
31	HA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24" BB
64	IV	Itea virginica 'Morton'	Morton Sweetspire	24" BB
12	RI	Ribes alpinum 'Green Mound'	Alpine Currant	24" BB
57	SG	Spiraea 'Goldflame'	Goldflame Spirea	18" BB
15	VD	Viburnum dentatum 'Morton'	Northern Burgundy Viburnum	4' BB
7	TH	Taxus x media 'Hicksii'	Hick's Yew	3' BB
5	VJ	Viburnum x 'Juddii'	Judd Viburnum	4' BB

Perennials

	sym	Botanic Name	Common Name	Size
12	alm	Alchomilla mollis	Blue Ice Blue Star	#1 Cont.
8	abi	Amsonia 'Blue Ice'	Blue Ice Blue Star	#1 Cont.
56	asb	Allium 'Summer Beauty'	Summer Beauty Onion	#1 Cont.
24	aaf	Astilbe x arendsii 'Fanal'	Fanal Astilbe	#1 Cont.
3	baa	Baptisia australis	Blue False Indigo	#2 Cont.
29	cho	Chelone obliqua	Turtlehead	#1 Cont.
19	epb	Euphorbia polychroma 'Bonfire'	Cushion Spurge	#1 Cont.
21	hgu	Hosta 'Guacamole'	Guacamole Hosta	#1 Cont.
77	iss	Iberis sempervirens 'Snowflake'	Candytuft	#1 Cont.
124	lms	Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf	#1 Cont.
16	mst	Matteuccia struthiopteris	Ostrich Fern	#1 Cont.
-	ptg	Pachysandra terminalis 'Green Carpet'	Green Carpet Pachysandra	9" oc 4" pots
35	soh	Stachys officinalis 'Hummelo'	Hummelo Betony	#1 Cont.
44	ssn	Sedum spectabile 'Neon'	Neon Sedum	#1 Cont.
81	tpc	Thymus praecox 'Purple Carpet'	Purple Carpet Thyme	#1 Cont.

Sigwalt Apartments
Arlington Heights, IL

Landscape Plan

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

February 20, 2018

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5a

Sigwalt Apartments
Arlington Heights, IL

South West Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5b

Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
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December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.

SHEET 5c

Sigwalt Apartments
Arlington Heights, IL

Entry

43 South Vail Avenue
Arlington Heights, Illinois 60005
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December 11, 2017

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South Elevation

SHEET 6

0 10' 20' 40'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

January 26, 2018

HKM ARCHITECTS + PLANNERS, INC.

East Elevation

SHEET 7

0 10' 20' 40'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

January 26, 2018

HKM ARCHITECTS + PLANNERS, INC.

North Elevation

SHEET 8

0 10' 20' 40'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2018

January 26, 2018

HKM ARCHITECTS + PLANNERS, INC.

West Elevation

SHEET 9

0 10' 20' 40'

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Arlington Heights, IL

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Arlington Heights, Illinois 60005
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January 26, 2018

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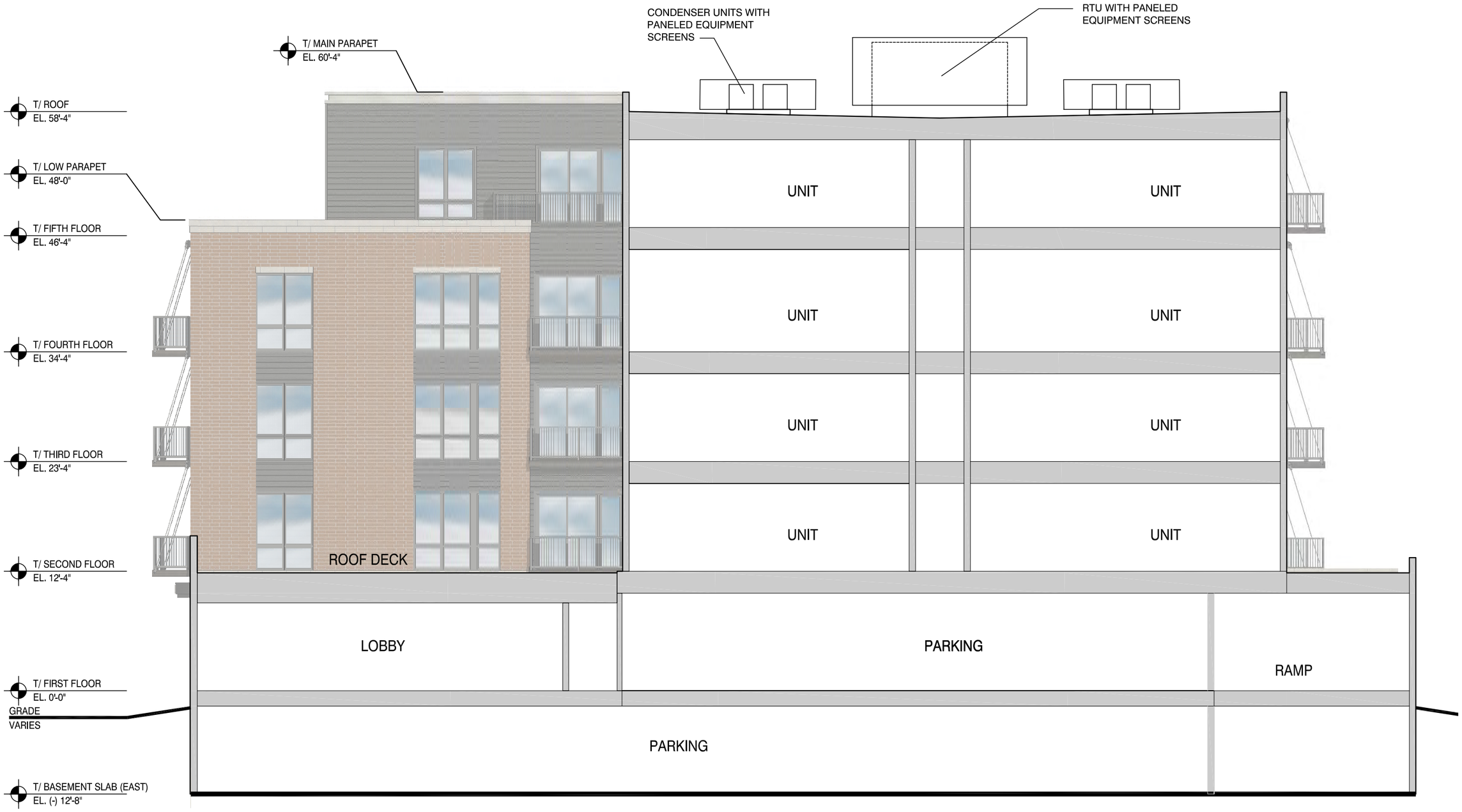

Building Section - North South

SHEET 10

0 5' 10' 20'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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January 26, 2018

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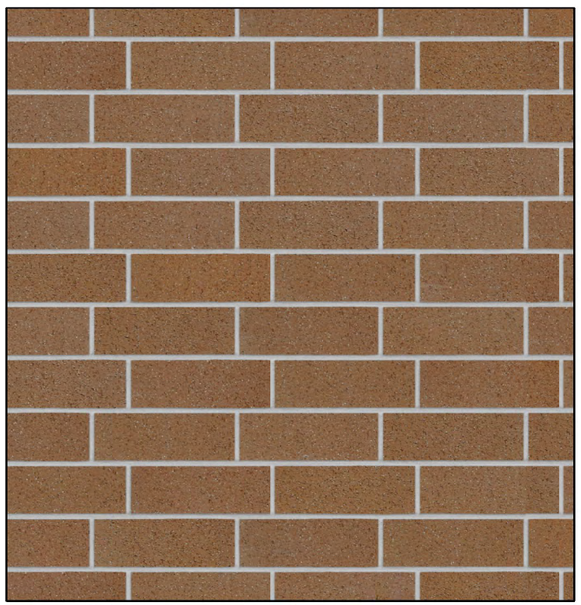
Utility Size Face Brick A



Utility Size Face Brick B

Fiber Cement Lap Siding

Building Materials

SHEET 11

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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December 11, 2017

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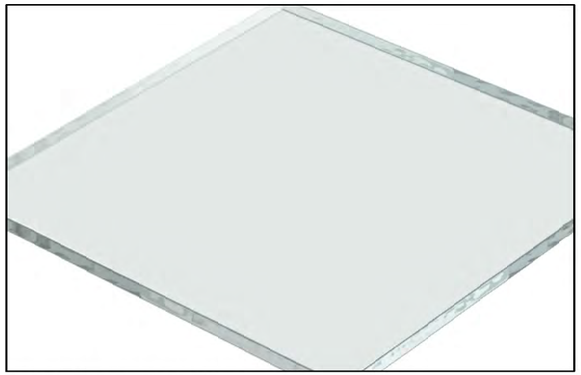

Low E coated Glass

Square Metal Picket Balcony Rail

Cast Stone Headers & Banding

Pre-Finished Metal Balcony

SHEET 11a

Building Materials

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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December 11, 2017

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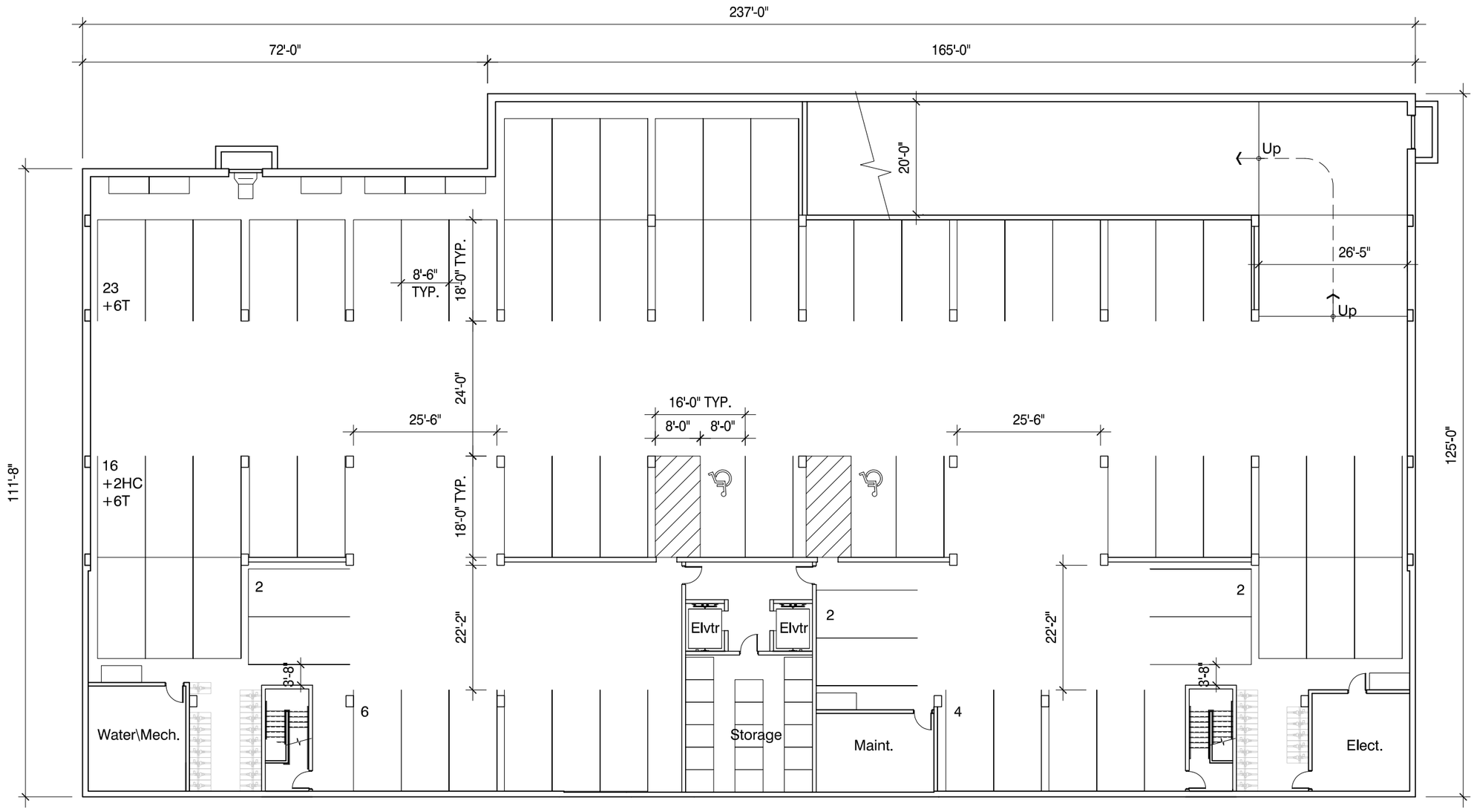

Basement Plan

North 0 10' 20' 40'

SHEET 12

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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January 26, 2018

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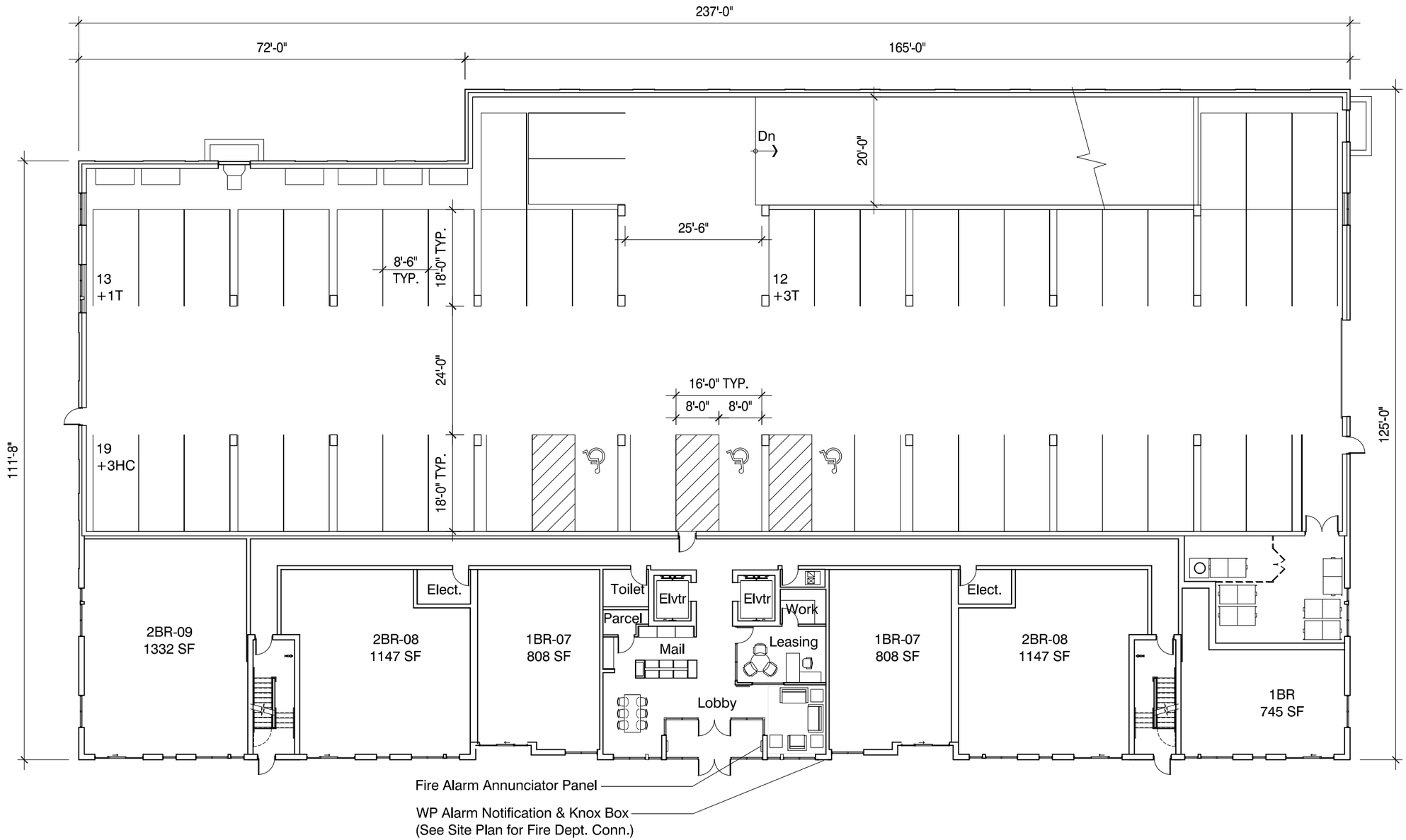

First Floor Plan

North

0 10' 20' 40'

SHEET 13

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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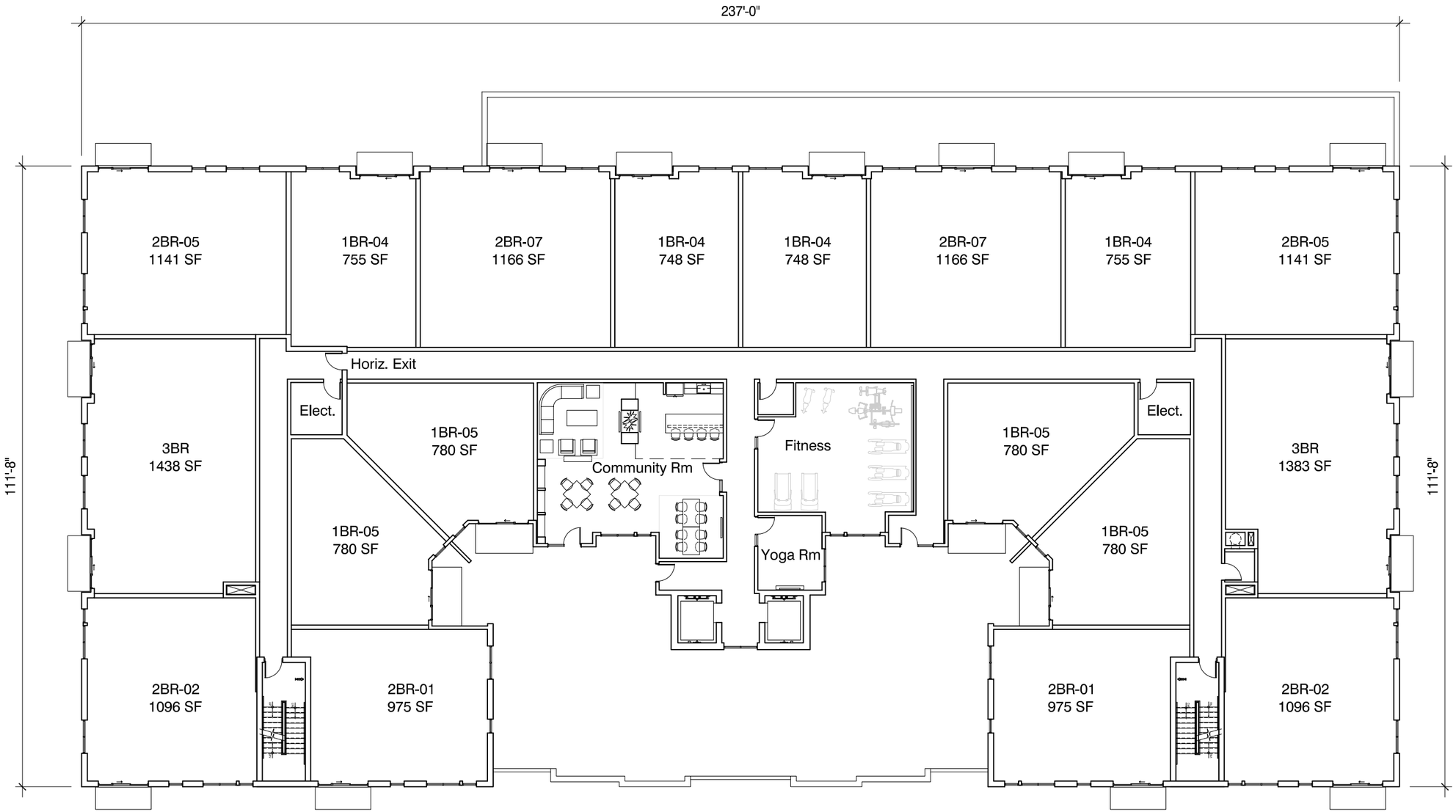
January 26, 2018



Second Floor Plan

North

0 10' 20' 40'

SHEET 14

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

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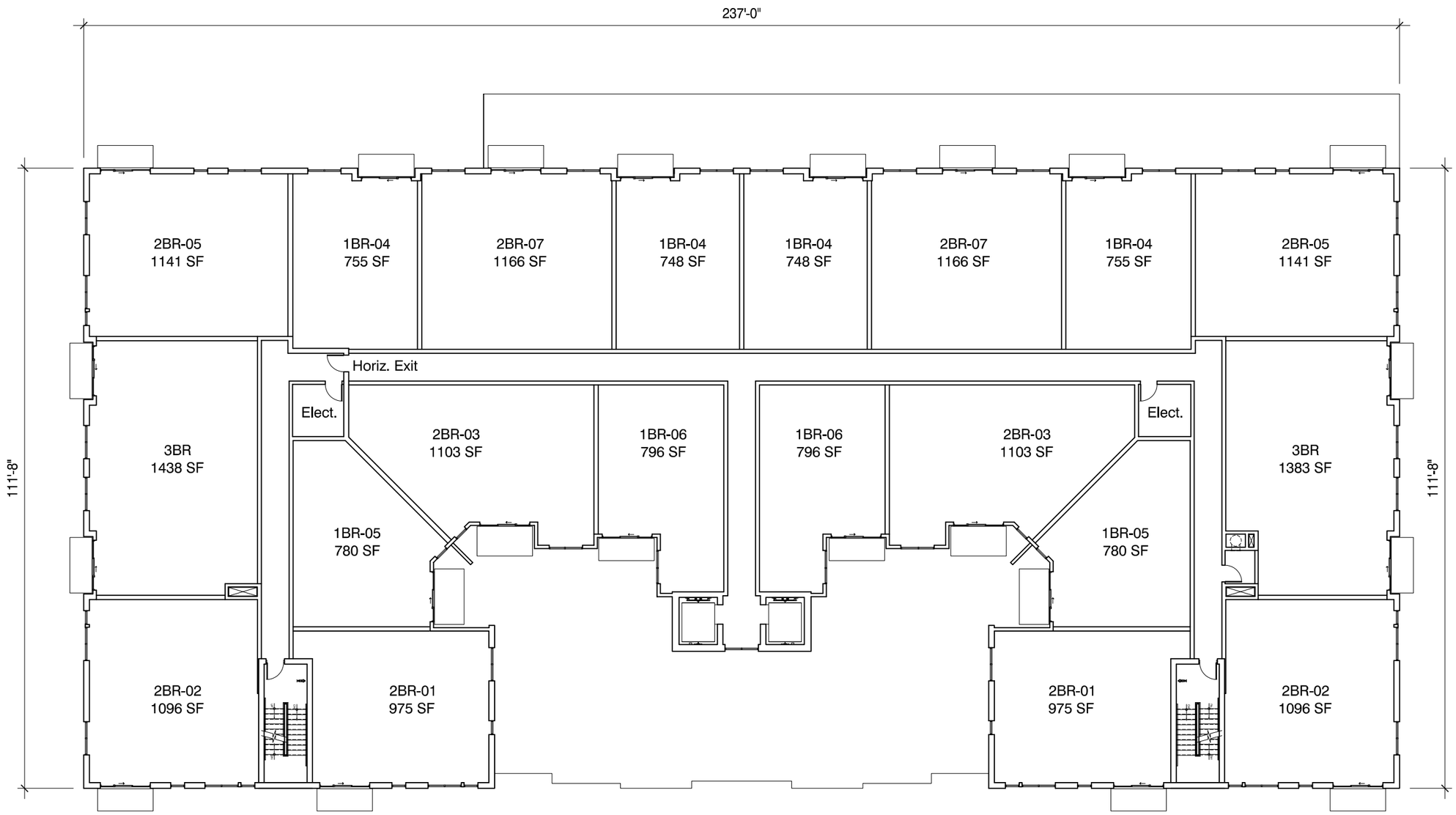

Third Floor Plan

North

0 10' 20' 40'

SHEET 15

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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December 11, 2017

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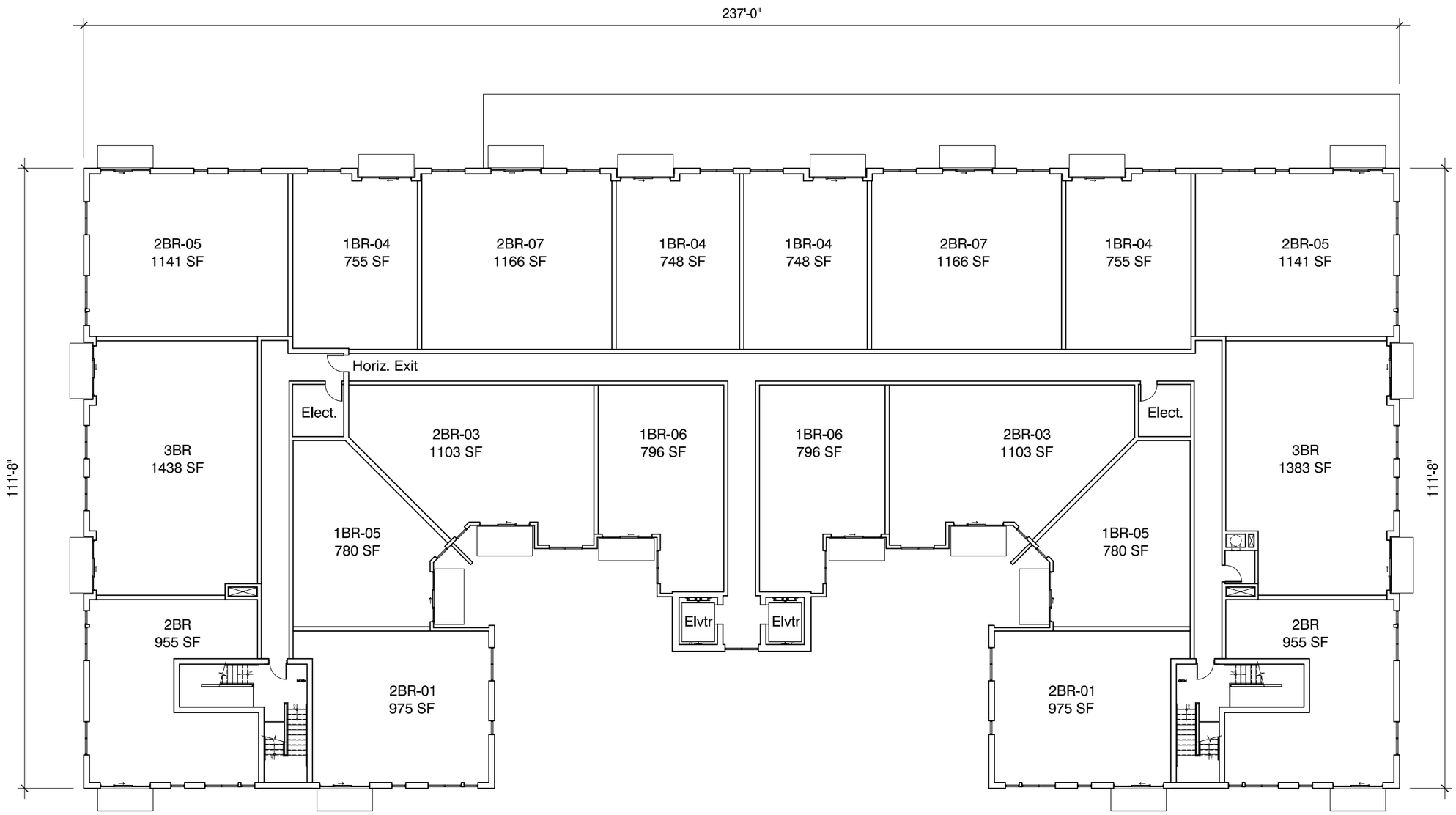


Fourth Floor Plan

North

0 10' 20' 40'

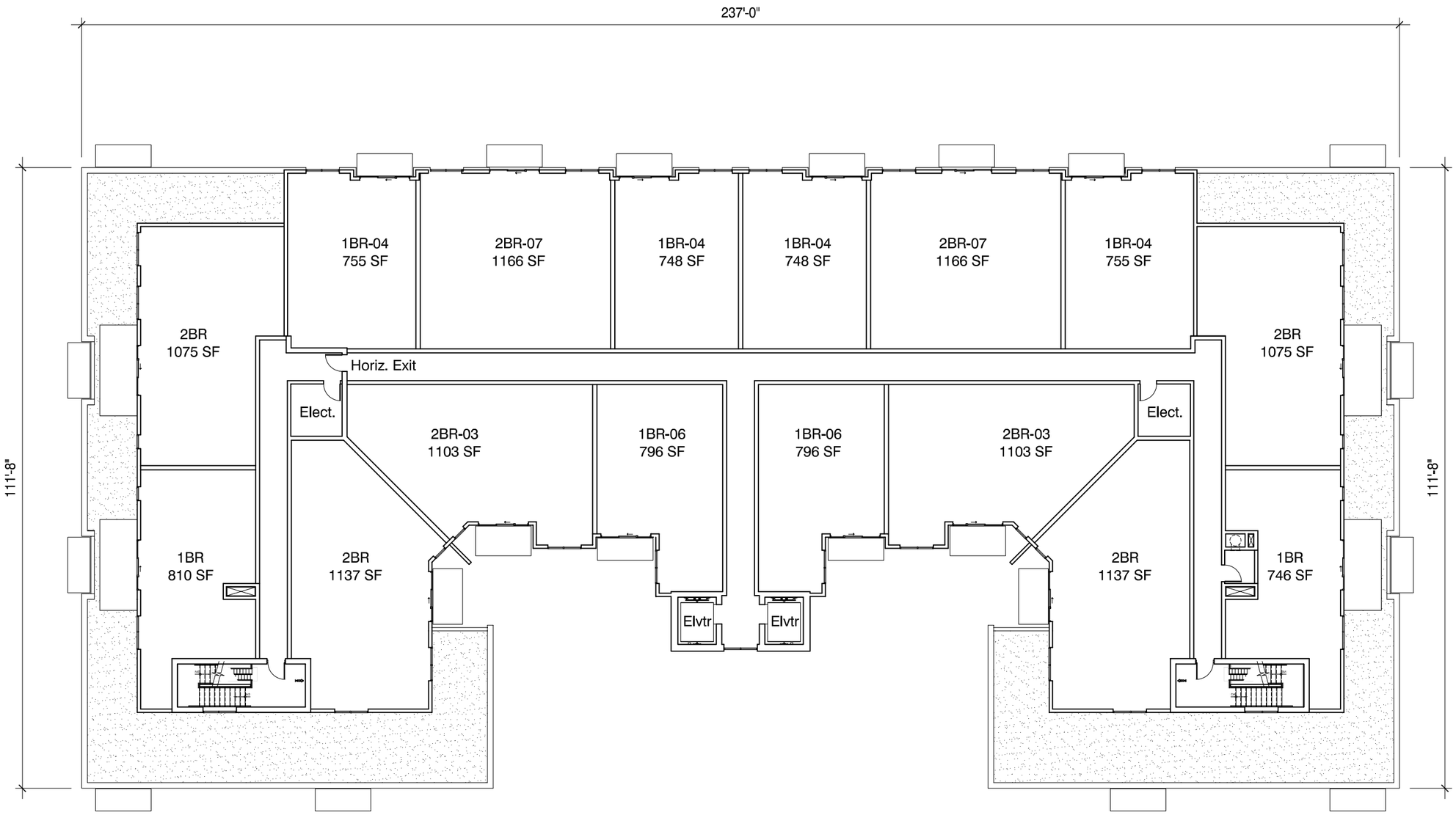
SHEET 15a

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.



Fifth Floor Plan

SHEET 15b

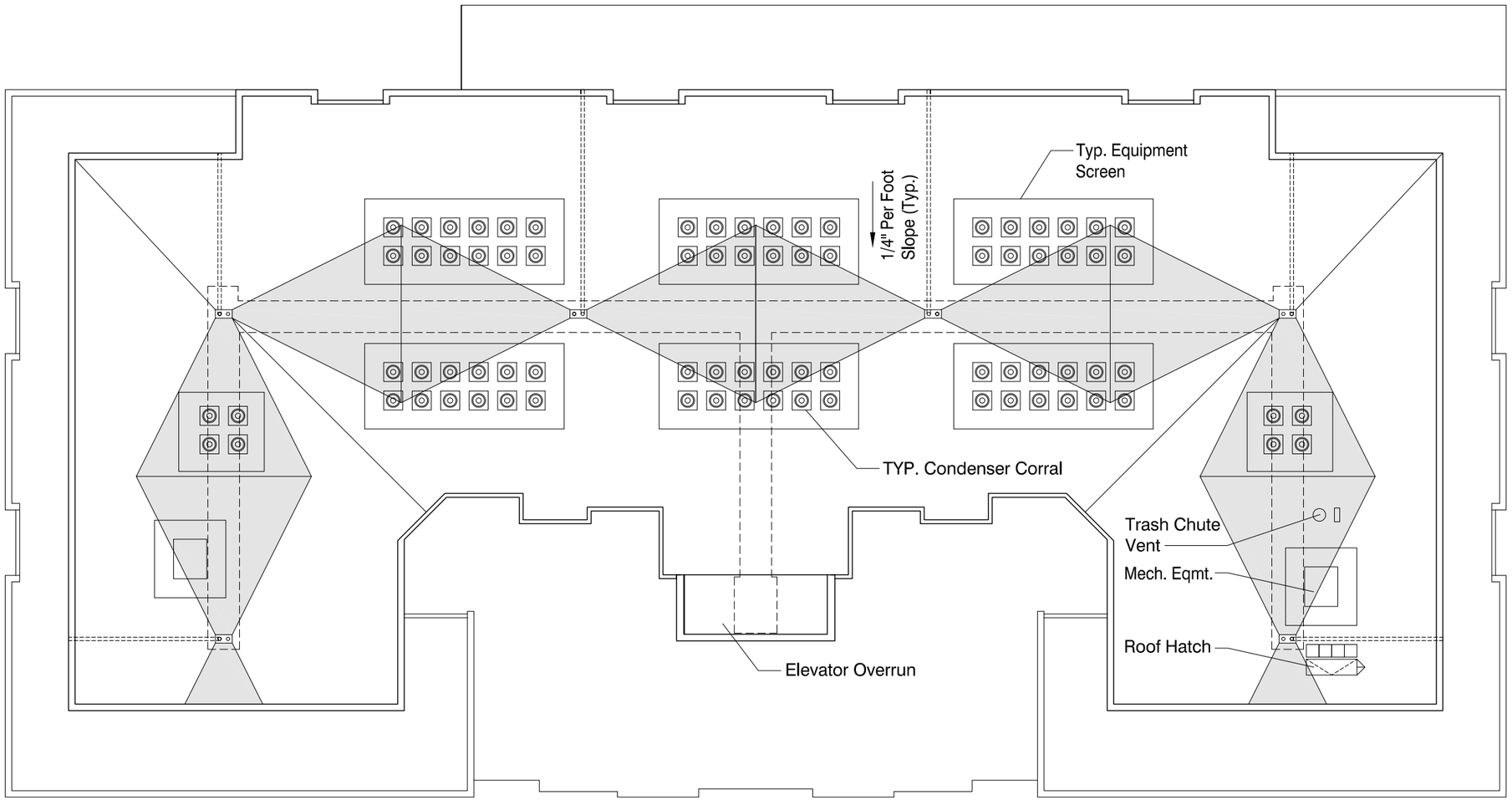
North 0 10' 20' 40'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.



Roof Plan

North

0 10' 20' 40'

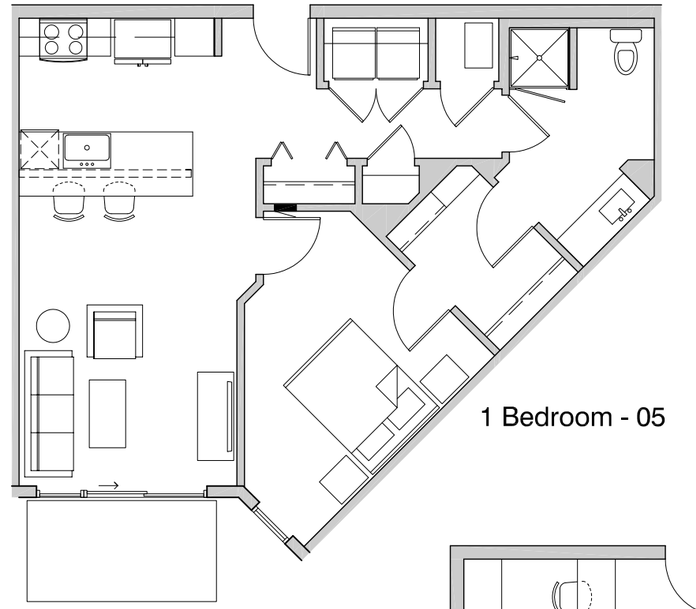
SHEET 16

Sigwalt Apartments
Arlington Heights, IL

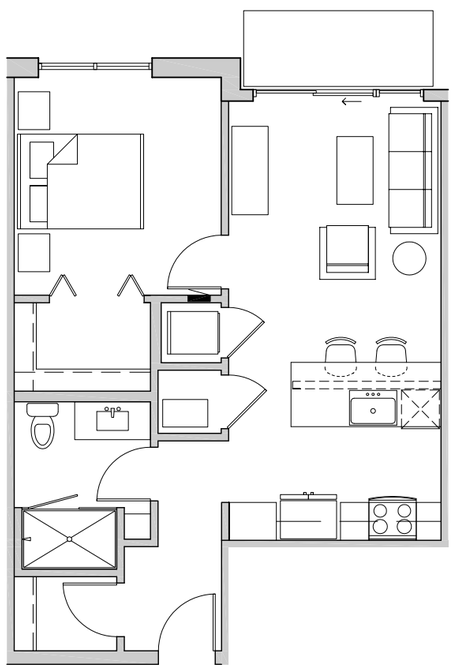
43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

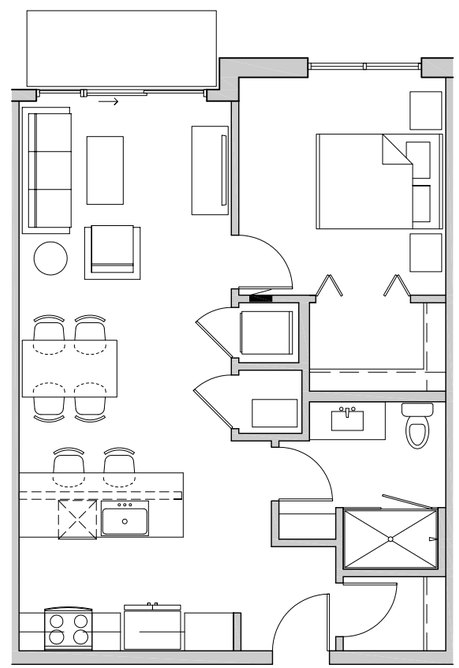
HKM ARCHITECTS + PLANNERS, INC.



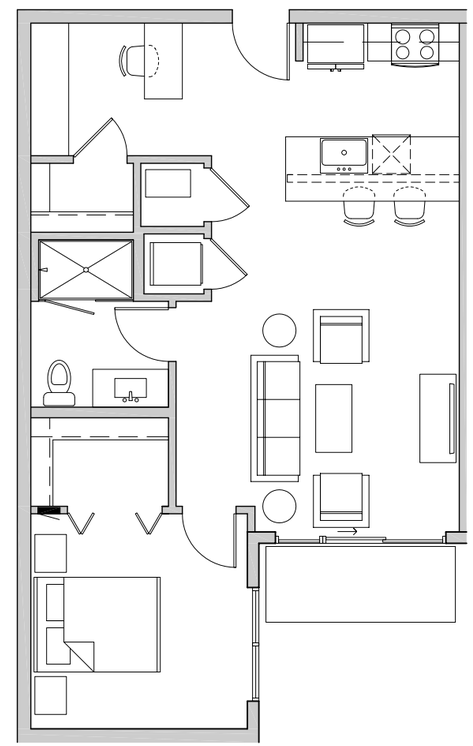
1 Bedroom - 05



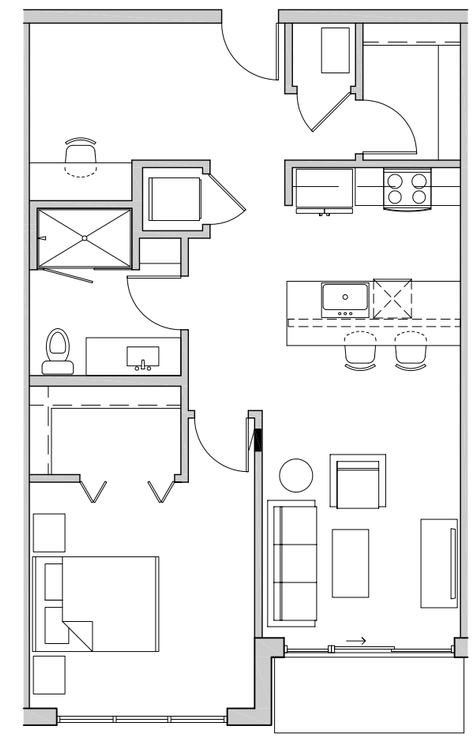
1 Bedroom - 01



1 Bedroom - 03 (02 & 04 sim.)



1 Bedroom - 06



1 Bedroom - 07

Conceptual Unit Plans

SHEET 16a

0 4' 8' 16'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

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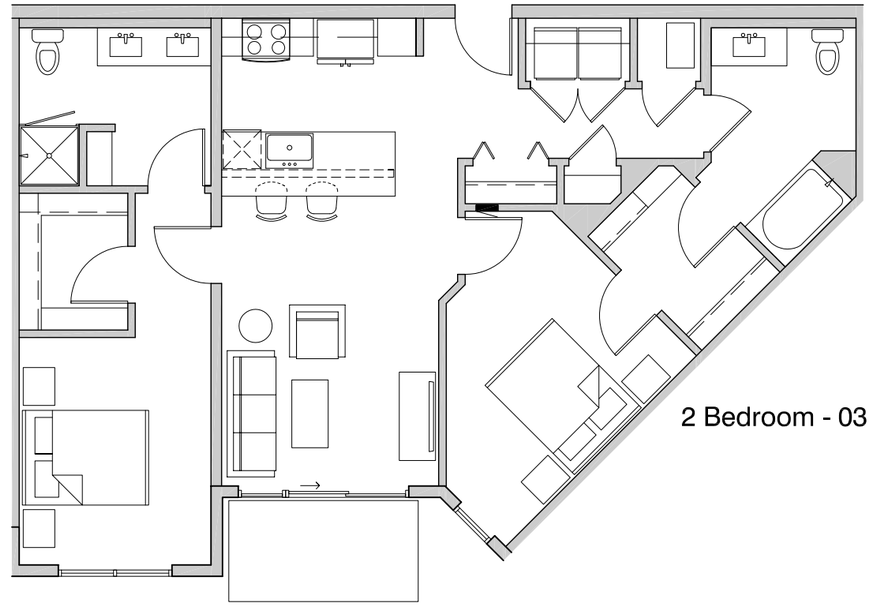
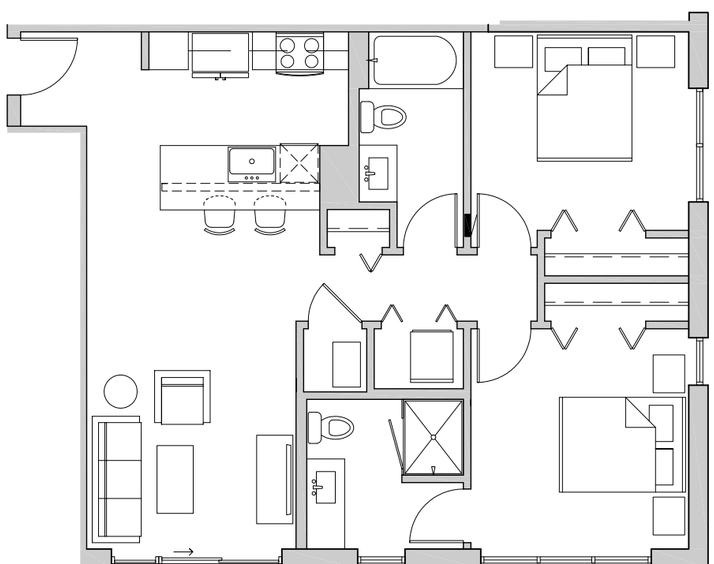
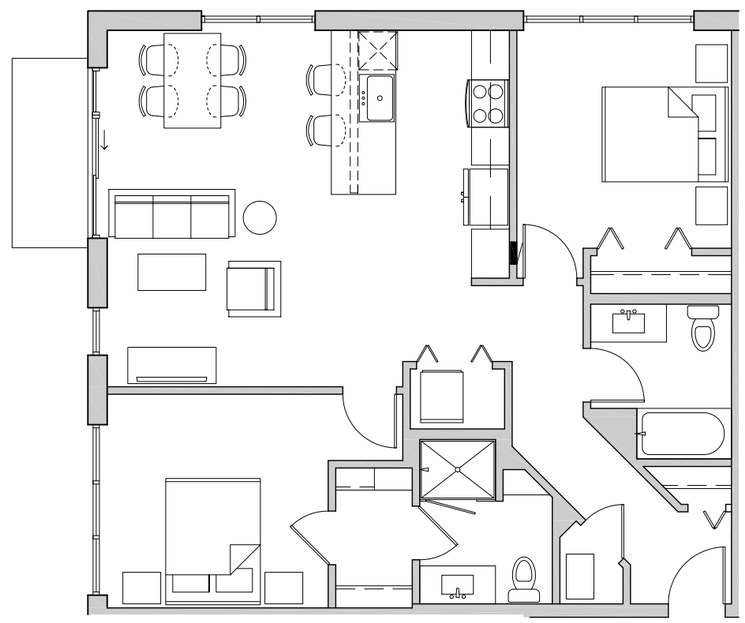


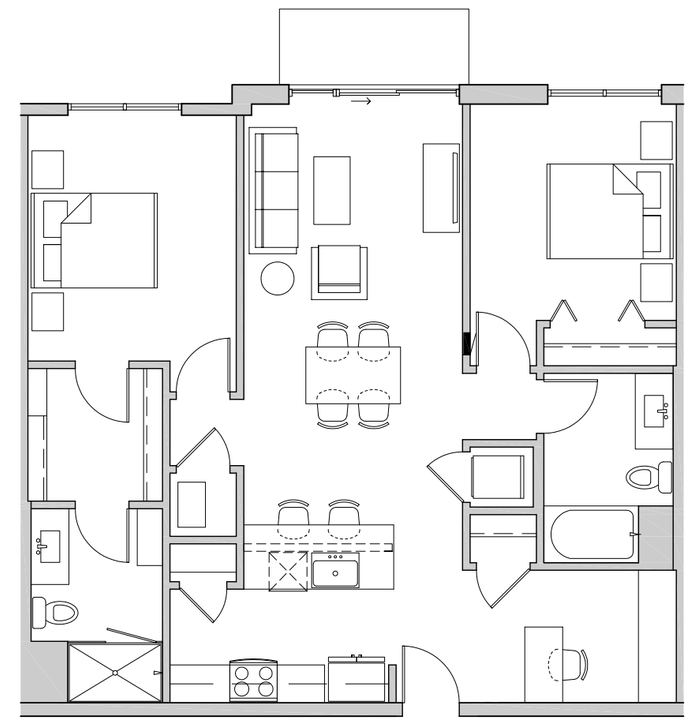
2 Bedroom - 03



2 Bedroom - 01



2 Bedroom - 02 (05 sim.)



2 Bedroom - 04 (07 sim.)

Conceptual Unit Plans

SHEET 16b

0 4' 8' 16'

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Arlington Heights, IL

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Arlington Heights, Illinois 60005
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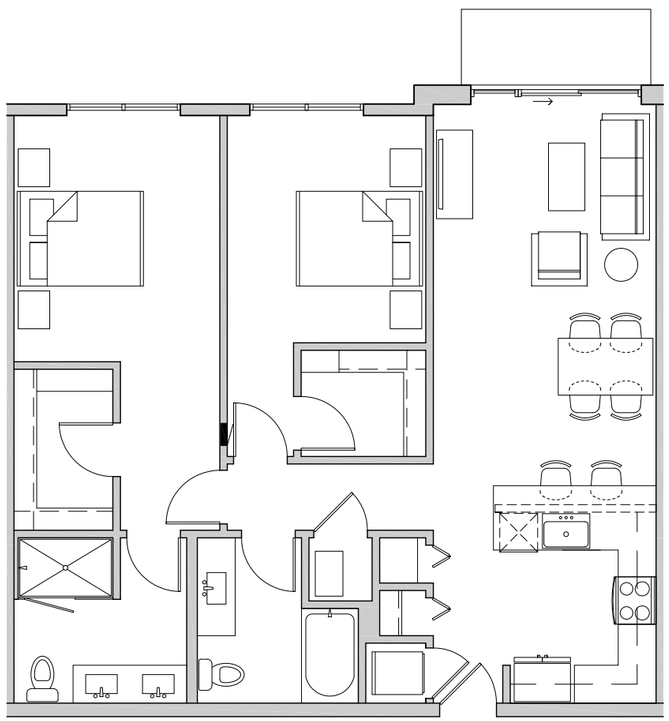
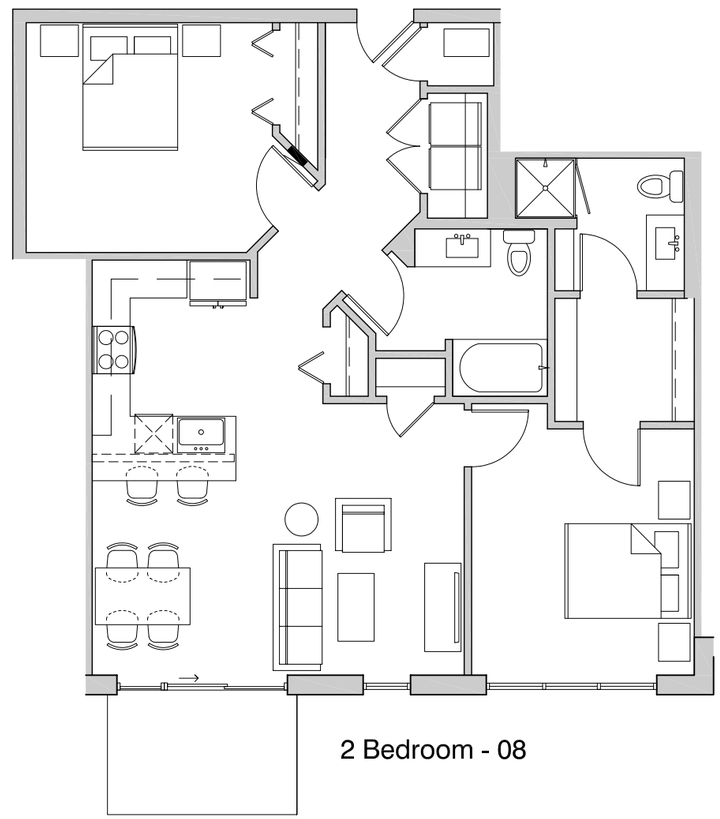
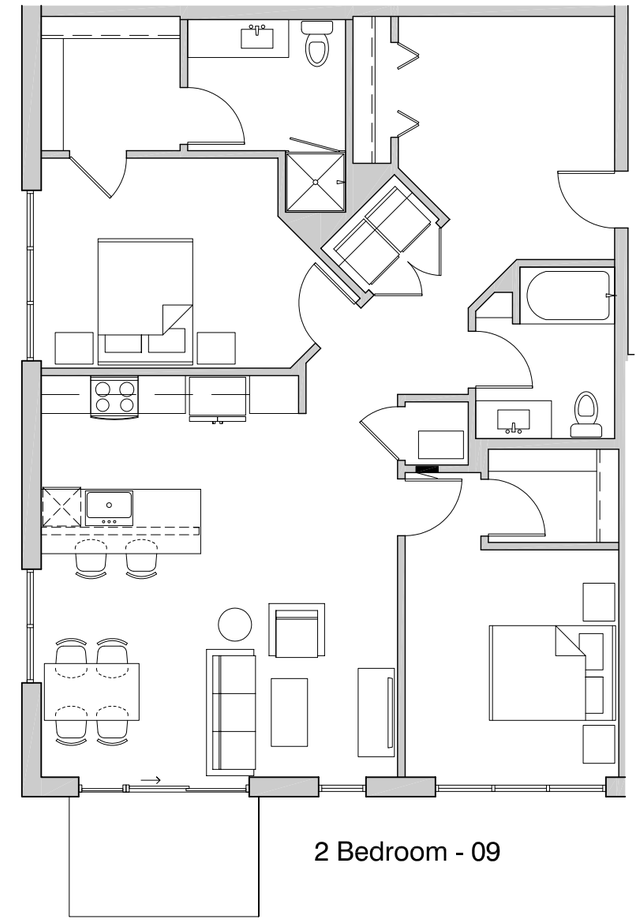


2 Bedroom - 06



2 Bedroom - 08



2 Bedroom - 09

Conceptual Unit Plans

SHEET 16c

0 4' 8' 16'

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Arlington Heights, IL

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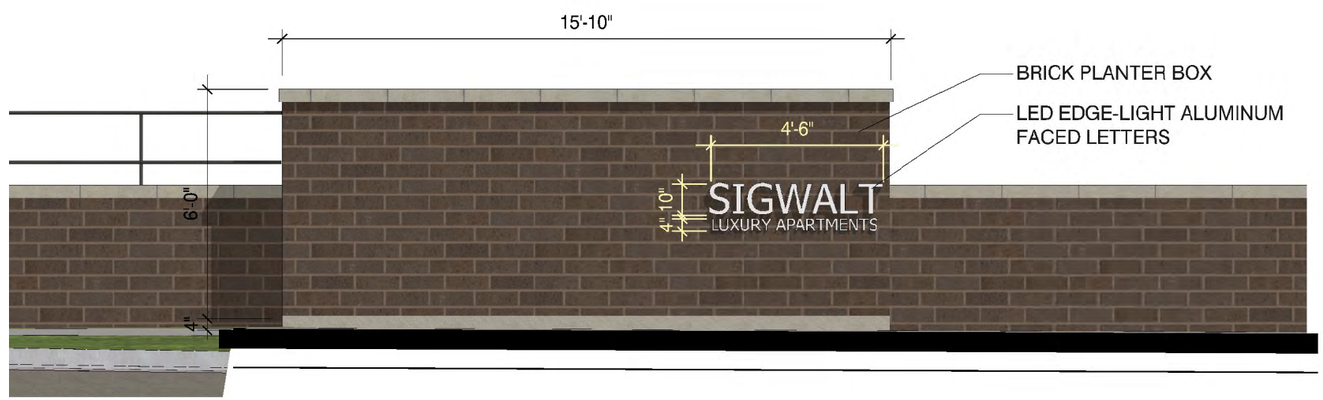


Project Sign

SHEET 17

0 2' 4' 8'

Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

December 11, 2017

HKM ARCHITECTS + PLANNERS, INC.

RWG Engineering, LLC Civil Engineering Real Estate Consulting Project Management
975 E. 22nd Street, Suite 400, Wheaton, IL 60189 630.480.7889

ENGINEER'S CONCEPT OPINION OF PROBABLE CONSTRUCTION COST
for
SIGWALT APARTMENTS - FULL SITE IMPROVEMENTS - ARLINGTON HEIGHTS

ARLINGTON HEIGHTS, ILLINOIS

(BASED ON **FINAL PLAN** BY RWG ENGINEERING, LLC, LATEST DATE 01/26/2018)

DATE: 1/26/2018 FILE: 291-127-16

ITEM	DESCRIPTION		UNIT		UNIT PRICE		EXTENSION
	PRIVATE IMPROVEMENTS:						
A.	**DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL**						
1.	SILT FENCE	910	L.F.	$	2.50	$	2,275.00
2.	PERIMETER CONSTRUCTION CHAIN LINK FENCE (6') w/GATE	910	L.F.	$	12.00	$	10,920.00
3.	STABILIZED CONSTRUCTION ENTRANCE	1	EA.	$	1,500.00	$	1,500.00
4.	TREE PROTECTION FENCE	6	EA.	$	200.00	$	1,200.00
5.	REMOVE EXISTING SIDEWALK / APRONS	1,720	S.F.	$	4.00	$	6,880.00
6.	REMOVE EXISTING STORM PIPE / STRUCTURES	155	L.F.	$	20.00	$	3,100.00
7.	MASS GRADE SITE	0.9	AC.	$	12,500.00	$	11,250.00
8.	INLET PROTECTION BASKETS	7	EA.	$	350.00	$	2,450.00
9.	TOPSOIL RESPREAD / EROSION CONTROL BLANKET	1,485	S.Y.	$	6.00	$	8,910.00
	TOTAL DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL					**$**	**48,485.00**
B.	**SANITARY SEWER**						
1.	8" DIP CL 52 SANITARY SEWER	47	L.F.	$	90.00	$	4,230.00
2.	48" MANHOLE TYPE A W/FRAME & LID	1	EA.	$	2,500.00	$	2,500.00
3.	60" MANHOLE TYPE A W/FRAME & LID INCL CONNECTION TO EX PIPE	2	EA.	$	4,750.00	$	9,500.00
4.	SELECT TRENCH BACKFILL	47	L.F.	$	42.00	$	1,974.00
	TOTAL SANITARY SEWER					**$**	**18,204.00**
C.	**STORM SEWER**						
1.	4" PERFORATED PVC UNDERDRAIN PIPE W/FITTINGS & SELECT BACKFILL	78	L.F.	$	16.00	$	1,248.00
2.	4" SOLID WALL PVC DRAIN PIPE W/FITTINGS & SELECT BACKFILL	140	L.F.	$	16.00	$	2,240.00
3.	6" SOLID WALL PVC DRAIN PIPE W/FITTINGS & SELECT BACKFILL	432	L.F.	$	20.00	$	8,640.00
4.	18"RCP CL IV	31	L.F.	$	30.00	$	930.00
5.	18" DIP CL 52	31	L.F.	$	34.00	$	1,054.00
6.	8" PVC YARD DRAIN STRUCTURE	8	EA.	$	125.00	$	1,000.00
7.	12" PVC YARD DRAIN STRUCTURE	1	EA.	$	175.00	$	175.00
8.	48" CATCH BASIN W/FRAME & GRATE	1	EA.	$	1,850.00	$	1,850.00
9.	72" SPECIAL STRUCTURE W/RESTRICTOR ASSEMBLY	1	EA.	$	4,750.00	$	4,750.00
10.	STORMTRAP W/4 INLET STRUCTURES & FRAME & GRATES - INSTALLED COMPLETE	1	EA.	$	188,000.00	$	188,000.00
11.	SELECT TRENCH BACKFILL	31	L.F.	$	30.00	$	930.00
	TOTAL STORM SEWER					**$**	**210,817.00**
D.	**WATERMAIN**						

1. 8" DUCTILE IRON WATERMAIN, INCL FITTINGS	88	L.F.	$	85.00	$	7,480.00
2. 8" VALVE & BOX	1	EA.	$	2,150.00	$	2,150.00
3. 8" VALVE IN 60" CONC VAULT INCL PRESSURE TAP EX 10" MAIN	1	EA.	$	4,800.00	$	4,800.00
4. FIRE HYDRANT W/AUX VALVE & 6" SERVICE PIPE	1	EA.	$	3,400.00	$	3,400.00
5. SELECT GRANULAR BACKFILL	50	L.F.	$	30.00	$	1,500.00
6. FDC - STANDPIPE	1	EA.	$	4,500.00	$	4,500.00
TOTAL WATERMAIN					**$**	**23,830.00**
E. PAVING, CURBS, SIDEWALK						
1. PRIVATE PERMEABLE PAVER SIDEWALK/APRON INCL CONCRETE EDGING RIBBON	910	S.F.	$	15.00	$	13,650.00
2. CONCRETE SIDEWALK (5" PCC ON 4" AGG)	342	S.F.	$	5.50	$	1,881.00
3. BIKE RACK - COMPLETE	1	EA.	$	2,750.00	$	2,750.00
TOTAL PAVING, CURBS, SIDEWALK					**$**	**18,281.00**

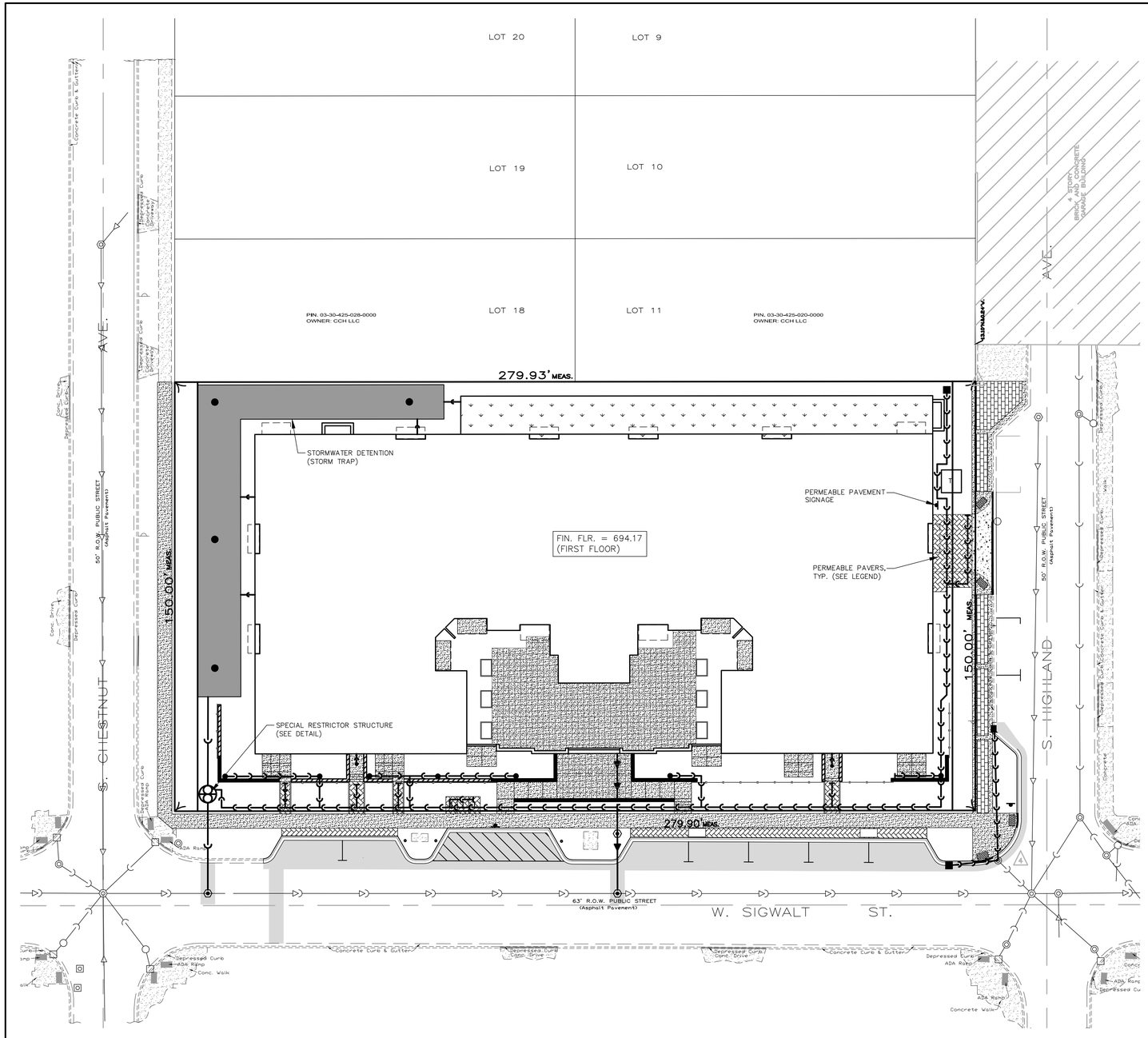
PUBLIC IMPROVEMENTS:

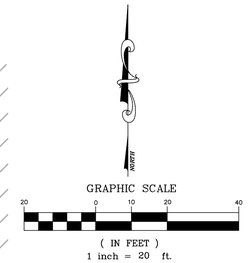
F. PAVING, CURBS, SIDEWALK						
1. REMOVE & REPLACE EXISTING CURB W/DEPRESSED B6.12 CURB & GUTTER	36	L.F.	$	28.00	$	1,008.00
2. REMOVE & REPLACE EXISTING CURB W/FULL HEIGHT B6.12 CURB & GUTTER	346	L.F.	$	28.00	$	9,688.00
3. CONCRETE DRIVEWAY APRON	20	S.Y.	$	75.00	$	1,500.00
4. OPEN CUT (SAWCUT) SIGWALT W/FULL DEPTH RESTORATION	48	S.Y.	$	150.00	$	7,200.00
5. VILL STD BRICK PAVER SIDEWALK W/CONCRETE EDGING RIBBON	1,030	S.F.	$	18.00	$	18,540.00
6. CONCRETE SIDEWALK (5" PCC ON 4" AGG)	2,300	S.F.	$	5.50	$	12,650.00
7. STRIPING/SIGNAGE	1	L.S.	$	875.00	$	875.00
8. SIGWALT ONSTREET NEW PARKING	220	S.Y.	$	50.00	$	11,000.00
9. PUBLIC PERMEABLE PAVERS SIDEWALK	381	S.F.	$	15.00	$	5,715.00
TOTAL PAVING, CURBS, SIDEWALK					**$**	**68,176.00**

SUMMARY

A. DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL	$	48,485.00
B. SANITARY SEWER	$	18,204.00
C. STORM SEWER	$	210,817.00
D. WATERMAIN	$	23,830.00
E. PAVING, CURBS, SIDEWALK - PRIVATE	$	18,281.00
F. PAVING, CURBS, SIDEWALK - PUBLIC	$	68,176.00
SUBTOTAL	$	387,793.00
ADD 10% CONTINGENCY	$	38,779.30
TOTAL OPINION OF CONSTRUCTION COST	**$**	**426,572.30**

NOTE: THIS ENGINEER'S OPINION OF PROBABLE COST HAS BEEN PREPARED BASED ON THE ENGINEER'S EXPERIENCE AS A DESIGN PROFESSIONAL AND IS FURNISHED FOR INFORMATION ONLY. IT DOES NOT CONSTITUTE A GUARANTEE OF ACTUAL CONSTRUCTION COSTS.





SURFACE IMPROVEMENT LEGEND:

- PERMEABLE PAVERS — SEE DETAIL
- VILLAGE STANDARD BRICK PAVER — SEE DETAIL
- CONCRETE DRIVEWAY APRONS (GARAGE ENTRY) — 8"– PCC PAVEMENT WITH 6"x6" No. 6 WELDED WIRE MESH; 6"– AGGREGATE BASE COURSE CA–6, TYPE B
- CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE) — 5"– PCC SIDEWALK; 4"– AGGREGATE BASE COURSE TYPE B, CA–6
- EX. CURB AND GUTTER
- CURB AND GUTTER (B6.12) SEE DETAIL SHEET
- REVERSED PITCH CURB AND GUTTER
- DEPRESSED CURB AND GUTTER
- ADA CURB RAMP WITH DETECTABLE WARNING

SITE DATA:

EXISTING ZONING:
VC–PD (VILLAGE CENTER – PLANNED DEVELOPMENT)

TOTAL PROPERTY SIZE AFTER DEDICATED ROW= 39,587 S.F. (0.909 AC)

PROPOSED SITE CONDITIONS:

IMPERVIOUS:

PROPOSED BUILDING IMPERVIOUS FOOTPRINT	=	26,405 S.F.
SIDEWALK/PATIO AREAS	=	1,095 S.F.
TOTAL IMPERVIOUS AREA	=	27,501 S.F. (70%)

PERVIOUS:

PROPOSED BUILDING GREENROOF FOOTPRINT	=	2,200 S.F.
PERMEABLE PAVER AREAS	=	461 S.F.
PROPOSED GREENSPACE	=	9,425 S.F.
TOTAL PERVIOUS AREA	=	12,086 S.F. (30%)

MAINTENANCE PLAN

THE OWNER OF THE SIGWALT STREET APARTMENTS, CLARK STREET HOLDINGS, L.L.C. WITH FACILITIES AS SHOWN ON THIS EXHIBIT (EXHIBIT R), SHALL ASSUME RESPONSIBILITY FOR THE FOLLOWING PERPETUAL MAINTENANCE ACTIVITIES:

1. General
Regular inspections and routine maintenance of general areas shall be performed on a monthly or as-needed basis. Specific items of concern include:
- ____ Litter and debris shall be controlled
- ____ Landscaped areas shall be maintained with regular mowing and restored with appropriate seeding/vegetation as necessary
- ____ Accumulated sediment shall be disposed of properly, along with any wastes generated during maintenance operations
- ____ Riprap areas shall be repaired with the addition of new riprap, as necessary, of similar size and shape
- ____ Roads shall be swept, vacuumed and/or washed on a regular basis

2. Stormwater Management Facilities
All components of the stormwater management facilities shall be checked monthly between March and November and maintained as necessary to ensure proper performance. It is critical that all inflows and outflows to the detention facility are clean and performing as designed. In addition, the design volume of the detention facility shall also be maintained. Inspections for the following specific items should be conducted monthly between March and November:

Side Slopes/Embankment/Emergency Overflow Structure
- ____ Inspect embankments for settlement and erosion
- ____ Remove woody growth from the embankment
- ____ Any breaks, hire Registered Professional Engineer for design resolution
- ____ Seed and sod any eroded areas
- ____ Signs of piping (leakage) or seepage, repair
- ____ Stabilize emergency overflow structure if erosion observed
- ____ Remove obstructions blocking emergency overflow spillway

Vegetated Areas
- ____ Regular mowing to control vegetation, no cutting of native vegetation
- ____ Need for planting, reseeding or sodding. Supplement alternative native vegetation if a significant portion has not established (50% of the surface area). Reseed with alternative grass species if original grass cover has not successfully established.
- ____ Evidence of grazing, motorbikes or other vehicles, repair
- ____ Check for invasive vegetation, remove where possible
- ____ All vegetation must be maintained per the approved planting plan

Outlet Control Structure
- ____ Inspect restrictor and remove debris if clogged or discharge reduced
- ____ Remove accumulated sediment at outlet
- ____ Scour and erosion at outlet, repair and reseed
- ____ Any ice damage to outlet of pipe, repair if necessary
- ____ Condition of trash racks, remove debris
- ____ Outlet channel conditions downstream

Access for Maintenance Equipment
- ____ Remove any obstructions placed in maintenance easements

Safety Features
- ____ Access controls to hazardous areas
- ____ Fences
- ____ Loose or damaged posts
- ____ Loose or broken wires
- ____ Condition of gates
- ____ Signs

Detention Volume
- ____ Inspect all stormwater detention facilities to ensure that the constructed volume for detention is maintained. No sediment, topsoil, or other dumping into the facility shall be allowed. Specific locations in the stormwater management system, designed to accumulate sediment, shall be dredged as necessary to prevent sediment from reaching the invert of any gravity outlet pipe.

3. Volume Control Facility
Routine inspections and maintenance of volume control facilities shall be performed by the Owner on a yearly or as-needed basis. Specific items of concern include:
- ____ Facility shall be inspected yearly using the monitoring well to verify the system is functioning properly.
- ____ Surface of permeable pavement shall be cleaned with low-pressure power washer.
- ____ Accumulated sediment from surface shall be vacuumed out and disposed of properly.
- ____ Appropriate signage shall be repaired if damaged or illegible.

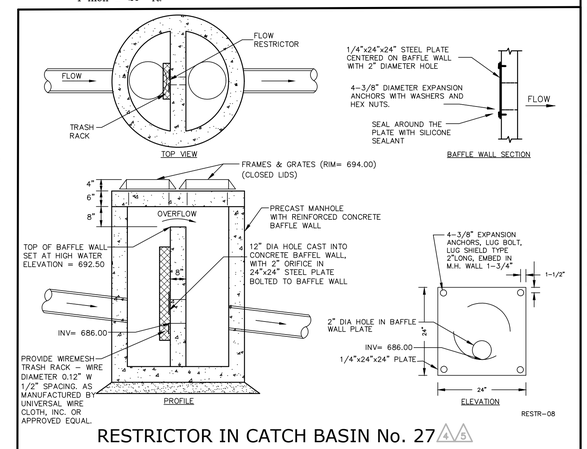
4. Stormwater Collection System
The Owner shall perform monthly inspections of all components of the stormwater collection system. The monthly inspection shall occur between March and November and include the following specific areas of concern:

Storm Inlets/Manholes
- ____ Remove accumulated leaves and other debris from grates
- ____ Reset covers/lids on as-needed basis
- ____ Remove accumulated sediment from manhole bottom when 50% of sump is filled

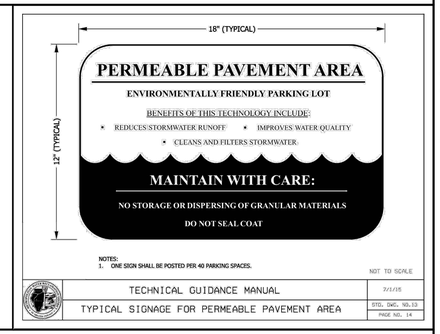
Storm Sewers/Culverts
- ____ Visually inspect pipes by removing manhole lids, make repairs as necessary
- ____ Storm sewers and culverts shall be checked for siltation deposits at inlets, outlets, and within the conduit, clean out as necessary
- ____ Restore riprap at outfalls if erosion observed
- ____ Restore riprap at outfalls
- ____ Replant and reseed any eroded areas

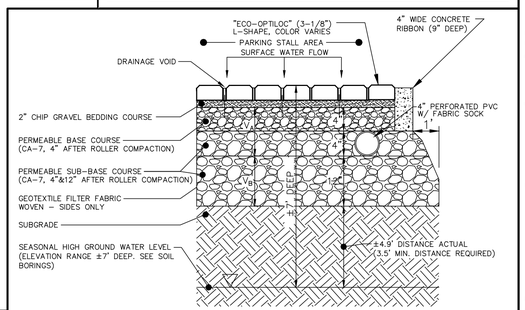
Overland Flow Routes (Ditches/Swales)
- ____ Annual visual inspections shall be performed that verify the design capacity of the overland flow routes is maintained. The slope and cross-sectional area of the ditch/swale shall be verified during this inspection.
- ____ Remove any obstructions that have been placed in the drainage path
- ____ Seed and sod any eroded areas
- ____ Restore riprap as necessary
- ____ Regrade to provide positive drainage as necessary
- ____ Regular mowing to control vegetation

5. Qualified Sewer Construction
- ____ Perform manhole inspections once every five years, make repairs as necessary.
- ____ Perform sewer inspections once every five years, make repairs as necessary.
- ____ Perform regular cleaning so that each sewer segment is cleaned once every 5 years.
- ____ Remove any obstructions placed in maintenance easements that may impede maintenance equipment access.



RESTRICTOR IN CATCH BASIN No. 27 (4 5)





*GEOTEXTILE FILTER FABRIC TO MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN OPENING SIZE OF 0.50 mm

PERMEABLE PAVER SECTION

NOTES:
1. OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM POTABLE WATER WELLS OR SEPTIC TANKS.
2. AVOID INSTALLATION ON SLOPES GREATER THAN 15 TO 1 AND ABOVE COMPACTED FILL.
3. WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
4. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
5. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
6. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS.
7. MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
8. ONE OBSERVATION WELL REQUIRED PER 40,000 SQUARE FEET OF SURFACE AREA.
9. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
10. MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL-MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEALCOAT.
11. APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.

UTILITY LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
SANITARY SEWER		
STORM SEWER		

EXISTING PROPERTY DATA

ADDRESS: 37–45 S. CHESTNUT AVE, ARLINGTON HEIGHTS
36–40 S. HIGHLAND AVE, ARLINGTON HEIGHTS

EXISTING ZONE:
VC–PD (VILLAGE CENTER – PLANNED DEVELOPMENT)

TOTAL SITE AREA BEFORE DEDICATED ROW: 41,987 SF (0.964 Ac)
TOTAL SITE AREA AFTER DEDICATED ROW: 39,587 S.F. (0.909 Ac)

PIN: 03–30–425–012–0000
03–30–425–013–0000
03–30–425–014–0000
03–30–425–021–0000
03–30–425–022–0000
03–30–425–023–0000

LEGAL DESCRIPTION: LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PROJECT SITE SUMMARY

PROPERTY LEGAL DESCRIPTION: SEE NOTE ON PLAN
PROPERTY ADDRESS: 45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, IL.
PROPERTY INDEX NUMBER(S): SEE NOTE ON PLAN
TOTAL CONTIGUOUS OWNERSHIP: 0.909 ACRES
PROJECT AREA: 0.909 ACRES

DETENTION AND VOLUME CONTROL SUMMARY			
	VILLAGE REQUIRED	MWRD REQUIRED	PROVIDED
	(AC–FT)	(AC–FT)	(AC–FT)
VOLUME CONTROL	0	0.053	TBD
DETENTION	0.29	0.0	0.29

REVISIONS			DRAWN BY
3.	12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4.	01/26/18	VILLAGE REVISIONS	TLM
5.	02/13/18	CLIENT REVISIONS	AVS

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
EXHIBIT R - MAINTENANCE PLAN

RWG Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 29112716
DATE 09/06/17
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET 1 OF 1

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February 14, 2018 10:57:58 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\29112716 – ARLINGTON HTS APARTMENTS\300_ENGINEERING\310_CADD\FINAL\291_BASE.DWG

RWG ENGINEERING, LLC
CIVIL ENGINEERING – REAL ESTATE CONSULTING – PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184–006370

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

FINAL ENGINEERING PLANS
FOR
SIGWALT STREET APARTMENTS
45 S. CHESTNUT AVE
ARLINGTON HEIGHTS, ILLINOIS

PLANS PREPARED FOR
CA VENTURES
130 E. RANDOLPH STREET SUITE 2100
CHICAGO, ILLINOIS 60601
(312) 800-5370

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LEGEND

EXISTING / PROPOSED

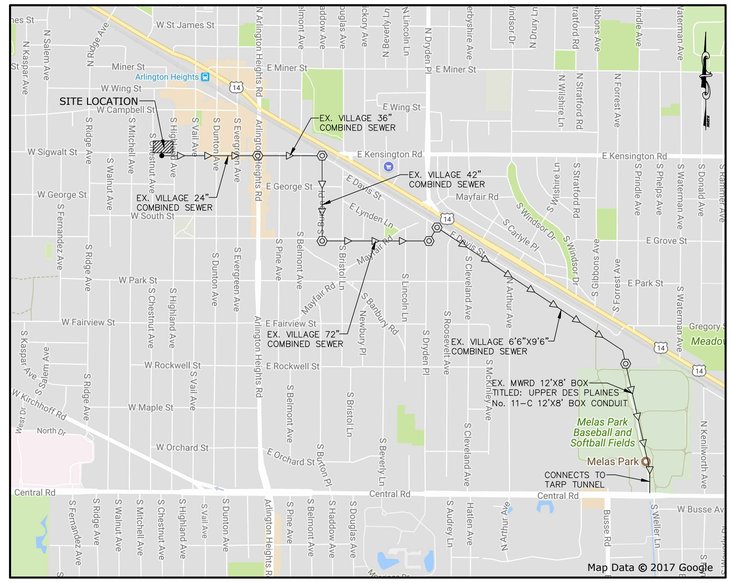
SANITARY MANHOLE
STORM MANHOLE
CATCH BASIN
INLET
PRECAST FLARED END SECTION
CONCRETE HEADWALL
VALVE VAULT
VALVE BOX
FIRE HYDRANT
BUFFALO BOX
CLEANOUT
SANITARY SEWER
FORCE MAIN
STORM SEWER
WATER MAIN
CONSTRUCT WATER MAIN UNDER SEWER
GRANULAR TRENCH BACKFILL
STREET LIGHT
ELECTRICAL CABLE (E)
2" CONDUIT ENCASEMENT
ELECTRICAL TRANSFORMER OR PEDESTAL
POWER POLE
STREET SIGN
GAS MAIN (G)
TELEPHONE LINE (T)
CONTOUR (749)
SPOT ELEVATION (×750.00)
WETLANDS
FLOODWAY
FLOODPLAIN
HIGH WATER LEVEL (HWL)
NORMAL WATER LEVEL (NWL)
DIRECTION OF SURFACE FLOW
DITCH OR SWALE
OVERFLOW RELIEF ROUTING
SLOPE BANK
TREE WITH TRUNK SIZE
SOIL BORING
TOPSOIL PROBE
FENCE LINE, WIRE OR SILT
FENCE LINE, CHAIN LINK OR IRON
FENCE LINE, WOOD OR PLASTIC
CONCRETE SIDEWALK
CURB AND GUTTER
DEPRESSED CURB
REVERSE PITCH CURB & GUTTER
EASEMENT LINE

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT–OF–WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

811 Know what's below. Call before you dig.
Formerly JULIE 1–800–892–0123

LOCATION MAP



CONTACTS

VILLAGE OF ARLINGTON HEIGHTS
Community Development: (847) 368–5200
Address
City, State ZIP

Public Works Department: (847) 368–5800
222 N Ridge Ave.
Arlington Heights, IL 60005

J.U.L.I.E.
Underground Utility Locations
1–800–892–0123
811

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Arlington Heights Public Works Department (847–368–5800)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right–of–way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Professional Associated Survey, Inc., dated February 13, 2017. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Arlington Heights, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective April 24, 1997.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Arlington Heights Development Ordinance shall take precedence if a conflict in project specifications occurs.

INDEX OF SHEETS

1. TITLE SHEET
2. EXISTING CONDITIONS AND DEMOLITION PLAN
3. SITE GEOMETRIC AND PAVING PLAN
4. SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN
5. GRADING PLAN
6. UTILITY PLAN
7. PROJECT NOTES AND SPECIFICATIONS
8. CONSTRUCTION DETAILS AND STANDARDS
9. CONSTRUCTION DETAILS AND STANDARDS

NOTE:
COORDINATES AT LOT CORNERS SHOWN HEREON ARE REFERENCED TO ILLINOIS STATE PLANE SYSTEM COORDINATES, EAST ZONE. ESTABLISHED THROUGH VRS TRIMBLE NETWORK.

NORTHWEST CORNER:
N 1972496.8772, E 1078414.4342

SOUTHWEST CORNER:
N 1972346.8773, E 1078414.2808

NORTHEAST CORNER:
N 1972496.8590, E 1078678.3594

SOUTHEAST CORNER:
N 1972346.8592, E 1078678.1808

"TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS PROJECT, OR, THAT IF DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS APPROVED FOR USE BY THE VILLAGE, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTIES BECAUSE OF THE CONSTRUCTION OF THIS PROJECT."

MAUREEN R. MULLIGAN 062-051535 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Maureen R. Mulligan
REGISTERED PROFESSIONAL ENGINEER

EXPIRATION DATE: 11/30/17

BENCHMARKS

SOURCE BENCHMARK:
ALTA/NSPS LAND TITLE SURVEY PROVIDED BY PROFESSIONALS ASSOCIATED SURVEY, INC.
7100 N. TRIP AVENUE, LINCOLNWOOD, IL. 60712

SITE BENCHMARK:
FIRE HYDRANT ON N.W. CORNER OF SIGWALT STREET AND S. HIGHLAND AVENUE. N.W. BOLT ON FIRE HYDRANT
ELEV.= 692.99

MAUREEN R. MULLIGAN 062-051535 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Maureen R. Mulligan
EXPIRATION DATE: 11/30/17

	DATE	REVISION	DRAWN BY
1.	08/16/17	VILLAGE REVISIONS	ZRN
2.	09/06/17	VILLAGE REVISIONS	TLM
3.	12/15/17	VILLAGE/CLIENT REVISIONS	TLM
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SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
TITLE SHEET

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Civil Engineering ♦ Real Estate Consulting ♦ Project Management
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Wheaton, IL 60189
630.480.7889
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PROJECT NO. 29112716
DATE 07/10/17
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET 1 OF 9

February 13, 2018 2:10:15 p.m. AcadVer:22.0s (LMS Tech)
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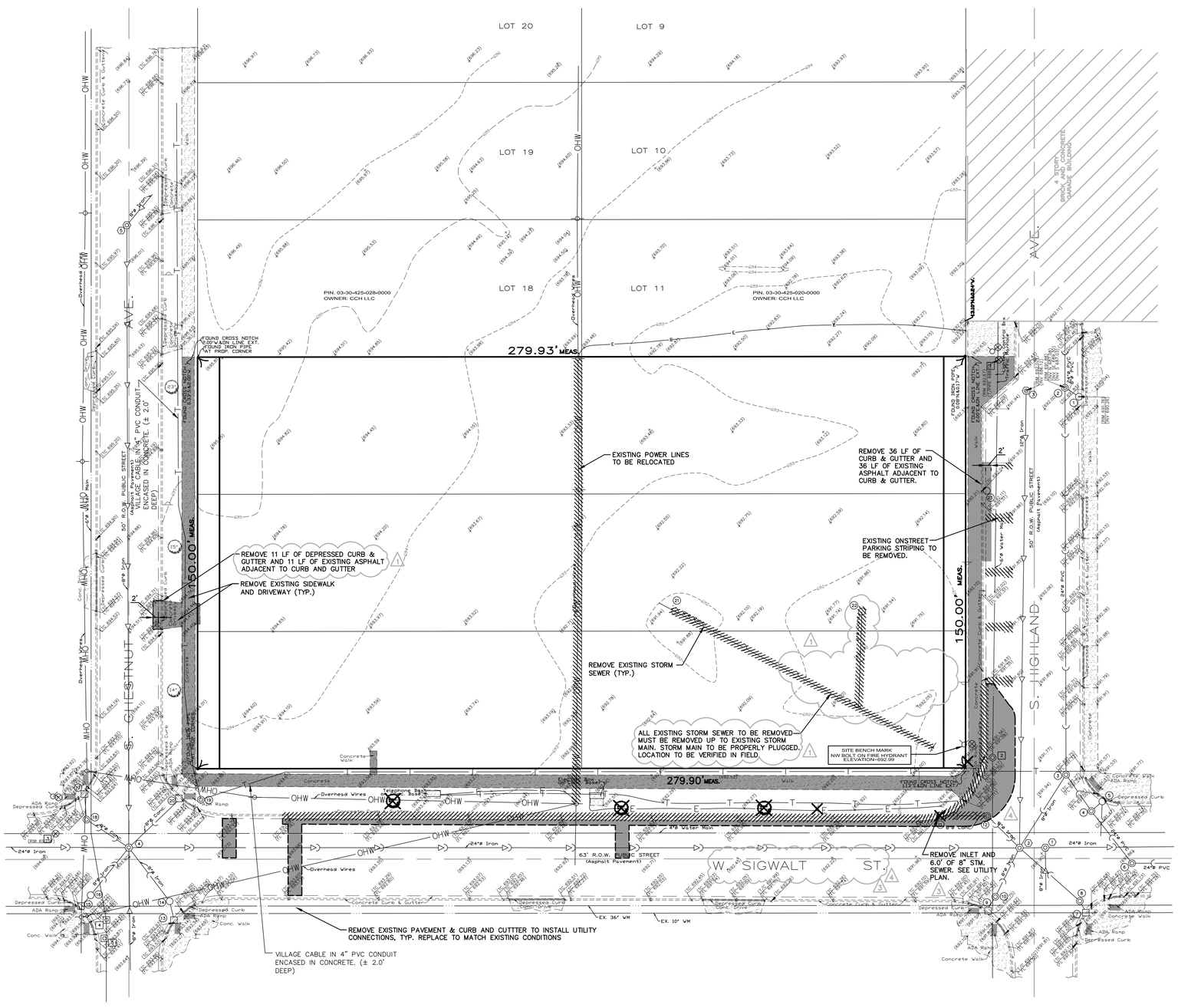

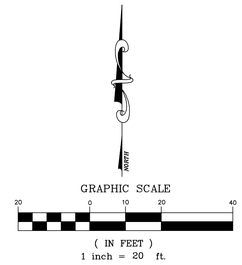

SURVEY NOTE

THE INFORMATION SHOWN HEREON IS BASED ON A BOUNDARY AND TOPOGRAPHIC SURVEY DONE BY PROFESSIONALS ASSOCIATED SURVEY, INC, ORDER NO. 17-91627, DATED 02/13/17

ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)

EX = EXISTING
PR = PROPOSED
BC = BACK OF CURB
FC = FACE OF CURB
EP = EDGE OF PAVEMENT
PL = PROPERTY LINE
FB = FACE OF BUILDING
EC = EDGE OF CONCRETE
RW = RETAINING WALL
ROW = RIGHT OF WAY
BC/BC= BACK OF CURB TO BACK OF CURB
SW = SIDEWALK
R = RADIUS
(TYP) = TYPICAL

EXISTING PROPERTY DATA

ADDRESS: 37-45 S. CHESTNUT AVE, ARLINGTON HEIGHTS
36-40 S. HIGHLAND AVE, ARLINGTON HEIGHTS

EXISTING ZONE:
VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)

TOTAL SITE AREA BEFORE DEDICATED ROW: 41,987 SF (0.964 Ac)
TOTAL SITE AREA AFTER DEDICATED ROW: 39,587 S.F. (0.909 Ac)

PIN: 03-30-425-012-0000
03-30-425-013-0000
03-30-425-014-0000
03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000

LEGAL DESCRIPTION: LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

EXISTING UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

(1) EX SAN M.H. RIM= 691.91 INV= 684.56 (8" S) INV= 684.26 (24" W) INV= 684.21 (24" E)	(2) EX SAN M.H. RIM= 691.94 INV= 686.99 (8" NE) INV= 687.04 (8" SE) INV= 688.49 (8" SW) INV= 686.84 (8" NW) INV= 684.39 (24" W) INV= 684.29 (24" E)
(3) EX SAN M.H. RIM= 692.02 INV= 686.12 (12" S)	(4) EX SAN M.H. RIM= 693.95 INV= 689.85 (8" SE) INV= 685.75 (8" S) INV= 689.43 (8" SW) INV= 689.55 (8" NW) INV= 687.25 (8" N) INV= 690.00 (8" NE) INV= 685.60 (24"W) INV= 685.40 (24"E)
(5) EX SAN M.H. RIM= 696.21 INV= 690.76 (8" NE) INV= 688.73 (8" S)	

STORM SEWER STRUCTURES

(1) EX STM C.B. RIM= 691.76 INV= 690.26 (8" NW)	(2) EX STM M.H. RIM= 691.88 INV= 687.08 (24" N) INV= 689.30 (8" E) INV= 687.03 (24" S)
(3) EX STM M.H. RIM= 691.49 INV= 686.67 (24" SE) INV= 686.09 (8" SW) INV= 686.59 (24" N)	(4) EX STM M.H. RIM= 691.33 INV= 686.73 (24" NW) INV= 686.53 (24" SE)
(5) EX STM C.B. RIM= 691.07 INV= 688.97 (24" SW) INV= 688.91 (24" S)	(6) EX STM M.H. RIM= 691.83 INV= 687.03 (24" E) INV= 686.83 (24" NW)
(7) EX STM INLET RIM= 691.26 INV= 688.40 (8" NW)	(8) EX STM M.H. RIM= 691.55 INV= 688.50 (8" SE) INV= 688.30 (8" NW)
(9) EX STM INLET RIM= 691.34 INV= 688.54 (8" NE)	(10) EX STM M.H. RIM= 691.53 INV= 688.51 (8" NE)
(11) EX STM INLET RIM= 690.97 INV= 688.27 (8" E)	(12) EX STM M.H. RIM= 691.48 INV= 688.03 (8" W,SE)
(13) EX STM INLET RIM= 692.87 INV= 689.97 (8" N)	(14) EX STM C.B. RIM= 693.24 INV= 690.04 (8" SE) INV= 689.84 (8" NW)
(15) EX STM INLET RIM= 693.28 INV= 690.48 (8" NE)	(16) EX STM C.B. RIM= 693.50 INV= 690.40 (8" SW) INV= 690.20 (8" NE)
(17) EX STM INLET RIM= 693.30 INV= 691.05 (8" S)	(18) EX STM M.H. RIM= 693.68 WATER FILLED T/ WATER= 690.03
(19) EX STM M.H. RIM= 693.70	(20) EX STM INLET RIM= 693.44 END OF PIPE SEALED
(21) EX STM C.B. RIM= 691.68 UNABLE TO OPEN INV= 688.88 (8" SE)	(22) EX STM C.B. RIM= 691.50 UNABLE TO OPEN INV= 688.85 (8" S)
(23) EX STM C.B. RIM= 691.52 WATER FILLED T/WATER= 687.67	

WATERMAIN STRUCTURES

[1] EX VALVE VAULT RIM= 692.67 T/P= 688.02	[2] EX WATER M.H. RIM= 691.18 WATER FILLED T/WATER= 689.18
[3] EX VALVE VAULT RIM= 693.91	[4] EX CLEANOUT RIM= 693.53 T/P= 688.38
[5] EX CLEANOUT RIM= 693.55 T/P= 688.35	

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- TREE/BUSH/STRUCTURE REMOVAL
- REMOVE EXISTING UTILITY LINE
- TREE PROTECTION FENCE

DEMOLITION NOTES:

1. EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
2. EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
3. ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
7. CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
8. ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED, OR RESTORED IN ACCORDANCE WITH THE LANDSCAPE PLAN (SEE BY OTHERS).
9. DISTURBED AREAS OF PUBLIC PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED.
10. ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
11. UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).

DATE	REVISIONS	DRAWN BY
1. 08/16/17	VILLAGE REVISIONS	ZRN
2. 09/06/17	VILLAGE REVISIONS	TLM
3. 12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4. 01/26/18	VILLAGE REVISIONS	TLM
5. 02/13/18	CLIENT REVISIONS	AVS

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SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
EXISTING CONDITIONS AND DEMOLITION PLAN

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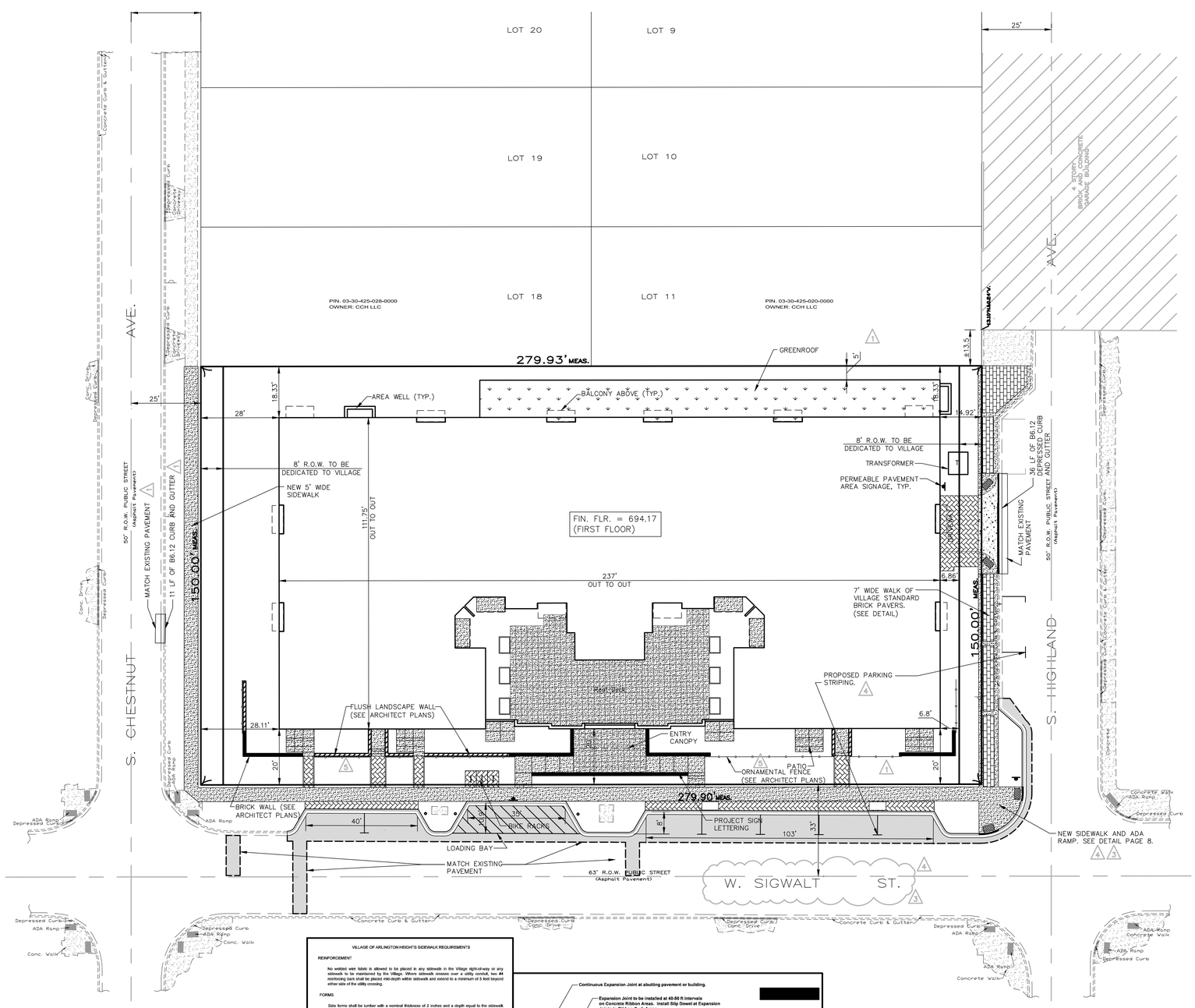
February 14, 2018 10:47:43 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\29112716 - ARLINGTON HTS APARTMENTS\300_ENGINEERING\310_CADD\FINAL\291_BASE.DWG



SITE DATA:

EXISTING ZONING:
VC–PD (VILLAGE CENTER – PLANNED DEVELOPMENT)

TOTAL PROPERTY SIZE AFTER DEDICATED ROW= 39,587 S.F. (0.909 AC)

PROPOSED SITE CONDITIONS:

IMPERVIOUS:

	PROPOSED BUILDING IMPERVIOUS FOOTPRINT	= 26,405 S.F.
2	SIDEWALK/PATIO AREAS	= 1,095 S.F.
5	TOTAL IMPERVIOUS AREA	= 27,501 S.F. (70%)

PERVIOUS:

	PROPOSED BUILDING GREENROOF FOOTPRINT	= 2,200 S.F.
2	PERMEABLE PAVER AREAS	= 461 S.F.
	PROPOSED GREENSPACE	= 9,425 S.F.
5	TOTAL PERVIOUS AREA	= 12,086 S.F. (30%)

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY PROFESSIONAL ASSOCIATED SURVEY, INC. AND DATED 02/13/17.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON AND ON SIGNAGE AND STRIPING PLAN. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED, SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1' INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
11. ALL ROADWAY PATCHES SHALL HAVE SURFACE ASPHALT LAYER EXTEND 2.0' BEYOND EDGE OF TRENCH.
12. ANY STAIRWAYS LEADING TO PUBLIC SIDEWALK SHALL NOT AFFECT THE ADA COMPLIANCE OF THE PUBLIC WALK.

SURFACE IMPROVEMENT LEGEND:

- PERMEABLE PAVERS — SEE DETAIL
- VILLAGE STANDARD BRICK PAVER — SEE DETAIL
- CONCRETE DRIVEWAY APRONS (GARAGE ENTRY) — 8"– PCC PAVEMENT WITH 6"x6" No. 6 WELDED WIRE MESH; 6"– AGGREGATE BASE COURSE CA–6, TYPE B
- CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE) — 5"– PCC SIDEWALK; 4"– AGGREGATE BASE COURSE TYPE B, CA–6
- EX. CURB AND GUTTER
- CURB AND GUTTER (B6.12) SEE DETAIL SHEET
- REVERSED PITCH CURB AND GUTTER
- DEPRESSED CURB AND GUTTER
- ADA CURB RAMP WITH DETECTABLE WARNING

ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

PERMEABLE PAVEMENT AREA

18" (TYPICAL) — 12" (TYPICAL)

ENVIRONMENTALLY FRIENDLY PARKING LOT

BENEFITS OF THIS TECHNOLOGY INCLUDE:

- REDUCES STORMWATER RUNOFF
- IMPROVES WATER QUALITY
- CLEANS AND FILTERS STORMWATER.

MAINTAIN WITH CARE:

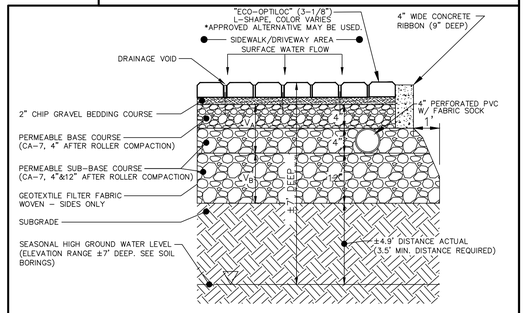
NO STORAGE OR DISPERSING OF GRANULAR MATERIALS

DO NOT SEAL COAT

NOTES:
1. ONE SIGN SHALL BE POSTED PER 40 PARKING SPACES.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
TYPICAL SIGNAGE FOR PERMEABLE PAVEMENT AREA	STD. DWG. NO.13 PAGE NO. 14



*GEOTEXTILE FILTER FABRIC TO MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN OPENING SIZE OF 0.50 mm

PERMEABLE PAVER SECTION

NOTES:
1. OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM POTABLE WATER WELLS OR SEPTIC TANKS.
2. AVOID INSTALLATION ON SLOPES GREATER THAN 15 TO 1 AND ABOVE COMPACTED FILL.
3. WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
4. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
5. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
6. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS.
7. MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
8. ONE OBSERVATION WELL REQUIRED PER 40,000 SQUARE FEET OF SURFACE AREA.
9. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
10. MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL-MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEALCOAT.
11. APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.

VILLAGE OF ARLINGTON HEIGHTS SIDEWALK REQUIREMENTS

REINFORCEMENT:

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalk crosses over a utility conduit, two #4 reinforcing bars shall be placed mid-depth within sidewalk and extend to a minimum of 5 feet beyond either side of the utility crossing.

FORMS

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or of steel with equal rigidity. 2x4 forms will not be allowed. Side forms shall be held securely in place by stakes or braces, with the top edges of the forms true to grade. The forms shall be lightly coated with oil prior to placing concrete.

FORM REMOVAL AND BACKFILL

Unless otherwise approved by the Director of Engineering, all forms shall remain undisturbed for a minimum of 24 hours after the concrete has been placed, and be removed within 48 hours. Upon the removal of the forms, the Contractor shall have seven calendar days to backfill between the side of the sidewalk and the ground using top soil. The Contractor is responsible for maintaining proper barricades until soil has been placed.

EXPANSION JOINTS

Expansion joints shall consist of preformed joint filler, 1/2 inch thick. The top of the expansion joint shall be placed 1/4 inch below the surface of the sidewalk, and extend to the full depth of the walk. Expansion joints shall be spaced a minimum of 50 feet and shall also be placed between the sidewalk and all structures, such as light standards, manholes, etc., which extend through the sidewalk.

Where the sidewalk is constructed adjacent to pavement or curb having expansion joints , the expansion joints in the sidewalk shall be placed opposite the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curbs where the sidewalk abuts a curb.

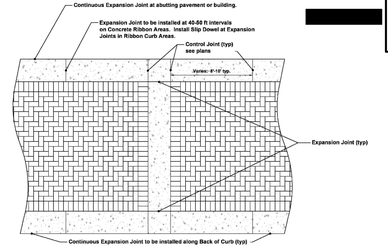
Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

PLACING, FINISHING, PROTECTION AND CURING

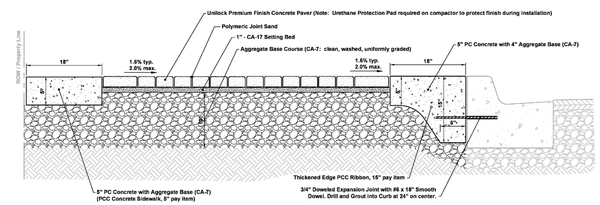
The concrete sidewalk shall be placed and finished in accordance with Article 424.06 of the Standard Specifications for Road and Bridge Construction.

All exposed concrete surfaces shall be protected against damage by rain or other natural causes. The Contractor shall be responsible for protecting the concrete against vandalism until the concrete is set and cured.

The concrete shall be cured for a minimum period of three days after placement as described in Article 720.13 of the Standard Specifications for Road and Bridge Construction.



PROPOSED PAVER PATTERN DETAIL
90-DEGREE HERRINGBONE



PROPOSED SIDEWALK CROSS-SECTION

1 VILLAGE PAVER DETAILS

DATE	REVISIONS	DRAWN BY
1. 08/16/17	VILLAGE REVISIONS	ZRN
2. 09/06/17	VILLAGE REVISIONS	TLM
3. 12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4. 01/26/18	VILLAGE REVISIONS	TLM
5. 02/13/18	CLIENT REVISIONS	AVS

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

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PROJECT NO. 29112716
DATE 07/10/17
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET 3 OF 9

February 14, 2018 10:52:56 a.m. AcadVer:22.0s (LMS Tech)
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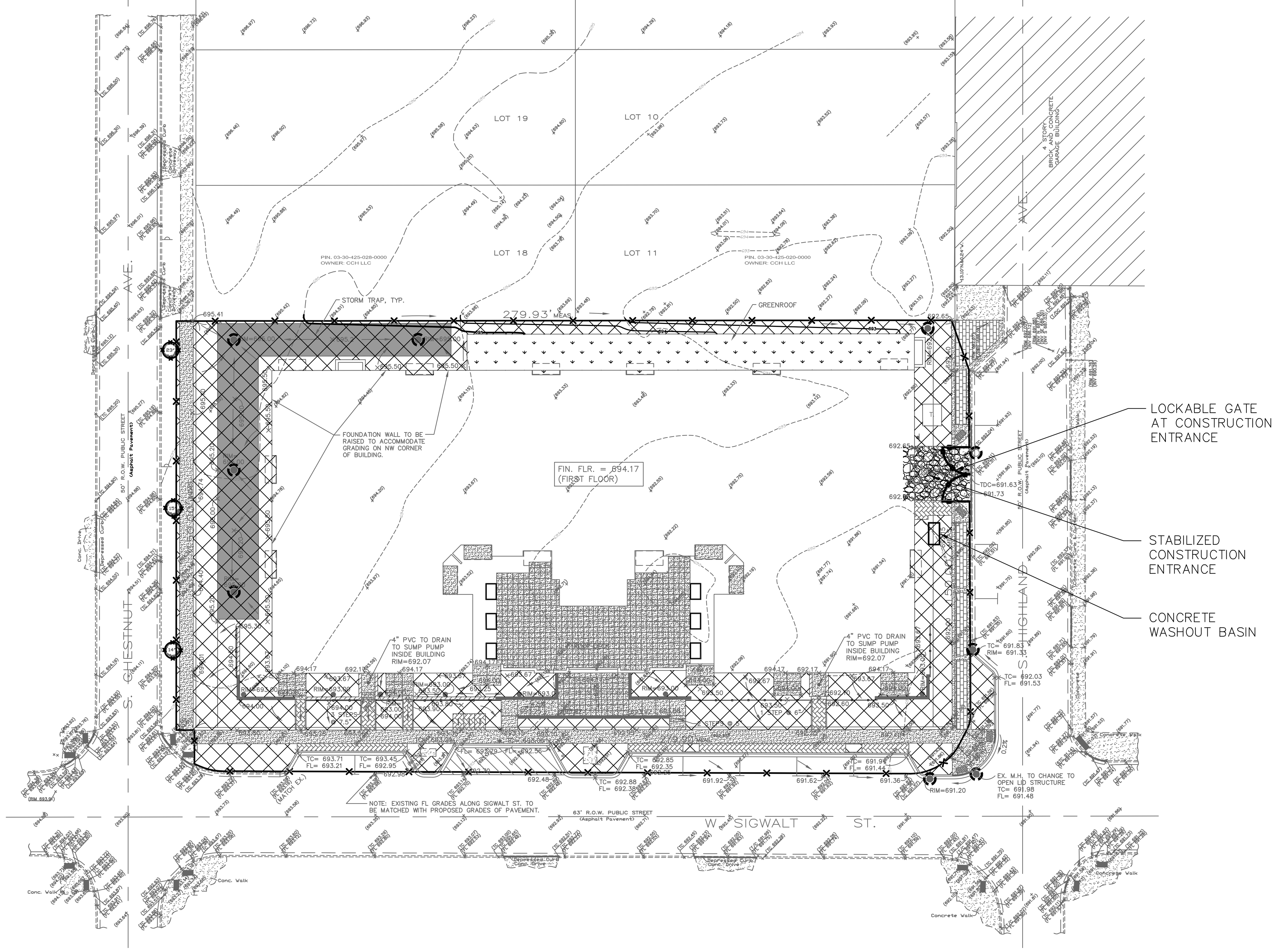
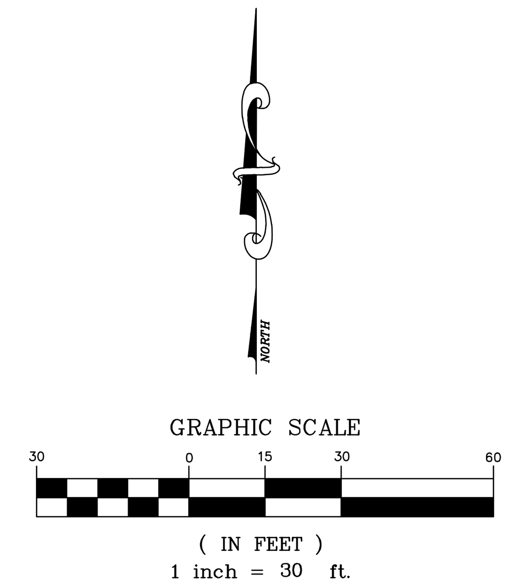




SPECIAL CONCRETE WASHOUT NOTE:

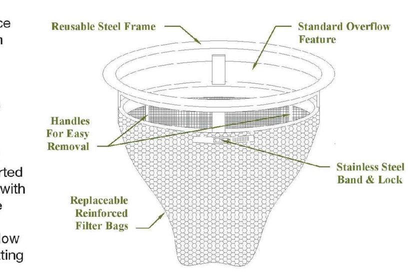
CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ALL WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE (SEE PLAN).

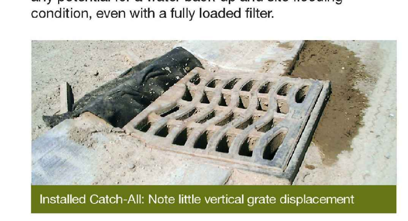
CATCH-ALL

Inlet Protection Device

HANES GEO COMPONENTS — A Leggett & Platt COMPANY

Catch-All is a storm drain system inlet protection device designed to filter most construction site pollutants from stormwater runoff before they enter the drain system. Custom fitted to meet virtually any structure and inlet casting/grate combination, the sturdy metal frame fits under the grate without appreciably changing the grate height – no concerns for street cleaning and plowing crews. The durable frame is reusable – project after project. The filter bag has two layers: a high flow, small pore-opening, non-woven geotextile inner layer, supported by a strong, polyester net outer layer. A stainless band with a worm-screw clamp secures the reusable, replaceable filter bag to the lower frame ring. Unique and critically important, the two-ring frame design provides an overflow capacity greater than the grate flow rate, all but eliminating any potential for a water back-up and site flooding condition, even with a fully loaded filter.




Installed Catch-All: Note little vertical grate displacement

Installed Catch-All: Note overflow opening

Catch-All Features:

- Low initial cost for reusable metal frame, filter bag with integral band
- Easy to install and maintain
- Filter bags are replaceable
- Overflow capacity exceeds grate inlet flow rate
- Minimum 2 cubic feet of pollutant storage capacity
- Initial filtration down to 70 microns, with a flow rate of 145 gal/min/ft²

CATCH-ALL GEOTEXTILE CHARACTERISTICS

Property	Test Method	Units	MARV
Grab Tensile	ASTM D-4632	lbs	100
Grab Elongation	ASTM D-4632	%	50
Trap Tear	ASTM D-4533	lbs	45
Puncture	ASTM D-4833	lbs	65
Mullen Burst	ASTM D-3786	psi	225
Permittivity	ASTM D-4491	sec⁻¹	2.0
Water Flow	ASTM D-4491	gpm/ft²	145
AOS	ASTM D-4751	U.S. Std	70
UV Resistance	ASTM D-4355	%/hrs	70/500

The information presented herein is, to the best of our knowledge, true and accurate. No warranty or guarantee, expressed or implied, is made regarding the performance of any product, since the manner of use and handling are beyond the control of Hanes Geo Components. Nothing contained herein is to be construed as permission or as a recommendation to infringe on a patent.

HanesGeo.com

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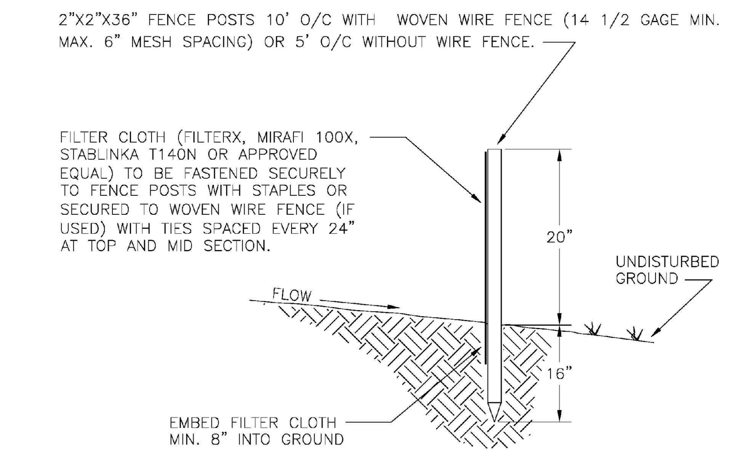
425 36th Street SW, Wyoming, MI 49548-2108
Toll free: 800.248.8230

Metro Detroit, MI
29165 Wall Street, Wixom, MI 48393-3525
Toll free: 866.960.4300

SILT FENCE



SILT FENCE SHALL BE INSTALLED AND INSPECTED BY HANOVER PARK ENGINEERING DEPARTMENT PERSONNEL PRIOR TO ANY OTHER CONSTRUCTION

WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED.

TOPSOIL STOCKPILES SHALL HAVE DIVERSION DITCHES PLACED AROUND THEM WITH A SILT TRAP BUILT AT THE LOW POINT OF THE DITCHES

SILT FENCE TO BE PROVIDED AROUND ENTIRE PERIMETER OF ALL WETLAND AREAS PRIOR TO MASS EARTHWORK START.

MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN SILT FENCE.

Z:\acaddata\dwg\Standard details\Std Silt Fence.dwg

SOIL EROSION CONTROL CONSTRUCTION SCHEDULE:

1. INSTALL SEDIMENT CONTROL MEASURES
   INLET BASKETS/BARIER FILTERS
2. SITE DEMOLITION WORK
   SAWCUT/REMOVE PAVEMENT/SIDEWALKS/CURBS/CONCRETE SLABS
3. SITE CONSTRUCTION WORK
   INSTALL BUILDING EXPANSION FOUNDATION/WALLS
   INSTALL CANOPY UNDERDRAIN SYSTEM & OUTFALL SEWER
   PREPARE SUBGRADE FOR BLDG FLOOR SLAB & PAVT AREAS
   INSTALL BASE COURSE MATERIALS
   INSTALL NEW CURB/SIDEWALK/CANOPY CONCRETE SLABS
   INSTALL NEW ASPHALT PAVEMENT
   REPAIR & SEALCOAT EXISTING ASPHALT PAVEMENT & RE-STRIPE
4. PERMANENT VEGETATIVE STABILIZATION OF DISTURBED GREENSPACE
   SPREAD TOPSOIL IN NEW ISLAND
   MULCH/SEED AS SPECIFIED
5. CLEANUP/RESTORATION
   REMOVE INLET BASKETS/BARRIER FILTERS

SESC INSPECTION SCHEDULE:

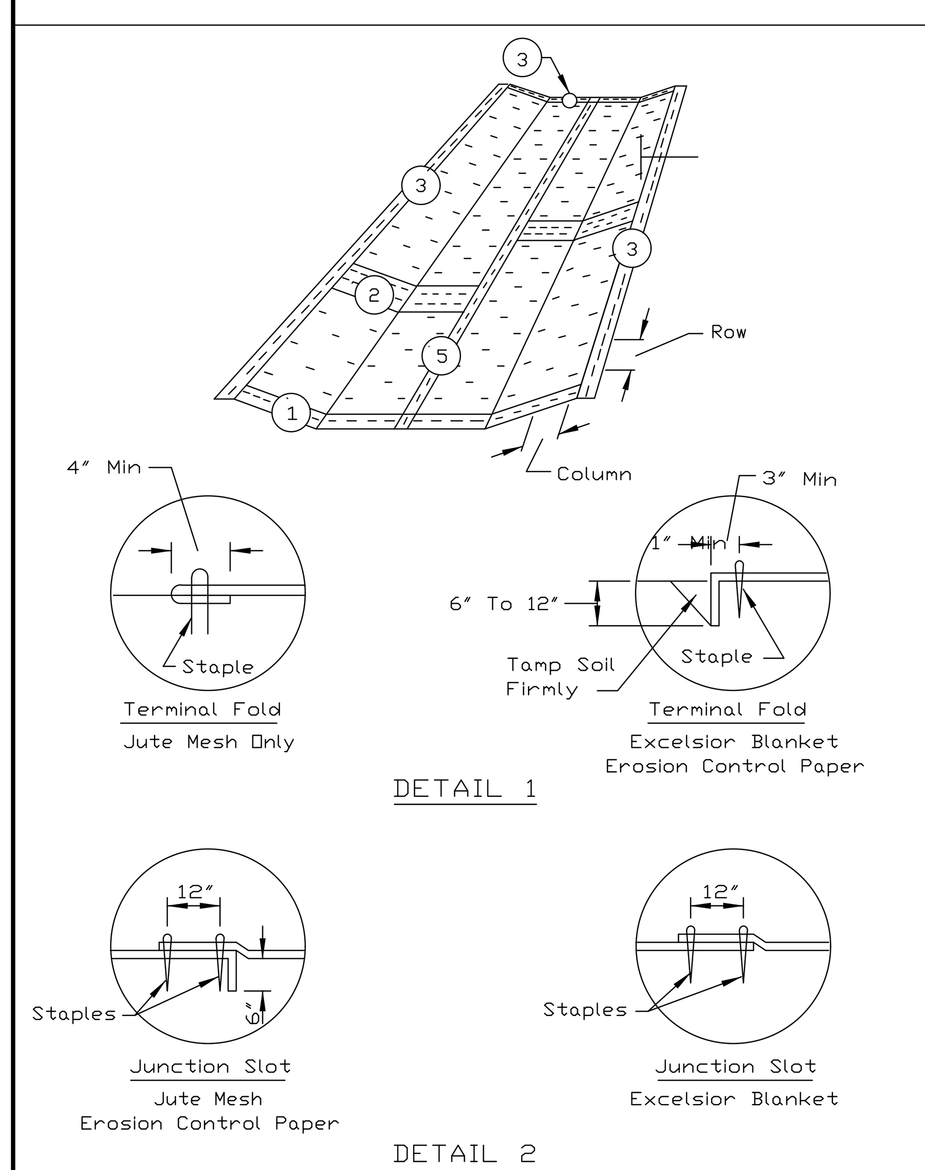
1. DIVERSION AND STRUCTURAL MEASURES – WILL BE INSPECTED AT 7 DAY INTERVALS AND AFTER EVERY 1/2" RAIN.
2. SEDIMENT BASINS AND PONDS – WILL BE CHECKED AFTER EACH MAJOR PHASE OF THE DEVELOPMENT FOR SEDIMENT ACCUMULATION.
3. VEGETATIVE PLANTINGS – SPRING PLANTINGS WILL BE CHECKED DURING SUMMER OR EARLY FALL.
4. REPAIRS – ANY EROSION CONTROL MEASURES, STRUCTURAL MEASURES OR OTHER RELATED ITEMS IN NEED OF REPAIR WILL BE MADE WITHIN 15 DAYS. OR EARLIER IF POSSIBLE BASE ON FIELD CONDITIONS.
5. MOWING – DRAINAGEWAYS, DITCHES AND OTHER AREAS THAT SUPPORT A DESIGNATED FLOW OF WATER WILL BE MOWED REGULARLY TO MAINTAIN THAT FLOW.
6. FERTILIZATION – SEEDED AREAS WHERE THE SEED HAS NOT PRODUCED A GOOD COVER WILL BE INSPECTED AND FERTILIZED IF NECESSARY.

EROMS–02

SOIL EROSION AND SEDIMENT CONTROL NOTES:

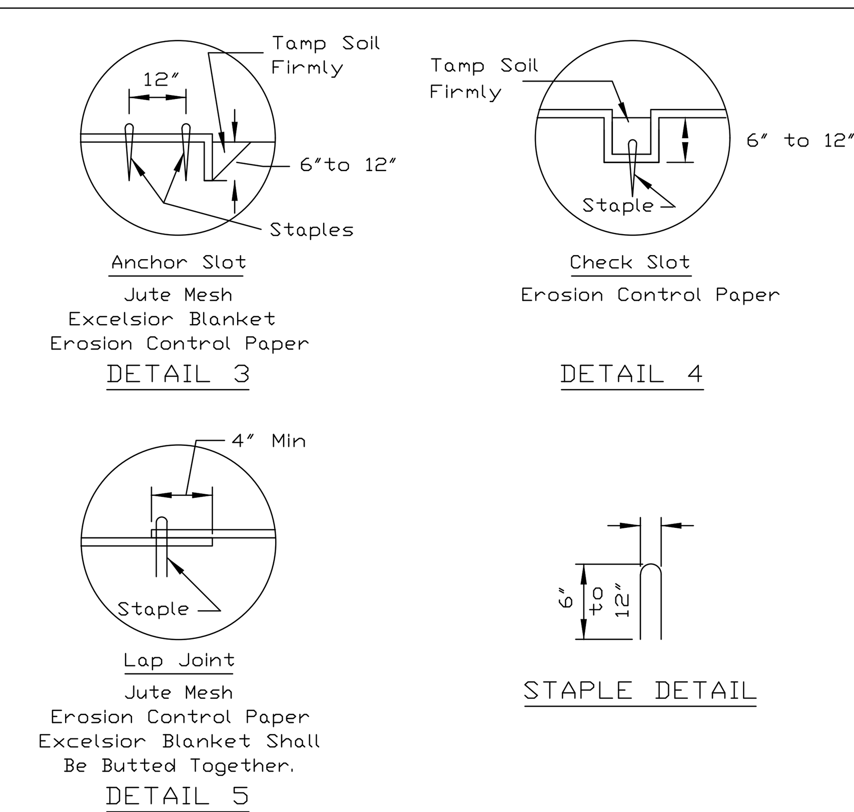
1. VEGETATIVE AND STRUCTURAL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH SPECIFICATIONS AS OUTLINED IN THE "ILLINOIS URBAN MANUAL.
2. EROSION CONTROL MEASURES SHALL BE MAINTAINED AND FUNCTIONAL THROUGHOUT THE CONSTRUCTION PROJECT (MAINTENANCE AND/OR REPLACEMENT COST IS INCIDENTAL).
3. EROSION CONTROL MEASURES SHALL BE INSTALLED IN STRICT COMPLIANCE WITH CONSTRUCTION SEQUENCE (SEE SCHEDULE).
4. ALL SITE RUNOFF SHALL BE ROUTED THROUGH TRAPS AND SILTATION CONTROL DEVICES PRIOR TO DISCHARGE DOWNSTREAM/OFFSITE.
5. INLET PROTECTION FILTER BASKETS SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE.
6. ALL DEWATERING OPERATIONS SHALL BE DISCHARGED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DISCHARGE DIRECTLY INTO FIELD TILE OR STORM SEWER IS PROHIBITED.
7. DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING EQUIPMENT SPECIFICALLY DESIGNED FOR THAT PURPOSE.
8. SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED ON A DAILY BASIS.
9. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE DITCH SHALL BE REMOVED ON A DAILY BASIS.
10. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) DAYS AND WITHIN 24 HOURS AFTER A STORM EVENT OF 0.5 INCHES OR GREATER (OR THE EQUIVALENT SNOWFALL). REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE IMMEDIATE.
12. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

EROSION BLANKET PLAN



REFFERENCE		STANDARD DWG. NO.
Project ______	NRCS Natural Resources Conservation Service	IL-530
Designed ______ Date ______		SEEET 1 OF 2
Checked ______ Date ______		DATE 5-24-94
Approved ______ Date ______		

EROSION BLANKET PLAN

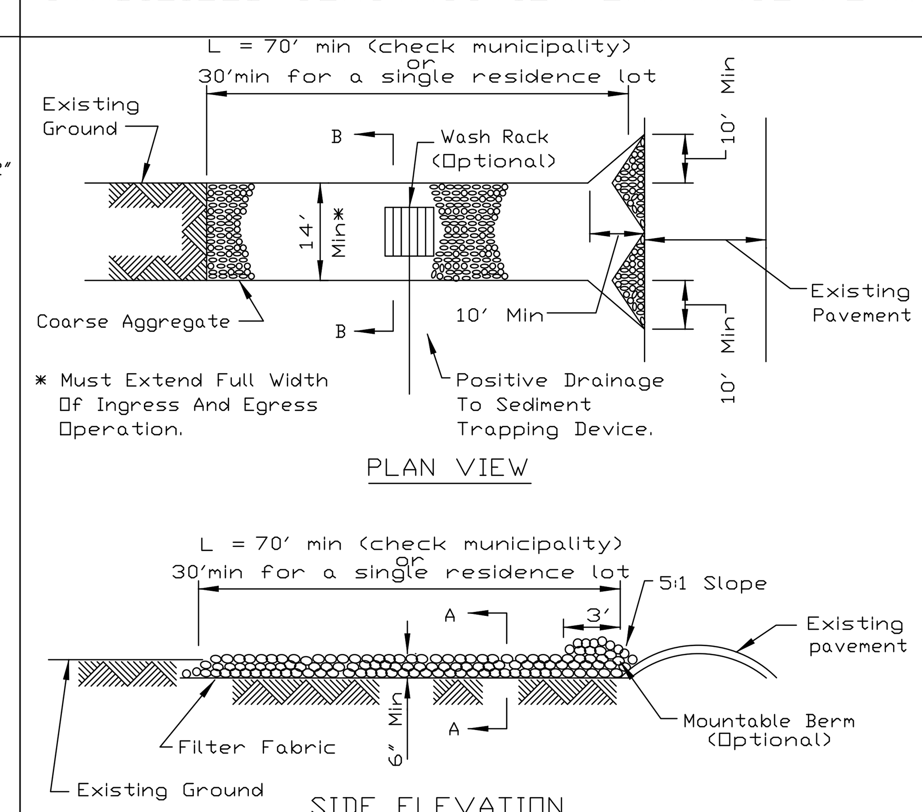


NOTES:

1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFFERENCE		STANDARD DWG. NO.
Project ______	NRCS Natural Resources Conservation Service	IL-530
Designed ______ Date ______		SHEET 2 OF 2
Checked ______ Date ______		DATE 3-1-95
Approved ______ Date ______		

STABILIZED CONSTRUCTION ENTRANCE PLAN

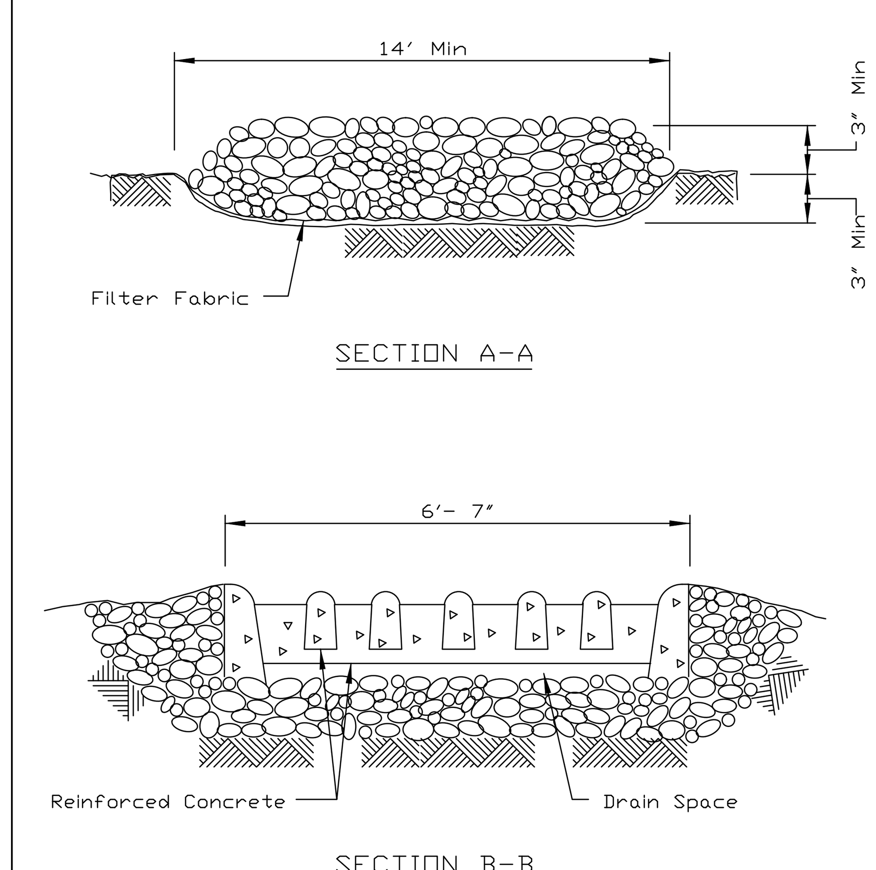


NOTES:

1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE		STANDARD DWG. NO.
Project ______	NRCS Natural Resources Conservation Service	IL-630A
Designed ______ Date ______		SHEET 1 OF 2
Checked ______ Date ______		DATE 8-18-94
Approved ______ Date ______		

STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE		STANDARD DWG. NO.
Project ______	NRCS Natural Resources Conservation Service	IL-630B
Designed ______ Date ______		SHEET 2 OF 2
Checked ______ Date ______		DATE 8-18-94
Approved ______ Date ______		

EROSION CONTROL LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- TREE PROTECTION FENCE
- SILT FENCE & CHAIN–LINK FENCE
- TEMPORARY SEEDING AND EROSION CONTROL BLANKET (LANDSCAPING/SOD TO FOLLOW)

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

February 13, 2018 2:22:15 p.m. AcadVer: 22.0s (LMS Tech)
Drawing: S:\29112716 – ARLINGTON HTS APARTMENTS\300_ENGINEERING\310_CADD\FINAL\291_BASE.DWG

	DATE	REVISIONS	DRAWN BY
1.	08/16/17	VILLAGE REVISIONS	ZRN
2.	09/06/17	VILLAGE REVISIONS	TLM
3.	12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4.	01/26/18	VILLAGE REVISIONS	TLM
5.	02/13/18	CLIENT REVISIONS	AVS

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SIGWALT STREET APARTMENTS

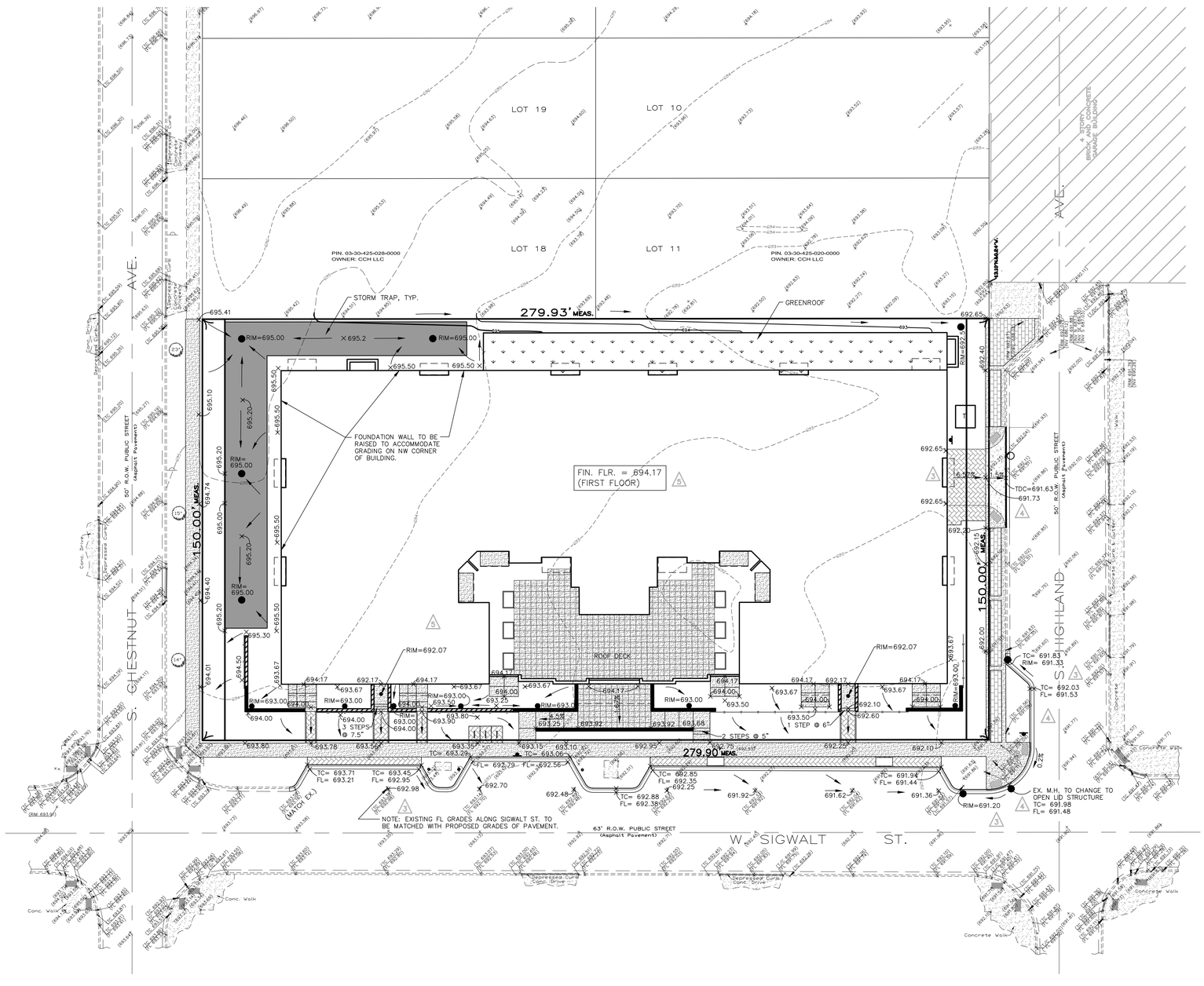
ARLINGTON HEIGHTS, ILLINOIS

SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 29112716
DATE 07/10/17
SCALE 1"=30'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

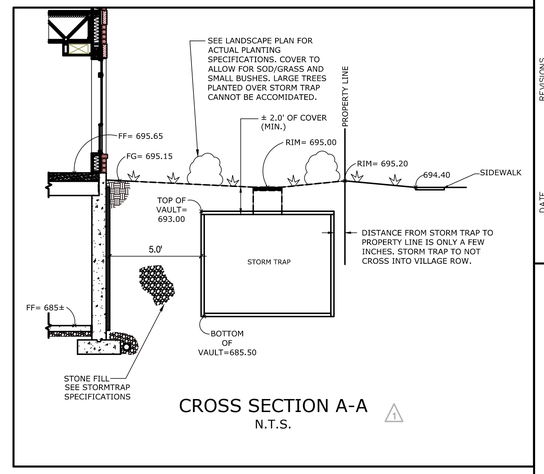
SHEET 4 OF 9



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.



CROSS SECTION A-A
N.T.S.

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS (AND SWPPP DOCUMENTS IF APPLICABLE) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. WHEREVER THE DESIGN FOR SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER PITCH.

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL		
PRECAST FLARED END SECTION		
STORM DRAINAGE STRUCTURE		
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
RR-3 ROCK RIP-RAP		

DATE	REVISIONS	DRAWN BY
1. 08/16/17	VILLAGE REVISIONS	ZRN
2. 09/06/17	VILLAGE REVISIONS	TLM
3. 12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4. 01/26/18	VILLAGE REVISIONS	TLM
5. 02/13/18	CLIENT REVISIONS	AVS

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
GRADING PLAN

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PROJECT NO. 29112716
DATE 07/10/17
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET
5 OF 9

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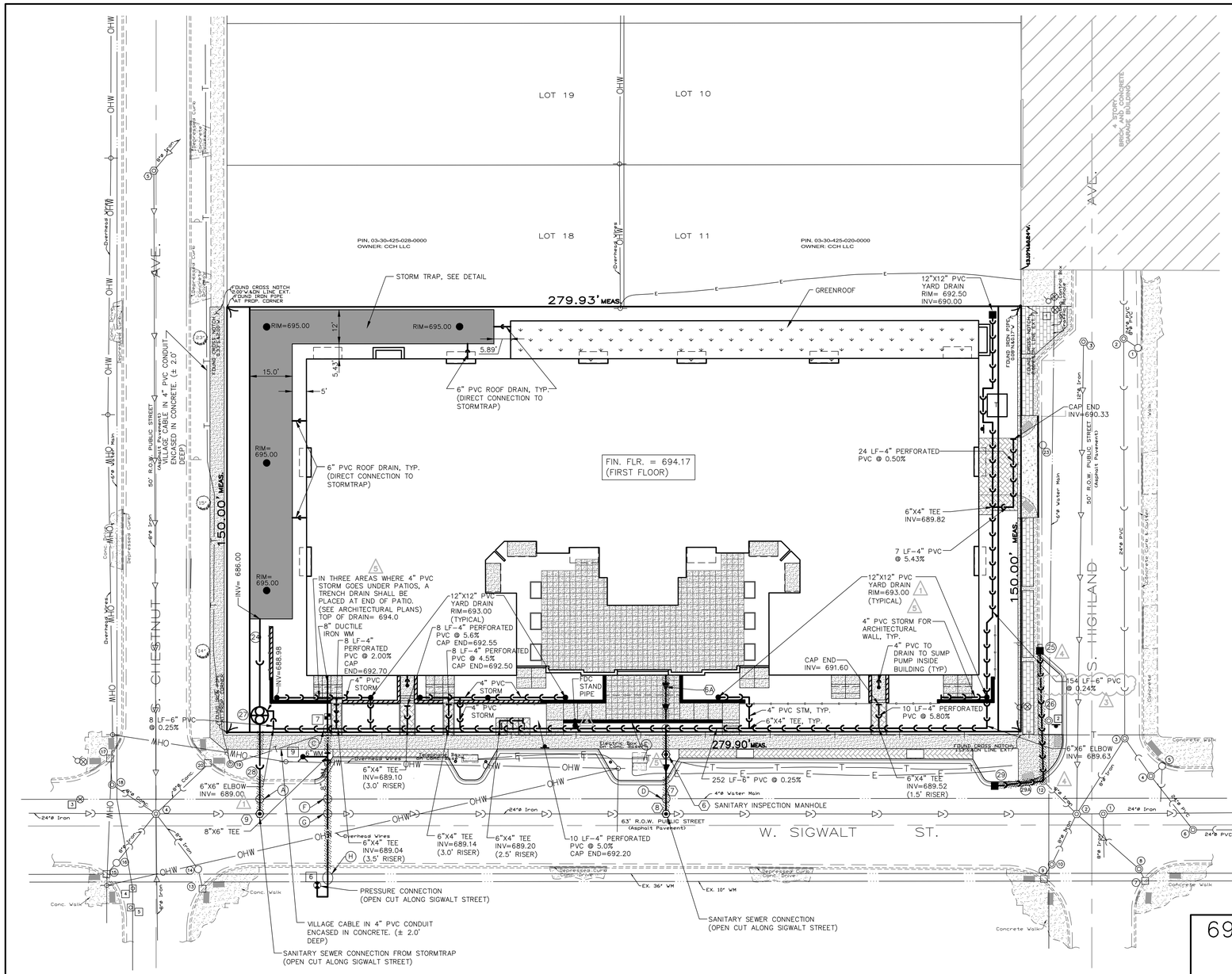
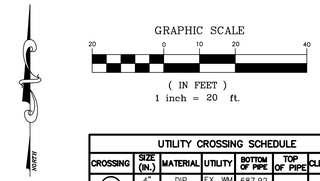




UTILITY CROSSING SCHEDULE

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
A	4"	DIP	EX. WM	687.92		0.64'
	18"	DIP	STM		687.28	
B						
C	6"	PVC	STM	689.03		
	8"	DIP	WM		687.53	1.50' DEPRESS WM
D	4"	DIP	EX. WM	686.87		
	8"	DIP	SAN		685.94	0.93'
E	6"	PVC	STM	689.33		
	8"	DIP	SAN		686.64	2.69'
F	4"	DIP	EX. WM	687.75		
	8"	DIP	WM		686.25	1.50' DEPRESS WM
G	24"	DIP	EX. STM/ SAN.	685.22		
	8"	DIP	WM		683.72	1.50' DEPRESS WM
H	36"x10"	DIP	EX. WM	686.08±*		
	8"	DIP	WM		684.58±	1.50' DEPRESS WM

*(PIPES TO BE V.I.F.)

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
9. 4" PVC STORM FOR ARCHITECTURAL WALL TO BE A MINIMUM OF 12" DEEP AND HAVE A MINIMUM SLOPE OF 1.0%. DIRECT CONNECTION MADE TO 6" PVC STORM SEWER WITH 6"X4" TEE. 4" PVC STORM TO CROSS ABOVE ARCHITECTURAL WALL FOOTING.
10. ALL METHODS OF CONSTRUCTION AND MATERIALS MUST CONFORM TO THE MOST RECENT VERSION (DATED PRIOR TO THE APPROVAL DATE OF THIS PLAN SET) OF "A MANUAL OF PRACTICE FOR THE DESIGN OF PUBLIC AND PRIVATE IMPROVEMENTS" AS PUBLISHED BY THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT.
11. THE WATERMAIN SHOULD BE ZINC COATED D.I.P. AND SHOULD BE WRAPPED IN "V-BIO" POLY ETHYLENE WRAPPING.

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
(5) WATERMAIN STRUCTURE NUMBER

STORM SEWER DRAINAGE STRUCTURE LEGEND

EXISTING	PROPOSED	
□	■	STORM INLET – OPEN GRATE
○	●	STORM CATCH BASIN – OPEN GRATE
◎	◉	STORM MANHOLE – CLOSED LID

UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

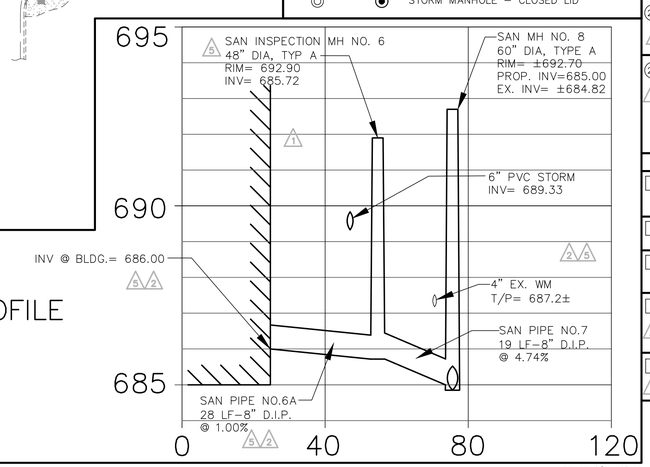
(1) EX SAN M.H. RIM= 691.91 INV= 684.56 (8" S) INV= 684.26 (24" W) INV= 684.21 (24" E)	(2) EX SAN M.H. RIM= 691.94 INV= 686.99 (8" NE) INV= 687.04 (8" SE) INV= 688.49 (8" SW) INV= 686.84 (8" NW) INV= 684.39 (24" W) INV= 684.29 (24" E)
(3) EX SAN M.H. RIM= 692.02 INV= 686.12 (12" S)	(4) EX SAN M.H. RIM= 693.95 INV= 689.85 (8" SE) INV= 685.75 (8" S) INV= 689.43 (8" SW) INV= 689.55 (8" NW) INV= 687.25 (8" N) INV= 690.00 (8" NE) INV= 685.60 (24"W) INV= 685.40 (24"E)
(5) EX SAN M.H. RIM= 696.21 INV= 690.76 (8" NE) INV= 688.73 (8" S)	(6) SAN INSPECTION M.H. 48" DIA, TYP. A RIM= 692.90 INV= 685.72 (1)(5)
(7) 19 LF – 8" DIP, CL52 SAN @ 4.74% (2)(5) (1)	(8) SAN M.H. 60" DIA, TYP. A (3) RIM= ±692.70 (2) (1) PROP. INV= 685.00 EX. INV= ±684.82
(9) SAN MH. 60" DIA, TYP. A (3) RIM= ±693.55 (2) INV= 685.75 (1) EX INV=±685.29 (24" PIPE)	(6A) 28 LF – 8" DIP CL52 SAN @ 1.00% INV @ BLDG.= 686.00 (2)(5)

STORM SEWER STRUCTURES

(1) EX STM C.B. RIM= 691.76 INV= 690.26 (8" NW)	(2) EX STM M.H. RIM= 691.88 INV= 687.08 (24" N) INV= 689.30 (8" E) INV= 687.03 (24" S)
(3) EX STM M.H. RIM= 691.49 INV= 686.67 (24" SE) INV= 686.09 (8" SW) INV= 686.59 (24" N)	(4) EX STM M.H. RIM= 691.33 INV= 686.73 (24" NW) INV= 686.53 (24" SE)
(5) EX STM C.B. RIM= 691.07 INV= 688.97 (24" SW) INV= 688.91 (24" S)	(6) EX STM M.H. RIM= 691.83 INV= 687.03 (24" E) INV= 686.83 (24" NW)
(7) EX STM INLET RIM= 691.26 INV= 688.40 (8" NW)	(8) EX STM M.H. RIM= 691.55 INV= 688.50 (8" SE) INV= 688.30 (8" NW)
(9) EX STM INLET RIM= 691.34 INV= 688.54 (8" NE)	(10) EX STM M.H. RIM= 691.53 INV= 688.51 (8" NE)
(11) EX STM INLET RIM= 690.97 INV= 688.27 (8" E)	(12) EX STM M.H. (OPEN LID) RIM= 691.48 INV= 688.03 (8" W,SE,N) (4)
(13) EX STM INLET RIM= 692.87 INV= 689.97 (8" N)	(14) EX STM C.B. RIM= 693.24 INV= 690.04 (8" SE) INV= 689.84 (8" NW)
(15) EX STM INLET RIM= 693.28 INV= 690.48 (8" NE)	(16) EX STM C.B. RIM= 693.50 INV= 690.40 (8" SW) INV= 690.20 (8" NE)
(17) EX STM INLET RIM= 693.30 INV= 691.05 (8" S)	(18) EX STM M.H. RIM= 693.68 WATER FILLED T/ WATER= 690.03
(19) EX STM M.H. RIM= 693.70	(20) EX STM INLET RIM= 693.44 END OF PIPE SEALED
(21) EX STM C.B. RIM= 691.68 UNABLE TO OPEN INV= 688.88 (8" SE)	(22) EX STM C.B. RIM= 691.50 UNABLE TO OPEN INV= 688.85 (8" S)
(23) EX STM C.B. RIM= 691.52 WATER FILLED T/WATER= 687.67	(24) 30 LF – 18" RCP CL IV @ 0.15%
(25) 24" DIA. INLET RIM= 691.33 INV=688.33 (4)	(26) 46 LF – 8" PVC AWWA C900 WM QUALITY PIPE @ 0.65% (4)
(27) SPECIAL RESTRICTOR STRUCTURE, SEE DETAIL (1) (3) 72" DIA, TYP. C RIM= 694.00 INV=685.95 INV=686.00 (S) *SEE CHECK VALVE DETAIL; INSTALLED ON DOWNSTREAM PIPE	(28) 31 LF – 18" DIP, CL52 (2) @ 0.81% (29A) 17 LF – 8" RCP CL IV (4) @ 0.82% (29) 24" DIA. INLET (3)(4) RIM= 691.20 INV=688.17

WATERMAIN STRUCTURES

(1) EX VALVE VAULT RIM= 692.67 T/P= 688.02	(2) EX WATER M.H. RIM= 691.18 WATER FILLED T/WATER= 689.18
(3) EX VALVE VAULT RIM= 693.91	(4) EX CLEANOUT RIM= 693.53 T/P= 688.38
(5) EX CLEANOUT RIM= 693.55 T/P= 688.35	(6) 8" VALVE IN 60" VAULT PRESSURE CONNECTION TO EXISTING 10" WM. RIM= ±693.80
(7) 8" DUCTILE IRON WM, CL 52 WITH 8" SERVICE VALVE AND BOX. RIM= 693.70 (2)	(8) 6" DUCTILE IRON WM, CL 52 WITH 6" SERVICE VALVE & BOX (DOMESTIC SUPPLY LINE) RIM= 693.80
(9) PROPOSED FIRE HYDRANT RING ELEV= 693.6 (1)	



SANITARY SEWER PROFILE
H: 1"=20'
V: 1"=2'

DATE	REVISIONS	DRAWN BY
		ZRN
1. 08/16/17	VILLAGE REVISIONS	TLM
2. 09/06/17	VILLAGE REVISIONS	TLM
3. 12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4. 01/26/18	VILLAGE REVISIONS	AVS
5. 02/13/18	CLIENT REVISIONS	

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SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
UTILITY PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 29112716
DATE 07/10/17
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

SHEET 6 OF 9

February 14, 2018 11:09:5 a.m. AcadVer:22.0s (LMS Tech)
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RWG ENGINEERING, LLC
PROJECT SPECIFICATIONS

GENERAL CONDITIONS

CONTRACT DOCUMENTS
The Standard Specifications listed on the title sheet, these Improvement Plans, the Special Provisions, General Conditions, and Subsequent Details are all part of the Contract Documents. Incidental items or accessories necessary to complete the work may not be specifically noted, but are to be considered a part of the contract.

USE OF IMPROVEMENT PLANS
No Improvement Plans shall be used for construction unless specifically marked "For Construction." Prior to commencement of construction, the contractor shall verify all dimensions and conditions affecting their work with the actual conditions at the job site. If there are discrepancies from what is shown on the construction plans, the contractor shall immediately report same to the engineer before doing any work, otherwise the contractor assumes full responsibility. In the event of disagreement between the construction plans, standard specifications, and/or special details, the contractor shall secure written instructions from the engineer prior to proceeding with any part of the work impacted by omissions or discrepancies. Failing to secure such instruction, the contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or question with respect to the true meaning of the construction plans or specifications, the decision of the engineer shall be final and conclusive.

HIGHWAY/ROADWAY CONSTRUCTION PERMITS
The contractor shall be responsible for obtaining all required permits for construction along or across existing streets or highways, including the use and access to existing streets. The contractor shall make arrangements for proper bracing, shoring, and other required protection of all roadways before construction begins. The contractor shall be responsible for any damage to streets or roadways and associated structures, and shall make repairs as necessary to the satisfaction of the engineer and applicable governmental agency.

EXISTING UTILITIES
Easements for existing utilities within public right-of-way are shown on the plans according to available records. The contractor shall be responsible for determining the exact location in the field of such utility lines and their protection from damage during construction. If existing utility lines of any nature are encountered which conflict in location or elevation with new construction, the contractor shall notify the engineer immediately so that the conflict may be resolved.

PROJECT IMPROVEMENTS AND QUANTITIES
The contractor shall review the construction documents and determine all required improvements and verify all quantities as may be provided by the engineer or owner for bidding purposes, and report any discrepancies to the engineer. The contract price submitted by the contractor shall be considered as lump sum for the completed project unless there is a plan revision or written change to the scope of work.

INCIDENTAL CONSTRUCTION
Whenever the performance of work is indicated on the plans and no item is included in the contract for payment, the work shall be considered incidental to the contract and no additional compensation will be provided.

MAINTENANCE OF SITE DRAINAGE
During construction operations any loose material that is deposited in the flow line of gutters, drainage structures, ditches, etc. and obstructs the natural drainage flow line shall be removed at the close of each working day by the responsible party. The contractor shall insure positive site drainage at the close of each work day. Drainage may be achieved by ditching, pumping, or any other acceptable method. Failure to provide positive drainage will preclude any possible added compensation requested due to delays or unsuitable materials created as a result thereafter. At the conclusion of construction operations all drainage structures and flow lines shall be free from dirt and debris. This work shall be considered incidental to the contract.

TRAFFIC CONTROL
The contractor is responsible for the installation and maintenance of adequate signage, traffic control, and warning devices to inform and protect the public during all phases of construction. All barricades and warning signs shall be provided in accordance with the IDOT Standard Specifications. Adequate lighting shall be maintained from dusk to dawn at all locations where construction operations warrant, or as designated by the engineer or applicable governmental agency. Traffic control items shall be in accordance with the IDOT "Manual on Uniform Traffic Control Devices."

PAVEMENT REMOVAL/REPLACEMENT
Existing permanent type pavements or other permanent improvements which abut or otherwise interfere with proposed improvements and must be removed shall be saw cut full depth prior to removal. Items so removed shall be replaced with similar construction materials to original condition or better. Payment for saw cutting shall be included in the removal cost and replacement will be paid under the respective item in the contract, unless otherwise indicated. Removed pavement, sidewalk, curb, etc. shall be disposed of by the contractor at his own expense at an offsite dump site.

TREE PROTECTION
Existing trees not scheduled for removal shall be protected from damage. Trimming and sealing shall be in accordance with IDOT Standard Specifications.

EXISTING SIGNAGE & MAIL BOXES
Existing signage and mail boxes that interfere with construction shall be removed, stored, and replaced/reset by the contractor in accordance with the IDOT Standard Specifications. Damage to these items shall be repaired/replaced by the contractor at his expense. Temporary mailbox facilities shall be provided as an incidental cost.

EXISITNG FIELD TILE
Field tile encountered during construction shall be connected to proposed storm sewer or extended to outlet into a proposed drainage way. If this is not possible, then existing tile shall be repaired with new pipe of same size and material (or better) and restored in acceptable operating condition at the original grade. Records of location and elevation shall be made by the contractor and furnished to the engineer upon project completion.

CONSTRUCTION DEBRIS CLEAN-UP
The contractor is responsible for removal and disposal of all excess material and debris resulting from his construction operations at no expense to the owner.

CONSTRUCTION RECORD
The contractor shall keep a set of approved construction plans on the jobsite, and shall maintain a legible record on said plans of field tile encountered, modifications/alterations to alignment/installation of proposed improvements, etc. Upon completion of the contractor's work, said record documents shall be provided to the engineer. Final payments shall not come due until this information is provided to the engineer.

SAFETY & CONSTRUCTION EXECUTION
The contractor shall comply with the rules and regulations of OSHA and appropriate authorities regarding jobsite safety provisions. The engineer and owner are not responsible for the construction means, methods, techniques, sequences or procedures, time for performance, programs, or for any safety precautions used by the contractor. The contractor is solely responsible for execution of his work in accordance with the contract documents.

INSURANCE
Contractors responsible for construction shall purchase insurance for the benefit of the engineer, naming RWG Engineering, LLC as an additional insured to cover claims and expenses, including cost of defense, asserted against engineer, it's agents, employees, and consultants for bodily injury, sickness, disease or death caused by any negligent act or omission of the contractor, any subcontractor, anyone directly or indirectly employed by them or anyone for whose acts any of them may be liable. Such insurance shall state that: "The coverage afforded the additional insured's shall be primary insurance for the additional insured with respect to claims arising out of operations performed by or on behalf of the contractor." A certificate shall be issued to the engineer prior to the start of work. Applicable insurance maintained by RWG Engineering, LLC shall be considered secondary and on an excess or contingent basis.

PROJECT SPECIFICATIONS

I. SOIL EROSIONS AND SEDIMENT CONTROL

GENERAL STANDARDS
Unless specifically modified below, all soil erosion and sediment control work shall be done in accordance with NPDES General Permit No. ILR10 and the "Illinois Urban Manual." The contractor shall conform to all requirements of this general permit including maintenance and inspection of erosion control measures and filing applicable certifications and reports. A copy of the notification of coverage letter shall be posted at the site in a prominent place for public viewing. Any control measures in addition to those outlined in these plans which are deemed necessary by the owner, engineer, or applicable governmental agency shall be immediately implemented by the contractor. Maintenance and replacement of erosion control items shall be considered incidental.

SWPPP
A copy of the Stormwater Pollution Prevention Plan (SWPPP) shall be kept onsite with all supplemental material as required per NPDES General Permit No. ILR10. Construction operations shall conform to permit requirements.

SITE PREPARATION
Prior to clearing and grading, perimeter silt fence shall be installed, and onsite sediment control measures shall be constructed and functional per the soil erosion and sediment control plan. The contractor shall construct ditches, swales, sediment traps, and siltation control measures to intercept surface waters prior to conveyance onto adjacent properties, routing surface flow to onsite treatment facilities.

STABILIZED CONSTRUCTION ENTRANCE
Temporary gravel construction entrances shall be installed and maintained to prevent sediment from being trucked offsite. Sediment reaching a public road shall be removed by shoveling or street sweeping at the end of each work day. Loose material deposited in the flow line of any gutter or drainage structure shall be removed at the end of each work day.

TOPSOIL STOCKPILES
Topsoil stockpiles shall be seeded within seven (7) calendar days of completion for erosion control, unless they will be distributed within fourteen (14) calendar days. Stockpiles shall be encompassed with a silt fence.

DUST CONTROL
Dust control shall be performed on a daily basis using water dispersed from a truck mounted tank with a standard discharge header for uniform application rate.

DE-WATERING
During de-watering operations water shall be pumped into sediment basins or silt traps. De-watering directly into field tile or stormwater structures is not permitted. Water pumped during construction operations shall be filtered.

STABILIZATION
Disturbed areas shall be stabilized by seeding within seven (7) days of completion of disturbance unless the area will be disturbed within fourteen (14) days. Temporary seed mixtures shall be applied at a rate of 64 lbs/acre.

SEDIMENT BASINS
When stormwater is routed through proposed detention basins to allow for settlement of suspended silt and debris, the basins shall be constructed at the start of the project. Basins shall be sufficiently over-excavated to provide appropriate volume for sediment collection.

STRUCTURE FILTER FABRIC
Filter fabric or inlet protection devices shall be installed in each onsite drainage structure. Fabric shall be cut large enough such that the entire grate is covered with a 24" minimum "basket" to collect sediment.

DRAINAGE SYSTEM MAINTENANCE
All storm sewers, catch basins, sumps, and detention basins provided with this project shall be cleaned at construction completion and prior to final acceptance. Cleaning may also be required during construction if the traps are not functioning properly.

INSPECTIONS
The contractor shall inspect all erosion control measures at least once every seven (7) calendar days, and within 24 hours of a storm event of 0.5 inches or greater (or equivalent snowfall) and in accordance with NPDES guidelines. Necessary repairs or clean up to maintain the effectiveness of the control measures shall be done immediately.

CLEANUP
All erosion and sediment control measures shall be removed and disposed of in accordance with applicable governmental agency requirements within 30 days of final site stabilization.

II. EXCAVATION AND GRADING - (EARTHWORK)

GENERAL STANDARDS
Unless specifically modified below, all excavation and grading - (earthwork) shall be done in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction in Illinois," as published by IDOT, Latest Edition.

SITE PREPARATIONS
Prior to onset of operations, the contractor shall become familiar with the soil erosion control specifications. The establishment of erosion control procedures and the placement of filter fencing, etc. to protect adjacent property shall occur before mass grading begins, and in accordance with the implementation schedule.

Tree protection fencing shall be placed around any trees designated to be preserved within the construction zone. Fencing shall be placed in a circle centered around the tree, such that the entire drip zone (extent of furthest extended branches) shall be within the fence limits. The existing grade within the fenced area shall remain undisturbed.

DEMOLITION
Demolition of existing structures, pavements, curbs, flatwork, utilities, etc. shall be disposed of at an offsite dump site provided by the contractor. Existing water wells shall be closed and capped in accordance with the Illinois Water Well Construction Code, as published by the Department of Public Health. Existing septic tanks and grease traps shall have all liquids and solids removed by a licensed waste hauler prior to structure removal or filling by the contractor.

CLEARING AND GRUBBING
Unless noted for preservation, all vegetative growth including trees and tree stumps shall be removed from the construction area.

TOPSOIL REMOVAL
Topsoil shall be stripped from all roadway, driveway, parking area, right-of-way, building pad and other designated structural areas. Stockpiling of topsoil for respread shall be at locations as directed by the owner. Topsoil stockpiled for future use shall be free from large roots, sticks, weeds, brush, stones larger than one inch diameter, and other litter or waste products not conducive to plant growth. Failure to properly sequence stockpiling operations shall not constitute a claim for additional compensation. No material shall be stockpiled in front yards, drainage swales, flood routing areas, utility locations, utility easements or right-of-way.

UNSUITABLE MATERIAL
Unsuitable subgrade material shall be removed from roadway, driveway, parking lot, building pad, and any other designated areas. Obviously soft underlying soil shall be removed from all structural improvement areas, areas to receive clay fill, and wherever else designated on the site. If underlying structural subgrade soils rut deeper than one inch under construction equipment or if the moisture content exceeds that needed for proper compaction, the soil shall be scarified, dried, and recompacted to the required specifications.

EXCAVATION AND EMBANKMENT
Upon completion of topsoil removal, the contractor shall perform excavation and embankment (fill) operations in accordance with the improvement plans.

Structural embankment material shall be placed in level uniform layers so that the compacted thickness is approximately six inches. Each layer shall be thoroughly mixed during spreading to insure uniformity.

Embankment material within roadway, driveway, parking areas, and other structural clay fill areas shall be compacted to a minimum of ninety percent (90%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer. Embankment for building pads shall be compacted to a minimum of ninety-five percent (95%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer.

Embankment material within non-structural fill areas (random fill) shall be compacted to a minimum of eighty-five percent (85%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer.

Embankment material within non-structural fill areas (random fill) required to raise the ground surface to or above the base (100 year) flood elevation shall be compacted to a minimum of ninety percent (90%) of maximum density (modified proctor method).

All subgrades for proposed street and pavement areas shall be proof-rolled by the contractor and any unstable areas shall be removed and replaced as directed by the soils engineer.

BACKFILLING CURBS, PAVEMENT, ETC.
Curbs, pavements, sidewalks, etc. shall be backfilled by the contractor after installation in accordance with the improvement plan grades.

TOPSOIL RESPREAD
Except where otherwise noted, the contractor shall respread a minimum six (6) inch layer of topsoil on all designated open space, parkway, landscape, and other non-structural areas.

EXCESS MATERIAL
Unless otherwise approved by the owner, the contractor shall remove from the site any excess or unsuitable earth material.

SEEDING
Upon completion of topsoil respread, the contractor shall install seed and fertilizer as indicated on these improvement plans or per owner provided landscape plans.

INSPECTION BY THE SOILS ENGINEER
The owner provided soils engineer shall closely supervise and inspect the grading operations, particularly during the removal of unsuitable material and the construction of embankments or building pads. All testing, inspection and supervision of embankment quality, unsuitable removal and replacement, and other soils related operations shall be entirely the responsibility of the soils engineer.

GRADING TOLERANCE
Building pad elevations, subgrades for pavement, driveways and sidewalks, and all yard/open space areas shall be completed within a tolerance of plus or minus 0.1 foot of design subgrade elevations.

UTILITY INSTALLATION PREPARATION
Prior to utility construction, proposed pavement areas, building pads, driveway and sidewalk areas, and yard/open space areas shall be rough graded to plus or minus one foot of design subgrade elevations.

NOTE REGARDING PLAN GRADES
Grade elevations shown on the improvement plans are finished grades. Pavement and/or topsoil respread thicknesses must be subtracted to determine subgrade elevations.

SITE DRAINAGE MAINTENANCE
Grading and site improvement construction shall not cause ponding of stormwater. All areas adjacent to improvements shall be graded to provide positive site drainage.

RIP RAP MATERIAL
Stone Rip-Rap material provided shall conform to IDOT specification criteria.

SUBGRADE DESIGN CRITERIA
Pavement subgrade shall have a minimum IBR of 3.0 as determined by the soils engineer. The proposed pavement design has been based on a minimum IBR of 3.0. If areas of pavement subgrade are encountered which do not meet the minimum IBR requirement, subgrade remedial work or pavement design revisions will be ordered by the owner to obtain equivalent pavement strength.

III. UNDERGROUND UTILITIES - UNIVERSAL

GENERAL STANDARDS
All sewer and water main improvements shall be constructed in accordance with the "Standard Specifications for Water and Sewer Main Construction in Illinois," Latest Edition, along with applicable sections of the "Standard Specifications for Road and Bridge Construction in Illinois" as published by IDOT, Latest Edition, and the construction details and specifications of the applicable governmental agency.

GENERAL WORK SCOPE
Underground utility construction shall include trenching or augering; installation of pipe, structures and castings; backfilling of trenches with compaction; and testing as required. Fittings and accessories necessary to complete the work may not be specified, but shall be considered incidental to the cost of the contract.

GRADE PREPARATION
Rough grading to within one foot of finished subgrade shall be completed by the earthwork contractor prior to commencement of underground utility construction.

DE-WATERING
The contractor is responsible for dewatering any excavation for the installation of sewer or water systems. Dewatering will be considered incidental to the respective underground utility construction.

SHEETING AND BRACING
Any anticipated costs for sheeting and bracing shall be reflected in the contract amounts. Additional costs for sheeting and bracing will not be allowed.

SELECT GRANULAR BACKFILL
All utility trenches beneath existing or proposed pavement, driveways and sidewalks, and existing or proposed utilities (i.e. crossings), and for a distance of three (3) feet either side of same (or more for deeper utilities as noted on the plans), and/or wherever else shown on the plans shall be backfilled with select granular material and firmly compacted in accordance with the construction standard details.

EXCESS TRENCH MATERIAL
The contractor shall spread excess excavated trench material adjacent to the trenches in an orderly fashion so as not to create a hazard or obstruction, and to maintain the site in a workable condition.

DISSIMILAR MATERIALS/PIPE CONNECTIONS
"Band-Seal" or similar flexible type couplings shall be used when connecting sewer pipes of dissimilar materials. When connection to an existing sewer main by means other than an existing wye, tee, or an existing structure, one of the following methods shall be used:
- Circular coring of sewer main with proper tools ("Shewer-Tap" machine or similar) and installation of hub-wye or hub-tee saddle
- Remove entire section of pipe (breaking only the top of one bell) and replace with precast wye or tee branch section
- Using a pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using a non-shear mission coupling to hold assembly firmly in place

UTILITY STRUCTURE SELECT BACKFILL
Where select granular bedding and backfill is required around utility structures, the cost for same shall be merged into the structure cost.

STRUCTURE CASTINGS
Frames and lids (or grates) for sanitary, water main and storm sewer structures shall be as indicated on the plans, and the cost of same shall be integrated into the respective structure cost.

ADJUSTING RINGS
All structures shall incorporate a minimum of three (3) inches and a maximum of eight (8) inches of adjusting rings (two (2) rings maximum).

STRUCTURE ADJUSTMENT
All top of frames for utility structures (including B-Boxes) shall be adjusted to meet final finished grade upon completion of finished grading and final inspection (cost incidental). The contractor shall insure that roadway, curb, and pavement inlets or structures (frames and grates) are at finished grade.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS
Horizontal and vertical separation between water and sewer mains shall be maintained in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois and said specifications standard drawings 18, 19, 20, 21, 22, 23, and 24.

FLOOR DRAINS AND FOOTING DRAINS
All floor drains and floor drain sump pumps shall discharge into the sanitary sewer. All downspouts, footing drains and subsurface stormwaters shall discharge into the storm sewer or onto the ground - not into the sanitary sewer.

RIP RAP MATERIAL
Rip Rap material provided in conjunction with underground utility improvements shall conform to IDOT specifications.

CONSTRUCTION RECORD
The contractor shall maintain a legible record on a set of construction plans information concerning all manholes, wyes and services, valve boxes, curb boxes, etc. such that they can be field located in a manner acceptable to the applicable governmental agency.

IV UNDERGROUND UTILITIES - SANITARY SEWER

SANITARY SEWER PIPE
Sanitary sewers and services (or combined sewers in combined sewer areas) shall be constructed of one or more of the following materials as specified on the plans:

- PVC gravity sewer pipe conforming to ASTM D-3034 for pipe diameters of 4 inch to 15 inch, or conforming to ASTM F-679 for pipe diameters of 18 inch to 48 inch, with minimum SDR of 26, and with Elastomeric gasket joints conforming to ASTM D-3212. The gasket shall comply with ASTM F-477. Sanitary services shall conform to ASTM D-2680 and D-2751 with solvent cement welded joints conforming to same.
- Cement-lined ductile iron pipe class 52, conforming to AWWA C-151 (ANSI 21.51) with push-on joints conforming to AWWA C-111 (ANSI A21.11)

SANITARY SEWER BEDDING
Sanitary sewers shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-11 or CA-13), with a minimum thickness of one fourth of the outside pipe diameter, but not less than 4 inches nor more than 8 inches. Bedding shall extend to one foot over the top of pipe for all sanitary sewer and services. Cost for bedding shall be merged into lineal footage cost for the respective sewer pipe.

SANITARY PIPE MANHOLE CONNECTIONS
Sanitary sewer manhole connections shall be made with a flexible water-tight boot precast into the structure (see construction standard detail). Refer to ASTM C-923.

SERVICE CONNECTIONS TO MAINLINE SEWER
Service connections to mainline sewer shall be done with pre-cast wyes or tees manufactured for that purpose, and shall be of the same material as the mainline sewer.

SANITARY SERVICES
Services shall be laid to a minimum grade of 1.0 percent. The end of the service shall be sealed with a watertight plug.

SERVICE LOCATIONS
Sanitary services shall be installed in a separate trench from water services, with a minimum horizontal separation of 10 feet.

V. UNDERGROUND UTILITIES - WATER MAIN

WATER MAIN PIPE
Water main shall be cement-lined ductile iron pipe class 52 conforming to AWWA C-151 (ANSI A21.51). Rubber gasket joints shall conform to AWWA C-111 (ANSI A21.11). Push-On pipe joints shall incorporate "Field Lock Gaskets" by U.S. Pipe or Series 1700 Mega-Lug. Ductile iron fittings shall conform to AWWA C-110 (ANSI A21.10). Cement lining shall conform to AWWA C-104 (ANSI A21.4). Protective wrapping is required. It shall conform to AWWA C105-99, minimum thickness 8 mill polyethylene tube such as Clow type F-191 or equal, and shall completely encase and seal the main, fittings, and accessories per manufacturer's directions.

FITTINGS
Water main fittings (bends, elbow, tees, increasers, reducers, etc.) may or may not be specifically referenced on the plans and quantities - if not, they shall be considered incidental and included in the lineal footage coast for the water main.

DEPTH OF COVER - MAIN AND SERVICES
Minimum depth of cover from finished grade to top of water main or water service pipe shall be six (6.0) feet.
THRUST BLOCKING
Thrust blocking shall be installed with water mains at all bends, tees, elbows, etc. (see construction standard detail). Retainer glands or mega-lug fittings may be substituted if permitted by the applicable governmental agency. Cost of either to be merged into lineal footage cost for the water main.

WATER MAIN BEDDING
Water main shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-6), a minimum of 4 inches below the bottom of the pipe and extending upward to the springline (1/2 the pipe diameter). Cost for bedding shall be merged into lineal footage cost for the water main.

WATER VALVES
Unless specifically noted otherwise, gate valves in accordance with the applicable governmental standard shall be used wherever valves are called for. Valves shall be iron body, bronze mounted, parallel resilient seat valves per AWA C-509. Valves shall be rated for 300 psi test pressure and 200 psi working pressure.

VALVE VAULTS
Valve vaults shall be used at all valve locations. Vaults shall be precast reinforced concrete structures, diameter as noted on the plans. Vaults shall include appropriate frames and lids (see construction standard detail(s).

PRESSURE TAPS
Where indicated on the plan, pressure tap operations shall be done while maintaining system pressure in the existing main. The existing main shall be cleaned prior to installation of the tapping sleeve. Tapping valve shall conform to AWWA C-500. Vault, supports, frame, and lid shall conform to the construction standard detail.

FIRE HYDRANTS
Hydrants shall be of the manufacture and equipped with auxiliary valves and valve boxes in accordance with the applicable governmental agency's standard. Hydrants shall be equipped with two 2 1/2 inch hose nozzle connections and one 4 1/2 inch pumper port. Hose threads shall be the standard of the applicable governmental agency. Hydrants shall open left (counter-clockwise). Hydrants shall generally be located three (3) feet clear of the back of curb.

SERVICE LOCATIONS
Water services shall be installed in a separate trench from sanitary (or storm) services, with a minimum horizontal separation of 10 feet.

TESTING AND DISINFECTION
Water mains shall be subject to a pressure test by the contractor. Hydrostatic pressure test and leakage shall be based on 150 psi for 2 hours. Chlorination for disinfection shall be in accordance with the Standard Specifications. Testing and chlorination of existing water mains (where connections are indicated on the plans) shall be considered incidental. In the event that pressure testing of existing mains fail, and such failures are attributable to pre-existing conditions not under the contractor's control, the contractor is entitled to additional payment to correct the deficiencies in the existing system.

VI. UNDERGROUND UTILITIES - STORM SEWER

STORM SEWER PIPE
Storm sewers and services shall be constructed of one or more of the following materials as specified on the plans:

- Reinforced concrete pipe of the class as indicated on the plans, conforming to ASTM C-76 with trowel applied bituminous mastic compound per ASTM C-76. Where noted on the plan the joints and pipe shall incorporate flexible gaskets conforming to ASTM C-443 or ASTM C-361 in lieu of mastic (typically at water main crossings).
- Cement-lined ductile iron pipe class 52, conforming to AWWA C-151 (ANSI 21.51) with push-on joints conforming to AWWA C-111 (ANSI A21.11).
- PVC gravity sewer pipe conforming to ASTM D-3034 (for pipe diameters of 4 inch to 15 inch) or conforming to ASTM F-679 (for pipe diameters of 18 inch to 48 inch). All pipe shall be SDR 35 or stronger, with elastomeric gasket joints conforming to ASTM D-3212.

STORM SEWER BEDDING
Storm sewers shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-6), with a minimum thickness of one fourth of the outside pipe diameter, but not less than 4 inches nor more than 8 inches. Bedding shall extend upward to the springline of the pipe for concrete and ductile iron pipe, and one foot over the top of the pipe for PVC pipe and CMP pipe. Cost for bedding shall be merged into lineal footage cost for the respective sewer pipe.

INLETS, CATCH BASINS, AND MANHOLES
All structures shall be pre-cast reinforced concrete (see construction standard details). Structure sections and adjusting rings shall be securely sealed to each other with flexible bituminous mastic. Gaps at pipe connections shall be filled and securely sealed with non-shrink hydraulic cement mortar. Frames and grates (or lids) shall be as noted on the plans and shall be securely grouted with non-shrink hydraulic cement mortar.

FLARED END SECTIONS
End sections shall be pre-cast reinforced concrete flared end sections with an end block footing in accordance with the construction standard details (or CMP metal end section as appropriate). Flared end sections for sewers 12 inches or greater shall include a safety grating per the construction standard details.

SPECIAL STRUCTURES
If called for on the plans, special structures (headwalls, boxes, etc.) shall be in accordance with the construction standard details.

VIII. MWRD GENERAL NOTES

A. REFERENCED SPECIFICATIONS
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED
HEREIN OR ON THE PLANS:
* STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
* STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
* VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE;
* THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
* IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES
1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	
4-INCH TO 12-INCH	AWWA C900	ASTM D-2672 OR ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3212
		ASTM D-3212

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. "BAND SEAL" OR SIMILAR NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

10. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

11. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

12. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

13. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

14. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

15. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

16. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.

17. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

18. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

19. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OFSOIL DISTURBING ACTIVITIES.

20. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

22. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

VII. PAVEMENT, CURBS, AND SIDEWALKS

GENERAL STANDARDS
Unless specifically modified below, all pavement, curb, and sidewalk construction shall be done in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction in Illinois," as published by IDOT, latest edition.

SUBGRADE PREPARATON
The subgrade for roadways, pavement, and/or curbs and walks shall be finished by the excavation contractor to within 0.1 foot, plus or minus, of plan elevation. The paving contractor shall confirm the proper preparation of the rough subgrade, or notify the owner and engineer in writing of any discrepancies. Prior to placement of base material, the paving contractor shall fine grade the subgrade to insure proper thicknesses for all base and pavement courses.

BITUMINOUS PAVEMENT
Bituminous Pavement shall consist of the sub-base course, base course, hot-mix asphalt binder course, and hot-mix asphalt surface course, of the thickness and materials as specified on the plans. The maximum size aggregate for the hot-mix surface course mixture shall be 3/8 inches. A prime coat shall be applied to the sub-base course (or base course) as indicated on the plans. A tack coat shall be applied to the binder course prior to surface course placement.

WEATHER REQUIREMENTS FOR BITUMINOUS PAVING
Hot-mix binder shall be placed only when the ambient air temperature is at least 40 degrees Fahrenheit and the forecast is for rising temperatures. Hot-mix surface shall be placed when the ambient air temperature is at least 45 degrees Fahrenheit and the forecast is for rising temperatures.

BITUMINOUS PAVEMENT INSTALLATION
After installation of the base course, all traffic shall be kept off the base until the binder course is placed. After installation of the binder course and upon completion of inspection and approval by the applicable governmental agency and owner, the binder shall be cleaned, a tack coat shall be applied at a rate of 0.05 gal/square yard (cost incidental), and the surface course shall be placed. All damaged areas in the binder, base or curb shall be repaired prior to surface replacement.

CHECKMATE ULTRAFLEX SLIP-IN INLINE CHECK VALVES
Specification TT-CMUF-SL

PART 1: GENERAL

1.01 SUBMITTALS

A. Submit product literature that includes information on the performance and operation of the valve, materials of construction, dimensions and weights, elastomer characteristics, headloss, flow data and pressure ratings.

B. Upon request, provide shop drawings that clearly identify the valve materials of construction and dimensions.

1.02 QUALITY ASSURANCE

A. Supplier shall have at least twelve (12) years experience in the design and manufacture of "CheckMate™" style elastomeric check valves.

B. Manufacturer shall have designed, fabricated and have at least five (5) current installation of a "CheckMate" style elastomeric check valves in the 72" (1800mm) size. Manufacturer must provide documentation, including project name, location, and references.

C. Manufacturer shall have conducted independent hydraulic testing to determine headloss, jet velocity and vertical opening height characteristics on a minimum of three (3) sizes of CheckMate Valves ranging from 6" (150mm) through 24" (600mm). The testing must have been conducted for free discharge (pressurized and open channel flow discharging to atmosphere) and submerged conditions.

PART 2: PRODUCTS

2.01 CHECKMATE ULTRAFLEX ELASTOMERIC CHECK VALVES

A. Check Valves are to be all rubber and the flow operated check type with slip-in cuff connection. The entire CheckMate Ultraflex Valve shall be ply reinforced throughout the body, saddle and bill, which is cured and vulcanized into a one-piece unibody construction. A separate valve body or pipe used as the housing is not acceptable. The valve shall be manufactured with no metal, mechanical hinges or fasteners, which would be used to secure any component of the valve to a valve housing. The port area of the saddle shall contour into a circumferential sealing area (the "bill") that is concentric with the pipe which shall allow passage of flow in one direction while preventing reverse flow. The entire valve shall fit within the pipe inside diameter. The saddle area of the valve must be flat, not conical, and integral with the rubber body above centerline in order to not produce any areas or voids that can collect or trap debris. The valve must be easily installed in pipes with poor end condition without the need to modify or utilize the headwall or structure to seal and anchor the valve. Once installed, the CheckMate Ultraflex Valve shall not protrude beyond the face of the structure or end of the pipe.

B. The CheckMate Ultraflex Valve shall incorporate multiple concave grooves molded integrally into the flat saddle wall thickness extending longitudinally a minimum of 80% of the length of the saddle to reduce opening resistance and reduce headloss.

C. The CheckMate Ultraflex Valve shall incorporate a custom shaped notch in the end of the bill to reduce cracking pressure. The notch shall be at the invert/bottom of the bill and symmetrical about the valve centerline. The longitudinal length of the notch shall be no greater than half the length of the bill.

D. The outside diameter of the upstream and downstream sections of the valve must be circumferentially in contact with the inside diameter of the pipe.

E. Slip-in style CheckMate Ultraflex Valves will be furnished with a set of stainless steel expansion clamps. The clamps, which will secure the valve in place, shall be installed in the upstream or downstream cuff of the valve, depending on installation orientation, and shall expand outwards by means of a turnbuckle. Each band shall be pre-drilled allowing for the valve to be pinned and secured into position in accordance with the manufacturer's installation instructions.

F. Manufacturer must have flow test data from an accredited hydraulics laboratory to confirm pressure drop and hydraulic data.

E. Company name, plant location, valve size patent number, and serial number shall be bonded to the check valve.

2.02 FUNCTION

A. When line pressure exceeds the backpressure, the line pressure forces the bill and saddle of the valve open, allowing flow to pass. When the backpressure exceeds the line pressure, or in the absence of any upstream or downstream pressure, the bill and saddle of the valve is forced closed, preventing backflow.

2.03 MANUFACTURER

A. All valves shall be Series CMUF-SL slip-in CheckMate Ultraflex Valves as manufactured by Tideflex Technologies®, A Division of Red Valve Company, Carnegie, PA 15106. All valves shall be manufactured in the U.S.A.

PART 3: EXECUTION

3.01 INSTALLATION

A. Valve shall be installed in accordance with manufacturer's written Installation and Operation Manual and approved submittals.

3.02 MANUFACTURER'S CUSTOMER SERVICE

A. Manufacturer's authorized representative shall be available for customer service during installation and start-up, and to train personnel in the operation, maintenance and troubleshooting of the valve.

B. If specified, the manufacturer shall also make customer service available directly from the factory in addition to authorized representatives for assistance during installation and start-up, and to train personnel in the operation, maintenance and

	DATE	REVISIONS	DRAWN BY
1.	08/16/17	VILLAGE REVISIONS	ZRN
2.	09/06/17	VILLAGE REVISIONS	TLM
3.	12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4.	01/26/18	VILLAGE REVISIONS	TLM
5.	02/13/18	CLIENT REVISIONS	AVS

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SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
PROJECT NOTES AND SPECIFICATIONS

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 29112716
DATE 07/10/17
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

February 13, 2018 2:23:46 p.m. AcadVer: 22.0s (LMS Tech)
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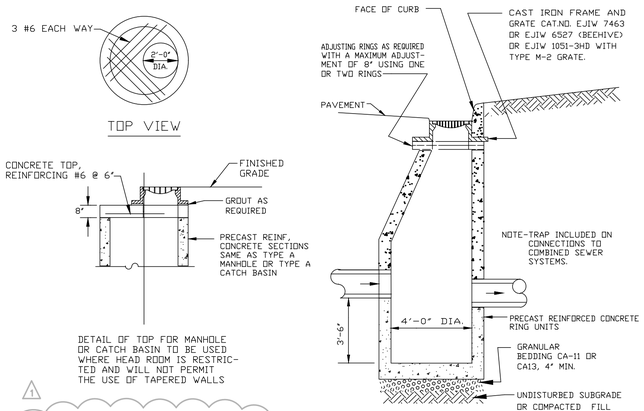
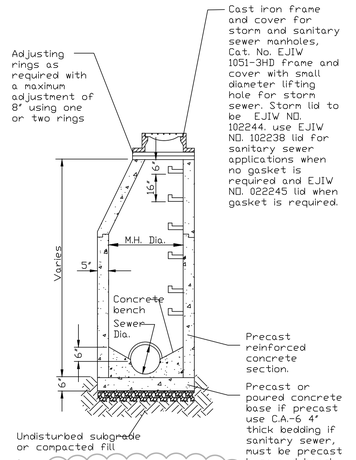


RESTRICTED DEPTH MANHOLE / CATCH BASIN — TYPE A - CATCH BASIN

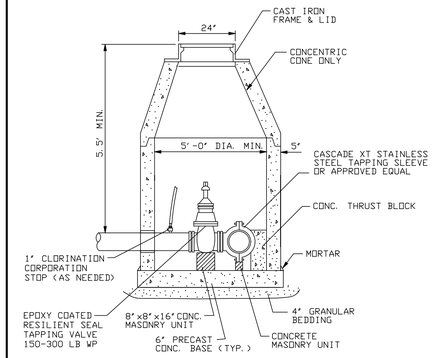
* RUBBER BOOT CONFORMING TO ASTM C-923 AT ALL STORM SEWERS & SANITARY SEWER PIPE/STRUCTURE CONNECTIONS
** CHIMNEY SEALS TO BE PLACED ON ALL STORM AND SANITARY STRUCTURES



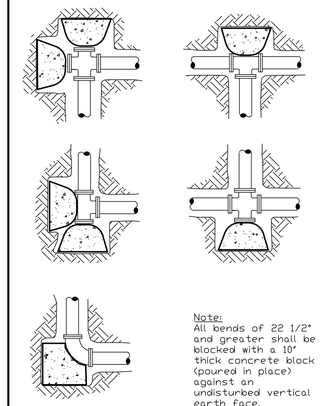
Notes:
1. All public manhole lids shall have the words "Arlington Heights" type cast into them, as well as the designation "Sanitary" or "Storm".
2. When manhole is located at sewer intersections, or bends, the bench shall be shaped to provide smooth unobstructed flow conditions
3. Manhole steps made of copolymer propylene plastic per as manufactured by M.A. Industries, Inc., Cat. No. PSI-PF or approved equal.
4. All pipes entering or exiting sanitary manholes shall have a waterproof flexible gasket seal conforming to A.S.T.M. specification No. C-923-79.
5. For complete manhole specifications see article 3.08 of the Manual of Practice of the Village of Arlington Heights

TYPE A - MANHOLE

* RUBBER BOOT CONFORMING TO ASTM C-923 AT ALL STORM & SANITARY SEWER PIPE/STRUCTURE CONNECTIONS
** CHIMNEY SEALS TO BE PLACED ON ALL STORM AND SANITARY STRUCTURES

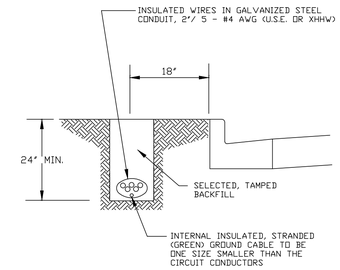


VALVE VAULT, TYPE A W/ PRESSURE CONNECTION

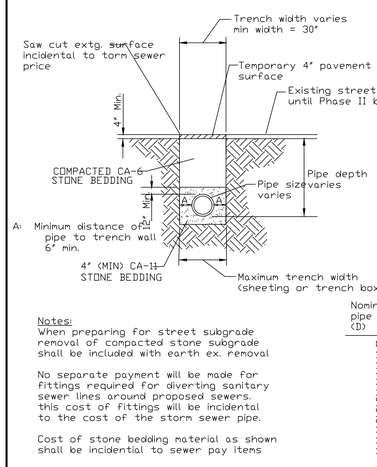


Note:
All bends of 22 1/2° and greater shall be blocked with a 10" thick concrete block (poured in place) against an undisturbed vertical earth face.

THRUST BLOCK INSTALLATIONS



CABLE TRENCHING



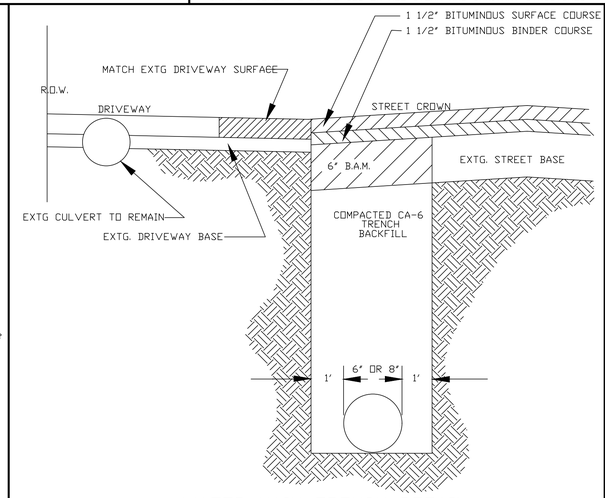
Notes:
When preparing for street subgrade removal of compacted stone subgrade shall be included with earth ex. removal

No separate payment will be made for fittings required for diverting sanitary sewer lines around proposed sewers. this cost of fittings will be incidental to the cost of the storm sewer pipe.

Cost of stone bedding material as shown shall be incidental to sewer pay items

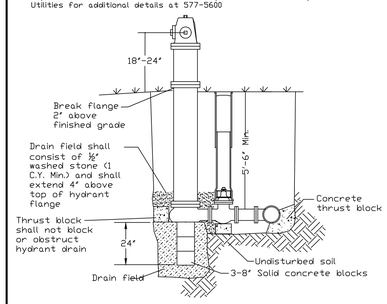
Nominal pipe dia (D)	Maximum trench width at pipe crown
8"	3'-2"
10"	3'-2"
12"	3'-2"
15"	3'-6"
18"	3'-10"
21"	4'-4"
24"	4'-8"
27"	4'-11"
30"	5'-3"
33"	6'-0"
36"	6'-4"

SANITARY SEWER TRENCH DETAIL

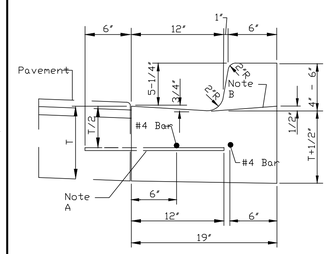


WATER MAIN TRENCH DETAIL
PAVEMENT SECTION (NOT INCLUDING A.H. ROAD)

Fire hydrants shall meet AWWA C-502 and be Traverse City Iron Works, East Jordan 5 br, or approved equal with one 5 1/4" valve opening, two 2 1/2" hose nozzles and one 5" pumper nozzle. Threads shall conform with national standard specifications. Each hydrant shall be equipped with an auxiliary resilient seal gate valve complete with roadway box, Tyler 6850 series, item 658-5. Fire hydrants must have thier discharge at least 18" but not more than 24" from the surface of the adjacent ground. hydrants shall be installed no closer than 3 feet and no more than 8 feet from the back of curb or edge of pavement to the 5" steamer nut. No barriers, trees, bushes, walls or other obstacles which may hide or impede the use of a fire hydrant shall be installed, maintained, constructed, or enlarged, within 48" of a fire hydrant. Hydrants which will be maintained by the Village shall be painted red, and privately maintained hydrants shall be painted yellow. all nozzle caps will be painted a reflective gray or white by the Public Works Dept. after notification from the developer. Contact the Superintendent of Utilities for additional details at 577-5600



FIRE HYDRANT

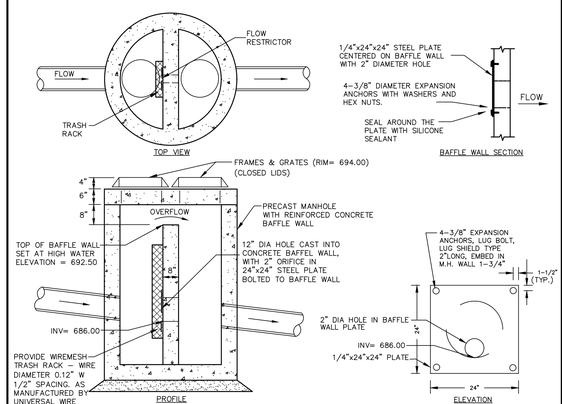


BARRIER TYPE CURB

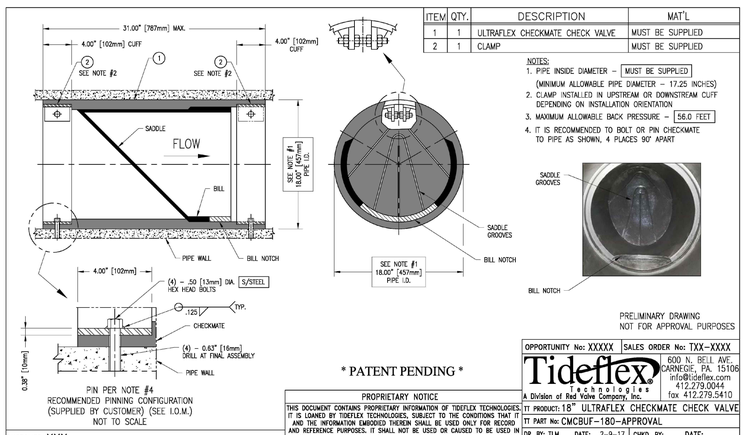
Notes:
1. 2-#4 longitudinal bars 20 feet in length with 12" overlaps, at 60' intervals, except at expansion joints.
2. Expansion joints shall be a minimum of 3/4" preformed expansion material and shall be provided with a 1" dia. x 18" coated smooth dowel bar fitted with a cap that will allow a minimum of 1" of expansion.
3. Construction joints shall be template formed or saw-cut (within 24 hours of placement of the curb) to 1/5th the depth of the gutter flag at 20ft. intervals or at the joints depth of the gutter flag at 20ft. intervals or at the joints in an adjacent concrete pavement.

Note "A"
1/2" dia. steel tie bars @ 2'-6" centers grouted in place or 5/8" dia. j-bolts anchored in place. (omit for bituminous base course)

Note "B"
Profile for depressed curb @ driveways and ramps



RESTRICTOR IN CATCH BASIN No. 27



ITEM	QTY.	DESCRIPTION	MAT'L
1	1	ULTRAFLEX CHECKMATE CHECK VALVE	MUST BE SUPPLIED
2	1	CLAMP	MUST BE SUPPLIED

NOTES:
1. PIPE INSIDE DIAMETER - MUST BE SUPPLIED (MINIMUM ALLOWABLE PIPE DIAMETER - 17.25 INCHES)
2. CLAMP INSTALLED IN UPSTREAM OR DOWNSTREAM CUFF DEPENDING ON INSTALLATION ORIENTATION
3. MAXIMUM ALLOWABLE BACK PRESSURE - 56.0 FEET
4. IT IS RECOMMENDED TO BOLT OR PIN CHECKMATE TO PIPE AS SHOWN, 4 PLACES 90° APART

PRELIMINARY DRAWING NOT FOR APPROVAL PURPOSES

PIN PER NOTE #4
RECOMMENDED PINNING CONFIGURATION (SUPPLIED BY CUSTOMER) (SEE I.O.M.)
NOT TO SCALE

CUSTOMER: XXX
ORDER No: XXX

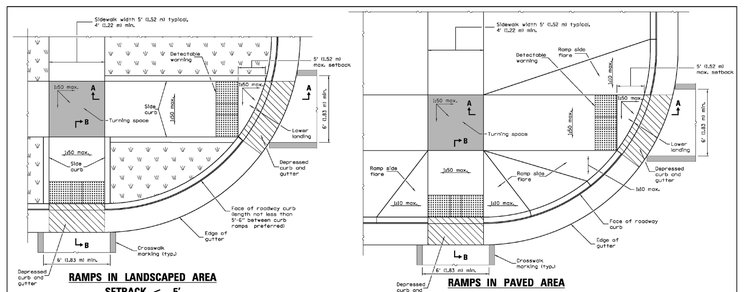
* PATENT PENDING *

OPPORTUNITY No: XXXXX | SALES ORDER No: TXX-XXXX

Tideflex Technologies
A Division of Red Valve Company, Inc.
600 N. BELL AVE.
CARNEGIE, PA. 15106
info@tideflex.com
412.279.0044
fax 412.279.5410

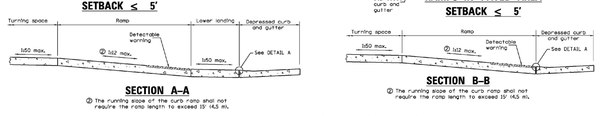
TT PRODUCT: 18" ULTRAFLEX CHECKMATE CHECK VALVE
TT PART No: CMCBUF-180-APPROVAL
DR. BY: TLM | DATE: 2-9-17 | CHKD. BY: | DATE:
CAD SCALE: FULL | REV
PLOT SCALE: 1 = 1 | DWG No: TTS-XXXX

PROPRIETARY NOTICE
THIS DOCUMENT CONTAINS PROPRIETARY INFORMATION OF TIDEFLEX TECHNOLOGIES. IT IS LOANED BY TIDEFLEX TECHNOLOGIES, SUBJECT TO THE CONDITIONS THAT IT AND THE INFORMATION EMBODIED THEREIN SHALL BE USED ONLY FOR RECORD AND REFERENCE PURPOSES. IT SHALL NOT BE USED OR CAUSED TO BE USED IN ANY WAY PREJUDICIAL TO THE INTERESTS OF TIDEFLEX TECHNOLOGIES. IT SHALL NOT BE REPRODUCED OR COPIED IN WHOLE OR PART, OR DISCLOSED TO ANYONE WITHOUT THE DIRECT WRITTEN PERMISSION OF TIDEFLEX TECHNOLOGIES AND SHALL BE RETURNED UPON REQUEST.



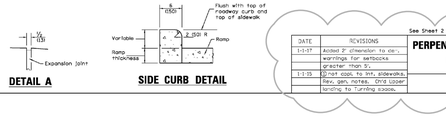
RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

RAMPS IN PAVED AREA
SETBACK ≤ 5'



SECTION A-A
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

SECTION B-B
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

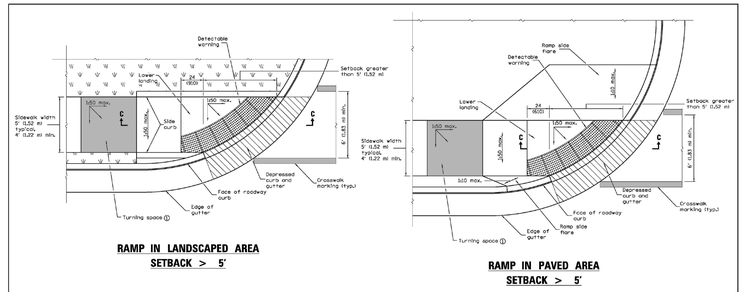


DETAIL A
SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

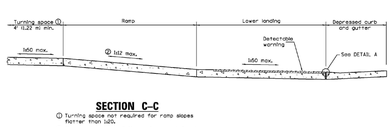
DATE	REVISIONS
1-11-17	Added 2" dimension to side warnings for setbacks greater than 5'.
1-1-15	Original rev. to int. sidewalks. Rev. gen. notes. Omit lower landing for turning space.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)
STANDARD 424001-09



RAMP IN LANDSCAPED AREA
SETBACK > 5'

RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C
① Turning space not required for ramp slopes flatter than 1:20.
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (rise).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:20 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches unless otherwise unless otherwise shown.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)
STANDARD 424001-09

February 13, 2018 2:23:57 pm\ AcadVer:23.0s (LMS Tech)
Drawing: S:\29112716 - ARLINGTON HTS APARTMENTS\300_ENGINEERING\310_CADD\FINAL\291_BASE.DWG

DATE	REVISIONS	DRAWN BY
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2. 09/06/17	VILLAGE REVISIONS	TLM
3. 12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4. 01/26/18	VILLAGE REVISIONS	TLM
5. 02/13/18	CLIENT REVISIONS	AVS

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS

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RWG Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 29112716
DATE 07/10/17
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

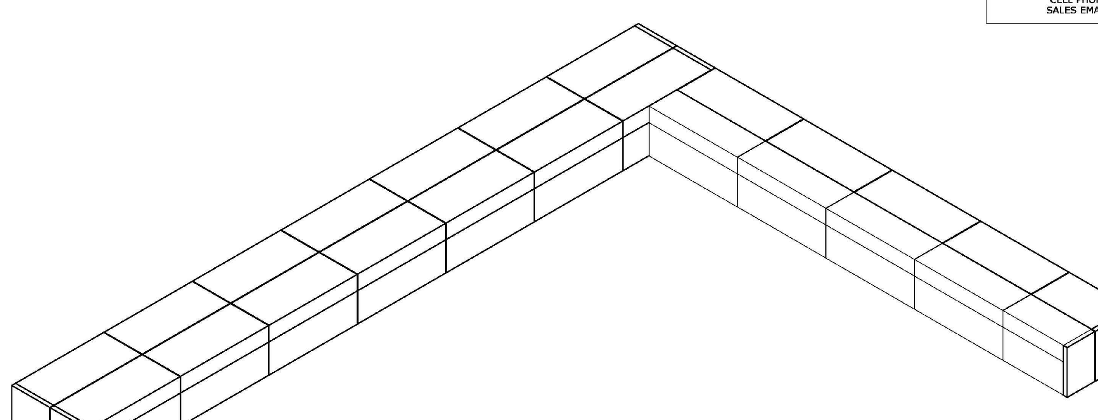
StormTrap®
MODULAR CONCRETE STORMWATER MANAGEMENT

PAGE	DESCRIPTION
0.0	COVER SHEET
1.0	DOUBLETRAP DESIGN CRITERIA
2.0	DOUBLETRAP SYSTEM LAYOUT
3.0	DOUBLETRAP INSTALLATION SPECIFICATIONS
3.1	DOUBLETRAP INSTALLATION SPECIFICATIONS
4.0	DOUBLETRAP BACKFILL SPECIFICATIONS
5.0	RECOMMENDED PIPE / ACCESS OPENING SPECIFICATIONS
6.0	DOUBLETRAP MODULE TYPES

SHEET INDEX

STORMTRAP CONTACT INFORMATION

STORM TRAP SUPPLIER: STORMTRAP
CONTACT NAME: ANTHONY CAUDLE
CELL PHONE: 815-545-6131
SALES EMAIL: ACAUDLE@STORMTRAP.COM



SIGWALT APARTMENTS
ARLINGTON HEIGHTS, IL

StormTrap® PATENTS LISTED AT: (HTTP://STORMTRAP.COM/PATENT)
1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
RWG ENGINEERING
975 E. 22ND STREET
SUITE 400
WHEATON, IL 60189
PHONE: 630-480-7889

PROJECT INFORMATION:
SIGWALT APARTMENTS
ARLINGTON HEIGHTS, IL

CURRENT ISSUE DATE: 12/15/2017
ISSUED FOR: PRELIMINARY

REV.	DATE:	ISSUED FOR:	DWN BY:
2	12/15/2017	PRELIMINARY	DS
1	7/5/2017	PRELIMINARY	DS

SCALE: NTS
SHEET TITLE: COVER SHEET
SHEET NUMBER: 0.0

STRUCTURAL DESIGN LOADING CRITERIA

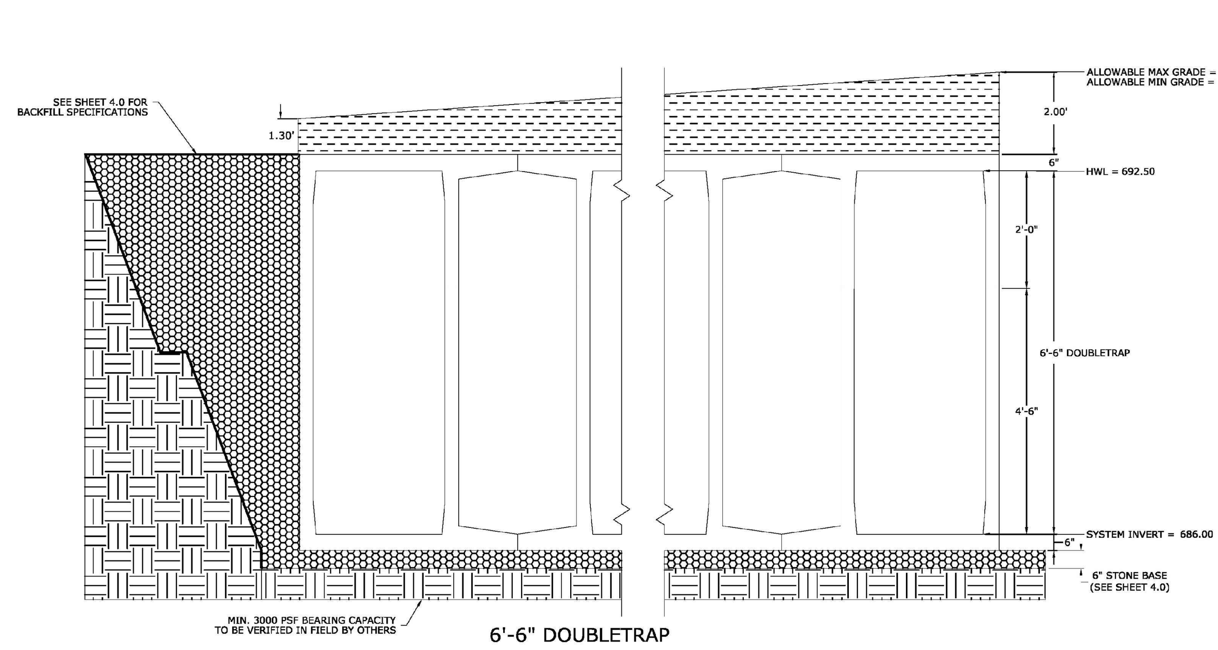
LIVE LOADING: AASHTO HS-20 HIGHWAY LOADING
GROUND WATER TABLE: BELOW INVERT OF SYSTEM
SOIL BEARING PRESSURE: 3000 PSF
SOIL DENSITY: 120 PCF
EQUIVALENT UNSATURATED LATERAL ACTIVE EARTH PRESSURE: 35 PSF / FT.
EQUIVALENT SATURATED LATERAL ACTIVE EARTH PRESSURE: 80 PSF/FT. (IF WATER TABLE PRESENT)
APPLICABLE CODES: AASHTO, ACI-318
BACKFILL TYPE: ¾" STONE AGGREGATE

STORMTRAP SYSTEM INFORMATION

WATER STORAGE REQ'D: 12,633.00 CUBIC FEET
WATER STORAGE PROV: 12,765.97 CUBIC FEET
UNIT HEADROOM: 6'-6" DOUBLETRAP
UNIT QUANTITY: 48 TOTAL UNITS

SITE SPECIFIC DESIGN CRITERIA

1. STORMTRAP UNITS SHALL BE MANUFACTURED AND INSTALLED ACCORDING TO SHOP DRAWINGS APPROVED BY THE INSTALLING CONTRACTOR AND ENGINEER OF RECORD. THE SHOP DRAWINGS SHALL INDICATE SIZE AND LOCATION OF ROOF OPENINGS AND INLET/ OUTLET PIPE TYPES, SIZES, INVERT ELEVATIONS AND SIZE OF OPENINGS.
2. COVER RANGE: MIN. 1.30' MAX. 2.00' CONSULT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
3. ALL DIMENSIONS AND SOIL CONDITIONS, INCLUDING BUT NOT LIMITED TO GROUNDWATER AND SOIL BEARING CAPACITY ARE REQUIRED TO BE VERIFIED IN THE FIELD BY OTHERS PRIOR TO STORMTRAP INSTALLATION.
4. FOR STRUCTURAL CALCULATIONS THE GROUND WATER TABLE IS ASSUMED TO BE BELOW INVERT OF SYSTEM . IF WATER TABLE IS DIFFERENT THAN ASSUMED, CONTACT STORMTRAP.



6'-6" DOUBLETRAP

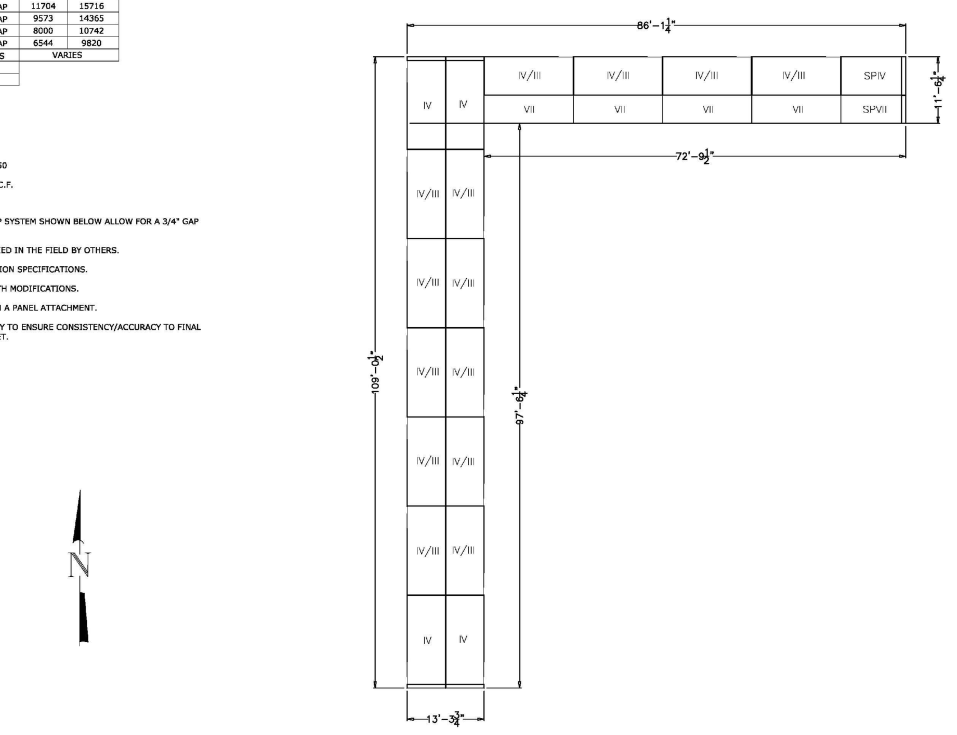
SHEET TITLE: DOUBLETRAP DESIGN CRITERIA
SHEET NUMBER: 1.0

BILL OF MATERIALS

QTY.	UNIT TYPE	DESCRIPTION	TOP WEIGHT	BASE WEIGHT
0	II/I	6'-6" DOUBLETRAP	13836	14986
0	II	6'-6" DOUBLETRAP	13836	17061
14	IV/III	6'-6" DOUBLETRAP	11704	14678
4	IV	6'-6" DOUBLETRAP	11704	15716
4	VII	6'-6" DOUBLETRAP	9573	14365
1	SPIV	6'-6" DOUBLETRAP	8000	10742
1	SPVII	6'-6" DOUBLETRAP	6544	9820
8	PANEL	8" THICK PANELS	VARIES	
6	JOINTWRAP	150' PER ROLL		
48	JOINTTAPE	14.5' PER ROLL		

DESIGN CRITERIA
ALLOWABLE MAX GRADE = 695.00
ALLOWABLE MIN GRADE = 694.30
INSIDE HEIGHT ELEVATION = 692.50
SYSTEM INVERT = 686.00
STORMTRAP VOLUME = 12,765.97 C.F.

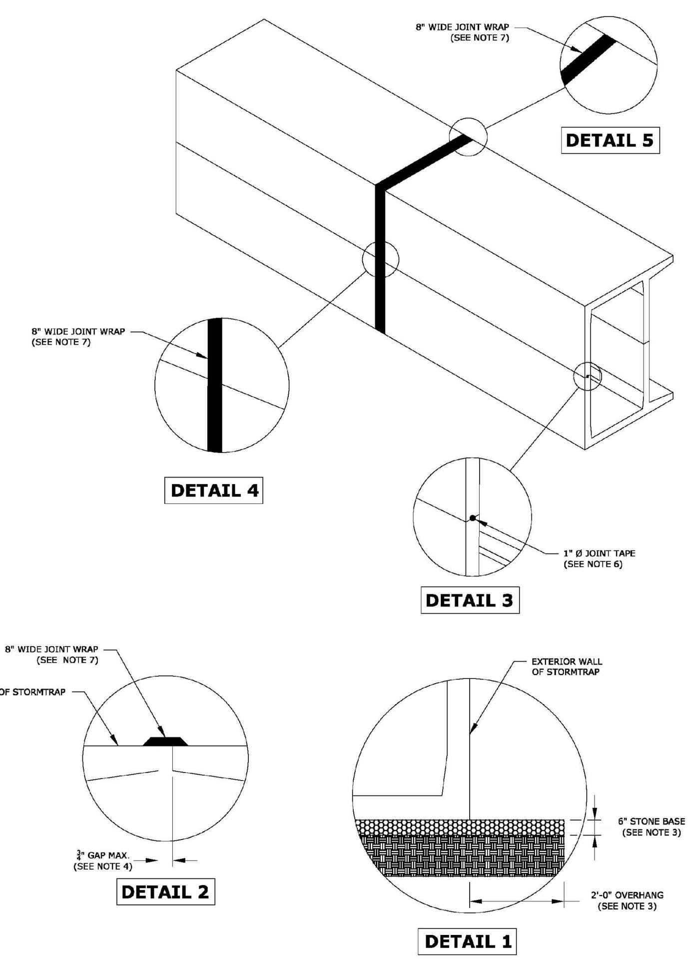
NOTES:
1. DIMENSIONING OF STORMTRAP SYSTEM SHOWN BELOW ALLOW FOR A 3/4" GAP BETWEEN EACH MODULE.
2. ALL DIMENSIONS TO BE VERIFIED IN THE FIELD BY OTHERS.
3. SEE SHEET 3.0 FOR INSTALLATION SPECIFICATIONS.
4. SP - INDICATES A MODULE WITH MODIFICATIONS.
5. P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
6. CONTRACTORS RESPONSIBILITY TO ENSURE CONSISTENCY/ACCURACY TO FINAL ENGINEER OF RECORD PLAN SET.



SHEET TITLE: DOUBLETRAP SYSTEM LAYOUT
SHEET NUMBER: 2.0

STORMTRAP INSTALLATION SPECIFICATIONS

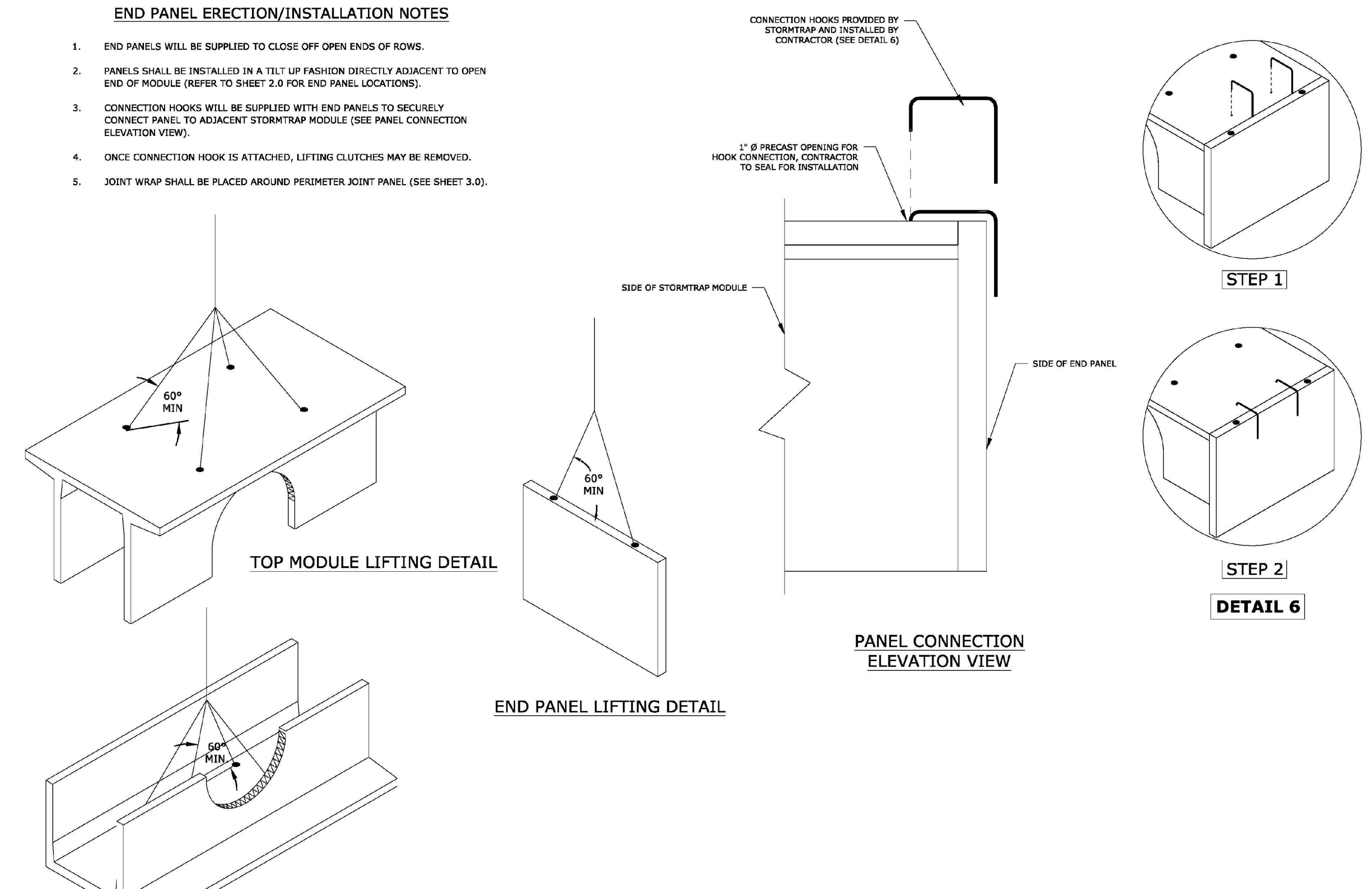
1. STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891, STANDARD FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES, THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS SHALL APPLY:
2. IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
3. STORMTRAP MODULES CAN BE PLACED ON A LEVEL, 6" FOUNDATION OF ¾" AGGREGATE EXTENDING 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1) AND SHALL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.0 FOR SOIL BEARING CAPACITY REQUIREMENTS), AND IN ACCORDANCE WITH ASTM C891 STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST UTILITY STRUCTURES.
4. THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED ¾" (SEE DETAIL 2). IF THE SPACE EXCEEDS ¾", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
5. STORMTRAP MODULES ARE NOT WATERTIGHT. IF A WATERTIGHT SOLUTION IS REQUIRED, CONTACT STORMTRAP FOR RECOMMENDATIONS. THE WATERTIGHT APPLICATION IS TO BE PROVIDED AND IMPLEMENTED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE SELECTED WATERTIGHT SOLUTION PERFORMS AS SPECIFIED BY THE MANUFACTURER.
6. THE PERIMETER HORIZONTAL JOINT BETWEEN THE TOP AND BASE LEG CONNECTION OF THE STORMTRAP MODULES SHALL BE SEALED WITH PREFORMED MASTIC JOINT TAPE ACCORDING TO ASTM C891, 8.8 AND 8.12. (SEE DETAIL 3). THE MASTIC JOINT TAPE DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT TAPE IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM.
7. ALL EXTERIOR JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN , HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 3 & 4). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
   - 7.1. USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE JOINT WRAP IS TO BE APPLIED.
   - 7.2. A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
8. IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
9. IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
10. STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.



SHEET TITLE: DOUBLETRAP INSTALLATION SPECIFICATIONS
SHEET NUMBER: 3.0

END PANEL ERECTION/INSTALLATION NOTES

1. END PANELS WILL BE SUPPLIED TO CLOSE OFF OPEN ENDS OF ROWS.
2. PANELS SHALL BE INSTALLED IN A TILT UP FASHION DIRECTLY ADJACENT TO OPEN END OF MODULE (REFER TO SHEET 2.0 FOR END PANEL LOCATIONS).
3. CONNECTION HOOKS WILL BE SUPPLIED WITH END PANELS TO SECURELY CONNECT PANEL TO ADJACENT STORMTRAP MODULE (SEE PANEL CONNECTION ELEVATION VIEW).
4. ONCE CONNECTION HOOK IS ATTACHED, LIFTING CLUTCHES MAY BE REMOVED.
5. JOINT WRAP SHALL BE PLACED AROUND PERIMETER JOINT PANEL (SEE SHEET 3.0).



SHEET TITLE: DOUBLETRAP INSTALLATION SPECIFICATIONS
SHEET NUMBER: 3.1

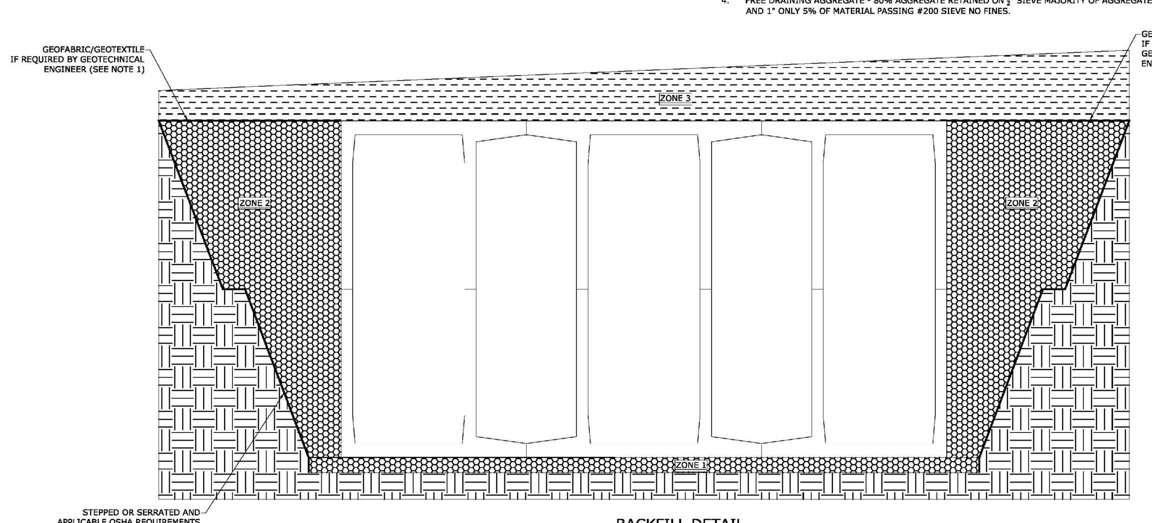
ZONE CHART

ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1	FOUNDATION AGGREGATE	#5 (¾") AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 2	BACKFILL	#5 (¾") AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

FILL DEPTH	TRACK WIDTH	MAX GROUND PRESSURE
12"	12"	1690 psf
	18"	1219 psf
	24"	1111 psf
	30"	1000 psf
	36"	924 psf

STORMTRAP ZONE INSTALLATION SPECIFICATIONS/PROCEDURES

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MATERIAL SHALL BE CLEAN, CRUSHED, ANGULAR No. 5 (AASHTO M43) AGGREGATE. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS).
2. DURING PLACEMENT OF MATERIAL OVERTOP THE SYSTEM, AT NO TIME SHALL MACHINERY BE USED OVERTOP THAT EXCEEDS THE DESIGN LIMITATIONS OF THE SYSTEM. WHEN PLACEMENT OF MATERIAL OVERTOP, MATERIAL SHALL BE PLACED SUCH THAT THE DIRECTION OF PLACEMENT IS PARALLEL WITH THE OVERALL LONGITUDINAL DIRECTION OF THE SYSTEM WHENEVER POSSIBLE.
3. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED AT A MINIMUM OF 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN HS-20 LOADING CRITERIA TRAVEL OVERTOP THE SYSTEM WITHOUT THE MINIMUM DESIGN COVERAGE. IF TRAVEL IS NECESSARY OVERTOP THE SYSTEM PRIOR TO ACHIEVING THE MINIMUM DESIGN COVER, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. IN SOME CASES, IN ORDER TO ACHIEVE REQUIRED COMPACTION, HAND COMPACTION MAY BE NECESSARY IN ORDER NOT TO EXCEED THE ALLOTTED DESIGN LOADING. SEE CHART FOR TRACKED VEHICLE WIDTH AND ALLOWABLE MAXIMUM PRESSURE PER TRACK.
4. FREE DRAINING AGGREGATE - 80% AGGREGATE RETAINED ON ½" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN ½" AND 1" ONLY 5% OF MATERIAL PASSING #200 SIEVE NO FINES.



BACKFILL DETAIL

SHEET TITLE: DOUBLETRAP BACKFILL SPECIFICATIONS
SHEET NUMBER: 4.0

RECOMMENDED ACCESS OPENING SPECIFICATION

1. A TYPICAL ACCESS OPENING FOR THE STORMTRAP SYSTEM ARE 2'-0" IN DIAMETER. ACCESS OPENINGS LARGER THAN 3'-0" IN DIAMETER NEED TO BE APPROVED BY STORMTRAP. ALL OPENINGS MUST RETAIN AT LEAST 1'-0" OF CLEARANCE FROM THE END OF THE STORMTRAP MODULE UNLESS NOTED OTHERWISE. ALL ACCESS OPENINGS TO BE LOCATED ON INSIDE LEG UNLESS OTHERWISE SPECIFIED.
2. PLASTIC COATED STEEL STEPS PRODUCED BY M.A. INDUSTRIES PART #PS3-PFC OR APPROVED EQUAL (SEE STEP DETAIL) ARE PROVIDED INSIDE ANY MODULE WHERE DEEMED NECESSARY. THE HIGHEST STEP IN THE MODULE IS TO BE PLACED A DISTANCE OF 1'-0" FROM THE INSIDE EDGE OF THE STORMTRAP MODULES. ALL ENSUING STEPS SHALL BE PLACED WITH A MAXIMUM DISTANCE OF 1'-4" BETWEEN THEM. STEPS MAY BE MOVED OR ALTERED TO AVOID OPENINGS OR OTHER IRREGULARITIES IN THE MODULE.
3. STORMTRAP LIFTING INSERTS MAY BE RELOCATED TO AVOID INTERFERENCE WITH ACCESS OPENINGS OR THE CENTER OF GRAVITY OF THE MODULE AS NEEDED.
4. STORMTRAP ACCESS OPENINGS MAY BE RELOCATED TO AVOID INTERFERENCE WITH INLET AND/OR OUTLET PIPE OPENINGS SO PLACEMENT OF STEPS IS ATTAINABLE.
5. ACCESS OPENINGS SHOULD BE LOCATED IN ORDER TO MEET THE APPROPRIATE MUNICIPAL REQUIREMENTS. STORMTRAP RECOMMENDS AT LEAST TWO ACCESS OPENINGS PER SYSTEM FOR ACCESS AND INSPECTION.
6. USE PRECAST ADJUSTING RINGS AS NEEDED TO MEET GRADE. STORMTRAP RECOMMENDS FOR COVER OVER 2' TO USE PRECAST BARREL OR CONE INSPECTIONS. (PROVIDED BY OTHERS)

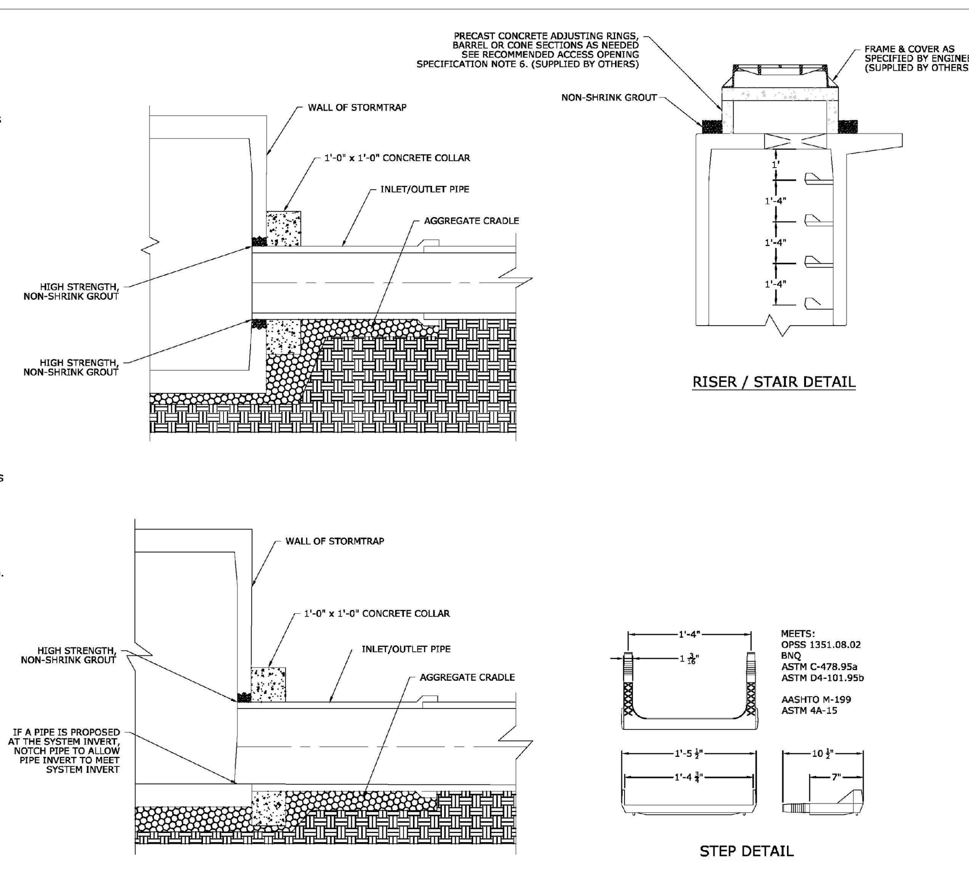
RECOMMENDED PIPE OPENING SPECIFICATION

1. MINIMUM EDGE DISTANCE FOR AN OPENING ON THE OUTSIDE WALL SHALL BE NO LESS THAN 1'-0".
2. MAXIMUM OPENING SIZE TO BE DETERMINED BY THE MODULE HEIGHT. PREFERRED OPENING SIZE Ø 36" OR LESS. ANY OPENING NEEDED THAT DOES NOT FIT THIS CRITERIA SHALL BE BROUGHT TO THE ATTENTION OF STORMTRAP FOR REVIEW.
3. CONNECTING PIPES SHALL BE INSTALLED WITH A 1'-0" CONCRETE COLLAR, AND AN AGGREGATE CRADLE FOR AT LEAST ONE PIPE LENGTH (SEE PIPE CONNECTION DETAIL). A STRUCTURAL GRADE CONCRETE OR HIGH STRENGTH, NON-SHRINK GROUT WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI SHALL BE USED.
4. THE ANNULAR SPACE BETWEEN THE PIPE AND THE HOLE SHALL BE FILLED WITH HIGH STRENGTH NON-SHRINK GROUT.

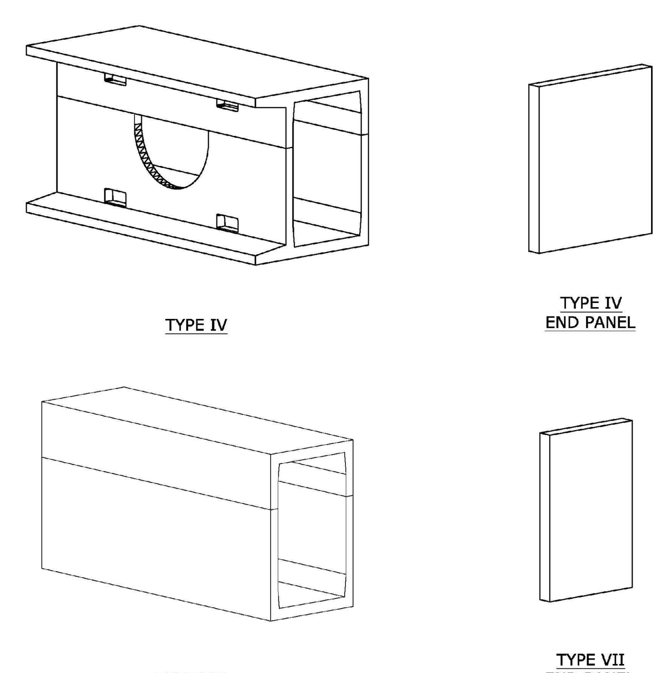
RECOMMENDED PIPE INSTALLATION INSTRUCTIONS

1. CLEAN AND LIGHTLY LUBRICATE ALL OF THE PIPE TO BE INSERTED INTO STORMTRAP.
2. IF PIPE IS CUT, CARE SHOULD BE TAKEN TO ALLOW NO SHARP EDGES. BEVEL AND LUBRICATE LEAD END OF PIPE.
3. ALIGN CENTER OF PIPE TO CORRECT ELEVATION AND INSERT INTO OPENING.

NOTE: ALL ANCILLARY PRODUCTS/SPECIFICATIONS RECOMMENDED AND SHOWN ON THIS SHEET ARE RECOMMENDATIONS ONLY AND SUBJECT TO CHANGE PER THE INSTALLING CONTRACTOR AND/OR PER LOCAL MUNICIPAL CODE/REQUIREMENTS.

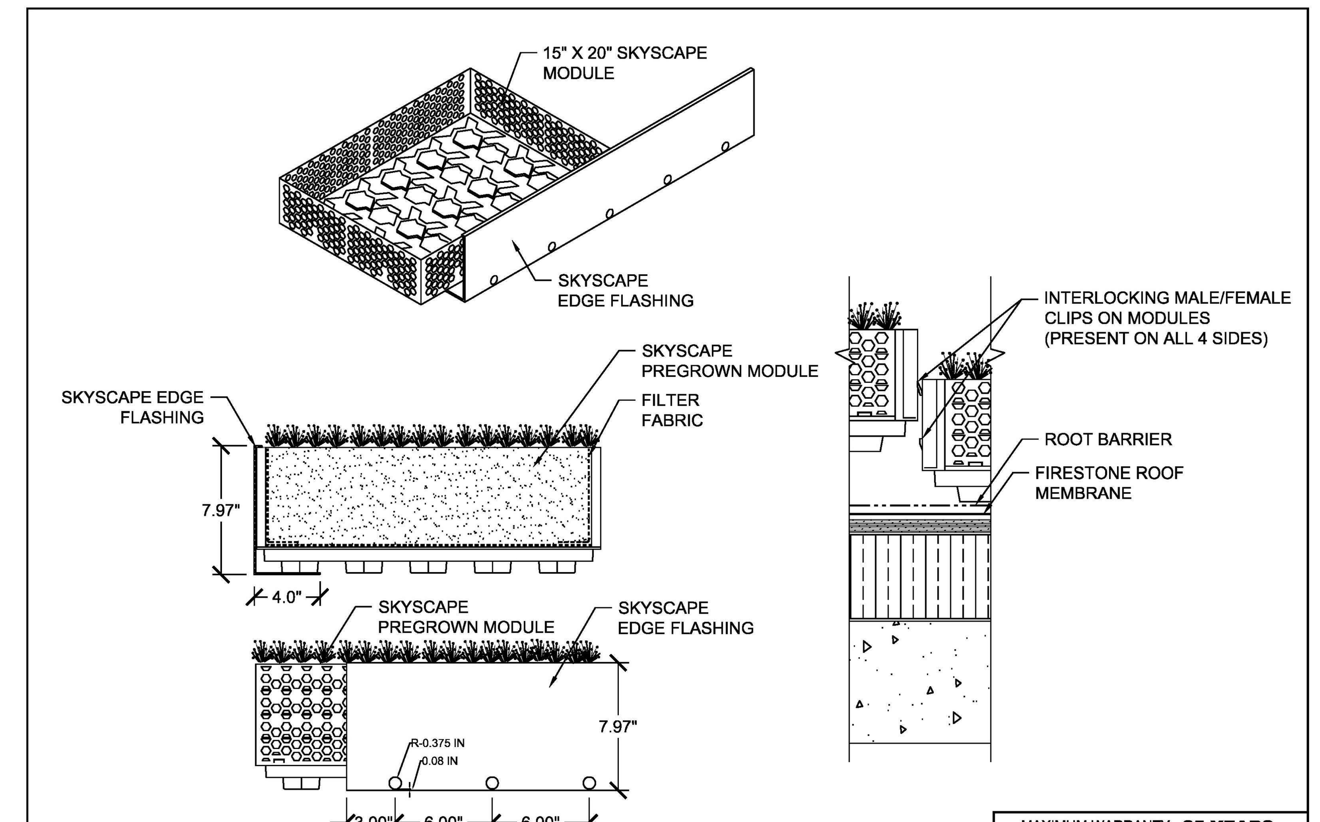


SHEET TITLE: RECOMMENDED PIPE / ACCESS OPENING SPECIFICATIONS
SHEET NUMBER: 5.0



NOTES:
1. OPENING LOCATIONS AND SHAPES MAY VARY.
2. SP - INDICATES A MODULE WITH MODIFICATIONS.
3. P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
4. POCKET WINDOW OPENINGS ARE OPTIONAL.

SHEET TITLE: DOUBLETRAP MODULE TYPES
SHEET NUMBER: 6.0



MAXIMUM WARRANTY: **25 YEARS**

Firestone BUILDING PRODUCTS
NOBODY COVERS YOU BETTER.™
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SKYSCAPE 6" PREGROWN MODULE (15" x 20")
SKYSCAPE™ VEGETATIVE ROOF SYSTEM
ACCEPTABLE SYSTEMS: ENVIRO READY EPDM / TPO / MOD BIT
ISSUE / REVISION DATE: 11/30/2015
NOT TO SCALE
DETAIL NO. SS-6C

*APPROVED ALTERNATIVE MAY BE USED.

	DATE	REVISIONS	DRAWN BY
1.	08/16/17	VILLAGE REVISIONS	ZRN
2.	09/06/17	VILLAGE REVISIONS	TLM
3.	12/15/17	VILLAGE/CLIENT REVISIONS	TLM
4.	01/26/18	VILLAGE REVISIONS	TLM
5.	02/13/18	CLIENT REVISIONS	AVS

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SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

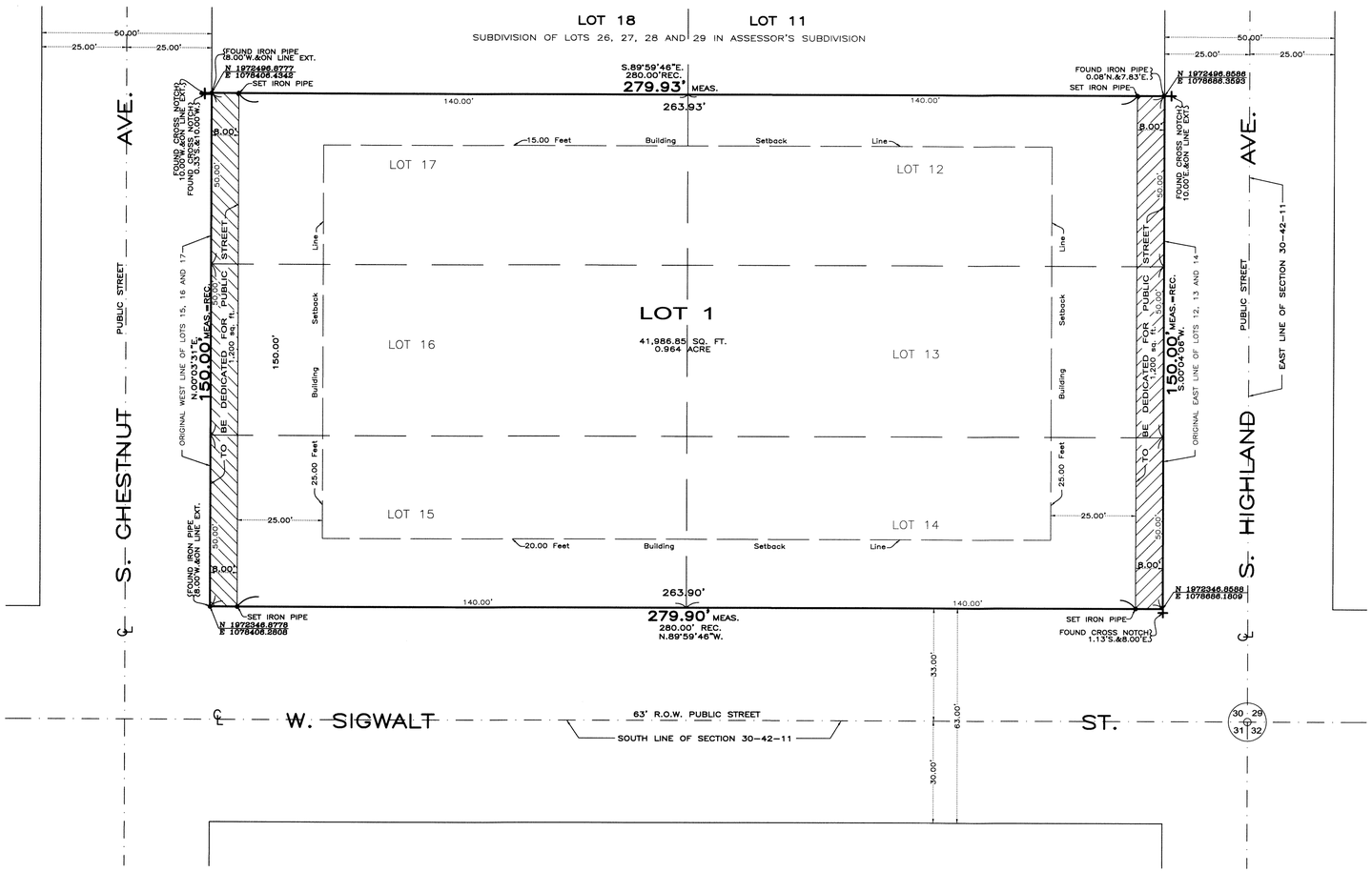
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management

PROJECT NO. 29112716
DATE 07/10/17
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY ZRN

FINAL PLAT

45 S. CHESTNUT SUBDIVISION

BEING A SUBDIVISION OF LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



NORTH

GRAPHIC SCALE

20 0 20 40

(IN FEET)
1 Inch = 20 Ft.

NOTE:
COORDINATES AT LOT CORNERS SHOWN HEREON ARE REFERENCED TO ILLINOIS STATE PLANE SYSTEM COORDINATES, EAST ZONE. ESTABLISHED THROUGH VRS TRIMBLE NETWORK.

ERROR OF CLOSURE

North: 1972496.8586 East : 1078686.3593
Line Course: N 89-59-46 W Length: 279.93
North: 1972496.8776 East : 1078406.4293
Line Course: S 00-03-31 W Length: 150.00
North: 1972346.8777 East : 1078406.2759
Line Course: S 89-59-46 E Length: 279.90
North: 1972346.8587 East : 1078686.1759
Line Course: N 00-04-08 E Length: 150.00
North: 1972496.8586 East : 1078686.3548

Perimeter: 859.82 Area: 41,986.84 sq.ft. 0.9639 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0045 Course: S 89-40-13 W
Error North: -0.00003 East : -0.00455

VILLAGE CERTIFICATE

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 DIRECTOR OF ENGINEERING

_____

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 TAXES, NO UNPAID FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ATTACHED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ATTACHED PLAT.
GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK, DATED THIS

_____ DAY OF _____, A.D., 20___.

_____
COUNTY CLERK

VILLAGE COLLECTOR

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE AGAINST THIS TRACT OF LAND INCLUDED IN THE PLAT HEREON DRAWN.

VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS.

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

_____
VILLAGE COLLECTOR

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and Communication service is hereby reserved for and granted to

Commonwealth Edison Company,
and
SBC Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cable, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E. " (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees,bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", open area", "common ground", "parking" and "common area". The terms "common area or areas" and "Common elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building. Service Business District or structures such as a pool or retention pond, or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written consent.

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY:_____ DATE:_____, 20___.

TITLE:_____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY:_____ DATE:_____, 20___.

TITLE:_____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY:_____ DATE:_____, 20___.

TITLE:_____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY:_____ DATE:_____, 20___.

TITLE:_____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY:_____ DATE:_____, 20___.

TITLE:_____

DEED OF DEDICATION

I, THE UNDERSIGNED, _____, OWNER 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 45 S. CHESTNUT SUBDIVISION, AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY. ALL STREETS AND ALLEYS AND PUBLIC OPEN SPACES SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERECTED OR MAINTAINED NO BUILDING OR STRUCTURE. THERE ARE STRIPS OF GROUND, __NONE__ FEET IN WIDTH, AS SHOWN ON THIS PLAT AND MARKED "EASEMENT" RESERVED FOR THE USE OF PUBLIC UTILITIES FOR THE INSTALLATION OF WATER AND SEWER MAINS, POLES, DUCTS, LINES AND WIRES, SUBJECT AT ALL TIMES TO THE PROPER AUTHORIES AND TO THE EASEMENT HEREIN RESERVED. NO PERMANENT OR OTHER STRUCTURES ARE TO BE ERECTED OR MAINTAINED UPON THESE STRIPS OF LAND, BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES, AND TO THE RIGHTS OF THE OWNERS OF OTHER LOTS IN THIS SUBDIVISION.

THE FOREGOING COVENANTS (OR RESTRICTIONS), ARE TO RUN WITH THE LAND AND SHALL BE BINDING ON ALL PARTIES AND ALL PERSONS CLAIMING UNDER THEM JANUARY 1, 2042, AT WHICH TIME SAID COVENANTS (OR RESTRICTIONS) SHALL BE AUTOMATICALLY EXTENDED FOR SUCCESSIVE PERIODS OF TEN YEARS UNLESS INDICATED OTHERWISE BY NEGATIVE VOTE OF A MAJORITY OF THE THEN OWNERS OF THE BUILDING SITES COVERED BY THESE COVENANTS (OR RESTRICTIONS), IN WHOLE OR IN PART, WHICH SAID VOTE WILL BE EVIDENCED BY A PETITION IN WRITING SIGNED BY THE OWNERS AND DULY RECORDED. INVALIDATION OF ANY ONE OF THE FOREGOING COVENANTS (OR RESTRICTIONS) BY JUDGMENT OR COURT ORDER SHALL IN NO WAY AFFECT ANY OF THE OTHER VARIOUS COVENANTS (OR RESTRICTIONS), WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

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

WITNESS OUR HANDS AND SEALS THIS _____DAY OF _____,20___.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

BEFORE ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, PERSONALLY APPEARED _____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 _____.

_____
NOTARY PUBLIC

PROFESSIONALS ASSOCIATED SURVEY, INC.
PROFESSIONAL DESIGN FIRM NO. 184-003023

7100 N. TRIPP AVE, LINCOLNWOOD, ILLINOIS 60712
TEL. (847) 675-3000 FAX (847) 675-2167
e-mail: pa@professionalsassociated.com
www.professionalsassociated.com

ORDERED NO: 17-91627

REVISED: SEPTEMBER 11, 2017. (SETBACKS LINE)
REVISED: JANUARY 19, 2018.
REVISED: JANUARY 22, 2018.
REVISED: FEBRUARY 6, 2018.

PERMANENT INDEX NUMBER: 03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000
03-30-425-014-0000
03-30-425-013-0000
03-30-425-012-0000

PLAT SUBMITTED FOR RECORDING BY:

_____
_____
_____

SENT TAX BILL TO:

NAME: _____

ADDRESS: _____

_____

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF) S.S.

I_____, DO HEREBY

CERTIFY THAT I AM THE LEGAL OWNER OF THE PROPERTY DESCRIBED HEREON AND THAT I HAVE CAUSED THE SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON. ADDITIONALLY, I HEREBY CERTIFY THAT THE PROPERTY HEREON DESCRIBED IS LOCATED WITHIN THE BOUNDARIES OF:

ELEMENTARY SCHOOL DISTRICT: CONSOLIDATED COMMUNITY SCHOOL DISTRICT #25

HIGH SCHOOL DISTRICT: TOWNSHIP HIGH SCHOOL DISTRICT #214 / HARPER COMMUNITY COLLEGE DISTRICT #512

DATED THIS _____DAY OF _____,A.D. 20_____.

_____
OWNER SIGNATURE

NOTARY'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

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

PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AS OWNER OF THE PROPERTY DESCRIBED HEREON, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED SHE/HE SIGNED THE SAID INSTRUMENT AS HER/HIS OWN FREE ANV VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

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

_____
NOTARY PUBLIC

LAND SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

I, HYLTON E. DONALDSON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR DO HEREBY CERTIFY THAT I HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING DESCRIBED PROPERTY:

LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

IRON PIPES OR OTHER MONUMENTATION AS NOTED WERE FOUND OR SET AT ALL THE LOT CORNERS OF THE CONSOLIDATION.

ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT THE PROPERTY SHOWN HEREON IS NOT SITUATED IN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, AS PER FLOOD INSURANCE RATE MAP, PANEL NUMBER 0203 J, COMMUNITY NUMBER 170056, EFFECTIVE DATE AUGUST 19, 2008, ZONE "X" (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL ACANCE FLOOD)

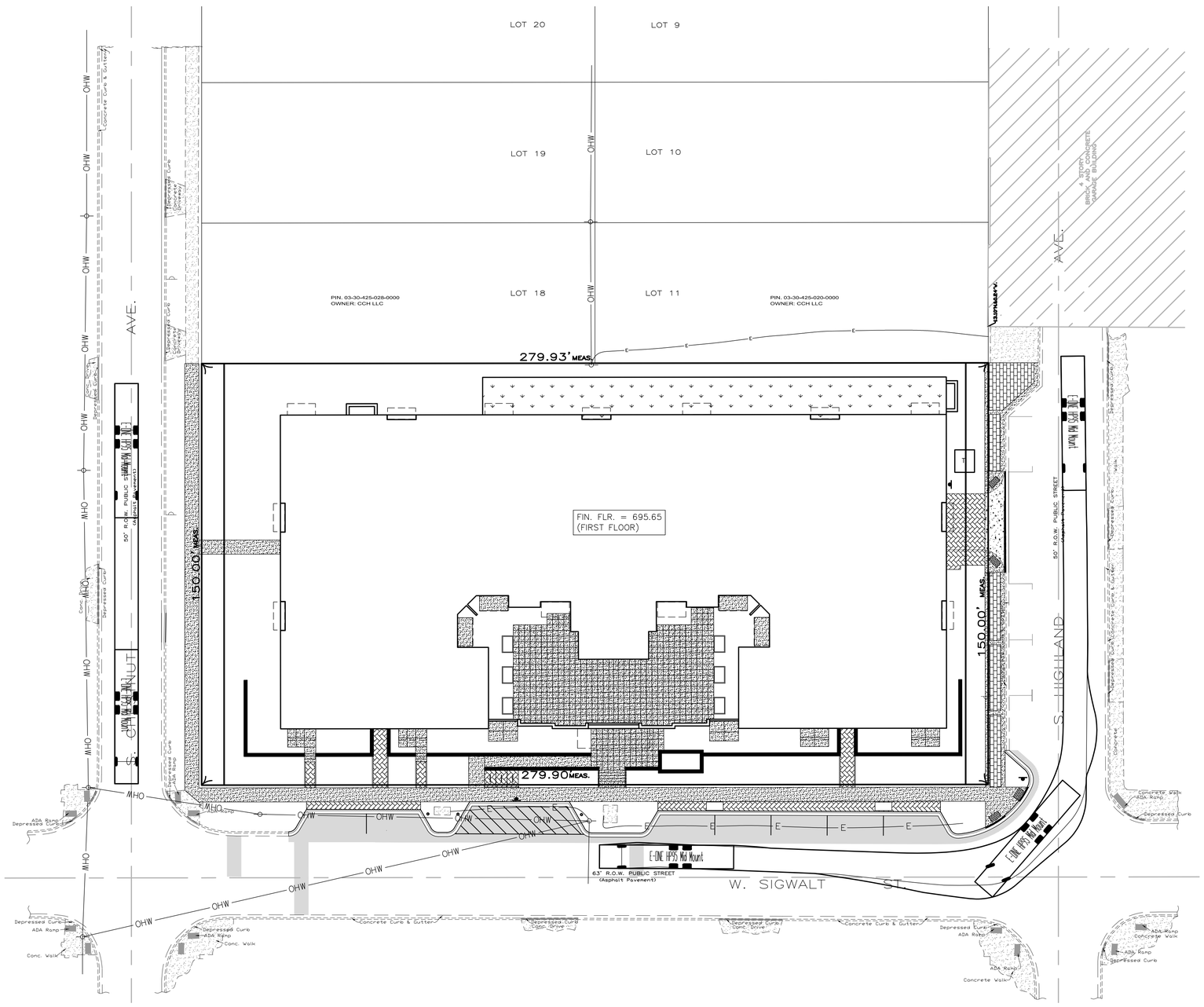
I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION AND THAT THE PROPERTY SHOWN HEREON IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS.

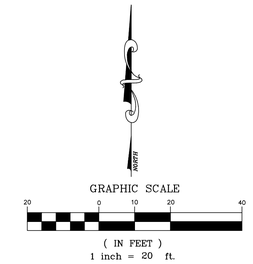
DATED THIS 6TH DAY OF FEBRUARY, A.D., 20 18.

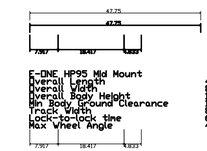
Hylton E. Donaldson

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2819
LICENSE EXPIRATION DATE NOVEMBER 30, 2018.

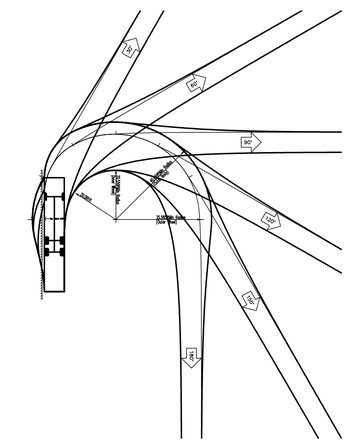
HYLTON E. DONALDSON
035-002819
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
LINCOLNWOOD, ILLINOIS







E-ONE HP95 Mid Mount	
Overall Length	47.750ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.333ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°



DATE | REVISIONS | DRAWN BY
3. 12/15/17 VILLAGE/CLIENT REVISIONS TLM

SIGWALT STREET APARTMENTS
ARLINGTON HEIGHTS, ILLINOIS
FIRE LANE AND TRUCK MANEUVERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 29112716
DATE 08/16/17
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. MRM
DRAWN BY TLM

SHEET
1 OF 1

© COPYRIGHT 2017

December 18, 2017 10:10:43 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\29112716 – ARLINGTON HTS APARTMENTS\300_ENGINEERING\310_CADD\FINAL\291_BASE.DWG

Integra Realty Resources
Chicago

Market Study

Sigwalt Apartments (Proposed Construction)
Multifamily Property
45 S. Chestnut Ave.
Arlington Heights, Cook County, Illinois 60005

Prepared For:
CA Ventures

Effective Date of the Market Study:
December, 2017

IRR - Chicago
File Number: 194-2017-0174

Sigwalt Apartments (Renderings of the Proposed Development)
45 S. Chestnut Ave.
Arlington Heights, Illinois

Integra Realty Resources
Chicago

400 E Randolph Street
Suite 715
Chicago, IL 60601-7388

T 312.565.0977
F 312.565.3436
www.irr.com

December 18, 2017

Michael Porto
Project Manager - Development
CA Ventures
130 East Randolph St
Chicago, IL 60601

SUBJECT: Market Study
Sigwalt Apartments (Proposed Construction)
45 S. Chestnut Ave.
Arlington Heights, Cook County, Illinois 60005
IRR - Chicago File No. 194-2017-0174

Dear Mr. Porto:

Integra Realty Resources – Chicago is pleased to submit the accompanying market study of the referenced property.

Information for this report was researched and gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the Suburban Chicago apartment market. On a quarterly basis since 2005, we have also researched the rental apartment market for Suburban Chicago. This ongoing work, along with our database going back 40+ years, well positions us to analyze and understand market trends specific to the proposed project.

Should you have any questions about this report or desire further consultations as you decide to move forward, please do not hesitate to call us directly.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Chicago

Gail Lissner, SRA, CRE
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842, exp. 9/30/2019
Telephone: 312-565-3423
Email: glissner@irr.com

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General Information

Purpose of the Market Study

The purpose of this report is to provide:

- An overview of the Suburban Chicago rental apartment market.
- Analysis of the market demand for rental apartment units at the subject location.
- Analysis of the target renter demographic.
- Survey and overview of the rental competition in the market in terms of current and proposed inventory, unit sizes and mix, amenities and finishes, rent trends, utility bill-backs, occupancy levels, and absorption rates.
- Critique of the proposed project's unit mix, unit sizes, unit finishes and building amenities.
- Conclusions regarding market rent levels and absorption projections for the proposed units. The rent levels will be projected in 2017 dollars and at the time of occupancy.

Effective Date

The effective date of the analysis and conclusions is December 2017.

Intended Use and User

The addressee on the letter of transmittal is the client and the intended user of this report.

This report is prepared for exclusive use by the addressee for internal planning purposes.

Sources of Data / Extent of Research

An inspection of the subject site and neighborhood was completed along with a review of the architectural drawings which were provided for the subject property.

The following data sources were researched:

- Inspection of the site and a review of the architectural plans
- Visual inspection of the immediate neighborhood
- Ongoing discussions with brokers, developers, lenders and investors active in the suburban Chicago rental market
- Inspection of the competing rental buildings in the market and discussions with management and leasing agents
- Previous assignments where information was not confidential

Applicable Requirements

This market study is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;

Report Format

This report is prepared under the Appraisal Report option of Standards Rule 2-2(a) of USPAP.

Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have performed services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

Inspection

Gail Lissner, SRA, CRE, conducted an inspection of the property on December 12, 2017.

Executive Summary and Conclusions

Sigwalt Apartments – Architect's Rendering

Location

45 S. Chestnut Ave.
Arlington Heights, Cook County, Illinois 60005

Concept

A 39,587 SF site is planned for development with an 80 unit, seven story rental apartment building. Construction is proposed to begin in April 2018 with completion in July 2019. The development plan, designed by HKM Architects-Planners Inc., includes the following unit mix:

Unit Type	No. Units	%	SF Range	Avg SF	Total SF
1BR	35	43.8%	745-828	771	26,997
2BR	39	48.8%	955-1,332	1,102	42,986
3BR	6	7.5%	1,383-1,438	1,411	8,463
Total/Avg	**80**	**100.0%**	**745-1,438**	**981**	**78,446**

The current design includes a total of 120 garage spaces, indicating a parking ratio of 1.5:1.

Conclusion

Based upon our analysis of the subject location, the proposed development plan, and the suburban rental apartment market, we believe that rental apartments will be marketable at this location.

We made the rent projections based on the developer's proposed unit mix and unit sizes and concluded that net effective rents of approximately $2.31 PSF should be achievable in 2017 dollars, along with garage parking at $75 per space per month. Rents have been projected to increase at an annual rate of 2% until occupancy, indicating rents of $2.40 PSF in 2019. Lease-up has been estimated at about 10 to 12 units per month, achieving stabilized occupancy within approximately six to eight months.

Analysis and Conclusions

Northwest Suburban Cook County Market Area

The Cook County Northwest submarket is defined as roughly Interstate 294 to the east, Lake County on the north, Route 59 on the west and DuPage County to the south. O'Hare International Airport is at the southeastern most part of the submarket. Cook County Northwest was one of the first submarkets to develop in suburban Chicago to a significant density. The lack of newer product has been more a function of lack of suitable sites for development rather than submarket economics.

Property Location

The subject property is located in Arlington Heights, a community of approximately 76,000 persons located northwest of O'Hare Airport in the northwest suburbs of Chicago. The location is 25 miles from Chicago's central business district ("The Loop") and 15 miles from O'Hare Airport. Specifically, the subject is located just outside of the downtown core area and is bordered by single-family on the west and south and commercial uses, a parking garage and high-rise condominium buildings to the east and north. The village is bordered by Buffalo Grove on the north, Wheeling, Prospect Heights and Mount Prospect on the east, Elk Grove Village on the south and Rolling Meadows and Palatine on the west. Interstate 90 runs along portions of the southern border while Illinois Route 53 extends along portions of the western border. It is also served by the Metra Union Pacific/Northwest Line which has stops at Arlington Park and downtown Arlington Heights to Ogilvie Transportation Center. The Arlington Heights stop is within walking distance of the subject. The location is also within walking distance of the many restaurants and retailers located within downtown Arlington Heights.

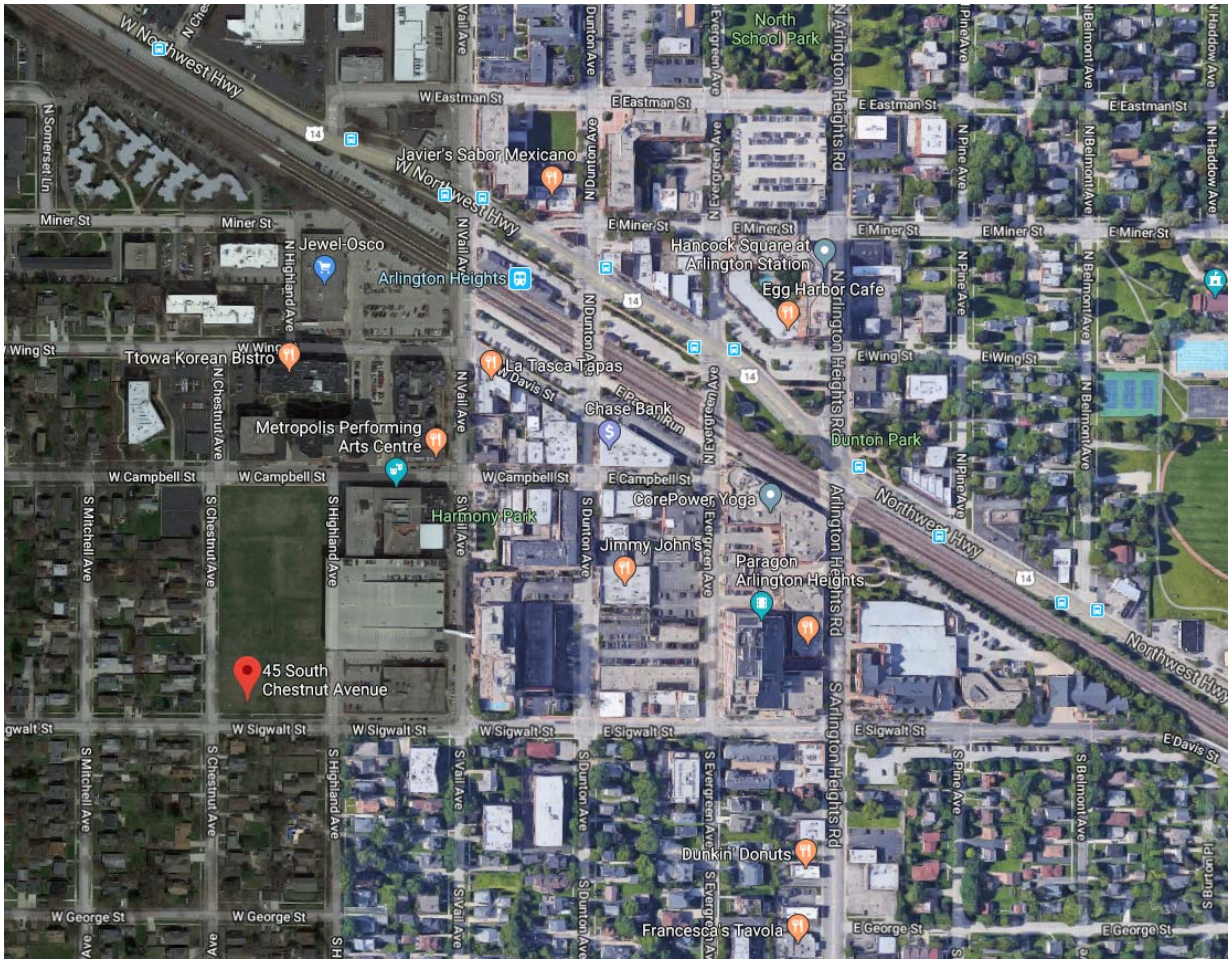
The average household income is estimated at $112,734 with a median household income of $84,640, according to 2017 estimates by Nielsen. Within the past 12 months, according to MRED LLC, 819 detached single family homes in Arlington Heights sold at prices averaging$415,349, with a median house price of $375,000. Home sales ranged between $175,000 and $1,088,569. 546 condominium and townhome units also sold, with an average price of $187,140 and a median price of $164,950. Prices ranged between $54,600 and $745,000.

Accessibility to transportation is a key advantage, with Illinois Route 53 spanning portions of the village's western edge. There is a full interchange at Euclid Avenue, located approximately 3 miles west. Cars are the main mode of transportation in the suburbs, but there are also two Metra stations, including one which is less than a 10 minute walk from the subject site.

Woodfield Mall, one of the largest malls in the county is five miles south. This is a premier shopping center and destination for both locals and tourists. Anchor tenants include Macy's, Nordstrom, Lord & Taylor, JC Penny and Sears. There are approximately 300 stores. To the south of the mall is the Streets of Woodfield which includes a 20-screen movie theater as well as additional retailers including Carson's and a Legoland Discovery Center. Being situated close to Woodfield Mall is considered to be an excellent amenity for the subject property.

Unlike other areas in the suburban metropolitan area, there has been very limited large-scale rental development in the Northwest suburbs and specifically in Arlington Heights. The only new completed project to date is One Arlington, a 214 unit adaptive reuse project which was completed in 2014. This

project is situated west of Arlington Park. Currently, the Parkview Apartment project, a 45-unit building, is under construction in the downtown area at the southwest corner of Dunton Avenue and Eastman Street in downtown Arlington Heights. This project will be completed in 2018 and consists of a mix of one, two, and three bedroom units, with 19 units being affordable units. While there are additional projects being proposed for development in and near the downtown area, there has been little rental development activity to date despite the vibrancy and desirability of Arlington Heights' downtown area.



Northwest Cook Suburban Rental Market Conditions

Integra Realty Resources – Chicago's database for the Cook County Northwest submarket consists of 25,711 dwelling units. The median unit size for the submarket is 877 square feet which is in-line with the overall suburban market. The median year built was 1975 compared to the overall suburban market having a median of 1986. Cook County Northwest was one of the first submarkets to be develop in suburban Chicago to a significant density. The lack of newer product has been more a function of lack of suitable sites for development rather than submarket economics.

Median net rent per square foot as of 3Q2017 stands at $1.50, a gain of 2.5 percent from a year ago. Rents in the Northwest Cook submarket are up 4.3 percent compared to the levels posted two years ago. One-bedrooms have a median rent of $1,191 while two bedrooms have a median net rent of $1,440. Occupancy dropped from 96.0 percent a year ago to the current level of 95.3 percent. The submarket remains relatively "full" with pricing therefore expected to remain stable.

Renter Profile

The subject's location within downtown Arlington Heights will be appealing to both persons with or without use of a car. There is a grocery store within walking distance. The Metra station is also within walking distance. There are numerous restaurants in downtown Arlington Heights. Thus, the location will appeal a wide variety of persons who are attracted to the urban/suburban nature of its location. Specifically, elderly empty nesters without a car will find this to be a very attractive location too and younger, more mobile empty nesters who would want a walkable suburban downtown location will find this to be an excellent choice when down-sizing from a detached residence in the area.

It is anticipated that the renter profile will also be comprised of persons who work in the area, commute via train or I-90, I-290, or I-294 or couples who work in different parts of the metropolitan area and require a location which is centralized for their individual commutes. With the proximity to the O'Hare and Schaumburg office markets, and the multitude of other employment opportunities available via the highway network, this is a rather central location for a person working in the northwest suburban market.

We also view the demand for this location to be from persons who have a connection to Arlington Heights. It is also a location which could also appeal to persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce, divorced parents, or active grandparents relocating to be closer to their adult children and grandchildren and desiring a new construction rental apartment. Thus, the property is expected to appeal to a rather wide renter profile.

Competition Overview

The subject will compete with other rental apartment developments also located within the Northwest Cook submarket and more specifically those located within Arlington Heights and the surrounding communities including Schaumburg, Wheeling and the North Shore communities of Glenview and Deerfield.

Sixteen properties comprising of 3,377 units were identified as providing potential competition to the subject units, either as primary or secondary competition. Of the 16 properties, two are older buildings which have been renovated and are located within downtown Arlington Heights and one is a newly developed property located close to Arlington Park, in the western section of Arlington Heights. In addition, Parkview, a 45-unit apartment building, is currently under construction in downtown Arlington Heights at the southwest corner of Dunton Avenue and Eastman Street, and will be ready for occupancy in 2018.

A summary of the data is presented below and on the following pages.

Apartment Competition Summary

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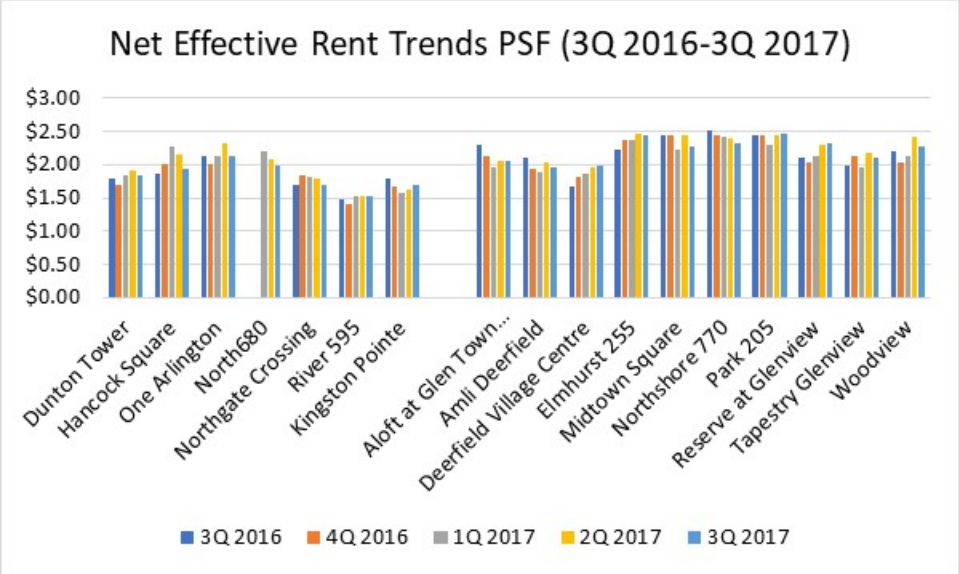
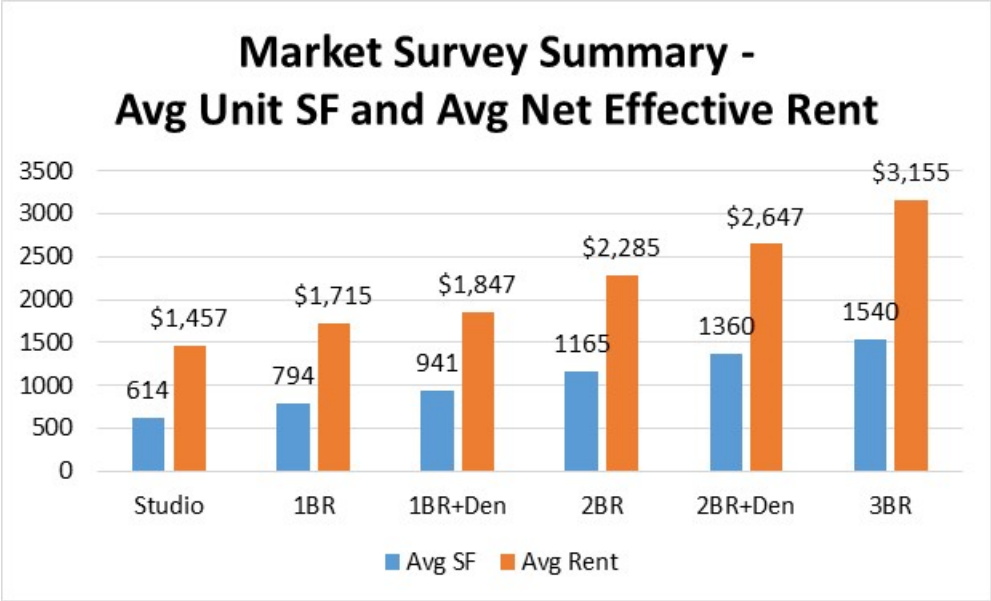
Name	Address	Suburb	Total Units	Class	Date Built	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Garage Fee	Occup.
Subject	**45 S. Chestnut**	**Arlington Heights**	**80**	**A**	**Proposed**	**981**				
Primary Data Set										
Dunton Tower	55 South Vail	Arlington Heights	216	B	1986	902	$1.84	$1.84	$70	96.8%
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	409	B	1988	849	$1.93	$1.93	$75	93.9%
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	214	A	2014	936	$2.23	$2.13	$75	95.8%
North680	680 E. Algonquin Rd.	Schaumburg	180	A	2017	894	$2.25	$1.99	$75 - $120	In lease-up
Tapestry Glenview	2550 Waterview Dr	Glenview	290	A	2014	887	$2.25	$2.11	$60	98.6%
Northgate Crossing	250 Northgate Pkwy	Wheeling	300	A	2016	969	$1.77	$1.69	$145 - $175	In lease-up
River 595	595 S. River Rd	Des Plaines	60	A	2011	1,397	$1.65	$1.52	$65	90.0%
Kingston Pointe	1646 River St	Des Plaines	144	A	2009	1,203	$1.70	$1.70	$50 - $100	93.1%
Total			***1,813***							
Secondary Data Set										
Aloft at Glen Town Center	1991 Tower Drive	Glenview	181	A	2004	1,141	$2.05	$2.05	$75 - $125	96.1%
Amli Deerfield	1525 Lake Cook Rd	Deerfield	240	A	2015	941	$2.13	$1.95	$125	91.3%
Deerfield Village Centre	625 Deerfield Road	Deerfield	56	A	2000	1,059	$2.15	$1.98	$50 - $75	96.4%
Midtown Square	998 Church St	Glenview	138	A	2014	920	$2.41	$2.28	$135	92.0%
Northshore 770	770 Skokie Blvd	Northbrook	347	A	2016	992	$2.45	$2.33	$150 - $220	In lease-up
Park 205	205 W. Touhy	Park Ridge	115	A	2015	975	$2.47	$2.47	$125 - $200	94.8%
Reserve at Glenview	195 N. Waukegan Rd	Glenview	239	A	2015	1,013	$2.33	$2.33	$75 - $125	In lease-up
Woodview	15 Parkway North Blvd	Deerfield	248	A	2015	965	$2.28	$2.28	$75 - $125	90.3%
Total			***1,564***							

Subject's projected rents shown in red



Apartment Competition Survey – By Unit Type

				Quoted Rent		Net Effective Rent	
Unit Type	**No. Units**	**%**	**Avg SF**	**Per Unit**	**PSF**	**Per Unit**	**PSF**
Studio/Convertible	179	5%	614	$1,535	$2.50	$1,457	$2.37
One Bedroom	1,490	44%	794	$1,770	$2.23	$1,715	$2.16
One Bedroom + Den	291	9%	941	$1,891	$2.01	$1,847	$1.96
Two Bedroom	1,228	36%	1,165	$2,371	$2.03	$2,285	$1.96
Two Bedroom + Den	132	4%	1,360	$2,846	$2.09	$2,647	$1.95
Three Bedroom	57	2%	1,540	$3,172	$2.06	$3,155	$2.05
Total/Avg	**3,377**	**100%**	**967**	**$2,052**	**$2.12**	**$1,981**	**$2.05**



The Subject Property - Unit Mix

We have been provided with the unit mix and the unit sizes for the subject property but the individual unit layouts were not available. Thus, we were not able to refine our conclusions relative to the functional appeal of the individual unit layouts.

The current mix of units is as follows:

Developer Unit Mix and Unit Sizes

Unit Type	No. Units	%	SF Range	Avg SF	Total SF
1BR	35	43.8%	745-828	771	26,997
2BR	39	48.8%	955-1,332	1,102	42,986
3BR	6	7.5%	1,383-1,438	1,411	8,463
Total/Avg	**80**	**100.0%**	**745-1,438**	**981**	**78,446**

Based upon our review of the inventory in the market and how each building is performing, we conclude that the unit mix and the sizes for the subject development are appropriate considering its location. Its unit sizes fall within the range of the competing units and offer sizes which are generally well received by renters in the market.

The Subject Property - Unit Finishes and Amenities

The proposed unit finishes will be consistent with the new construction competition in the suburban market and will meet the expectation of tenants seeking modern homes with the latest design and features. These finishes will include wood-style vinyl plank throughout the living areas and kitchen and porcelain tiles in the bathrooms. The units will have in-unit washer and dryer, and individually controlled heating and air conditioning. Each unit will also have a balcony, with several top floor units offering expansive terraces. The kitchens will have flat panel doors with Euro style pulls, stainless steel appliances, and quartz or granite countertops with full tile backsplash.

The Subject Property - Building Amenities

The common area amenities will be located on the second floor. The amenities will include a fitness center with yoga room, community room with a kitchen, and an outdoor deck with seating areas, grilling areas, and a pergola. These amenities are consistent with what are available at the competition and will be consistent with the expectations of tenants in the Class A apartment market, although on a smaller-scale due to the boutique nature of this 80-unit building. Amenity packages have become very important in the lease-up and tenant retention in existing properties and are a necessity for a luxury property aiming to achieve top market rents.

The Subject Property - Parking Amenity

The development will include a two level garage accommodating 120 cars, indicating a parking ratio of 1.5:1. Approximately 16 of these spaces will be tandem spaces accommodating 32 cars.

Our research regarding parking demand along with the KLOA study of parking facilities at recently developed suburban apartment properties indicates that subject's 1.5:1 parking ratio exceeds what is

typical in the market, particularly for suburban downtown locations. Given its downtown Arlington Heights location in close proximity to shopping, restaurants, and the Metra, it is anticipated that this parking ratio will be quite ample to meet the parking needs of the building's residents. We have estimated a monthly parking fee of $75 per month in current dollars which is consistent with other buildings in the downtown Arlington Heights market.

The Subject Property - Recommended Rents (average)

Based upon an analysis of the subject location, the developer's unit mix and average sizes, and a review of the market, we believe that the units will be marketable at this location at the rents shown below. These rents in current dollars reflect the desirable amenities of its location, the unit mix and finishes, and the building amenities planned.

Unit Type	No. Units	%	SF Range	Avg SF	Total SF	Est. Rent	Rent PSF
1BR	35	43.8%	745-828	771	26,997	$1,850	$2.40
2BR	39	48.8%	955-1,332	1,102	42,986	$2,500	$2.27
3BR	6	7.5%	1,383-1,438	1,411	8,463	$3,200	$2.27
Total/Avg	**80**	**100.0%**	**745-1,438**	**981**	**78,446**	**$2,268**	**$2.31**

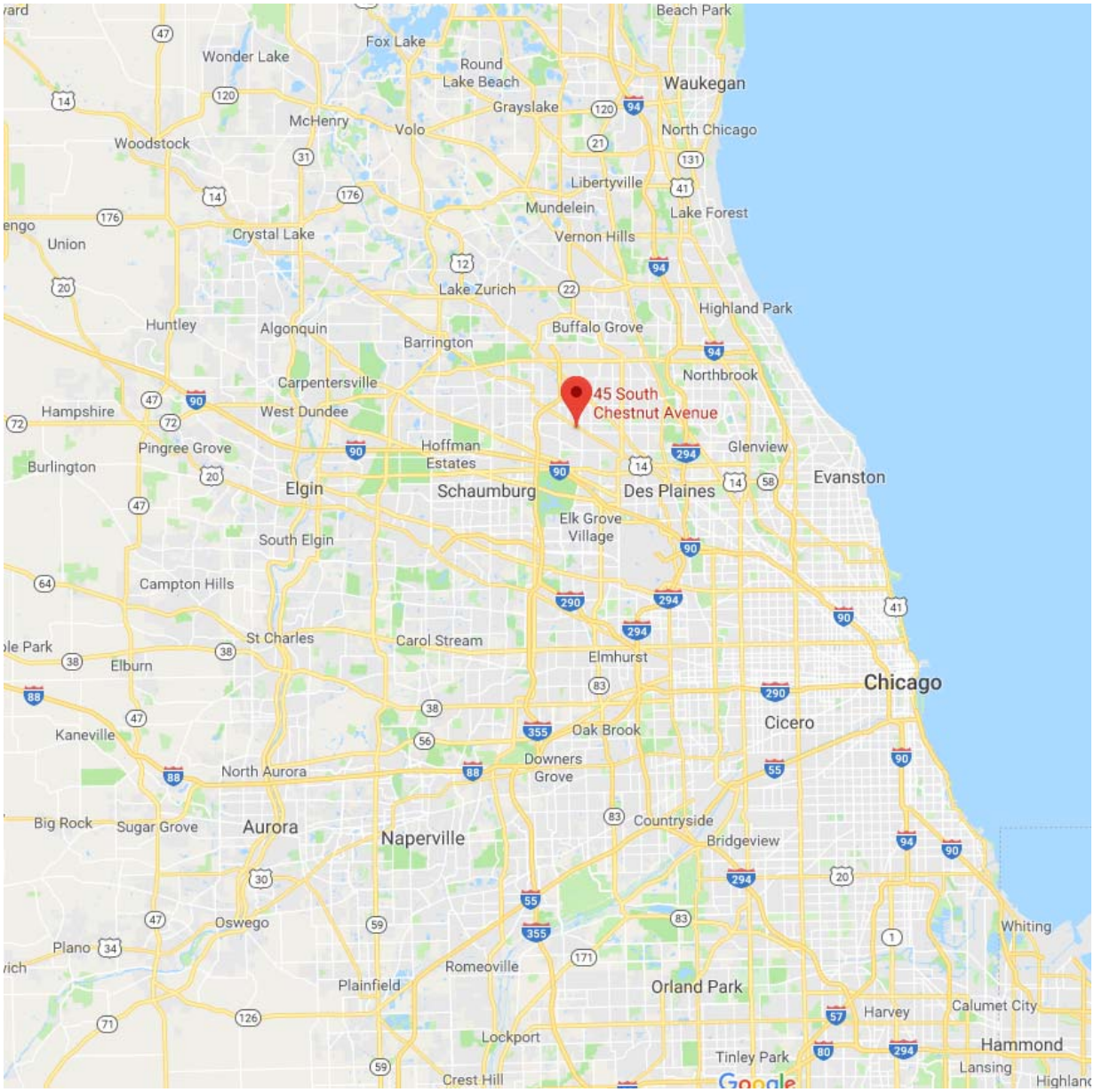
With the developer's unit mix, we have concluded that a net effective rent of $2.31 PSF should be achievable in current dollars, with parking at $75/space/month. We expect that rents will increase and have estimated an annual rate of about 2% per year, which would indicate rents of $2.40 PSF in 2019 when the property is completed.

The Subject Property - Estimated Absorption

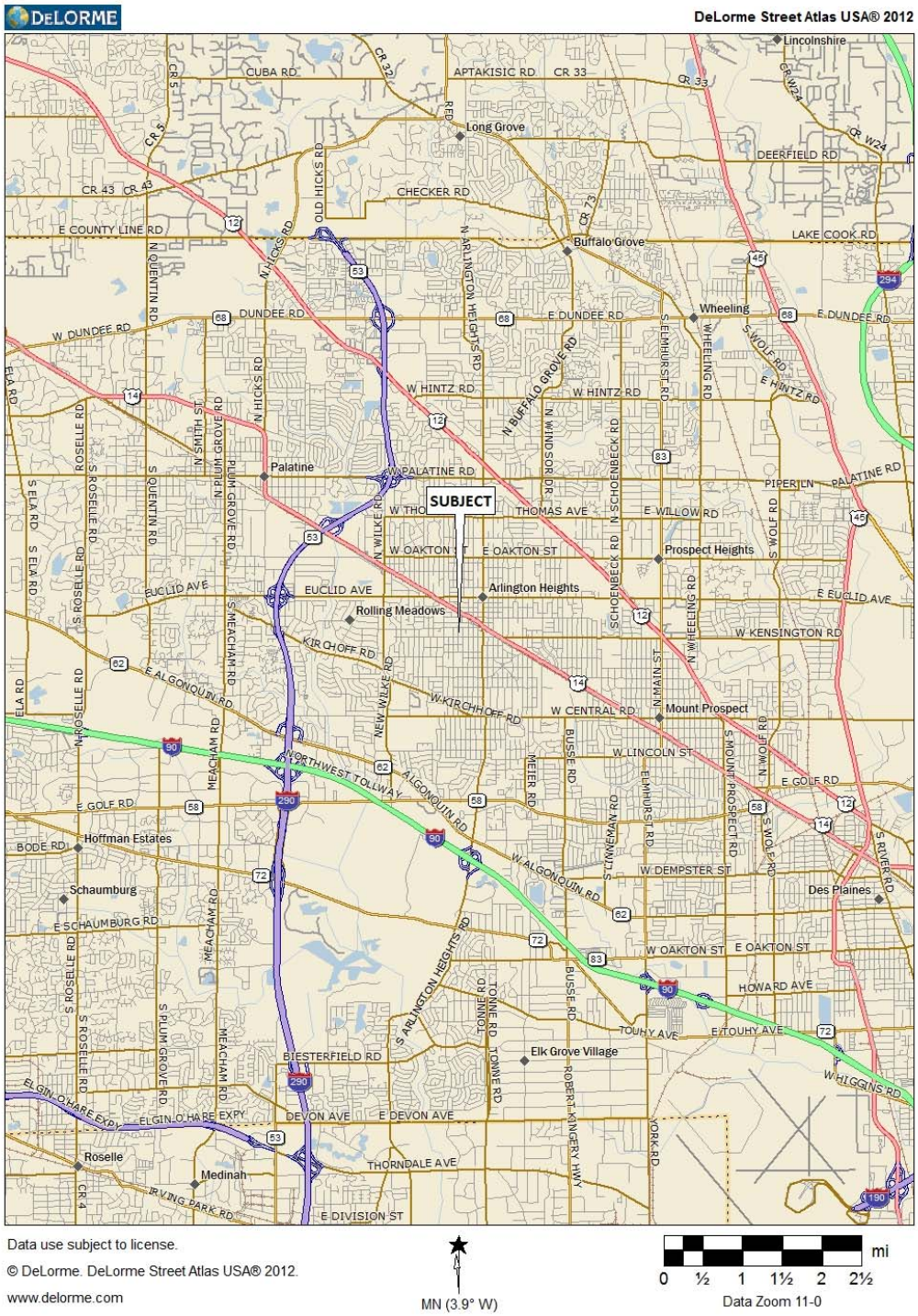
As is typical of lease-up programs, lease-up can occur with a large spurt of activity at the beginning of the program, particularly if it is timed for the spring and summer leasing season, with the pace slowing as the program continues.

The subject units will not be facing direct new construction competition when it opens in 2019. Overall, we are projecting a lease-up pace of approximately 10 to 12 units per month, achieving stabilized occupancy within approximately 6 to 8 months. Given the seasonal nature of leasing in buildings of this type, it will be important to time the occupancies in accordance with the spring and summer leasing season.

Surrounding Area Map



Location Map



Aerial View of Site

View east from Chestnut (subject at right)
(Photo Taken on December 12, 2017)

View north from Sigwalt on Highland (subject at left)
(Photo Taken on December 12, 2017)

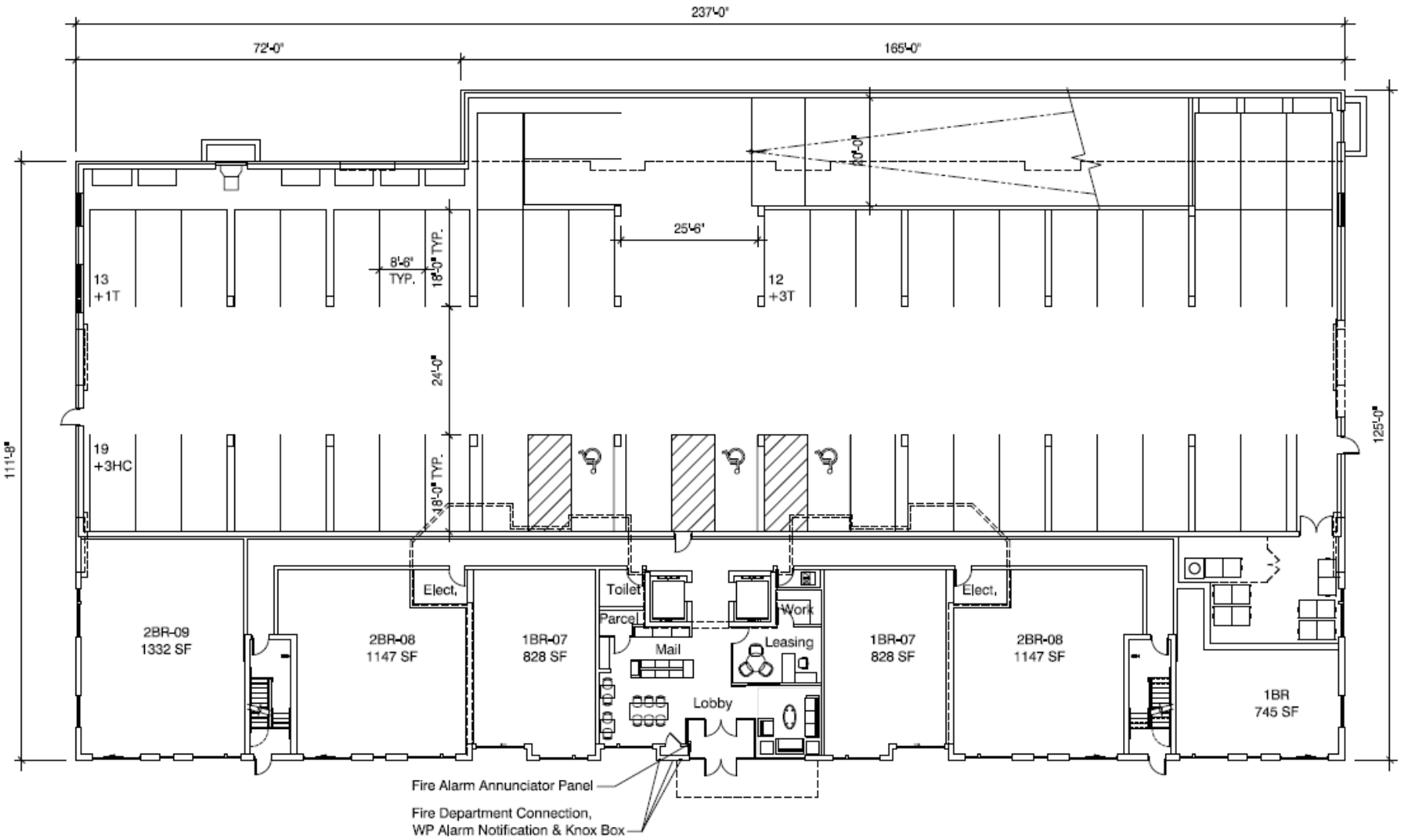
View of residential buildings on Campbell
(Photo Taken on December 12, 2017)

View of single family residences on Sigwalt
(Photo Taken on December 12, 2017)

View of subject site and additional vacant site to north
(Photo Taken on December 12, 2017)

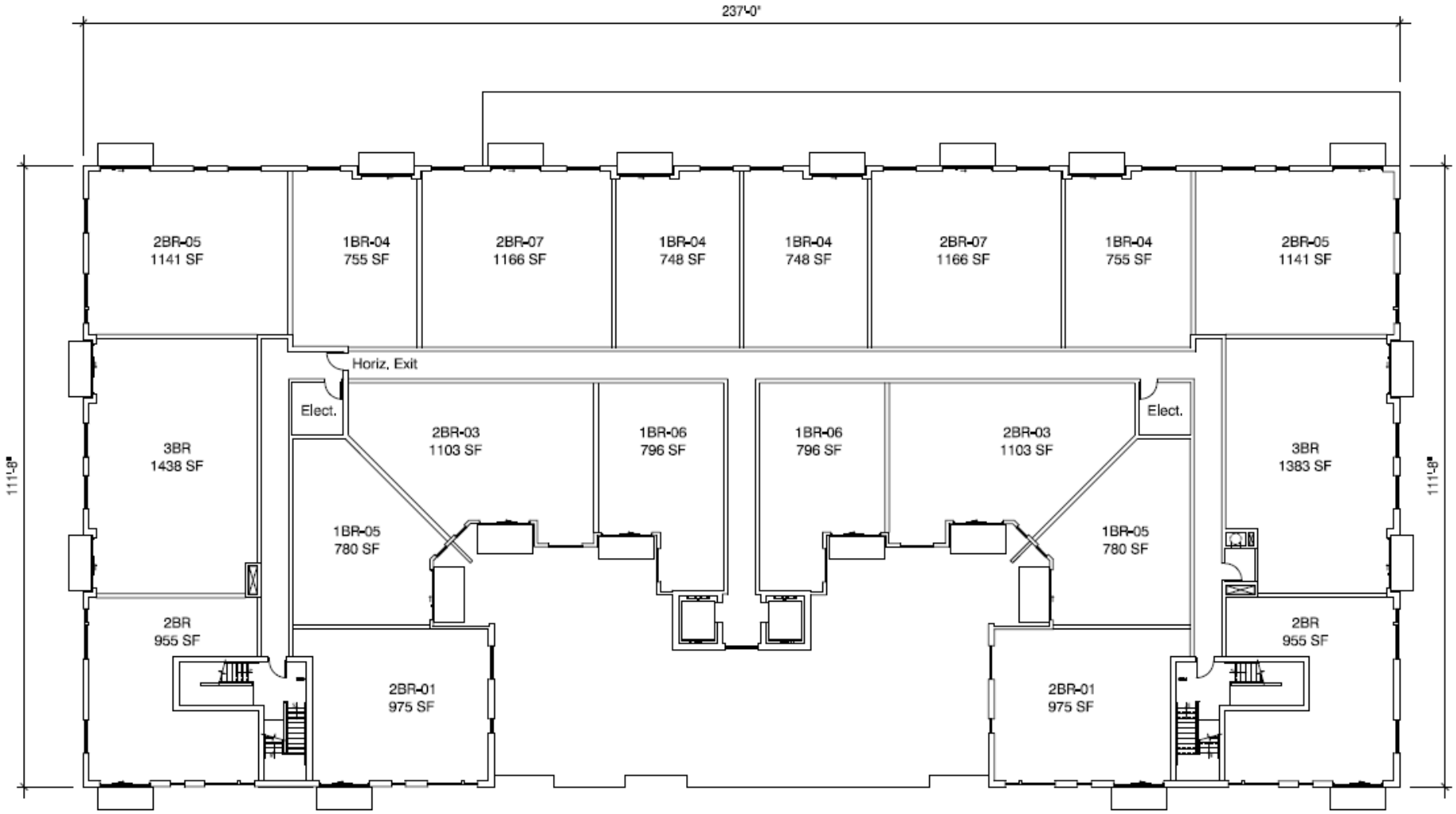
View from Sigwalt NW at subject towards Chestnut ***
(Photo Taken on December 12, 2017)

Floor Plan – First Floor (Architectural Drawings by HKM Architects-Planners, Inc.)



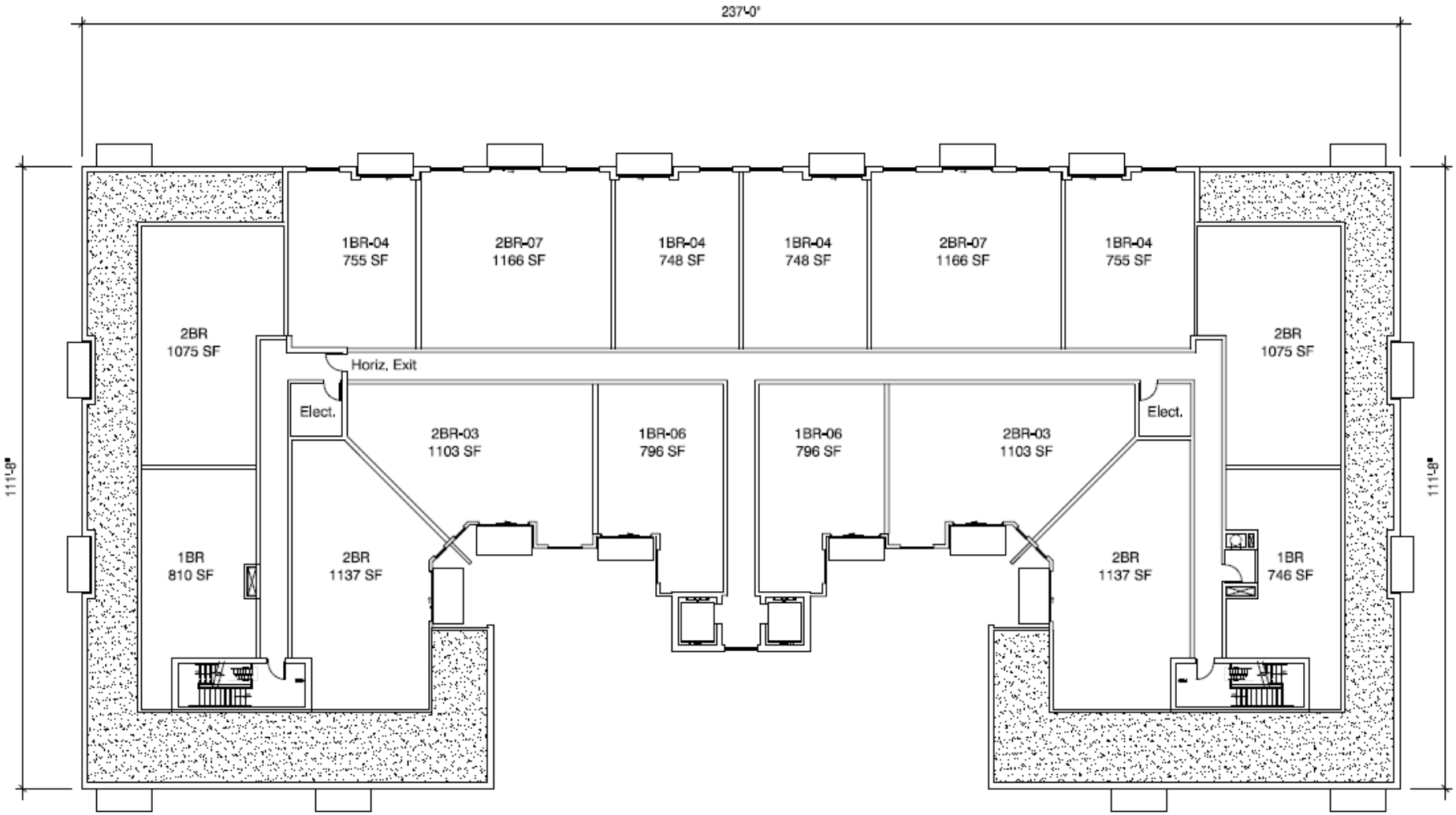
Floor Plan – Second Floor

Floor Plan – Third Floor



Floor Plan – Fourth Floor

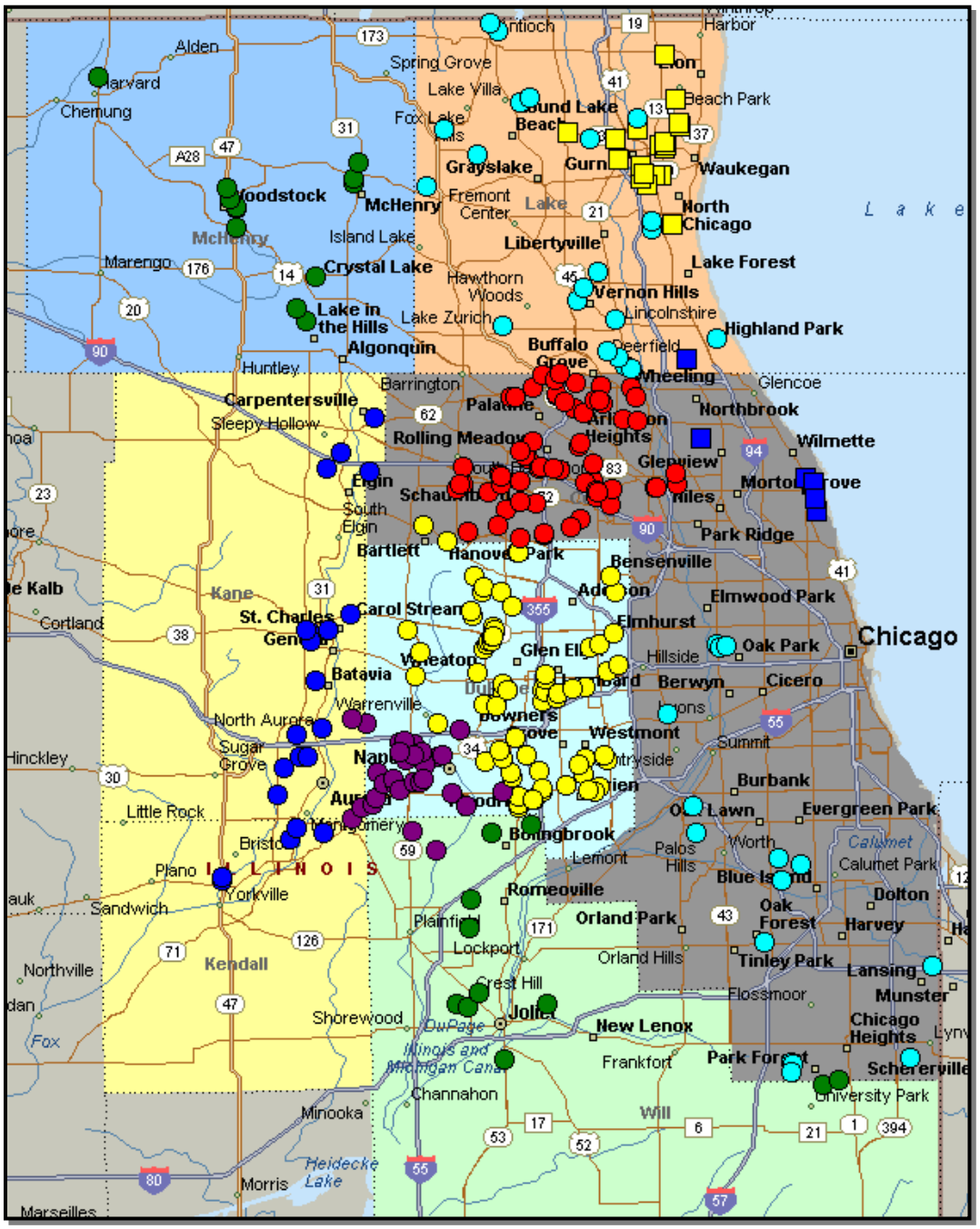
Floor Plan – Fifth Floor



Suburban Chicago Apartment Market

Market area defined

The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.



Survey property profile

The database for the Suburban Chicago survey includes 300+ complexes with a total of over 95,000 dwelling units indicating an average development size of just over 300 units. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data was gathered by direct contact with on-site staff and/or ownership.

Rent Trends & Concessions

As of 3Q 2017, median net rent per square foot is at $1.45 which is up 4.5 percent from a year ago and accompanied by a drop in occupancy. One bedroom units have a median net rent of $1,185 per month while two bedrooms are at $1,487. Compared to two years ago, net rent growth has amounted to a positive 8.5 percent. We expect rent growth to continue trending upward in the near term for the overall suburban market due to demand fundamentals, occupancy levels and limited new supply in most markets.

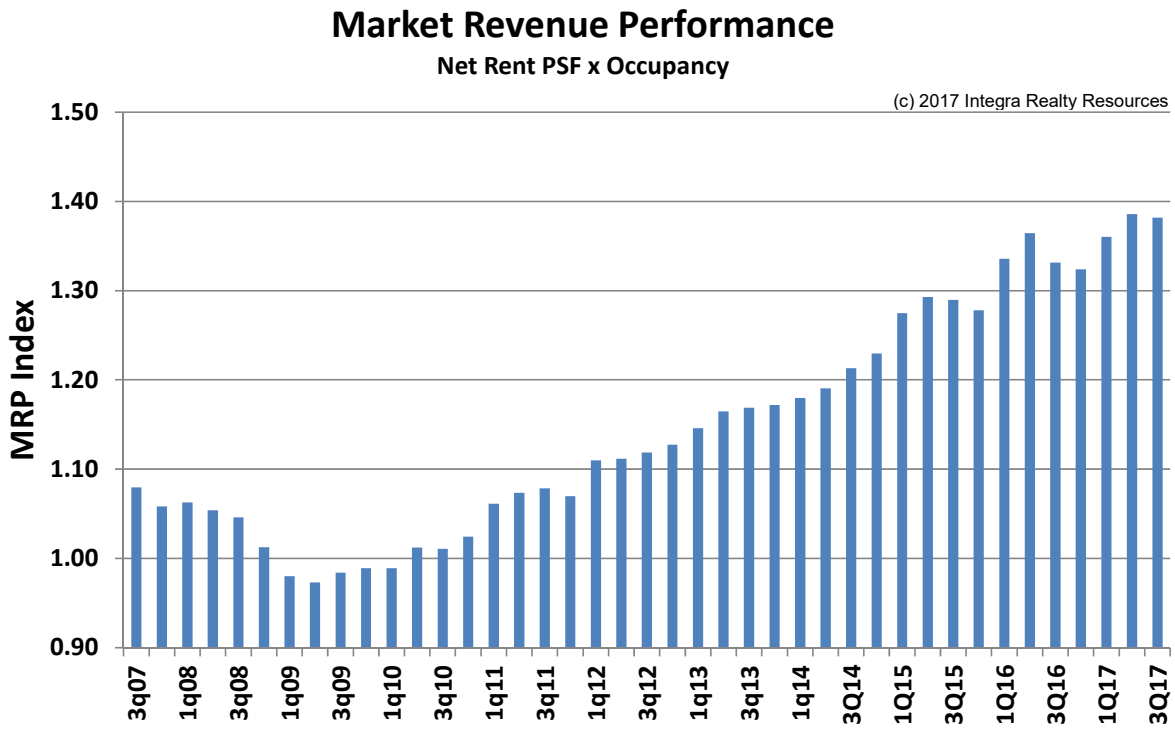
Concessions are a marketing tool used to react to current demand without the need for continually adjusting “market” rents. The percent of complexes offering concessions is over 20 which is fairly steady over the last several quarters. The amount of the concession, currently offered at just less than one month per lease year, has been flat over the past two years. Concessions are expected to remain in the market over the next year.

Occupancy

As of 3Q 2017, physical occupancy is at 95.4 percent for the entire market – down 700bps from a year ago and 120 bps from two years ago. At just 95+ percent occupancy, the suburban market overall is considered “full” indicating pricing will continue to escalate in spite of the modest amount of new supply being added. We expect occupancy to remain steady in the near term with owners continuing to push rents in spite of the downward trend in occupancy.

Market Revenue Performance

Market revenue performance is a function of the product of net rent and occupancy.



Market revenue performance for the overall suburban market remains strong. The modest downward trends in the last quarters of the year are seasonal.

New Construction/Projects in Lease-up

There are a number of projects under construction throughout the MSA. Details are presented in the Housing Supply section.

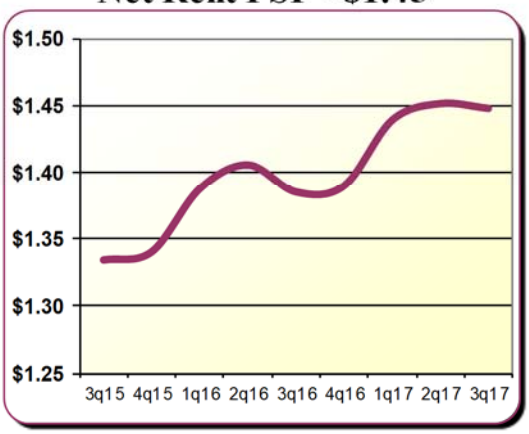
Several of the projects we are tracking are mid-rise buildings on in-fill sites rather than traditional walk up complexes. These have been favored in redeveloping downtown areas where transit oriented development is needed but the all-in costs of construction at over $300 per square foot or $300,000+ per unit (wrap product) require fairly high rent levels for project feasibility. Walk up product cost is in the $125,000-$135,000 per unit range (not including soft costs or land).

In response to the inability to add new product to the market, owners are undertaking renovation projects in order to capitalize on demand for higher end product. Renovations often include replacing cabinetry, counters, fixtures and floor coverings.

All Suburban Apartments - 3q17

Showing median trend lines

Net Rent PSF - $1.45

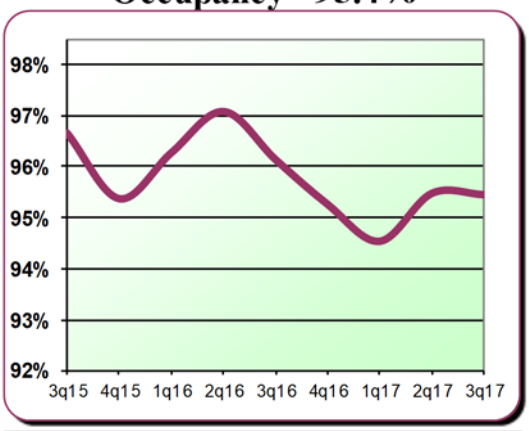


Median $	1.33	1.34	1.39	1.41	1.38	1.39	1.44	1.45	1.45

Snapshot & Trends

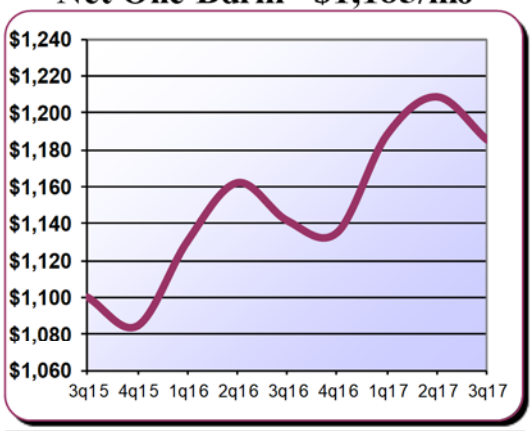
Suburban Metro		
Complexes	317	
Units	96,455	
SF/unit	904	
Yr Built	1985	
Net PSF	$1.45	↗
Occupancy	95.4%	→
Pct W/concessions	24.0%	→
Concession Amt	7.7%	→
One Bdrm/Mo	$1,185	→
Two Bdrm/Mo	$1,407	↗

Occupancy - 95.4%



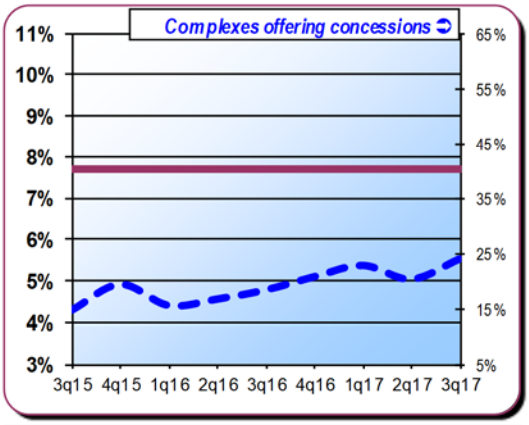
Median %	96.7	95.4	96.3	97.1	96.1	95.3	94.5	95.5	95.4

Net One Bdrm - $1,185/mo



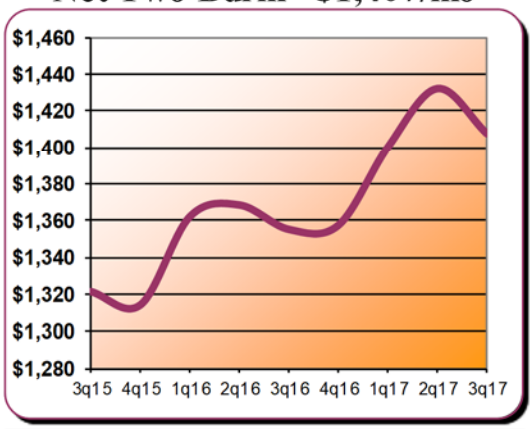
Median $	1,100	1,084	1,130	1,162	1,142	1,135	1,188	1,209	1,185

Concessions - 7.7% when offered



Median %	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7

Net Two Bdrm - $1,407/mo



Median $	1,321	1,314	1,362	1,368	1,355	1,357	1,400	1,432	1,407

Performance by Property Class

The suburban survey dataset includes has the following characteristics:

	Class A	Class B	Class C
Distribution (Units)	25%	35%	40%
Median Year Build	2006	1987	1972
Median Unit Size	975	884	839
Average Complex Size	257	342	311

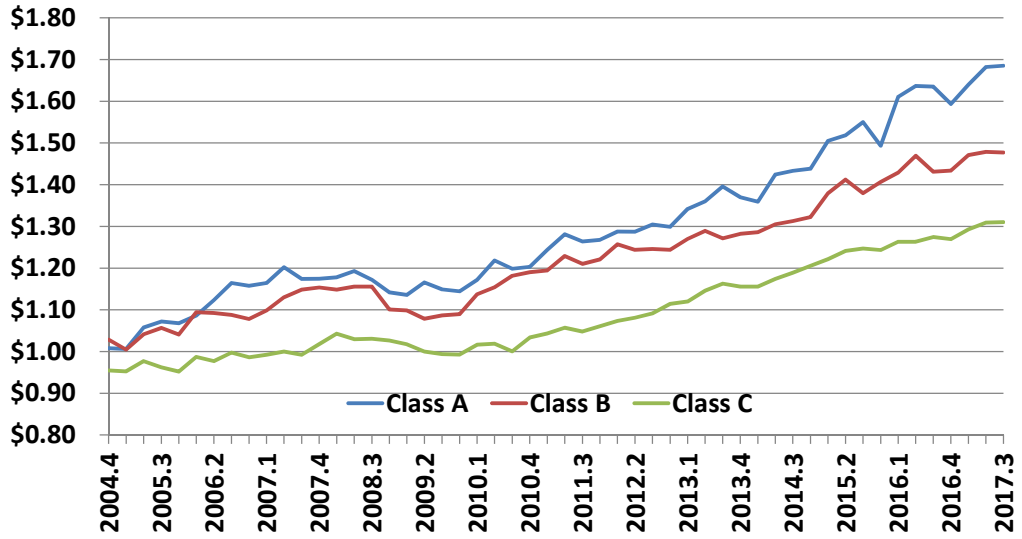
Property Classes are generally defined as follow:

Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9 foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless-steel appliances. Some communities have direct entry garages. The complex typically has a clubhouse, fitness center and swimming pool.

Class B - Typically constructed in the 1980s but may include older product that has been significantly renovated. Amenities often include open layout floor plans, 8 foot ceilings, in-unit washer and dryer, good quality cabinetry and laminate counters. The complex typically has a clubhouse, fitness center and swimming pool.

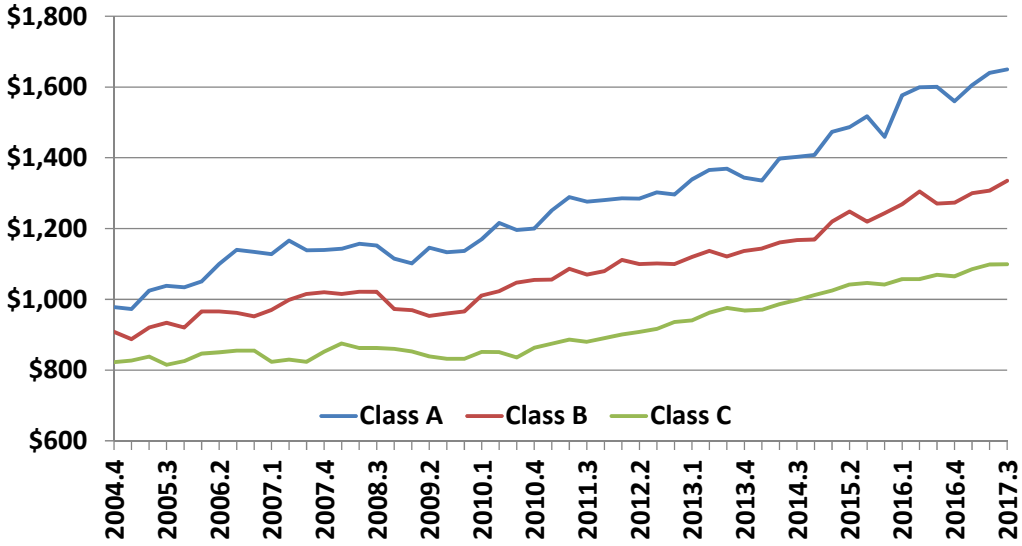
Class C -Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. Laundry facilities are typically limited to a laundry room in the complex.

Net Rent PSF by Property Class



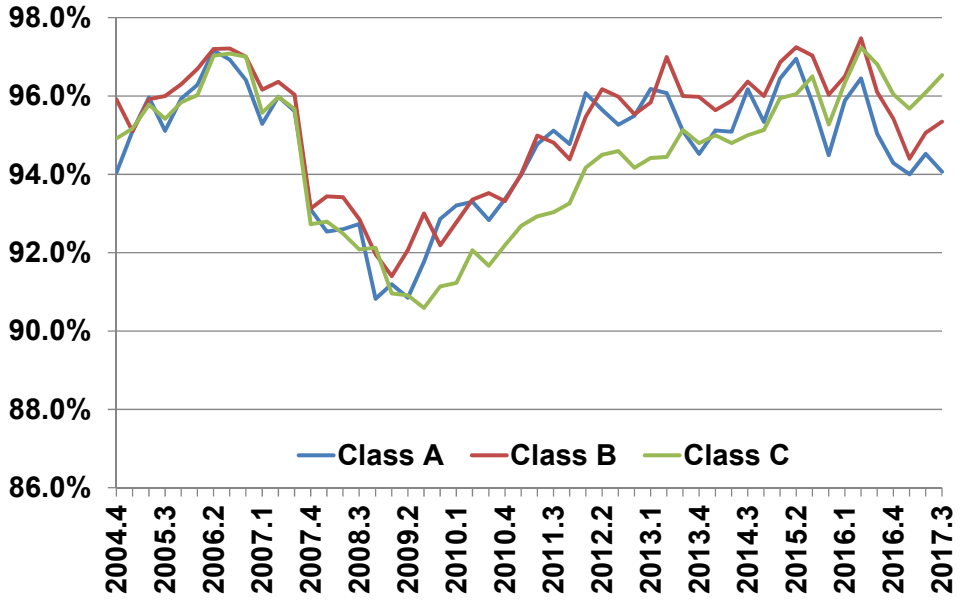
There was a clear bifurcation in performance by property class in 2010 with gains in net rent achieved primarily in the Class A and B markets while Class C properties lagged. The Class C market turned in 2011 with product gaining momentum primarily due to the rising cost of A and B product. On a year over year basis, rents psf increased 3.1%, 3.2%. and 2.8% for A, B and C product respectively. The monthly "chunk" rent spread is shown below. Class A product chunk pricing averages a 23.6% premium over B and B product is 21.5% over C.

Monthly Rent by Property Class



After tracking fairly consistent for years, a 100 basis point spread in occupancy between A/B versus C product emerged in 2010 and continued through 2Q13. Starting in 3Q13 the spread moved back to traditional patterns. Occupancy for all classes declined in 4Q15 in part due to seasonality of the rental market but strengthened in 1Q16. The 3Q16 numbers showed another dip in the market which continued into 1Q17. The trend reversed in 2Q17.

Occupancy by Property Class



Summary of Rent, Occupancy & Concession Trends by Submarket

The following trends by submarket are based on our quarterly survey of over 90,000 units. Detailed analysis of the data is contained within the submarket reports.

Net Rent PSF by Submarket

Submarket	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	Y/Y Chng	2 Yr Chng
Cook NW	$1.30	$1.31	$1.32	$1.33	$1.35	$1.36	$1.38	$1.41	$1.43	$1.41	$1.46	$1.49	$1.46	$1.46	$1.50	$1.50	$1.50	2.5%	4.3%
Cook South	$1.17	$1.17	$1.17	$1.17	$1.20	$1.21	$1.21	$1.23	$1.23	$1.19	$1.22	$1.27	$1.27	$1.25	$1.29	$1.30	$1.30	2.8%	6.3%
DuPage	$1.23	$1.23	$1.24	$1.26	$1.25	$1.28	$1.31	$1.32	$1.31	$1.31	$1.34	$1.37	$1.37	$1.36	$1.40	$1.42	$1.38	1.2%	5.9%
Kane/Kendall	$1.16	$1.16	$1.15	$1.17	$1.17	$1.18	$1.20	$1.22	$1.22	$1.23	$1.26	$1.27	$1.29	$1.27	$1.29	$1.29	$1.30	0.7%	6.1%
Lake	$1.30	$1.32	$1.31	$1.34	$1.39	$1.36	$1.40	$1.49	$1.46	$1.45	$1.44	$1.48	$1.47	$1.43	$1.48	$1.54	$1.53	4.1%	4.7%
McHenry	$1.07	$1.01	$1.01	$1.03	$1.01	$1.04	$1.08	$1.08	$1.07	$1.09	$1.12	$1.13	$1.13	$1.13	$1.13	$1.13	$1.13	0.3%	6.1%
Naperville/Aurora	$1.26	$1.26	$1.26	$1.28	$1.29	$1.30	$1.35	$1.35	$1.35	$1.38	$1.41	$1.44	$1.41	$1.43	$1.47	$1.47	$1.49	6.0%	10.2%
North Shore	$2.22	$2.11	$2.06	$2.20	$2.19	$2.19	$2.16	$2.16	$2.17	$2.13	$2.18	$2.19	$2.27	$2.22	$2.20	$2.40	$2.31	1.7%	6.3%
Waukegan/Gurnee	$1.05	$1.06	$1.08	$1.03	$1.09	$1.05	$1.05	$1.04	$1.07	$1.06	$1.10	$1.12	$1.12	$1.09	$1.11	$1.15	$1.16	3.7%	8.3%
Will	$1.16	$1.15	$1.14	$1.15	$1.15	$1.20	$1.22	$1.25	$1.27	$1.20	$1.23	$1.23	$1.28	$1.28	$1.30	$1.34	$1.32	2.6%	3.7%
All Suburban	$1.23	$1.23	$1.24	$1.25	$1.27	$1.29	$1.32	$1.34	$1.33	$1.34	$1.39	$1.41	$1.38	$1.39	$1.44	$1.45	$1.45	4.5%	8.5%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

One Bedroom Median Rent by Submarket

Submarket	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	Y/Y Chng	2 Yr Chng
Cook NW	$1,016	$1,052	$1,035	$1,086	$1,093	$1,098	$1,125	$1,131	$1,127	$1,131	$1,183	$1,207	$1,150	$1,187	$1,211	$1,212	$1,191	3.5%	5.6%
Cook South	$810	$830	$843	$877	$877	$872	$893	$908	$908	$919	$930	$1,010	$990	$955	$978	$1,006	$1,044	5.5%	15.1%
DuPage	$975	$975	$972	$1,020	$1,027	$1,013	$1,039	$1,059	$1,037	$1,036	$1,089	$1,105	$1,100	$1,086	$1,111	$1,148	$1,124	2.2%	8.4%
Kane/Kendall	$863	$875	$879	$908	$908	$930	$908	$885	$885	$910	$967	$930	$942	$949	$1,000	$981	$981	4.2%	10.9%
Lake	$1,020	$1,043	$1,138	$1,132	$1,177	$1,155	$1,142	$1,153	$1,134	$1,143	$1,148	$1,199	$1,182	$1,115	$1,176	$1,273	$1,244	5.3%	9.7%
McHenry	$829	$793	$813	$804	$794	$818	$831	$835	$835	$866	$877	$885	$885	$885	$884	$874	$890	0.6%	6.6%
Naperville/Aurora	$1,081	$1,077	$1,094	$1,136	$1,123	$1,151	$1,162	$1,203	$1,203	$1,188	$1,251	$1,249	$1,240	$1,259	$1,252	$1,283	$1,320	6.4%	9.7%
North Shore	$1,750	$1,739	$1,754	$1,829	$1,752	$1,725	$1,782	$1,776	$1,728	$1,701	$1,754	$1,842	$1,858	$1,828	$1,799	$1,922	$1,894	1.9%	9.6%
Waukegan/Gurnee	$763	$795	$840	$823	$843	$839	$854	$812	$825	$823	$820	$845	$812	$790	$798	$810	$825	1.6%	0.0%
Will	$900	$795	$803	$804	$887	$970	$935	$978	$993	$965	$1,015	$1,015	$1,035	$1,008	$1,050	$1,050	$1,050	1.4%	5.8%
All Suburban	$991	$998	$998	$1,033	$1,040	$1,049	$1,085	$1,104	$1,100	$1,084	$1,131	$1,162	$1,142	$1,135	$1,188	$1,209	$1,185	3.8%	7.8%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

Two Bedroom Median Rent by Submarket

Submarket	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	Y/Y Chng	2 Yr Chng
Cook NW	$1,255	$1,280	$1,271	$1,281	$1,275	$1,278	$1,334	$1,343	$1,340	$1,348	$1,394	$1,408	$1,375	$1,390	$1,419	$1,446	$1,400	1.8%	4.5%
Cook South	$1,148	$1,148	$1,143	$1,143	$1,148	$1,148	$1,158	$1,168	$1,168	$1,168	$1,193	$1,210	$1,210	$1,202	$1,278	$1,279	$1,280	5.8%	9.6%
DuPage	$1,260	$1,245	$1,228	$1,276	$1,230	$1,278	$1,293	$1,278	$1,309	$1,305	$1,340	$1,374	$1,355	$1,315	$1,385	$1,430	$1,396	3.0%	6.6%
Kane/Kendall	$1,096	$1,075	$1,102	$1,089	$1,116	$1,184	$1,185	$1,225	$1,250	$1,183	$1,270	$1,363	$1,246	$1,246	$1,288	$1,345	$1,337	7.3%	7.0%
Lake	$1,184	$1,206	$1,298	$1,273	$1,308	$1,416	$1,292	$1,441	$1,405	$1,406	$1,420	$1,412	$1,381	$1,396	$1,404	$1,441	$1,466	6.2%	4.3%
McHenry	$956	$933	$963	$963	$963	$942	$958	$980	$980	$988	$1,010	$1,003	$990	$995	$1,010	$1,025	$1,038	4.8%	5.9%
Naperville/Aurora	$1,286	$1,281	$1,325	$1,344	$1,321	$1,330	$1,389	$1,408	$1,407	$1,418	$1,429	$1,445	$1,432	$1,435	$1,479	$1,491	$1,516	5.9%	7.7%
North Shore	$2,529	$2,466	$2,550	$2,657	$2,405	$2,518	$2,603	$2,625	$2,522	$2,441	$2,603	$2,533	$2,481	$2,446	$2,465	$2,675	$2,623	5.7%	4.0%
Waukegan/Gurnee	$918	$938	$968	$988	$1,007	$1,015	$988	$990	$988	$1,003	$1,008	$1,035	$1,040	$1,000	$1,030	$1,063	$1,084	4.2%	9.7%
Will	$1,029	$1,001	$1,051	$986	$993	$1,034	$1,080	$1,099	$1,155	$1,099	$1,125	$1,116	$1,180	$1,185	$1,200	$1,206	$1,181	0.1%	2.2%
All Suburban	$1,214	$1,221	$1,225	$1,225	$1,230	$1,261	$1,306	$1,318	$1,321	$1,314	$1,364	$1,368	$1,355	$1,357	$1,400	$1,432	$1,407	3.9%	6.5%

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

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Occupancy by Submarket

Submarket	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	Y/Y Chng	2 Yr Chng
Cook NW	96.1	95.5	95.8	95.5	96.6	95.8	96.9	96.9	97.3	95.1	96.0	97.2	96.0	95.4	94.1	95.2	95.3	-0.7%	-2.1%
Cook South	93.0	93.8	94.5	94.5	95.3	95.0	95.1	96.4	96.5	95.5	96.1	96.9	96.9	95.9	94.9	95.8	96.3	-0.6%	-0.2%
DuPage	95.5	95.0	94.8	95.1	95.8	95.3	96.1	96.3	96.6	95.3	96.7	97.2	96.1	95.7	94.4	95.4	95.5	-0.5%	-1.1%
Kane/Kendalll	93.9	93.8	95.0	94.6	95.2	95.0	96.3	95.7	95.8	96.0	96.7	97.6	96.4	95.2	95.1	96.2	96.1	-0.3%	0.2%
Lake	95.1	97.6	97.7	96.3	96.9	96.9	97.7	98.3	98.0	96.6	97.0	97.5	96.9	95.5	95.0	95.5	95.3	-1.6%	-2.7%
McHenry	96.6	95.4	95.4	95.5	95.3	95.3	96.1	96.4	96.1	95.4	96.2	97.9	96.1	95.6	93.9	95.1	96.4	0.3%	0.4%
Naperville/Aurora	94.6	96.0	95.5	95.8	96.0	96.1	97.1	97.6	96.9	96.0	96.4	97.1	95.1	95.0	94.4	95.6	94.8	-0.3%	-2.1%
North Shore	96.4	94.1	94.6	91.9	94.8	95.3	96.8	96.4	96.1	94.2	95.4	95.7	95.4	93.8	92.9	94.6	93.8	-1.7%	-2.4%
Waukegan/Gurnee	96.5	95.5	96.4	95.3	95.4	94.6	95.6	95.8	96.0	95.2	96.5	96.6	96.8	96.9	95.8	96.0	95.9	-0.9%	-0.2%
Will	94.9	93.5	94.2	95.4	95.4	94.7	95.4	95.6	96.4	94.1	95.4	96.1	96.5	95.5	96.7	96.9	96.6	0.1%	0.2%
All Suburban	95.2	95.1	95.4	95.2	95.9	95.3	96.3	96.7	96.7	95.4	96.3	97.1	96.1	95.3	94.5	95.5	95.4	-0.7%	-1.2%

Note: Quarterly occupancy values are rounded for display purposes but not for Yr/Yr Change calculations.

Concessions by Submarket

Submarket	3q13	4q13	1q14	2q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	Y/Y Chng
Cook NW	5.5	5.5	5.5	4.0	4.5	5.4	6.1	6.0	2.5	5.9	7.7	6.2	6.3	7.7	5.6	7.7	7.7	23.0%
Cook South	4.2	8.3	8.0	8.0	5.9	6.1	5.9	4.8	7.7	5.0	7.7	8.0	7.7	8.0	8.0	7.7	7.7	0.0%
DuPage	7.7	7.7	7.7	7.7	8.3	7.7	7.7	7.7	7.7	7.7	8.0	8.3	7.7	7.7	7.7	6.7	8.3	8.3%
Kane/Kendalll	5.0	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	6.7	7.7	8.3	4.7	8.3	25.0%
Lake	8.3	8.3	8.3	8.3	7.2	7.2	8.3	5.6	2.8	8.0	7.1	7.2	8.3	7.6	7.6	6.2	6.2	-25.3%
McHenry	7.7	5.7	8.5	8.3	6.2	5.0	6.0	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	n/a
Naperville/Aurora	4.2	8.7	7.8	8.3	1.7	8.6	4.2	7.5	8.0	5.5	3.5	4.3	6.0	8.3	3.2	6.3	5.4	-9.9%
North Shore	4.5	6.4	4.8	8.3	8.3	6.0	4.2	8.3	4.7	8.3	8.3	8.3	8.2	8.0	7.7	8.3	7.4	-9.8%
Waukegan/Gurnee	4.3	8.3	8.3	5.6	8.3	8.3	8.3	8.3	8.3	7.3	5.5	8.3	6.0	7.5	8.3	8.3	8.2	37.8%
Will	8.3	8.3	6.3	7.0	4.2	6.3	4.2	8.3	8.0	8.3	2.5	5.6	3.7	3.0	7.6	6.3	1.1	-70.2%
All Suburban	7.7	7.7	7.7	7.7	7.7	7.7	7.6	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	0.0%

Note: Numbers shown are percentages - 1 month free rent on 12 month lease equals 8.3%.

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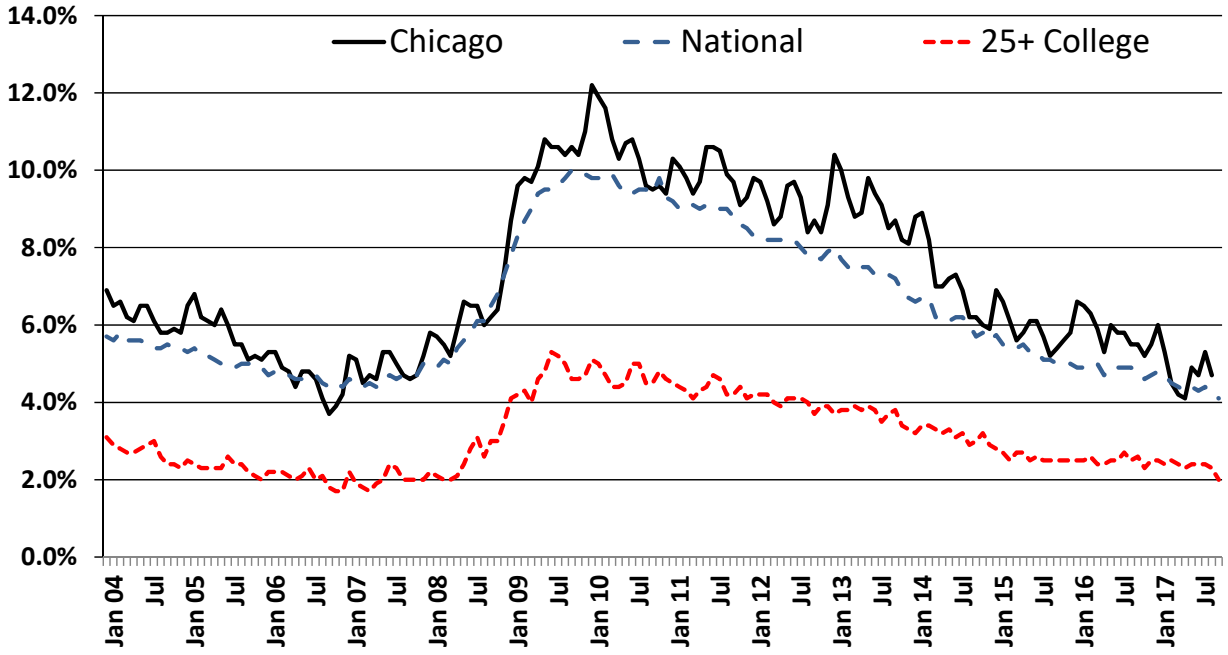
Demand Generators

The apartment market is influenced by a number of factors including employment, homeownership trends and a desire to maintain flexibility.

The unemployment rate for the Chicago MSA is 4.7 percent (National, 4.2 percent) as of September 2017. The national unemployment rate for 25+ year olds with a bachelor's degree is at 2.0 percent.

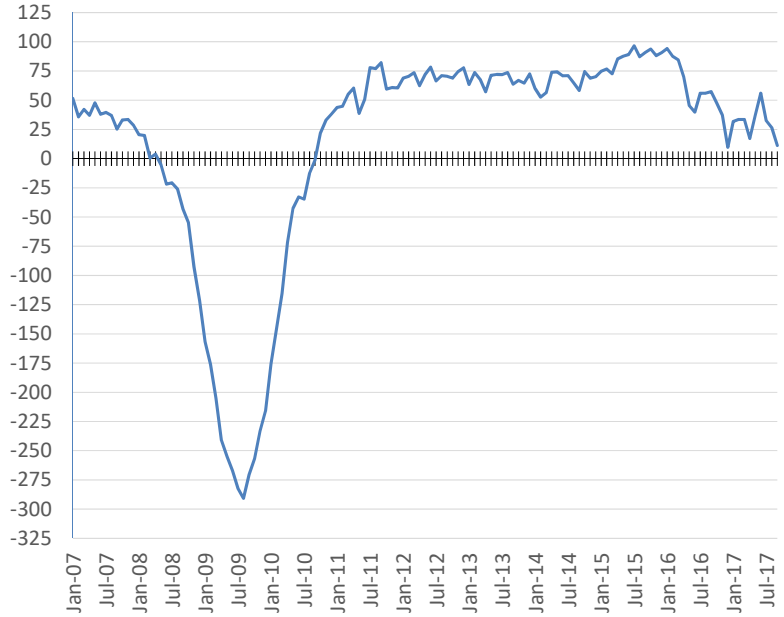
Chicago vs. National Unemployment Rate – BLS Data



The Chicago market generated an annual average of 75,000 new jobs from 1992-2000 – a trough to peak period. Employment declined from 2000-2003 with peak post-recession employment achieved in 2007 which did not even match the 2000 employment level. The 2016 employment level of 4.684M finally eclipsed the prior 2000 total employment peak of 4.631M.

By looking at the month over month comparisons to prior year employment, the trends in employment become more evident. The rate of growth in employment has declined precipitously over the past year.

Year over Year Employment Growth – Chicago MSA



Chicago MSA Employment - Non Farm (000s)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2006	4397.8	4411.7	4445.1	4492.2	4529.9	4572.7	4544.3	4547.6	4553.9	4555.2	4570.3	4573.1
2007	4449.3	4447.5	4487.3	4529.2	4577.6	4610.6	4583.9	4584.5	4579.1	4588.4	4603.8	4601.7
2008	4469.7	4467.3	4487.8	4533.2	4572.4	4588.8	4563.2	4558.4	4536.0	4533.5	4511.2	4480.1
2009	4313.0	4291.2	4282.8	4292.0	4317.4	4321.7	4280.8	4267.6	4265.5	4276.7	4278.1	4264.1
2010	4137.3	4146.0	4167.3	4220.2	4274.8	4288.9	4246.1	4255.1	4264.3	4298.8	4311.2	4302.4
2011	4181.1	4190.8	4222.3	4280.6	4313.5	4339.2	4324.0	4332.2	4346.4	4358.4	4372.1	4363.0
2012	4250.0	4261.2	4295.8	4343.1	4385.5	4417.5	4390.6	4403.3	4416.8	4427.2	4446.6	4440.7
2013	4313.5	4334.9	4363.7	4400.3	4456.8	4489.6	4462.5	4477.0	4480.6	4494.1	4511.3	4513.2
2014	4373.4	4387.6	4420.1	4474.2	4531.1	4560.5	4533.6	4541.8	4539.0	4568.6	4580.2	4583.4
2015	4448.2	4464.3	4492.7	4559.6	4618.8	4649.6	4630.1	4629.1	4629.9	4662.4	4668.3	4674.1
2016	4542.4	4551.8	4577.2	4629.7	4664.3	4689.5	4686.1	4685.1	4687.2	4710.1	4705.6	4683.8
2017	4574.2	4585.4	4610.8	4647.0	4701.4	4745.6	4718.7	4711.5	4698.5			

Revised BLS numbers indicate a deceleration in employment growth as follows:

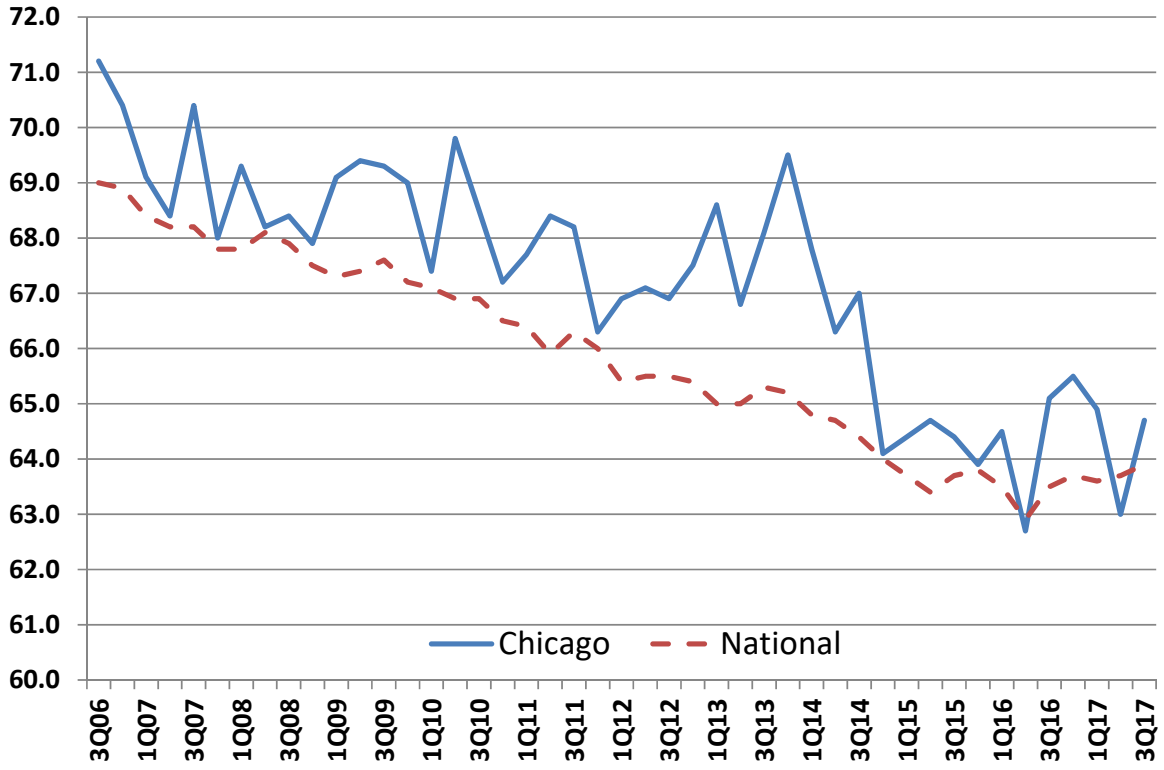
Employment Change

Year	Annual Change
2007	37,425
2008	(28,442)
2009	(237,558)
2010	(44,875)
2011	59,267
2012	71,225
2013	68,267
2014	66,333
2015	86,133
2016	57,142

Homeownership Trends

Rental demand is being driven by instability in the for-sale housing market, the inability to obtain a mortgage due lack of down payment, debt to income ratios (including the impact of student loans) and/or credit issues. Homeownership rates throughout the region had been on a decline through year end 2011 but rose through 2013 – seemingly pointing to a turn in the market. With the Dodd Frank lending rules starting in January 2014, obtaining a loan has become even more difficult due to increased underwriting requirements. Nationally, the rate continues to show a decline but with an upward bump in 3Q16. Each percentage point change equates to roughly 30,000 households in the Chicago MSA.

Homeownership Rate – Chicago MSA



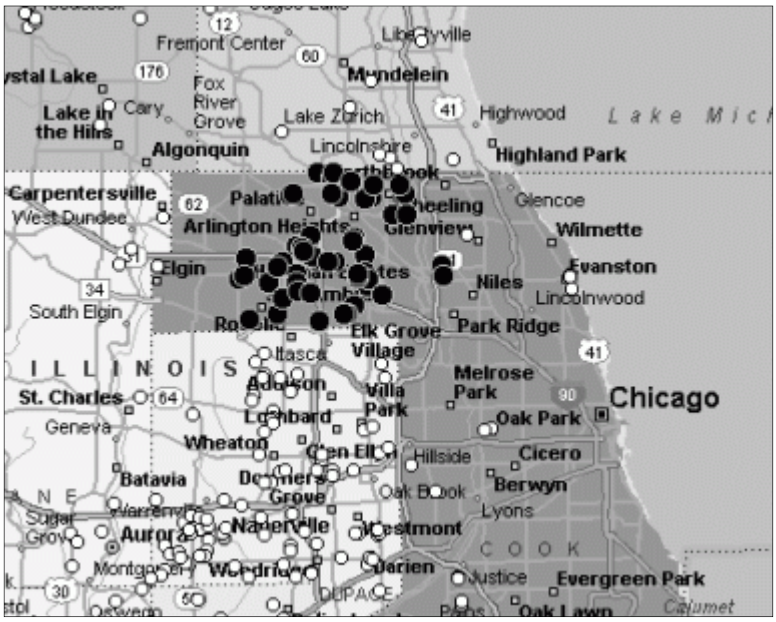
The rental market is most heavily influenced by demographic trends in the 25-35 age cohort. This age group is less concerned about owning a home than maintaining flexibility for potential job-related moves. The prospect of tying up funds for a down payment on a home and then worrying about the ability to "cash out" for a move in a timely manner (not to mention getting whole relative to the initial purchase) have weighed on the for-sale market. Renting provides options. While price levels of for sale product have been increasing, it has been overall at a modest rate. There has been pressure on interest rates which will motivate some to act on homeownership. There are few compelling reasons to act now on the purchase of a residence.

From a household formation standpoint, there is pent up demand in the 25-34 year old cohort as many in this category remain living with parents.

Cook – NW Apartment Submarket Overview

Market area defined

The Cook County Northwest sub market is defined as roughly 294 to the east, Lake County on the north, Route 59 on the west and DuPage County to the south. O'Hare International Airport is at the southeastern most part of the submarket.



Survey property profile

The database for the Cook County – Northwest survey consisted of 25,711 dwelling units. Median unit size for the submarket is 877 square feet which is in-line with the overall suburban market. The median year built was 1975 compared to the overall suburban market having a median of 1986. Cook County Northwest was one of the first submarkets to develop in suburban Chicago to a significant density. The lack of newer product has been more a function of lack of suitable sites for development rather than submarket economics.

Demand drivers

Significant housing demand is driven by the primary employment centers of O'Hare International Airport and its surrounding industrial base in the southeast quadrant, the Schaumburg office/retail market in the northwest and the I-88 office corridor to the south.

Rent Trends & Concessions

As of 3Q 2017, median net rent per square foot currently stands at $1.50 – a gain of 2.5 percent from a year ago. Rents in the Northwest Cook submarket are up 4.3 percent compared to the levels posted two years ago. One-bedrooms have a median rent of $1,191 while two bedrooms have a median net rent of $1,440.

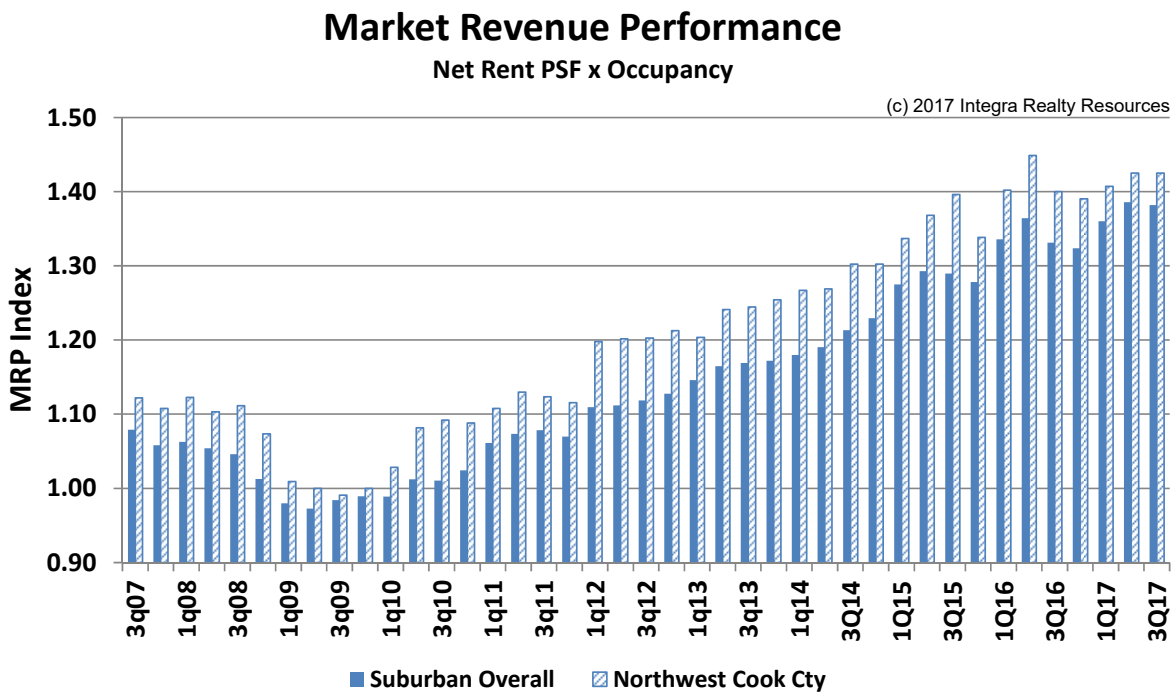
The value of the concession stands at just under one month free rent. Concessions will remain in the market.

Occupancy

Occupancy dropped from 96.0 percent a year ago to the current level of 95.3 percent. The submarket remains relatively "full" with pricing therefore expected to remain stable.

Market Revenue Performance

Market performance is a function of the product of net rent and occupancy.

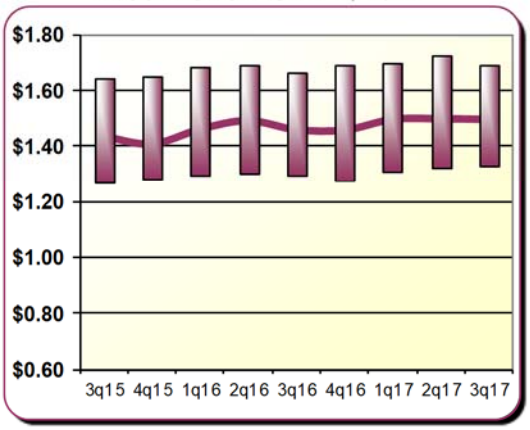


The Northwest Cook submarket has been tracking consistent with the overall suburban market. Performance leveled off in the second half of 2011 until the significant gain in 1Q12 and then in 2Q13 which has held, albeit with a modest decline in 4Q15. The 1Q16 results put the submarket "back on trend" with a pullback in the last half of 2016.

Cook County-Northwest Apartments - 3q17

Showing (a) median trend line and (b) middle 2/3rds surveyed (thick bars).

Net Rent PSF - $1.50

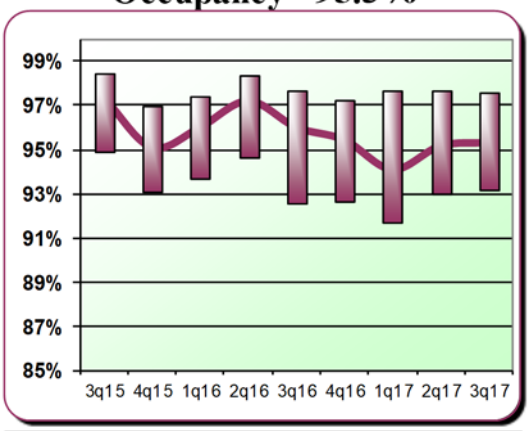


Median $	1.43	1.41	1.46	1.49	1.46	1.46	1.50	1.50	1.50

Snapshot & Trends

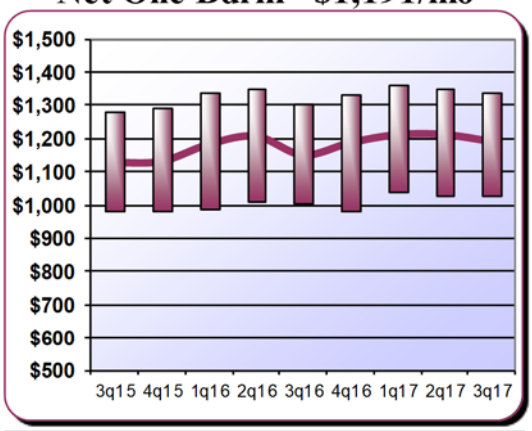
Cook Cnty NW		Suburban Metro	
66	Complexes	317	
25,711	Units	96,455	
877	SF/unit	904	
1975	Yr Built	1985	
$1.50	→ Net PSF	$1.45	↗
95.3%	→ Occupancy	95.4%	→
28.8%	→ Pct W/concessions	24.0%	→
7.7%	→ Concession Amt	7.7%	→
$1,191	→ One Bdrm/Mo	$1,185	→
$1,400	→ Two Bdrm/Mo	$1,407	↗

Occupancy - 95.3%



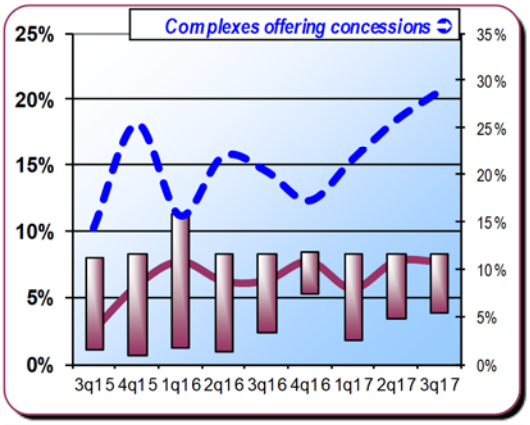
Median %	97.3	95.1	96.0	97.2	96.0	95.4	94.1	95.2	95.3

Net One Bdrm - $1,191/mo



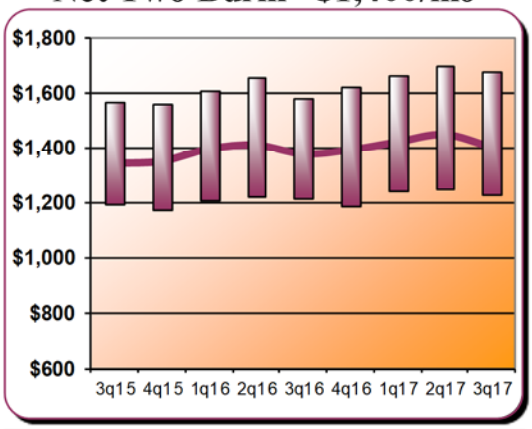
Median $	1,127	1,131	1,183	1,207	1,150	1,187	1,211	1,212	1,191

Concessions - 7.7% when offered



Median %	2.5	5.9	7.7	6.2	6.3	7.7	5.6	7.7	7.7

Net Two Bdrm - $1,400/mo

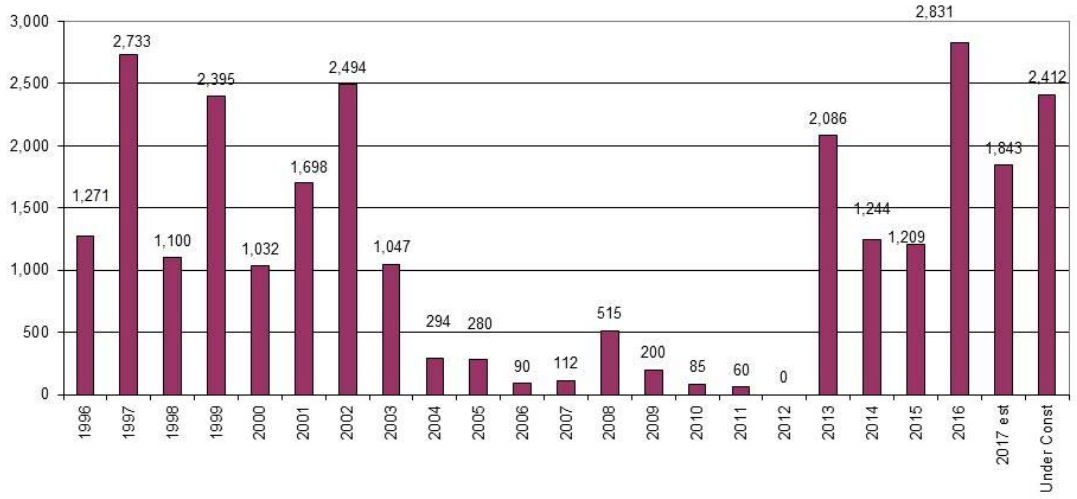


Median $	1,340	1,348	1,394	1,408	1,375	1,390	1,419	1,446	1,400

Suburban Multi-Family Housing Supply

Integra Realty Resources - Chicago has been tracking rental apartment construction on an annual basis since 1996. Since that time, there have been over 24,600 units delivered to the suburban market plus an additional 2,400 unit which are currently under construction.

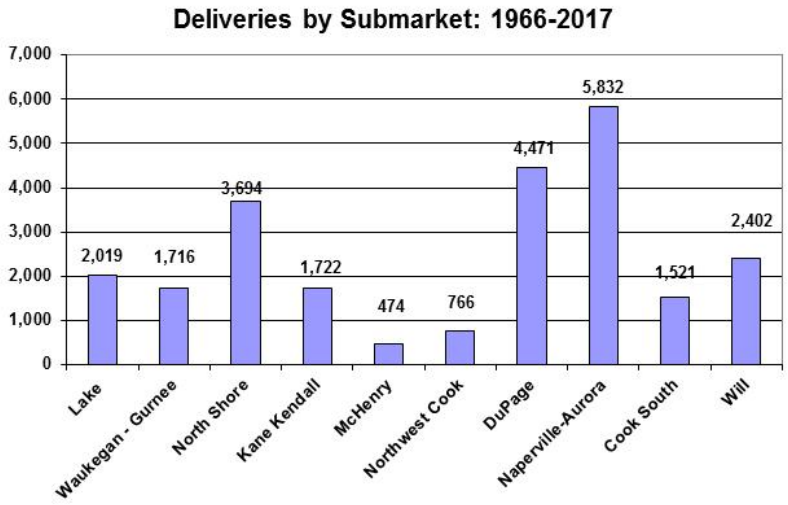
Suburban Chicago Apartment Deliveries: 1996-2018



While there was a large amount of development activity which occurred in the late 1990s, there was virtually no rental apartment development activity between 2004 and 2012. There has been a surge of new development activity since 2013, with the deliveries in 2016 actually the peak of the market. However, it should be noted that suburban projects often comprise multiple buildings which are delivered over time, so some of the buildings in the 2016 projects did not actually get completed until 2017.

Deliveries by Submarket

Most of the construction that has occurred since 1996 has been in DuPage County – specifically, the Aurora- Naperville submarket. Following is a delivery distribution by submarket for the developments which will have delivered through 2017, excluding the 2018 deliveries.



More recently, the North Shore submarket has seen a large surge of activity. Given the size of the submarket, this has been a substantial increase in the base with absorption in the newer product slowing notably in the latter half of 2015. Concessions are prevalent in the market.

The remaining submarkets have added relatively few units. Of particular note is the small amount of new development activity which has occurred in the Northwest Cook submarket. This market has a high concentration of Class B and C buildings with pent up demand for Class A product.

Current Status - Selected Projects/Sites

We are tracking many development sites where new product is being proposed. Locations range from the North Shore markets out to Kane and the South Cook submarkets. A few sites have been approved for development by the local municipalities; however, several projects have not moved forward either due to rents not being high enough to support construction costs or the inability to obtain either the equity or a construction loan. Some projects classified as “confidential” are consulting assignments for which we have been retained but are not yet public.

The proposed projects are typically 150 to 300 units and are widely distributed throughout the region. There are numerous additional sites in the region proposed for multi-family.

On the following page is a summary of projects which are currently under construction or being proposed for development in the Northwest Cook market.

Suburban Cook Northwest

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Under Construction / Planning

Property	Submarket	City	Developer	Status	Units
Northwest Cook County					
Wheeling Town Center/Dundee & Northgate	Cook NW	Wheeling	Urban R2	Construction	301
Uptown 501/501 W Dundee	Cook NW	Wheeling	DAC/Atlas	Planning	265
Bryn Mawr/Delphia/O'Hare	Cook NW/Chicago	Chicago	TBD	Planning	200/194
Marriott/Host site/8535 W Higgins	Chicago	Chicago	Glenstar	Planning	299
The Delamore/E of Barrington Rd S of Golf	Cook NW	Hoffman Estates	Vintage Design & Dev	Planning	600
Buckingham Place/Littelfuse site/800 E NW Hwy	Cook NW	Des Plaines	Dearborn-Buckingham	Construction	270
Sim's Bowl site/1555-65 Ellinwood	Cook NW	Des Plaines	Opus	Planning	108
Covington Lexington Woods/Golf & E River Rd	Cook NW	Des Plaines	Lexington	Planning	236
Plum Farms/NWC Rts 59 & 72	Cook NW	Hoffman Estates	Iatarola/Urban Street	Planning	253
NWC Lake & Church	Cook NW	Hanover Park	Monroe Residential	Planning	127
Sigwalt St Apts/Sigwalt, Highland, Chestnut	Cook NW	Arlington Heights	CA Ventures	Planning	80
Arlington Downs - multiple phases	Cook NW	Arlington Heights	Springbank/Trandel	Planning	443
Northwest Hwy & Walnut	Cook NW	Arlington Heights	Brian Properties	Planning	106
Confidential	Cook NW	Confidential	Confidential	Planning	200+/-
Confidential	Cook NW	Confidential	Confidential	Planning	150

Conclusions

With an average delivery of roughly 1,100 units per year in the suburban market since 1996, the addition to overall supply has been minimal for the suburbs comprising the Chicago Metropolitan Area. While certain submarkets are adequately supplied with rental units at this time, we believe opportunities exist to create additional rental product. The diverse employment base for the MSA and our direct surveys of buildings in the market indicates a strong long-term picture for multi-family rental product.

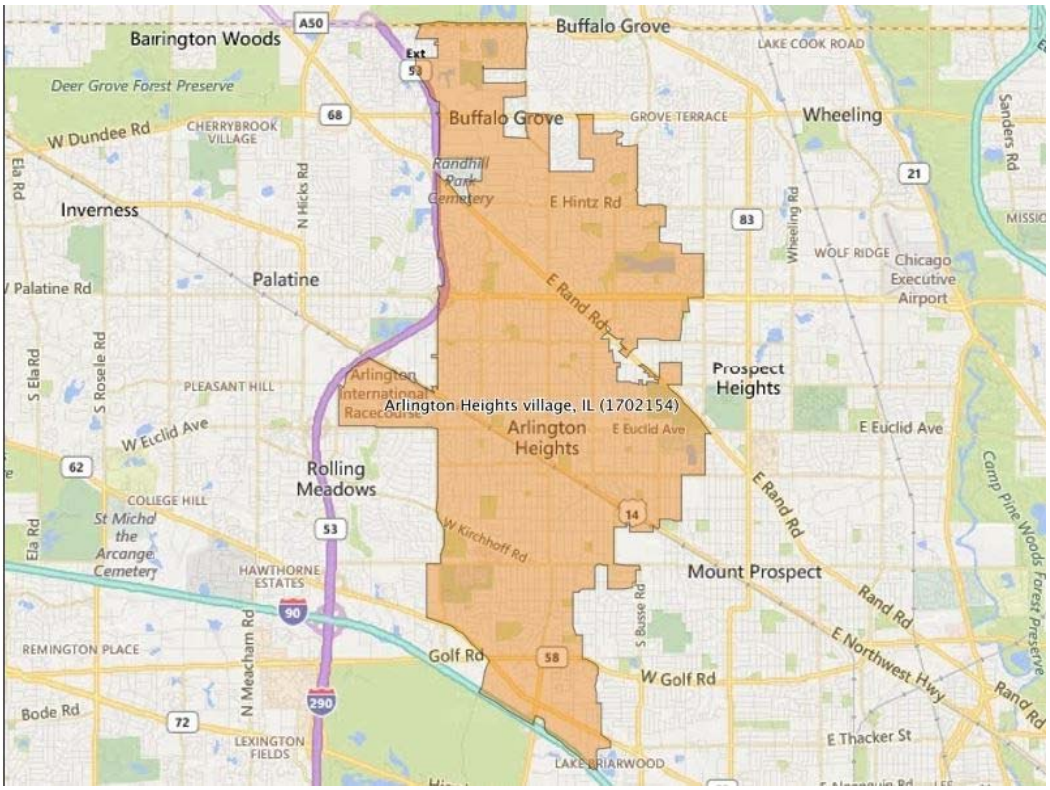
Difficulties remain however in securing large enough sites suitable for development and obtaining the necessary zoning approvals considering general community opposition to rental development. As shown, these factors are contributing to a shift in development to more high-density sites – potentially in redeveloping downtown markets as transit oriented developments. The costs of construction remain high ($250+/- psf) for these mid-rise structures (concrete construction) and while demand may certainly exist, the feasible rent levels will be catering to the upper end of the market. While adding supply of substance appears improbable at this point in the MSA overall, we note a significant increase in activity.

Demographic Trends – 2017 Statistics

The following is Claritas data from the Nielsen Company for the demographics of the residents located in Arlington Height This includes information relating to the 2000 U.S. Census and 2017 estimates (based upon the 2010 census).

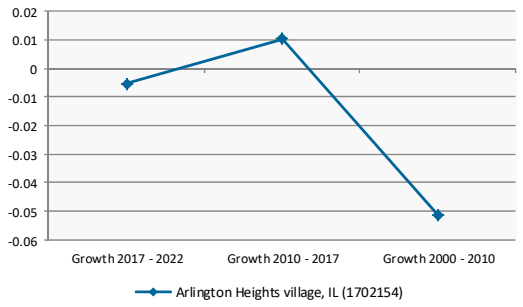
We fully recognize that while the demographics provide insights on the existing population, demand for the subject units will come from both the immediate market area and from outside this market area.

Boundary Map

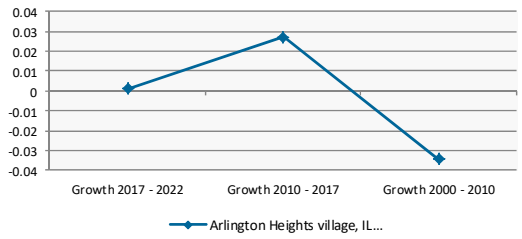


Demographics: Arlington Heights

Description	Arlington Heights village, IL (1702154) Total	%
Population		
2022 Projection	75,477	
2017 Estimate	75,881	
2010 Census	75,101	
2000 Census	79,163	

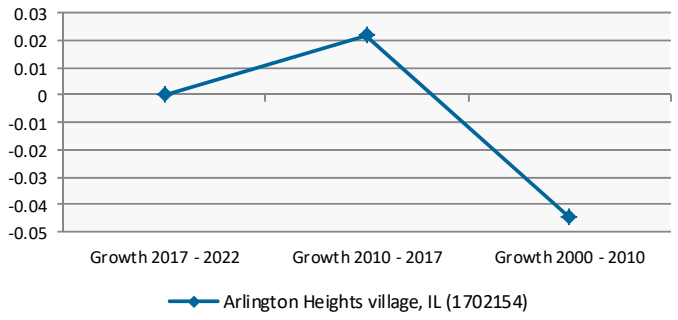


Growth 2017 - 2022		-0.53%
Growth 2010 - 2017		1.04%
Growth 2000 - 2010		-5.13%
2017 Est. Population by Age	**75,881**	
Age 0 - 4	4,084	5.38%
Age 5 - 9	4,181	5.51%
Age 10 - 14	4,514	5.95%
Age 15 - 17	2,841	3.74%
Age 18 - 20	2,586	3.41%
Age 21 - 24	3,486	4.59%
Age 25 - 34	8,239	10.86%
Age 35 - 44	8,945	11.79%
Age 45 - 54	10,983	14.47%
Age 55 - 64	11,438	15.07%
Age 65 - 74	7,640	10.07%
Age 75 - 84	4,366	5.75%
Age 85 and over	2,578	3.40%
Age 16 and over	62,165	81.92%
Age 18 and over	60,261	79.42%
Age 21 and over	57,675	76.01%
Age 65 and over	14,584	19.22%
2017 Est. Median Age	**44.0**	
2017 Est. Average Age	**42.5**	
Households		
2022 Projection	31,495	
2017 Estimate	31,466	
2010 Census	30,633	
2000 Census	31,721	

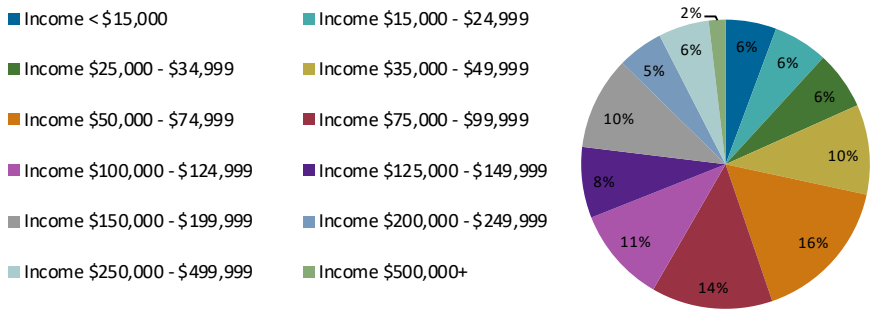


Growth 2017 - 2022		0.09%
Growth 2010 - 2017		2.72%
Growth 2000 - 2010		-3.43%

Description	Arlington Heights village, IL (1702154) Total	%
Family Households		
2022 Projection	20,819	
2017 Estimate	20,816	
2010 Census	20,373	
2000 Census	21,324	

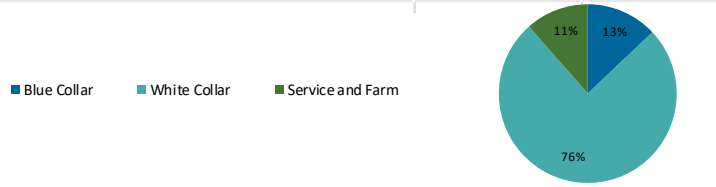


Growth 2017 - 2022		0.01%
Growth 2010 - 2017		2.17%
Growth 2000 - 2010		-4.46%
2017 Est. Households by Household Type	**31,466**	
Family Households	20,816	66.15%
Nonfamily Households	10,650	33.85%
2017 Est. Group Quarters Population	**713**	
2017 Est. Households by Household Income	**31,466**	



Income < $15,000	1,791	5.69%
Income $15,000 - $24,999	1,932	6.14%
Income $25,000 - $34,999	2,041	6.49%
Income $35,000 - $49,999	3,166	10.06%
Income $50,000 - $74,999	5,153	16.38%
Income $75,000 - $99,999	4,279	13.60%
Income $100,000 - $124,999	3,343	10.62%
Income $125,000 - $149,999	2,496	7.93%
Income $150,000 - $199,999	3,278	10.42%
Income $200,000 - $249,999	1,612	5.12%
Income $250,000 - $499,999	1,785	5.67%
Income $500,000+	590	1.88%
2017 Est. Average Household Income	$112,734	
2017 Est. Median Household Income	$84,640	

Description	Arlington Heights village, IL (1702154) Total	%
2017 Est. Households by Household Size	**31,466**	
1-person	9,581	30.45%
2-person	10,180	32.35%
3-person	4,846	15.40%
4-person	4,465	14.19%
5-person	1,751	5.56%
6-person	504	1.60%
7-or-more-person	139	0.44%
2017 Est. Average Household Size	2.39	
2017 Est. Households by Number of Vehicles	**31,466**	
No Vehicles	1,881	5.98%
1 Vehicle	10,315	32.78%
2 Vehicles	14,385	45.72%
3 Vehicles	3,750	11.92%
4 Vehicles	980	3.11%
5 or more Vehicles	155	0.49%
2017 Est. Average Number of Vehicles	**1.8**	
2017 Est. Pop 16+ by Occupation Classification	**38,984**	
Blue Collar	5,048	12.95%
White Collar	29,454	75.55%
Service and Farm	4,482	11.50%
2017 Est. Workers Age 16+ by Transp. to Work	**38,327**	
Drove Alone	31,173	81.33%
Car Pooled	1,705	4.45%
Public Transportation	2,513	6.56%
Walked	512	1.34%
Bicycle	118	0.31%
Other Means	222	0.58%
Worked at Home	2,084	5.44%
2017 Est. Workers Age 16+ by Travel Time to Work		
Less than 15 Minutes	7,482	
15 - 29 Minutes	11,774	
30 - 44 Minutes	8,935	
45 - 59 Minutes	3,914	
60 or more Minutes	4,166	
2017 Est. Avg Travel Time to Work in Minutes	**33.00**	
2017 Est. Occupied Housing Units by Tenure	**31,466**	
Owner Occupied	24,272	77.14%
Renter Occupied	7,194	22.86%
2017 Owner Occ. HUs: Avg. Length of Residence	**18.5**	
2017 Renter Occ. HUs: Avg. Length of Residence	**6.4**	



Description	Arlington Heights village, IL (1702154)	
	Total	%
2017 Est. Owner-Occupied Housing Units by Value	**24,272**	
Value Less than $20,000	466	1.92%
Value $20,000 - $39,999	181	0.75%
Value $40,000 - $59,999	167	0.69%
Value $60,000 - $79,999	353	1.45%
Value $80,000 - $99,999	664	2.74%
Value $100,000 - $149,999	1,598	6.58%
Value $150,000 - $199,999	1,469	6.05%
Value $200,000 - $299,999	4,852	19.99%
Value $300,000 - $399,999	5,309	21.87%
Value $400,000 - $499,999	4,624	19.05%
Value $500,000 - $749,999	3,253	13.40%
Value $750,000 - $999,999	903	3.72%
Value $1,000,000 or more	433	1.78%
2017 Est. Median All Owner-Occupied Housing Value	**$344,943**	
2017 Est. Housing Units by Units in Structure	**33,501**	
1 Unit Attached	2,299	6.86%
1 Unit Detached	18,912	56.45%
2 Units	173	0.52%
3 or 4 Units	979	2.92%
5 to 19 Units	4,223	12.61%
20 to 49 Units	2,987	8.92%
50 or More Units	3,928	11.73%
Mobile Home or Trailer	0	0.00%
Boat, RV, Van, etc.	0	0.00%
2017 Est. Housing Units by Year Structure Built	**33,501**	
Housing Units Built 2010 or later	477	1.42%
Housing Units Built 2000 to 2009	1,546	4.61%
Housing Units Built 1990 to 1999	3,102	9.26%
Housing Units Built 1980 to 1989	5,245	15.66%
Housing Units Built 1970 to 1979	7,876	23.51%
Housing Units Built 1960 to 1969	7,555	22.55%
Housing Units Built 1950 to 1959	5,449	16.27%
Housing Units Built 1940 to 1949	1,017	3.04%
Housing Unit Built 1939 or Earlier	1,234	3.68%
2017 Est. Median Year Structure Built	**1972**	

2017 Household Income by Age of Householder

Description	Arlington Heights village, IL (1702154)									
	Age 15 - 24	Age 25 - 34	Age 35 - 44	Age 45 - 54	Age 55 - 64	Age 65 - 74	Age 75 - 84	Age 85+	Total	Percentage
Household Totals	**647**	**3,495**	**4,884**	**6,185**	**6,670**	**4,742**	**3,014**	**1,829**	**31,466**	
% of Total Households	2.06%	11.11%	15.52%	19.66%	21.20%	15.07%	9.58%	5.81%		
Income Less than $15,000	**73**	**151**	**119**	**212**	**315**	**259**	**336**	**326**	**1,791**	**5.69%**
% Across Age Ranges	4.08%	8.43%	6.64%	11.84%	17.59%	14.46%	18.76%	18.20%		
% Within Age Range	11.28%	4.32%	2.44%	3.43%	4.72%	5.46%	11.15%	17.82%		
Income $15,000 - $24,999	**80**	**135**	**102**	**141**	**196**	**382**	**502**	**394**	**1,932**	**6.14%**
% Across Age Ranges	4.14%	6.99%	5.28%	7.30%	10.14%	19.77%	25.98%	20.39%		
% Within Age Range	12.36%	3.86%	2.09%	2.28%	2.94%	8.06%	16.66%	21.54%		
Income $25,000 - $34,999	**46**	**272**	**192**	**197**	**288**	**395**	**390**	**261**	**2,041**	**6.49%**
% Across Age Ranges	2.25%	13.33%	9.41%	9.65%	14.11%	19.35%	19.11%	12.79%		
% Within Age Range	7.11%	7.78%	3.93%	3.19%	4.32%	8.33%	12.94%	14.27%		
Income $35,000 - $49,999	**81**	**416**	**379**	**391**	**481**	**668**	**504**	**246**	**3,166**	**10.06%**
% Across Age Ranges	2.56%	13.14%	11.97%	12.35%	15.19%	21.10%	15.92%	7.77%		
% Within Age Range	12.52%	11.90%	7.76%	6.32%	7.21%	14.09%	16.72%	13.45%		
Income $50,000 - $74,999	**121**	**703**	**676**	**907**	**1,053**	**913**	**510**	**270**	**5,153**	**16.38%**
% Across Age Ranges	2.35%	13.64%	13.12%	17.60%	20.43%	17.72%	9.90%	5.24%		
% Within Age Range	18.70%	20.11%	13.84%	14.66%	15.79%	19.25%	16.92%	14.76%		
Income $75,000 - $99,999	**185**	**537**	**656**	**815**	**892**	**731**	**317**	**146**	**4,279**	**13.60%**
% Across Age Ranges	4.32%	12.55%	15.33%	19.05%	20.85%	17.08%	7.41%	3.41%		
% Within Age Range	28.59%	15.36%	13.43%	13.18%	13.37%	15.42%	10.52%	7.98%		
Income $100,000 - $124,999	**30**	**462**	**737**	**699**	**697**	**479**	**152**	**87**	**3,343**	**10.62%**
% Across Age Ranges	0.90%	13.82%	22.05%	20.91%	20.85%	14.33%	4.55%	2.60%		
% Within Age Range	4.64%	13.22%	15.09%	11.30%	10.45%	10.10%	5.04%	4.76%		
Income $125,000 - $149,999	**19**	**259**	**423**	**627**	**638**	**351**	**126**	**53**	**2,496**	**7.93%**
% Across Age Ranges	0.76%	10.38%	16.95%	25.12%	25.56%	14.06%	5.05%	2.12%		
% Within Age Range	2.94%	7.41%	8.66%	10.14%	9.57%	7.40%	4.18%	2.90%		
Income $150,000 - $199,999	**7**	**337**	**836**	**888**	**844**	**257**	**87**	**22**	**3,278**	**10.42%**
% Across Age Ranges	0.21%	10.28%	25.50%	27.09%	25.75%	7.84%	2.65%	0.67%		
% Within Age Range	1.08%	9.64%	17.12%	14.36%	12.65%	5.42%	2.89%	1.20%		
Income $200,000 or more	**5**	**223**	**764**	**1,308**	**1,266**	**307**	**90**	**24**	**3,987**	**12.67%**
% Across Age Ranges	0.13%	5.59%	19.16%	32.81%	31.75%	7.70%	2.26%	0.60%		
% Within Age Range	0.77%	6.38%	15.64%	21.15%	18.98%	6.47%	2.99%	1.31%		
Median Household Income	**$58,988**	**$78,282**	**$110,787**	**$115,361**	**$103,945**	**$68,264**	**$43,304**	**$32,452**		

According to the data presented, there is a large component of small households in the area, which is the target market for multi-family housing. Single person households comprise 30.45% of the households within Arlington Heights, with two person households comprising 32.35% of the households in the city. Thus, the one and two person households comprise 62.80% of the households in this market area.

As already discussed, the subject property will draw prospective renters from an area that is much wider than these geographic boundaries. Additional renter demand will be generated from persons from outside the area due to job relocations or others relocating to be closer to their employment.

Qualifying Income

Our recommendations for the subject units result in average monthly rents as shown below, along with the minimum income to qualify, utilizing a 30% to 35% rent/income ratio:

	1BR	**2BR**	**3BR**
Monthly Rent	$1,850	$2,500	$3,200
12 months	12	12	12
Annual Rent	$22,200	$30,000	$38,400
Rent/Income Ratio	30%	30%	30%
Minimum Income	$74,000	$100,000	$128,000

	1BR	**2BR**	**3BR**
Monthly Rent	$1,850	$2,500	$3,200
12 months	12	12	12
Annual Rent	$22,200	$30,000	$38,400
Rent/Income Ratio	35%	35%	35%
Minimum Income	$63,429	$85,714	$109,714

Residents living in Arlington Heights have an average household income of $112,734 and a median household income of $84,640. With 14,884 renter households in this primary market area with incomes over $60,000 and the subject property comprising only 80 units, the subject property would need to capture less than 1% of the target market. In reality, the property will be drawing from a larger radius than the city of Arlington Heights, which would reduce the required capture rate even further.

Rental Competition Survey

Existing Competition

Due to the lack of new construction rental apartment units in downtown Arlington Heights, the competition for the subject units will be located in a broader market area and therefore our market survey includes 16 properties with over 3,300 units. As a new construction property, the subject building will be competing with other properties which were built within the past several years and which are located in surrounding communities along with older properties in its immediate area.

The buildings in the competitive survey are currently reporting rents ranging from $1.52 to $2.47 PSF and average unit sizes ranging from 849 to 1,397 SF. Parking prices are ranging from $60 to $150 per space per month, with tandem spaces renting as high as $200 per month. The following is a summary of this survey data followed by a discussion of the buildings which comprise the primary and secondary competition for the subject property.

Apartment Competition Survey – By Unit Type

				Quoted Rent		Net Effective Rent	
Unit Type	No. Units	%	Avg SF	Per Unit	PSF	Per Unit	PSF
Studio/Convertible	179	5%	614	$1,535	$2.50	$1,457	$2.37
One Bedroom	1,490	44%	794	$1,770	$2.23	$1,715	$2.16
One Bedroom + Den	291	9%	941	$1,891	$2.01	$1,847	$1.96
Two Bedroom	1,228	36%	1,165	$2,371	$2.03	$2,285	$1.96
Two Bedroom + Den	132	4%	1,360	$2,846	$2.09	$2,647	$1.95
Three Bedroom	57	2%	1,540	$3,172	$2.06	$3,155	$2.05
Total/Avg	**3,377**	**100%**	**967**	**$2,052**	**$2.12**	**$1,981**	**$2.05**

One Arlington, Dunton Tower and Hancock Square are located in Arlington Heights. One Arlington is located next to the Arlington International Racecourse and just east of Route 53. It is northwest of the downtown area and part of the Arlington Downs master planned development. The property was originally built as a hotel in 1969 and had been vacant since 2009. The conversion was completed in 2014. As a future phase, there will be retail space, a hotel, several restaurants, and an additional phase of multifamily units developed on adjoining sites. The location is within walking distance to a Metra station but not within the downtown area. The finishes are consistent with the Class A new construction rental product. This 12-story building offers excellent views and extensive amenities including a roof top sundeck, clubroom, fitness center, along with other amenities such as a golf driving range.

Dunton Tower and Hancock Square are located within downtown Arlington Heights offering locations very similar to the subject property. Both properties are within walking distance of the Metra station as well as the shops and restaurants. The units have been updated with granite and some wood-look flooring in the kitchens but Dunton Tower lacks in-unit washers and dryers which are now standard in new construction projects. Both properties are high-rise elevator buildings.

While these properties have updated finishes, they are not new construction and therefore are not able to command the new construction rent premiums.

North680 is the newest addition to the rental market in Schaumburg. This development began delivering units in 2017 and still is engaged in lease-up. It is a more of a typical suburban garden-style development with a location on Algonquin Road, west of Route 53. Thus, it lacks the suburban downtown location which the subject property offers and therefore reflects rent levels which are below what is indicated for the subject units.

Des Plaines also has two rental apartment buildings located in its downtown area which could be alternatives to the subject property: **Kingston Pointe** and **River 595** were originally designed and constructed as condominium buildings but delivered in the recession and were converted to rental utilization. Both buildings have similar locations in the downtown area and are walking distance to shops, restaurants and the Metra station. The unit mix at both of these building is geared toward larger units since the buildings were originally planned to be condominiums. The larger unit sizes results in rents on a per square foot basis at the lower end of the comparable data set. The finishes are typical of new construction alternatives in the market but the amenity package is limited at Kingston Pointe and reflective of the smaller building size at River 595. With the larger average unit sizes, inferior amenities, and a less vibrant downtown ambience, these rents will fall below the levels indicated for the subject units.

Northgate Crossing is located in northern Cook County in Wheeling, north of Dundee Road. It is a heavily car dependent location; however, it is within walking distance of a Metra station although the Metra service to this station is not as frequent as at the Arlington Heights station. This development includes several buildings with garages built into the first floor. Some of the units include attached garages while others require tenants to exit the unit in order to access the garage. This provides for private garages but can be less desirable if a tenant has to walk outside to access the garage. The amenities are located in a separate clubhouse rather than attached to the building. Give the location in Wheeling and the inferior building design, the rents are considered to fall below what would be achievable at the subject.

There are four developments located in Glenview which were included in the survey. Three of these were built within the last couple years. The Glenview location on the North Shore market is considered to be similar to the subject's Arlington Heights location. However, only **Midtown Square** is located in a walking distance to the Metra and downtown retail and restaurants. **The Reserve** is adjacent to the Golf Metra station but lacks the walkable downtown location that many renters now desire. **Tapestry** is situated overlooking I-294 at the four-way interchange with Willow Road. This location lacks a suburban ambience but provides excellent auto access to the metropolitan area. Midtown Square is a mixed-use project while the Reserve at Glenview and Tapestry are solely residential, although both are part of large retail shopping centers, each anchored by a Mariano's supermarket. The finishes at these projects are typical of new construction rental product. While the amenities at the larger projects are superior, the subject has a superior downtown location. **Aloft at Glen Town Center** is part of the larger planned

development known as The Glen Town Center. The location is within walking proximity to many retail and restaurants amenities but is a longer "hike" to the Glen/North Glenview Metra station. Completed in 2004, Aloft lacks the newest design features seen in the newer buildings.

Park 205 has an excellent location in downtown Park Ridge adjacent to a Whole Foods and within walking distance of the Metra station. With only 115 units, Park 205 offers a swimming pool, club room and fitness center and has been able to generate strong rents.

Northshore 770, AMLI Deerfield, and Woodview are all located in the Northbrook/Deerfield market. These properties were completed in 2015/2016. While these properties have a North Shore location, none are located in a suburban downtown. Northshore 770 is situated by the Edens Expressway, and AMLI Deerfield and Woodview are both located close to I-294. While lacking walkable downtown locations, each property has excellent amenities and Northshore 770 even provides a full-time doorman, an usual amenity for a suburban building. Also in this same market is **Deerfield Village Center,** a smaller building situated in a prime suburban downtown location in Deerfield. Constructed in 2000, the development has an average unit size which is larger than the subject but the property has dated finishes. Its location drives its rents, providing a downtown location within walking distance to an extensive array of shopping, restaurants, and the Metra station. Due to the small size of this property, it has extremely modest amenities, impacting its rent levels.

Future Competition

At the present time, the **Parkview Apartments** are under construction at Dunton and Eastman in downtown Arlington Heights. This is a smaller project and will include only 45 units along with ground floor retail space. The residences will be located on the upper five floors, with 58 parking spaces on the first floor. Nineteen of the 45 units will reportedly be rented to person who qualify under the affordable housing requirements.

Also under construction in Des Plaines is a 270 unit project called **Buckingham Place** on Northwest Highway, approximately one mile from downtown Des Plaines. While situated outside of the downtown area, it is within walking distance of a secondary Metra station which also serves Des Plaines. However, it lacks the downtown ambiance and amenities of a suburban downtown. With its large project size, it will feature extensive amenities and its unit finishes will also be competitive with other new projects in the market.

Wheeling is also being transformed with new developments as the 301 unit **Wheeling Town Center** is currently under construction. This project is being constructed adjacent to a Metra Station and new retail facilities which are also under construction. On the north side of Dundee Road, an additional 265 unit development has been entitled and is being developed. This project too will be within a short walk to the Metra station although neither project will be able to command the rent premiums which are achievable with a downtown Arlington Heights location.

Rental Competition Summary and Details

Apartment Competition Map

Apartment Rental Competition Overview

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Name	Address	Suburb	Submarket	Total Units	Class	Date Built	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Garage Fee	Occup.
Subject	**45 S. Chestnut**	**Arlington Heights**	Cook	**80**	**A**	**Proposed**	**981**				
Primary Data Set											
Dunton Tower	55 South Vail	Arlington Heights	NW Cook	216	B	1986	902	$1.84	$1.84	$70	96.8%
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	NW Cook	409	B	1988	849	$1.93	$1.93	$75	93.9%
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	NW Cook	214	A	2014	936	$2.23	$2.13	$75	95.8%
North680	680 E. Algonquin Rd.	Schaumburg	NW Cook	180	A	2017	894	$2.25	$1.99	$75 - $120	In lease-up
Tapestry Glenview	2550 Waterview Dr	Glenview	North Shore	290	A	2014	887	$2.25	$2.11	$60	98.6%
Northgate Crossing	250 Northgate Pkwy	Wheeling	NW Cook	300	A	2016	969	$1.77	$1.69	$145 - $175	In lease-up
River 595	595 S. River Rd	Des Plaines	NW Cook	60	A	2011	1,397	$1.65	$1.52	$65	90.0%
Kingston Pointe	1646 River St	Des Plaines	NW Cook	144	A	2009	1,203	$1.70	$1.70	$50 - $100	93.1%
Total				***1,813***							
Secondary Data Set											
Aloft at Glen Town Center	1991 Tower Drive	Glenview	North Shore	181	A	2004	1,141	$2.05	$2.05	$75 - $125	96.1%
Amli Deerfield	1525 Lake Cook Rd	Deerfield	North Shore	240	A	2015	941	$2.13	$1.95	$125	91.3%
Deerfield Village Centre	625 Deerfield Road	Deerfield	North Shore	56	A	2000	1,059	$2.15	$1.98	$50 - $75	96.4%
Midtown Square	998 Church St	Glenview	North Shore	138	A	2014	920	$2.41	$2.28	$135	92.0%
Northshore 770	770 Skokie Blvd	Northbrook	North Shore	347	A	2016	992	$2.45	$2.33	$150 - $220	In lease-up
Park 205	205 W. Touhy	Park Ridge	North Shore	115	A	2015	975	$2.47	$2.47	$125 - $200	94.8%
Reserve at Glenview	195 N. Waukegan Rd	Glenview	North Shore	239	A	2015	1,013	$2.33	$2.33	$75 - $125	In lease-up
Woodview	15 Parkway North Blvd	Deerfield	North Shore	248	A	2015	965	$2.28	$2.28	$75 - $125	90.3%
Total				***1,564***							

(Integra Realty Resources - Chicago conclusions for the subject units are shown in RED.)

Apartment Rental Competition Unit Mix

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Name	Address	Suburb	Date Built	Avg Size (SF)	Studio	Studio	1BR	1BR	1BR +den	1BR +den	2BR	2BR	2BR +den	2BR +den	3BR	3BR	Total
Subject	**45 S. Chestnut**	**Arlington Heights**	**Proposed**	**981**			**35**	**44%**			**39**	**49%**			**6**	**7%**	**80**
Dunton Tower	55 South Vail	Arlington Heights	1986	902	27	12%	108	50%			81	38%					**216**
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	1988	849	30	7%	143	35%	89	22%	147	36%					**409**
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	2014	936	51	24%	113	53%			50	23%					**214**
North680	680 E. Algonquin Rd.	Schaumburg	2017	894			104	58%	24	13%	52	29%					**180**
Tapestry Glenview	2550 Waterview Dr	Glenview	2014	887	29	10%	136	47%	12	4%	113	39%					**290**
Northgate Crossing	250 Northgate Pkwy	Wheeling	2016	969			162	54%	20	7%	106	35%			12	4%	**300**
River 595	595 S. River Rd	Des Plaines	2011	1,397			5	8%			5	8%	50	83%			**60**
Kingston Pointe	1646 River St	Des Plaines	2009	1,203			34	24%	28	19%	72	50%	7	5%	3	2%	**144**
Aloft at Glen Town Center	1991 Tower Drive	Glenview	2004	1,141			81	45%	8	4%	90	50%	2	1%			**181**
Amli Deerfield	1525 Lake Cook Rd	Deerfield	2015	941	23	10%	122	51%	6	3%	75	31%	14	6%			**240**
Deerfield Village Centre	625 Deerfield Road	Deerfield	2000	1,059			20	36%	16	29%	20	36%					**56**
Midtown Square	998 Church St	Glenview	2014	920			99	72%			39	28%					**138**
Northshore 770	770 Skokie Blvd	Northbrook	2016	992			86	25%	63	18%	142	41%	56	16%			**347**
Park 205	205 W. Touhy	Park Ridge	2015	975			57	50%	7	6%	45	39%	3	3%	3	3%	**115**
Reserve at Glenview	195 N. Waukegan Rd	Glenview	2015	1,013	6	3%	103	43%	18	8%	76	32%			36	15%	**239**
Woodview	15 Parkway North Blvd	Deerfield	2015	965	13	5%	117	47%			115	46%		0%	3	1.21%	**248**
Total/Percentage					***179***	***5%***	***1,490***	***44%***	***291***	***9%***	***1,228***	***36%***	***132***	***4%***	***57***	***2%***	***3,377***

Apartment Rental Competition Unit Sizes

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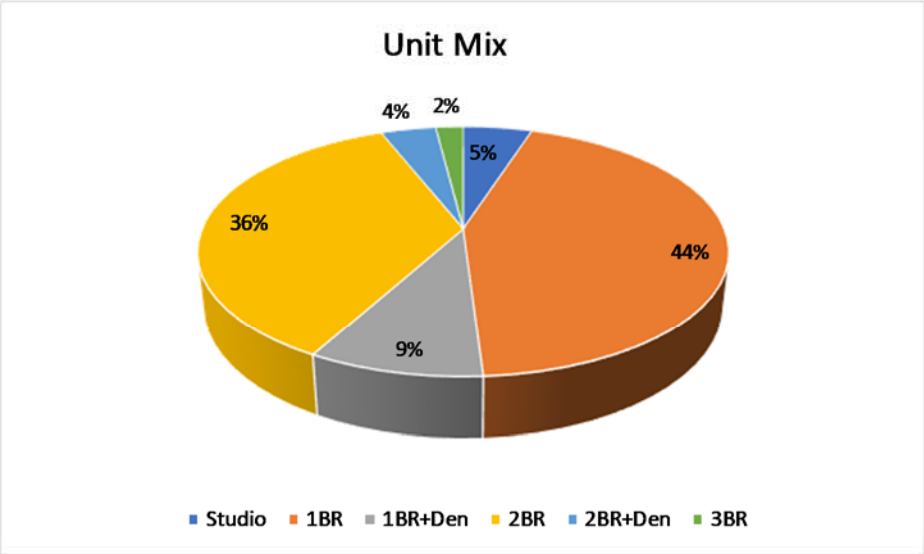
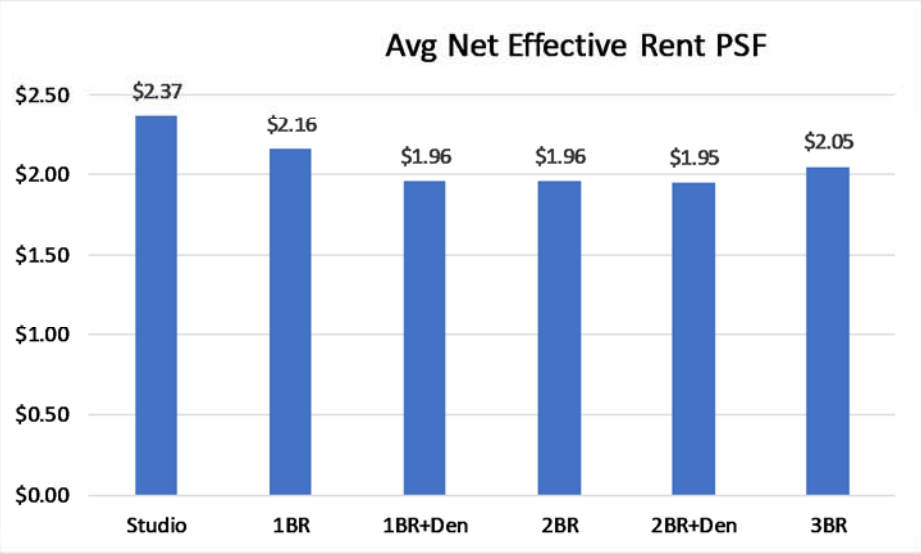
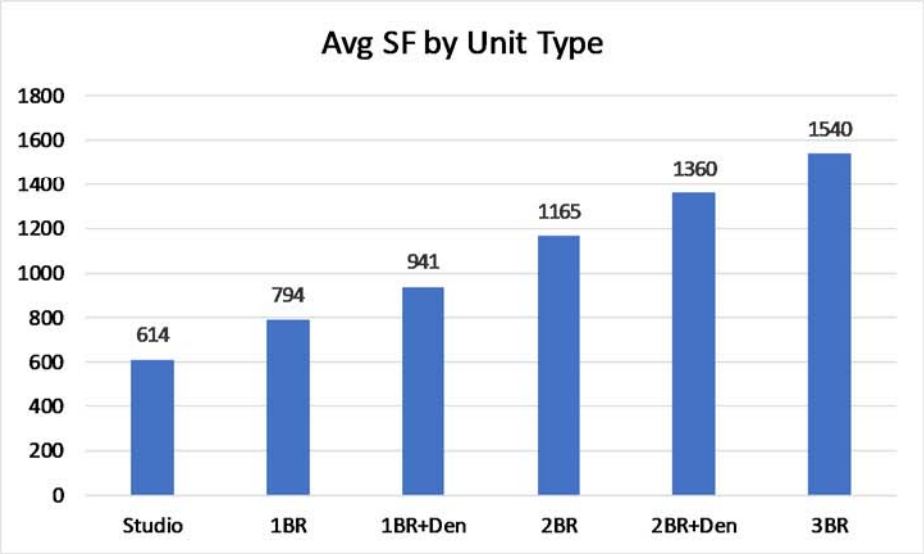
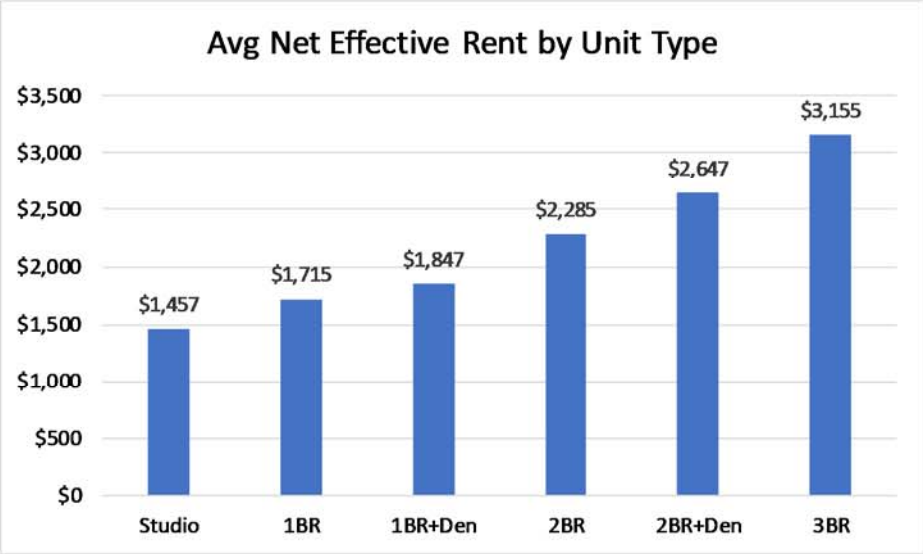
Name	Address	Suburb	Date Built	Avg Size (SF)	Studio		1BR		1BR+Den		2BR		2BR+Den		3BR	
Subject	**45 S. Chestnut**	**Arlington Heights**	**Proposed**	**981**			**745**	**828**			**955**	**1,332**			**1,383**	**1,438**
Dunton Tower	55 South Vail	Arlington Heights	1986	902	600		785	800			1,100	1,200				
Hancock Square	200 North Arlington Hts Rd	Arlington Heights	1988	849	608		677		850	925	975	1,128				
One Arlington	3400 W. Stonegate Blvd	Arlington Heights	2014	936	549	769	803	1012			1,193	1,521				
North680	680 E. Algonquin Rd.	Schaumburg	2017	894			665	785	1,039		1,130	1,588				
Tapestry Glenview	2550 Waterview Dr	Glenview	2014	887	599		715	822	1,019		1,064	1,212				
Northgate Crossing	250 Northgate Pkwy	Wheeling	2016	969			696	873	883		1,190	1,212			1,971	2005
River 595	595 S. River Rd	Des Plaines	2011	1,397			860				1,325		1,390	1,660		
Kingston Pointe	1646 River St	Des Plaines	2009	1,203			820	1005	971	1,089	1,207	1,448	1,769		1,725	1,924
Aloft at Glen Town Center	1991 Tower Drive	Glenview	2004	1,141			775	1000	1,050	1,325	1,100	1,600	1,800			
Amli Deerfield	1525 Lake Cook Rd	Deerfield	2015	941	527	631	722	859	966		1,147	1,301	1,260	1,365		
Deerfield Village Centre	625 Deerfield Road	Deerfield	2000	1,059			780	1000	1,050	1,090	1,040	1,400				
Midtown Square	998 Church St	Glenview	2014	920			763	909			923	1,341				
Northshore 770	770 Skokie Blvd	Northbrook	2016	992			667	904	755	972	1,009	1,157	1,099	1,341		
Park 205	205 W. Touhy	Park Ridge	2015	975			606	881	942	1,064	1,080	1,345	1,316		1,387	1423
Reserve at Glenview	195 N. Waukegan Rd	Glenview	2015	1,013	630		750	810	964		1,105	1,271			1,385	1,407
Woodview	15 Parkway North Blvd	Deerfield	2015	965	525	611	659	1005			958	1,315			1,328	
Average Unit Size (SF)					**614**		**794**		**941**		**1,165**		**1,360**		**1,540**	

Market Survey Summary









Rent Survey Summary and Detailed Project Summary Sheets

On the following pages are the summaries of the current rents for the primary competition and secondary competition. In each of the corresponding graphs, the IRR rent conclusions for the subject are shown in red.

Studio/Convertible Apartment Comparables

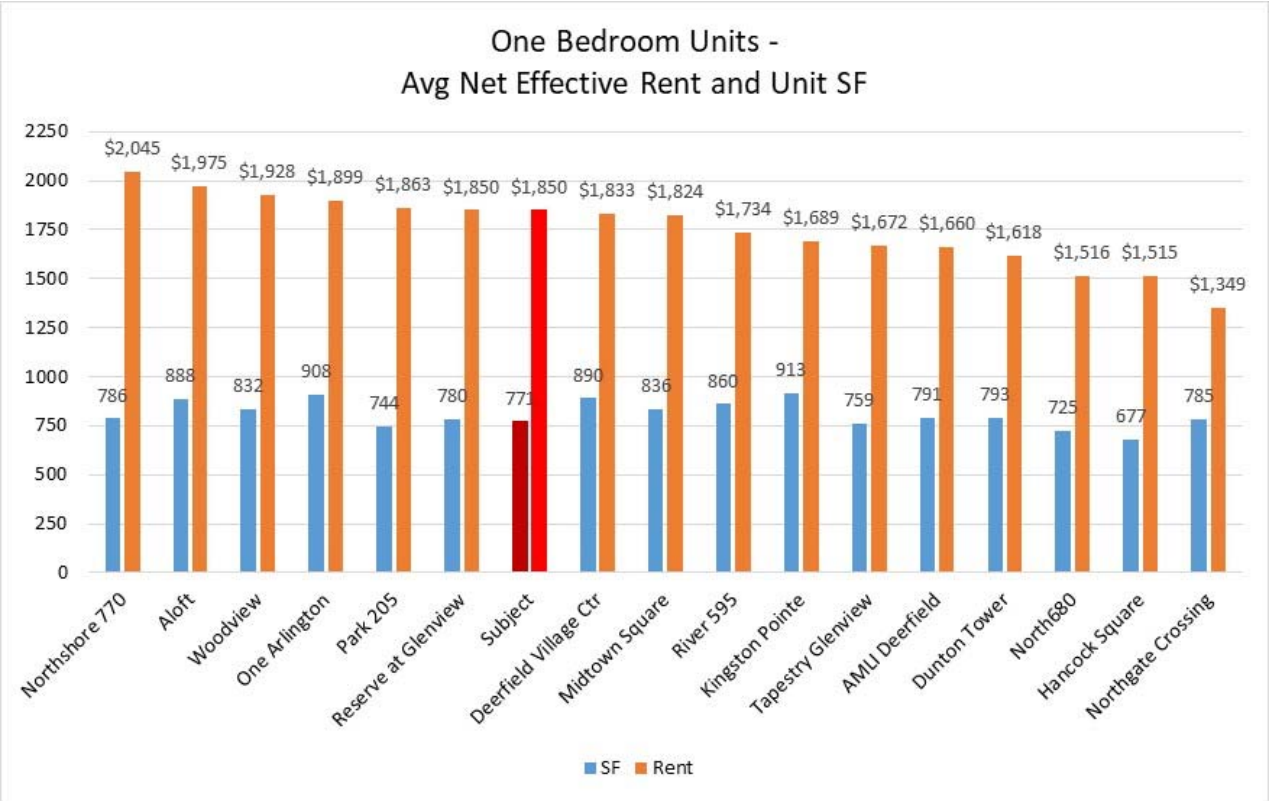
				Quoted Rent				Net Effective Rent		
Unit Description	Unit	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
AMLI Deerfield										
Studio	23	9.6%	527	$1,475	$2.80	$2.57	8.3%	$1,352	$2.57	$2.35
1.0 Bath			631	$1,475	$2.34			$1,352	$2.14	
Dunton Tower										
Studio	27	12.5%	600	$1,241	$2.07	$2.14	0.0%	$1,241	$2.07	$2.14
1.0 Bath			600	$1,328	$2.21			$1,328	$2.21	
Hancock Square At Arlington Station										
Studio	30	7.3%	608	$1,457	$2.40	$2.40	0.0%	$1,457	$2.40	$2.40
1.0 Bath			608	$1,457	$2.40			$1,457	$2.40	
One Arlington										
Studio	51	23.8%	549	$1,489	$2.71	$2.59	8.3%	$1,365	$2.49	$2.37
1.0 Bath			769	$1,899	$2.47			$1,741	$2.26	
Reserve at Glenview										
Studio	6	2.5%	630	$1,580	$2.51	$2.51	0.0%	$1,580	$2.51	$2.51
1.0 Bath			630	$1,580	$2.51			$1,580	$2.51	
Tapestry Glenview										
Studio	29	10.0%	599	$1,549	$2.59	$2.67	8.3%	$1,420	$2.37	$2.45
1.0 Bath			599	$1,649	$2.75			$1,512	$2.52	
Woodview										
Studio	13	5.2%	525	$1,390	$2.65	$2.60	0.0%	$1,390	$2.65	$2.60
1.0 Bath			611	$1,565	$2.56			$1,565	$2.56	
Total/Weighted Avg	**179**		**614**	**$1,535**		**$2.50**		**$1,457**		**$2.37**

One Bedroom Apartment Comparables

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
Aloft at Glen Town Center										
One Bedroom	81	44.8%	775	$1,600	$2.06	$2.21	0.0%	$1,600	$2.06	$2.21
1.0 Bath			1,000	$2,350	$2.35			$2,350	$2.35	
AMLI Deerfield										
One Bedroom	122	50.8%	722	$1,658	$2.30	$2.29	8.3%	$1,520	$2.11	$2.10
1.0 Bath			859	$1,963	$2.29			$1,799	$2.09	
Deerfield Village Centre										
One Bedroom	20	35.7%	780	$1,950	$2.50	$2.28	8.3%	$1,788	$2.29	$2.09
1.0 Bath			1,000	$2,050	$2.05			$1,879	$1.88	
Dunton Tower										
One Bedroom	108	50.0%	785	$1,554	$1.98	$2.04	0.0%	$1,554	$1.98	$2.04
1.0 Bath			800	$1,681	$2.10			$1,681	$2.10	
Hancock Square At Arlington Station										
One Bedroom	143	35.0%	677	$1,515	$2.24	$2.24	0.0%	$1,515	$2.24	$2.24
1.0 Bath			677	$1,515	$2.24			$1,515	$2.24	
Kingston Pointe										
One Bedroom	34	23.6%	820	$1,653	$2.02	$1.87	0.0%	$1,653	$2.02	$1.87
1.0 Bath			1,005	$1,725	$1.72			$1,725	$1.72	
Midtown Square										
One Bedroom	99	71.7%	763	$1,830	$2.40	$2.38	8.3%	$1,678	$2.20	$2.18
1.0 Bath			909	$2,150	$2.37			$1,971	$2.17	
North680										
One Bedroom	104	57.8%	665	$1,589	$2.39	$2.37	11.5%	$1,406	$2.11	$2.09
1.0 Bath			785	$1,839	$2.34			$1,627	$2.07	
Northgate Crossing										
One Bedroom	162	54.0%	696	$1,229	$1.77	$1.81	5.3%	$1,163	$1.67	$1.71
1.0 Bath			873	$1,620	$1.86			$1,534	$1.76	
Northshore 770										
One Bedroom	86	24.8%	667	$1,700	$2.55	$2.60	0.0%	$1,700	$2.55	$2.60
1.0 Bath			904	$2,390	$2.64			$2,390	$2.64	
One Arlington										
One Bedroom	113	52.8%	803	$1,599	$1.99	$2.08	0.0%	$1,599	$1.99	$2.08
1.0 Bath			1,012	$2,199	$2.17			$2,199	$2.17	
Park 205 Apartments										
One Bedroom	57	49.6%	606	$1,765	$2.91	$2.57	0.0%	$1,765	$2.91	$2.57
1.0 Bath			881	$1,960	$2.22			$1,960	$2.22	
Reserve at Glenview										
One Bedroom	103	43.1%	750	$1,745	$2.33	$2.37	0.0%	$1,745	$2.33	$2.37
1.0 Bath			810	$1,955	$2.41			$1,955	$2.41	
River 595										
One Bedroom	5	8.3%	860	$1,829	$2.13	$2.18	7.7%	$1,688	$1.96	$2.02
1.0 Bath			860	$1,929	$2.24			$1,781	$2.07	

One Bedroom Apartment Comparables

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
Tapestry Glenview										
One Bedroom	80	27.6%	715	$1,699	$2.38	$2.38	4.2%	$1,628	$2.28	$2.28
1.0 Bath			715	$1,699	$2.38			$1,628	$2.28	
Tapestry Glenview										
One Bedroom	56	19.3%	822	$1,810	$2.20	$2.20	4.2%	$1,735	$2.11	$2.11
1.0 Bath			822	$1,810	$2.20			$1,735	$2.11	
Woodview										
One Bedroom	117	47.2%	659	$1,595	$2.42	$2.34	0.0%	$1,595	$2.42	$2.34
1.0 Bath			1,005	$2,261	$2.25			$2,261	$2.25	
Total/Weighted Avg	**1,490**		**794**	**$1,770**		**$2.23**		**$1,715**		**$2.16**



Projected rents for the subject property shown in red.

One Bedroom +Den Apartment Comparables

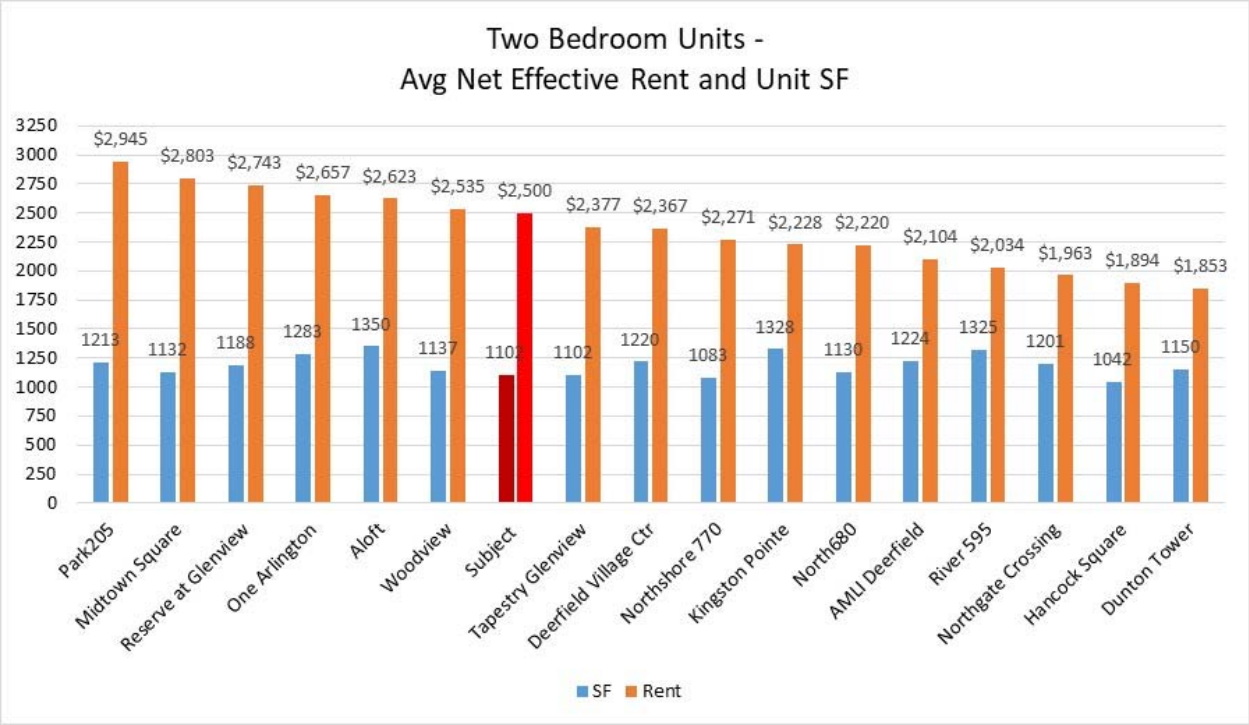
				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
Aloft at Glen Town Center										
One Bedroom + Den	8	4.4%	1,050	$2,350	$2.24	$2.07	0.0%	$2,350	$2.24	$2.07
1.0-2.0 Bath			1,325	$2,520	$1.90			$2,520	$1.90	
AMLI Deerfield										
One Bedroom + Den	6	2.5%	966	$2,075	$2.15	$2.16	8.3%	$1,902	$1.97	$1.98
1.0 Bath			966	$2,100	$2.17			$1,925	$1.99	
Deerfield Village Centre										
One Bedroom + Den	16	28.6%	1,050	$2,260	$2.15	$2.11	8.3%	$2,072	$1.97	$1.94
1.0 Bath			1,090	$2,260	$2.07			$2,072	$1.90	
Hancock Square At Arlington Station										
One Bedroom + Den	89	21.8%	850	$1,395	$1.64	$1.64	0.0%	$1,395	$1.64	$1.64
1.0 Bath			925	$1,524	$1.65			$1,524	$1.65	
Kingston Pointe										
One Bedroom + Den	28	19.4%	971	$1,705	$1.76	$1.69	0.0%	$1,705	$1.76	$1.69
1.0 Bath			1,089	$1,768	$1.62			$1,768	$1.62	
North680										
One Bedroom + Den	24	13.3%	1,039	$1,999	$1.92	$1.99	11.5%	$1,768	$1.70	$1.76
1.0 Bath			1,039	$2,139	$2.06			$1,892	$1.82	
Northgate Crossing										
One Bedroom + Den	20	6.7%	883	$1,760	$1.99	$1.99	4.9%	$1,674	$1.90	$1.90
1.0 Bath			883	$1,760	$1.99			$1,674	$1.90	
Northshore 770										
One Bedroom + Den	63	18.2%	755	$1,690	$2.24	$2.45	0.0%	$1,690	$2.24	$2.45
1.0 Bath			972	$2,580	$2.65			$2,580	$2.65	
Park 205 Apartments										
One Bedroom + Den	7	6.1%	942	$2,360	$2.51	$2.36	0.0%	$2,360	$2.51	$2.36
1.0 Bath			1,064	$2,360	$2.22			$2,360	$2.22	
Reserve at Glenview										
One Bedroom + Den	18	7.5%	964	$2,285	$2.37	$2.37	0.0%	$2,285	$2.37	$2.37
1.0 Bath			964	$2,285	$2.37			$2,285	$2.37	
Tapestry Glenview										
One Bedroom + Den	12	4.1%	1,019	$2,299	$2.26	$2.26	4.2%	$2,203	$2.16	$2.16
1.0 Bath			1,019	$2,299	$2.26			$2,203	$2.16	
Total/Weighted Avg	**291**		**941**	**$1,891**		**$2.01**		**$1,847**		**$1.96**

Two Bedroom Apartment Comparables

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
Aloft at Glen Town Center										
Two Bedroom	90	49.7%	1,100	$2,155	$1.96	$1.95	0.0%	$2,155	$1.96	$1.95
2.0 Bath			1,600	$3,090	$1.93			$3,090	$1.93	
AMLI Deerfield										
Two Bedroom	75	31.3%	1,147	$2,160	$1.88	$1.88	8.3%	$1,980	$1.73	$1.72
2.0 Bath			1,301	$2,430	$1.87			$2,228	$1.71	
Deerfield Village Centre										
Two Bedroom	20	35.7%	1,040	$2,495	$2.40	$2.15	8.3%	$2,287	$2.20	$1.97
2.0 Bath			1,400	$2,670	$1.91			$2,448	$1.75	
Dunton Tower										
Two Bedroom	81	37.5%	1,100	$1,818	$1.65	$1.61	0.0%	$1,818	$1.65	$1.61
2.0 Bath			1,200	$1,887	$1.57			$1,887	$1.57	
Hancock Square At Arlington Station										
Two Bedroom	87	21.3%	975	$1,784	$1.83	$1.92	0.0%	$1,784	$1.83	$1.92
2.0 Bath			991	$1,994	$2.01			$1,994	$2.01	
Hancock Square At Arlington Station										
Two Bedroom	60	14.7%	1,128	$1,755	$1.56	$1.69	0.0%	$1,755	$1.56	$1.69
2.0 Bath			1,128	$2,047	$1.81			$2,047	$1.81	
Kingston Pointe										
Two Bedroom	72	50.0%	1,207	$1,955	$1.62	$1.67	0.0%	$1,955	$1.62	$1.67
2.0 Bath			1,448	$2,500	$1.73			$2,500	$1.73	
Midtown Square										
Two Bedroom	39	28.3%	923	$2,335	$2.53	$2.48	0.0%	$2,335	$2.53	$2.48
2.0 Bath			1,341	$3,270	$2.44			$3,270	$2.44	
North680										
Two Bedroom	48	26.7%	1,130	$2,379	$2.11	$2.22	11.5%	$2,105	$1.86	$1.96
2.0 Bath			1,130	$2,639	$2.34			$2,335	$2.07	
North680										
Two Bedroom	4	2.2%	1,588	$3,379	$2.13	$2.13	11.5%	$2,989	$1.88	$1.88
2.0 Bath			1,588	$3,379	$2.13			$2,989	$1.88	
Northgate Crossing										
Two Bedroom	16	5.3%	883	$1,820	$2.06	$2.06	4.7%	$1,735	$1.96	$1.96
1.0 Bath			883	$1,820	$2.06			$1,735	$1.96	
Northgate Crossing										
Two Bedroom	90	30.0%	1,190	$1,985	$1.67	$1.70	4.1%	$1,903	$1.60	$1.63
2.0 Bath			1,212	$2,110	$1.74			$2,023	$1.67	
Northshore 770										
Two Bedroom	142	40.9%	1,009	$2,450	$2.43	$2.28	7.7%	$2,262	$2.24	$2.11
2.0 Bath			1,157	$2,470	$2.13			$2,280	$1.97	
One Arlington										
Two Bedroom	36	16.8%	1,193	$2,499	$2.09	$2.23	8.3%	$2,291	$1.92	$2.04
2.0 Bath			1,273	$2,999	$2.36			$2,749	$2.16	
One Arlington										
Two Bedroom	14	6.5%	1,303	$3,000	$2.30	$2.33	8.3%	$2,750	$2.11	$2.14
2.0 Bath			1,521	$3,600	$2.37			$3,300	$2.17	

Two Bedroom Apartment Comparables

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
Park 205 Apartments										
Two Bedroom	45	39.1%	1,080	$2,610	$2.42	$2.43	0.0%	$2,610	$2.42	$2.43
2.0 Bath			1,345	$3,280	$2.44			$3,280	$2.44	
Reserve at Glenview										
Two Bedroom	76	31.8%	1,105	$2,505	$2.27	$2.31	0.0%	$2,505	$2.27	$2.31
2.0 Bath			1,271	$2,980	$2.34			$2,980	$2.34	
River 595										
Two Bedroom	5	8.3%	1,325	$2,159	$1.63	$1.66	7.7%	$1,993	$1.50	$1.54
2.0 Bath			1,325	$2,249	$1.70			$2,076	$1.57	
Tapestry Glenview										
Two Bedroom	84	29.0%	1,064	$2,249	$2.11	$2.11	8.3%	$2,062	$1.94	$1.94
2.0 Bath			1,064	$2,249	$2.11			$2,062	$1.94	
Tapestry Glenview										
Two Bedroom	29	10.0%	1,212	$2,749	$2.27	$2.27	8.3%	$2,520	$2.08	$2.08
2.0 Bath			1,212	$2,749	$2.27			$2,520	$2.08	
Woodview										
Two Bedroom	115	46.4%	958	$1,995	$2.08	$2.21	0.0%	$1,995	$2.08	$2.21
2.0 Bath			1,315	$3,075	$2.34			$3,075	$2.34	
Total/Weighted Avg	**1,228**		**1,165**	**$2,371**		**$2.03**		**$2,285**		**$1.96**



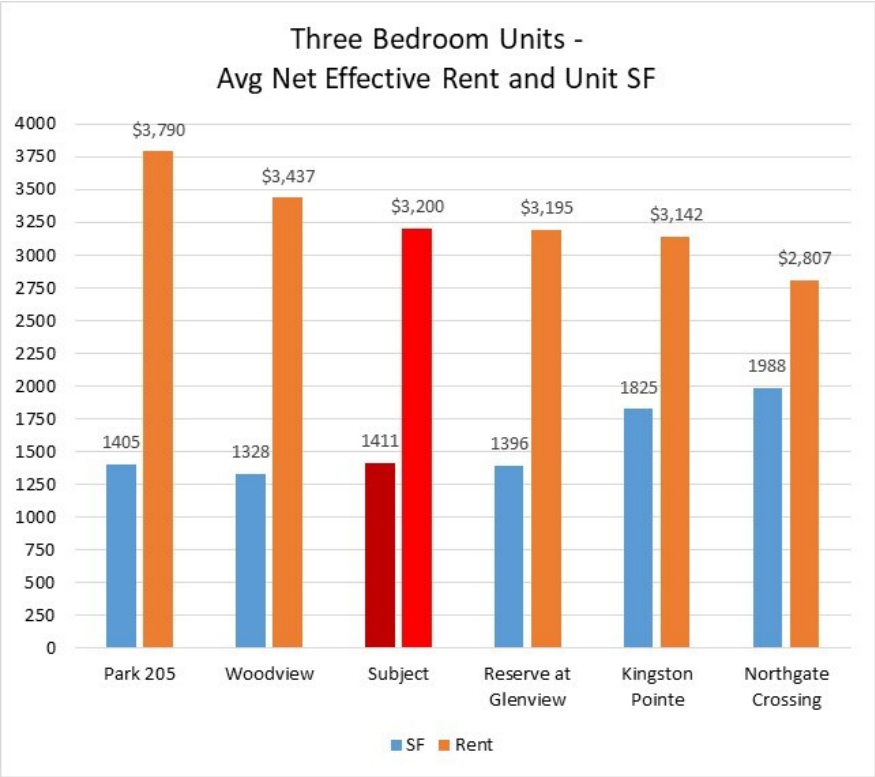
Projected rents for the subject property shown in red.

Two Bedroom + Den Apartment Comparables

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	Avg	Concession	Rent	PSF	Avg
Aloft at Glen Town Center										
Two Bedroom + Den	2	1.1%	1,800	$3,810	$2.12	$2.45	0.0%	$3,810	$2.12	$2.45
2.0 Bath			1,800	$5,000	$2.78			$5,000	$2.78	
AMLI Deerfield										
Two Bedroom + Den	14	5.8%	1,260	$2,579	$2.05	$2.18	8.3%	$2,364	$1.88	$2.00
2.0 Bath			1,365	$3,170	$2.32			$2,906	$2.13	
Kingston Pointe										
Two Bedroom + Den	7	4.9%	1,769	$2,593	$1.47	$1.47	0.0%	$2,593	$1.47	$1.47
2.5 Bath			1,769	$2,593	$1.47			$2,593	$1.47	
Northshore 770										
Two Bedroom + Den	56	16.1%	1,099	$2,500	$2.27	$2.65	7.7%	$2,308	$2.10	$2.45
2.0 Bath			1,341	$4,060	$3.03			$3,748	$2.79	
Park 205 Apartments										
Two Bedroom + Den	3	2.6%	1,316	$3,295	$2.50	$2.50	0.0%	$3,295	$2.50	$2.50
2.0 Bath			1,316	$3,295	$2.50			$3,295	$2.50	
River 595										
Two Bedroom + Den	30	50.0%	1,390	$2,199	$1.58	$1.62	7.7%	$2,030	$1.46	$1.50
2.0 Bath			1,390	$2,309	$1.66			$2,131	$1.53	
River 595										
Two Bedroom + Den	10	16.7%	1,480	$2,299	$1.55	$1.59	7.7%	$2,122	$1.43	$1.47
2.0 Bath			1,480	$2,409	$1.63			$2,224	$1.50	
River 595										
Two Bedroom + Den	5	8.3%	1,620	$2,589	$1.60	$1.60	7.7%	$2,390	$1.48	$1.48
2.0 Bath			1,620	$2,589	$1.60			$2,390	$1.48	
River 595										
Two Bedroom + Den	5	8.3%	1,660	$2,689	$1.62	$1.62	7.7%	$2,482	$1.50	$1.50
2.0 Bath			1,660	$2,689	$1.62			$2,482	$1.50	
Total/Weighted Avg	**132**		**1,360**	**$2,846**		**$2.09**		**$2,647**		**$1.95**

Three Bedroom Apartment Comparables

Unit Description	Unit	Pct	Sq Ft	Quoted Rent Rent	Quoted Rent PSF	Quoted Rent Avg	Concession	Net Effective Rent Rent	Net Effective Rent PSF	Net Effective Rent Avg
Kingston Pointe										
Three Bedroom	3	2.1%	1,725	$3,142	$1.82	$1.73	0.0%	$3,142	$1.82	$1.73
3.0 Bath & up			1,924	$3,142	$1.63			$3,142	$1.63	
Northgate Crossing										
Three Bedroom	12	4.0%	1,971	$2,800	$1.42	$1.45	2.9%	$2,719	$1.38	$1.41
2.0 Bath			2,005	$2,980	$1.49			$2,894	$1.44	
Park 205 Apartments										
Three Bedroom	3	2.6%	1,387	$3,785	$2.73	$2.70	0.0%	$3,785	$2.73	$2.70
2.0 Bath			1,423	$3,795	$2.67			$3,795	$2.67	
Reserve at Glenview										
Three Bedroom	36	15.1%	1,385	$3,120	$2.25	$2.29	0.0%	$3,120	$2.25	$2.29
2.0 Bath			1,407	$3,270	$2.32			$3,270	$2.32	
Woodview										
Three Bedroom	3	1.2%	1,328	$3,437	$2.59	$2.59	0.0%	$3,437	$2.59	$2.59
2.0 Bath			1,328	$3,437	$2.59			$3,437	$2.59	
Total/Weighted Avg	**57**		**1,540**	**$3,172**		**$2.06**		**$3,155**		**$2.05**



Projected rents for the subject property shown in red.

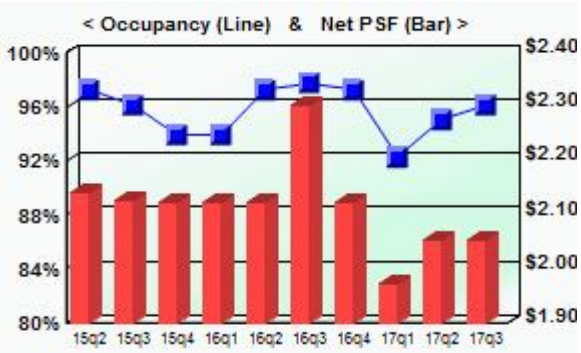
On the following pages are the detailed rent pages for each of the survey properties.

Aloft at Glen Town Center

1991 Tower Drive (S of Willow Rd, W of Rt 43)
Glenview, Cook County, IL 60026

North Shore

Class: A, Market Rate
ID: 540; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC	✓		Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**181**
Avg Unit SF:	**1,141**
Built:	**2004**
Renovated:	**na**

Economic Profile	
Occupancy:	**96.1%**
Quoted Rent:	**$2.05**
Concessions:	**0.0%**
Effective Rent:	**$2.05**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	81	44.8%	775	$1,600	$2.06	$2.21	0.0%	$1,600	$2.06	$2.21
1.0 Bath			1,000	$2,350	$2.35			$2,350	$2.35	
One Bedroom + Den	8	4.4%	1,050	$2,350	$2.24	$2.07	0.0%	$2,350	$2.24	$2.07
1.0-2.0 Bath			1,325	$2,520	$1.90			$2,520	$1.90	
Two Bedroom	90	49.7%	1,100	$2,155	$1.96	$1.95	0.0%	$2,155	$1.96	$1.95
2.0 Bath			1,600	$3,090	$1.93			$3,090	$1.93	
Two Bedroom + Den	2	1.1%	1,800	$3,810	$2.12	$2.45	0.0%	$3,810	$2.12	$2.45
2.0 Bath			1,800	$5,000	$2.78			$5,000	$2.78	

Paid Parking: $75 (Self-Park Gar/Encl) to $125 (Reserved Gar/Encl) per month. Free parking available.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
9' Ceiling	Microwave	Conference Room
Smooth Ceiling	Range - Gas	Movie Theater Rm
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	**Parking**
Patio/Balcony/Deck	**Fitness**	Reserved Gar/Encl
	Fitness Center	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.05	0.0%	96.1%	$2.05
20172	$2.05	0.0%	95.0%	$2.05
20171	$2.12	7.0%	92.3%	$1.97
20164	$2.12	0.0%	97.2%	$2.12
20163	$2.30	0.0%	97.8%	$2.30
20162	$2.12	0.0%	97.2%	$2.12
20161	$2.12	0.0%	93.9%	$2.12
20154	$2.12	0.0%	93.9%	$2.12
20153	$2.13	0.0%	96.1%	$2.13
20152	$2.14	0.0%	97.2%	$2.14

Notes: Marketing began in December 2003. Two buildings, 3-stories each with retail on first floor. Participate in RUBS Program. Free parking available in detached garage across the street from property. Parking fees listed are for underground parking.

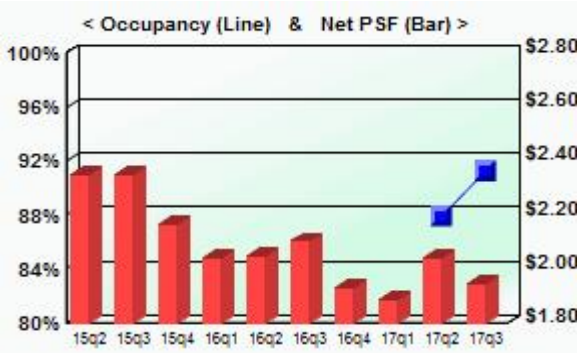
Oliver McMillan

AMLI Deerfield

1525 Lake Cook Rd
Deerfield, Cook County, IL 60015

North Shore

Class: A, Market Rate
ID: 1445; YrQtr: 20173



Utility Description	*L*	*T*	*Service*	*L*	*T*
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**240**
Avg Unit SF:	**941**
Built:	**2015**
Renovated:	**na**

Economic Profile	
Occupancy:	**91.3%**
Quoted Rent:	**$2.13**
Concessions:	**8.3%**
Effective Rent:	**$1.95**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	23	9.6%	527	$1,475	$2.80	$2.57	8.3%	$1,352	$2.57	$2.35
1.0 Bath			631	$1,475	$2.34			$1,352	$2.14	
One Bedroom	122	50.8%	722	$1,658	$2.30	$2.29	8.3%	$1,520	$2.11	$2.10
1.0 Bath			859	$1,963	$2.29			$1,799	$2.09	
One Bedroom + Den	6	2.5%	966	$2,075	$2.15	$2.16	8.3%	$1,902	$1.97	$1.98
1.0 Bath			966	$2,100	$2.17			$1,925	$1.99	
Two Bedroom	75	31.3%	1,147	$2,160	$1.88	$1.88	8.3%	$1,980	$1.73	$1.72
2.0 Bath			1,301	$2,430	$1.87			$2,228	$1.71	
Two Bedroom + Den	14	5.8%	1,260	$2,579	$2.05	$2.18	8.3%	$2,364	$1.88	$2.00
2.0 Bath			1,365	$3,170	$2.32			$2,906	$2.13	

Paid Parking: $125 (Reserved Gar/Encl) per month.

Amenities

Unit	***Appliance***	***Common***
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Smoke Free
Smooth Ceiling	Range - Gas	Extra Storage
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Fire Pit
Quartz Counters	***Fitness***	Grilling Area
Tile Backsplash	Fitness Center	Pet Wash Station
Undermount Sinks	Outdoor Pool	***Parking***
Patio/Balcony/Deck	Bike Storage	Attached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.13	8.3%	91.3%	$1.95
20172	$2.23	8.3%	87.9%	$2.04
20171	$2.26	16.7%	79.2%	$1.88
20164	$2.31	16.7%	65.8%	$1.93
20163	$2.29	8.3%	61.7%	$2.10
20162	$2.29	10.5%	57.5%	$2.05
20161	$2.23	8.3%	45.4%	$2.04
20154	$2.36	8.3%	27.5%	$2.17
20153	$2.35	0.0%	22.5%	$2.35
20152	$2.35	0.0%	7.1%	$2.35

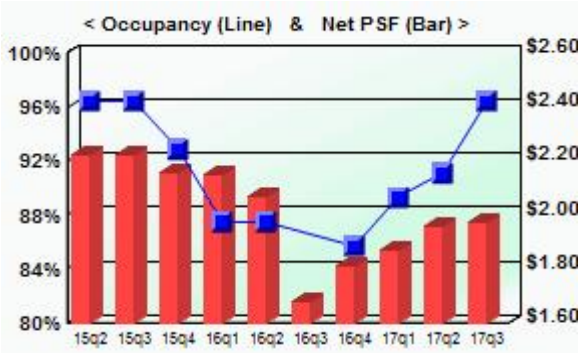
Notes: Leasing began in May, 2015. Bldg opened 8/30/15. Studio units function as convertibles.

AMLI Residential

Deerfield Village Centre

625 Deerfield Road (Deerfield Rd, E of Rt 43)
Deerfield, Lake County, IL 60015

North Shore
Class: A, Market Rate
ID: 367; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**56**
Avg Unit SF:	**1,059**
Built:	**2000**
Renovated:	**na**

Economic Profile	
Occupancy:	**96.4%**
Quoted Rent:	**$2.15**
Concessions:	**8.3%**
Effective Rent:	**$1.98**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	20	35.7%	780	$1,950	$2.50	$2.28	8.3%	$1,788	$2.29	$2.09
1.0 Bath			1,000	$2,050	$2.05			$1,879	$1.88	
One Bedroom + Den	16	28.6%	1,050	$2,260	$2.15	$2.11	8.3%	$2,072	$1.97	$1.94
1.0 Bath			1,090	$2,260	$2.07			$2,072	$1.90	
Two Bedroom	20	35.7%	1,040	$2,495	$2.40	$2.15	8.3%	$2,287	$2.20	$1.97
2.0 Bath			1,400	$2,670	$1.91			$2,448	$1.75	

Paid Parking: $50 (Reserved Gar/Encl) to $75 (Tandem Space) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Doorman
Window Blinds	Dishwasher	Laundry Room
Granite Counters	Microwave	Business Center
Tile Backsplash	Range - Gas	Conference Room
Undermount Sinks	Refrigerator	Party/Social Room
	WasherDryer Incl	Extra Storage
	Fitness	Pets Allowed
	Fitness Center	***Parking***
		Self-Park Gar/Encl
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.15	8.3%	96.4%	$1.98
20172	$2.14	8.3%	91.1%	$1.96
20171	$2.04	8.3%	89.3%	$1.87
20164	$1.98	8.3%	85.7%	$1.81
20163	$1.90	11.9%	76.8%	$1.68
20162	$2.22	6.9%	87.5%	$2.07
20161	$2.24	4.2%	87.5%	$2.15
20154	$2.35	8.3%	92.9%	$2.16
20153	$2.22	0.0%	96.4%	$2.22
20152	$2.22	0.0%	96.4%	$2.22

Notes:

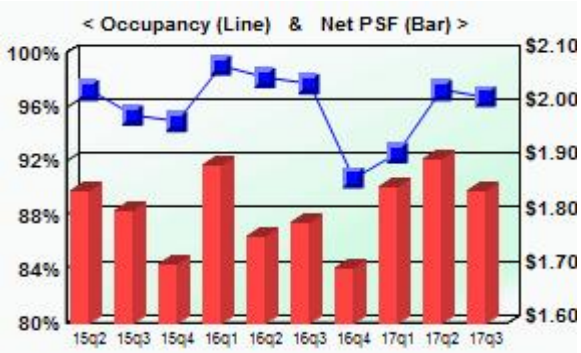
M2 Property Group

Dunton Tower

55 South Vail Avenue (Vail Ave, S of Northwest Hwy)
Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: B, Market Rate
ID: 407; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**216**
Avg Unit SF:	**902**
Built:	**1986**
Renovated:	**2006**

Economic Profile	
Occupancy:	**96.8%**
Quoted Rent:	**$1.84**
Concessions:	**0.0%**
Effective Rent:	**$1.84**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	27	12.5%	600	$1,241	$2.07	$2.14	0.0%	$1,241	$2.07	$2.14
1.0 Bath			600	$1,328	$2.21			$1,328	$2.21	
One Bedroom	108	50.0%	785	$1,554	$1.98	$2.04	0.0%	$1,554	$1.98	$2.04
1.0 Bath			800	$1,681	$2.10			$1,681	$2.10	
Two Bedroom	81	37.5%	1,100	$1,818	$1.65	$1.61	0.0%	$1,818	$1.65	$1.61
2.0 Bath			1,200	$1,887	$1.57			$1,887	$1.57	

Paid Parking: $70 (Attached Garage) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Laundry Room
Vinyl Plank Floors	Dishwasher	Business Center
Popcorn Ceiling	Microwave	Clubhouse
Window Blinds	Range - Electric	Party/Social Room
Granite Counters	Refrigerator	Extra Storage
Undermount Sinks	***Fitness***	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	***Parking***
	Sauna	Detached Garage
	Whirlpool	Self-Park Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$1.84	0.0%	96.8%	$1.84
20172	$1.90	0.0%	97.2%	$1.90
20171	$1.85	0.0%	92.6%	$1.85
20164	$1.70	0.0%	90.7%	$1.70
20163	$1.79	0.0%	97.7%	$1.79
20162	$1.76	0.0%	98.1%	$1.76
20161	$1.89	0.0%	99.1%	$1.89
20154	$1.71	0.0%	94.9%	$1.71
20153	$1.81	0.0%	95.4%	$1.81
20152	$1.85	0.0%	97.2%	$1.85

Notes:

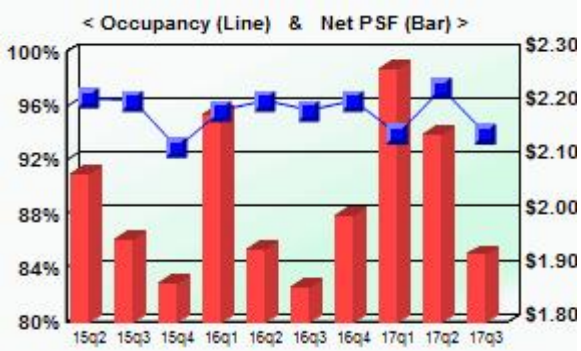
Lincoln Property

Hancock Square At Arlington Station

Cook County-Northwest

200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)
Arlington Heights, Cook County, IL 60004

Class: B, Market Rate
ID: 178; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC	✓		Cable TV		✓
			Internet		✓

L=Landlord pays, T=Tenant pays

Physical Profile	
Units:	**409**
Avg Unit SF:	**849**
Built:	**1988**
Renovated:	**2016**

Economic Profile	
Occupancy:	**93.9%**
Quoted Rent:	**$1.93**
Concessions:	**0.0%**
Effective Rent:	**$1.93**

Unit Description	Units	Pct	Sq Ft	Quoted Rent Rent	Quoted Rent PSF	Quoted Rent PSF Avg	Concession	Net Effective Rent Rent	Net Effective Rent PSF	Net Effective Rent PSF Avg
Studio	30	7.3%	608	$1,457	$2.40	$2.40	0.0%	$1,457	$2.40	$2.40
1.0 Bath			608	$1,457	$2.40			$1,457	$2.40	
One Bedroom	143	35.0%	677	$1,515	$2.24	$2.24	0.0%	$1,515	$2.24	$2.24
1.0 Bath			677	$1,515	$2.24			$1,515	$2.24	
One Bedroom + Den	89	21.8%	850	$1,395	$1.64	$1.64	0.0%	$1,395	$1.64	$1.64
1.0 Bath			925	$1,524	$1.65			$1,524	$1.65	
Two Bedroom	87	21.3%	975	$1,784	$1.83	$1.92	0.0%	$1,784	$1.83	$1.92
2.0 Bath			991	$1,994	$2.01			$1,994	$2.01	
Two Bedroom	60	14.7%	1,128	$1,755	$1.56	$1.69	0.0%	$1,755	$1.56	$1.69
2.0 Bath			1,128	$2,047	$1.81			$2,047	$1.81	

● 30 units incl a den

Paid Parking: $75 (Attached Garage) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Popcorn Ceiling	Dishwasher	Clubhouse
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range - Electric	Extra Storage
Undermount Sinks	Refrigerator	Pets Allowed
Patio/Balcony/Deck	WasherDryer Incl	Grilling Area
	Fitness	Picnic Tables
	Fitness Center	***Parking***
	Outdoor Pool	Self-Park Gar/Encl
	Indoor Pool	
	Sauna	
	Whirlpool	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$1.93	0.0%	93.9%	$1.93
20172	$2.15	0.0%	97.3%	$2.15
20171	$2.27	0.0%	93.9%	$2.27
20164	$2.00	0.0%	96.3%	$2.00
20163	$1.87	0.0%	95.6%	$1.87
20162	$1.94	0.0%	96.3%	$1.94
20161	$2.18	0.0%	95.6%	$2.18
20154	$1.87	0.0%	92.9%	$1.87
20153	$1.95	0.0%	96.3%	$1.95
20152	$2.07	0.0%	96.6%	$2.07

Notes: Mixed use building with 40,297 square feet of retail and 346,570 square feet of residential space.

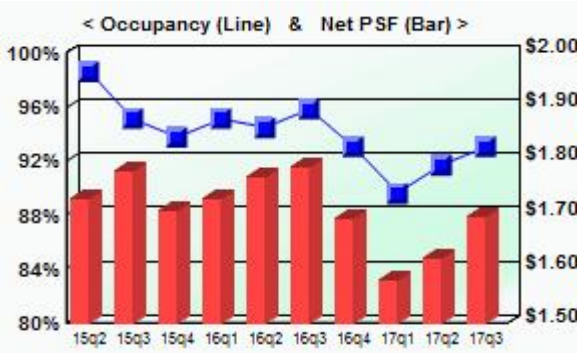
Lincoln Property

Kingston Pointe

1646 River St
Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate
ID: 1044; YrQtr: 20173



Utility Description	*L*	*T*	*Service*	*L*	*T*
Lights		✓	Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile		*Economic Profile*	
Units:	**144**	*Occupancy:*	**93.1%**
Avg Unit SF:	**1,203**	*Quoted Rent:*	**$1.70**
Built:	**2009**	*Concessions:*	**0.0%**
Renovated:	**na**	*Effective Rent:*	**$1.70**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	34	23.6%	820	$1,653	$2.02	$1.87	0.0%	$1,653	$2.02	$1.87
1.0 Bath			1,005	$1,725	$1.72			$1,725	$1.72	
One Bedroom + Den	28	19.4%	971	$1,705	$1.76	$1.69	0.0%	$1,705	$1.76	$1.69
1.0 Bath			1,089	$1,768	$1.62			$1,768	$1.62	
Two Bedroom	72	50.0%	1,207	$1,955	$1.62	$1.67	0.0%	$1,955	$1.62	$1.67
2.0 Bath			1,448	$2,500	$1.73			$2,500	$1.73	
Two Bedroom + Den	7	4.9%	1,769	$2,593	$1.47	$1.47	0.0%	$2,593	$1.47	$1.47
2.5 Bath			1,769	$2,593	$1.47			$2,593	$1.47	
Three Bedroom	3	2.1%	1,725	$3,142	$1.82	$1.73	0.0%	$3,142	$1.82	$1.73
3.0 Bath & up			1,924	$3,142	$1.63			$3,142	$1.63	

Paid Parking: $50 (Surface Parking) to $100 (Reserved Gar/Encl) per month.

Amenities

Unit	***Appliance***	***Common***
Carpeting	Disposal	Extra Storage
Wood Floors	Dishwasher	Pets Allowed
9' Ceiling	Microwave	***Parking***
Smooth Ceiling	Range - Gas	Self-Park Gar/Encl
Window Blinds	Refrigerator	
Granite Counters	WasherDryer Incl	
Patio/Balcony/Deck	***Fitness***	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$1.70	0.0%	93.1%	$1.70
20172	$1.76	8.1%	91.7%	$1.62
20171	$1.72	8.1%	89.6%	$1.58
20164	$1.69	0.0%	93.1%	$1.69
20163	$1.79	0.0%	95.8%	$1.79
20162	$1.80	1.4%	94.4%	$1.77
20161	$1.74	0.5%	95.1%	$1.73
20154	$1.72	0.5%	93.8%	$1.71
20153	$1.78	0.0%	95.1%	$1.78
20152	$1.73	0.0%	98.6%	$1.73

Notes: Building began as Everleigh Condos, developed by Sertus Capital Partners LLC. Only 3 units sold and it has since become a rental property. Leasing began in the spring of 2011. The property has no recreational amenties. All units include one parking space.

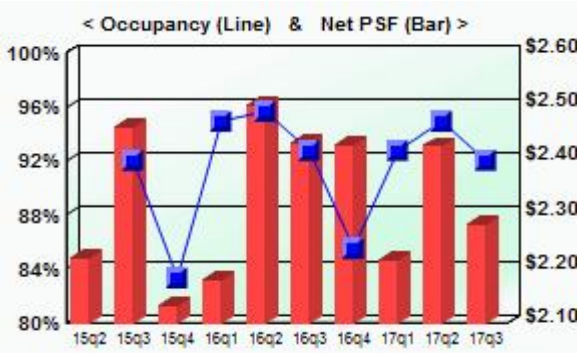
Apartment Management Consultants LLC

Midtown Square

998 Church St
Glenview, Cook County, IL 60025

North Shore

Class: A, Market Rate
ID: 1344; YrQtr: 20173



Utility Description	*L*	*T*	*Service*	*L*	*T*
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**138**
Avg Unit SF:	**920**
Built:	**2014**
Renovated:	**na**

Economic Profile	
Occupancy:	**92.0%**
Quoted Rent:	**$2.41**
Concessions:	**5.4%**
Effective Rent:	**$2.28**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	99	71.7%	763	$1,830	$2.40	$2.38	8.3%	$1,678	$2.20	$2.18
1.0 Bath			909	$2,150	$2.37			$1,971	$2.17	
Two Bedroom	39	28.3%	923	$2,335	$2.53	$2.48	0.0%	$2,335	$2.53	$2.48
2.0 Bath			1,341	$3,270	$2.44			$3,270	$2.44	

Paid Parking: $135 (Reserved Gar/Encl) per month.

Amenities

Unit	***Appliance***	***Common***
Carpeting	Disposal	Clubhouse
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Window Blinds	Range - Gas	Pets Allowed
Quartz Counters	Refrigerator	Pet Wash Station
Tile Backsplash	WasherDryer Incl	***Parking***
Undermount Sinks	***Fitness***	Surface Parking
Patio/Balcony/Deck	Fitness Center	Attached Garage
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.41	5.4%	92.0%	$2.28
20172	$2.43	0.0%	94.9%	$2.43
20171	$2.42	8.3%	92.8%	$2.22
20164	$2.43	0.0%	85.5%	$2.43
20163	$2.43	0.0%	92.8%	$2.43
20162	$2.50	0.0%	95.7%	$2.50
20161	$2.44	10.6%	94.9%	$2.18
20154	$2.44	12.5%	83.3%	$2.13
20153	$2.60	5.2%	92.0%	$2.46
20152	$2.42	8.3%	70.3%	$2.22

Notes:

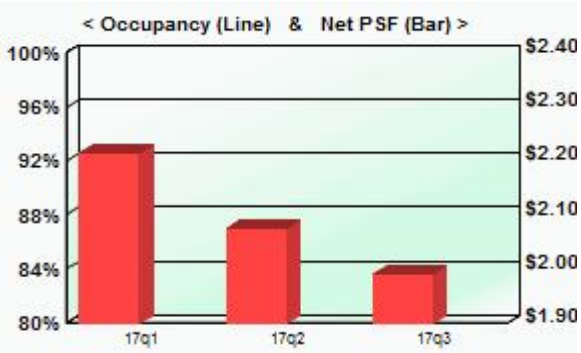
Lincoln Property

North680

680 E Algonquin Rd
Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate
ID: 1645; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV		✓
			Internet		✓

L=Landlord pays, T=Tenant pays

Physical Profile	
Units:	**180**
Avg Unit SF:	**894**
Built:	**2017**
Renovated:	**na**

Economic Profile	
Occupancy:	**49.4%**
Quoted Rent:	**$2.25**
Concessions:	**11.5%**
Effective Rent:	**$1.99**

Unit Description	Units	Pct	Sq Ft	Quoted Rent Rent	Quoted Rent PSF	Quoted Rent PSF Avg	Concession	Net Effective Rent Rent	Net Effective Rent PSF	Net Effective Rent PSF Avg
One Bedroom	104	57.8%	665	$1,589	$2.39	$2.37	11.5%	$1,406	$2.11	$2.09
1.0 Bath			785	$1,839	$2.34			$1,627	$2.07	
One Bedroom + Den	24	13.3%	1,039	$1,999	$1.92	$1.99	11.5%	$1,768	$1.70	$1.76
1.0 Bath			1,039	$2,139	$2.06			$1,892	$1.82	
Two Bedroom	48	26.7%	1,130	$2,379	$2.11	$2.22	11.5%	$2,105	$1.86	$1.96
2.0 Bath			1,130	$2,639	$2.34			$2,335	$2.07	
Two Bedroom	4	2.2%	1,588	$3,379	$2.13	$2.13	11.5%	$2,989	$1.88	$1.88
2.0 Bath			1,588	$3,379	$2.13			$2,989	$1.88	
● Townhomes										

Paid Parking: $75 (Detached Garage) to $120 (Attached Garage) per month. Free parking available.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
9' Ceiling	Microwave	Party/Social Room
Smooth Ceiling	Range - Electric	Extra Storage
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Fire Pit
Tile Backsplash	***Fitness***	Grilling Area
Undermount Sinks	Fitness Center	Dog Run
Patio/Balcony/Deck	Outdoor Pool	***Parking***
	Bike Storage	Surface Parking
		Attached Garage
		Detached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.25	11.5%	49.4%	$1.99
20172	$2.25	7.7%	29.4%	$2.08
20171	$2.21	0.0%	16.7%	$2.21

Notes: 3Q17- Additional concessions include detached parking special $59/Mo and reduced move in fees. Occupancy started April 17, 2017. Two move-ins as of April 19, 2017. Tenants to be billed for water and trash, estimated at about $20 per month.

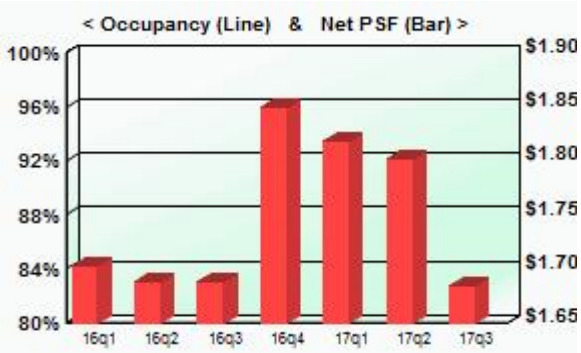
Matrix Residential

Northgate Crossing

200 Hudson Court
Wheeling, Cook County, IL 60090

Cook County-Northwest

Class: A, Market Rate
ID: 1505; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**300**
Avg Unit SF:	**969**
Built:	**2016**
Renovated:	**na**

Economic Profile	
Occupancy:	**79.7%**
Quoted Rent:	**$1.77**
Concessions:	**4.7%**
Effective Rent:	**$1.69**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	162	54.0%	696	$1,229	$1.77	$1.81	5.3%	$1,163	$1.67	$1.71
1.0 Bath			873	$1,620	$1.86			$1,534	$1.76	
One Bedroom + Den	20	6.7%	883	$1,760	$1.99	$1.99	4.9%	$1,674	$1.90	$1.90
1.0 Bath			883	$1,760	$1.99			$1,674	$1.90	
Two Bedroom	16	5.3%	883	$1,820	$2.06	$2.06	4.7%	$1,735	$1.96	$1.96
1.0 Bath			883	$1,820	$2.06			$1,735	$1.96	
Two Bedroom	90	30.0%	1,190	$1,985	$1.67	$1.70	4.1%	$1,903	$1.60	$1.63
2.0 Bath			1,212	$2,110	$1.74			$2,023	$1.67	
Three Bedroom	12	4.0%	1,971	$2,800	$1.42	$1.45	2.9%	$2,719	$1.38	$1.41
2.0 Bath			2,005	$2,980	$1.49			$2,894	$1.44	
● TH										

Paid Parking: $145 (Self-Park Gar/Encl) to $175 (Self-Park Gar/Encl) per month. Free parking available.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Movie Theater Rm
Window Blinds	Range - Gas	Party/Social Room
Granite Counters	Refrigerator	Smoke Free
Granite Islands	WasherDryer Incl	Extra Storage
Undermount Sinks	**Fitness**	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Fire Pit
	Outdoor Pool	Grilling Area
	Fitness Trails	LEED Silver
		Parking
		Self-Park Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$1.77	4.7%	79.7%	$1.69
20172	$1.89	4.8%	79.7%	$1.80
20171	$1.90	4.2%	64.9%	$1.82
20164	$1.85	0.0%	52.4%	$1.85
20163	$1.84	8.5%	60.1%	$1.69
20162	$1.84	8.5%	28.1%	$1.69
20161	$1.84	7.7%	13.9%	$1.70

Notes: Occupancy began 12/2015. Construction complete Summer 2017. Parking range is based on size of the space.

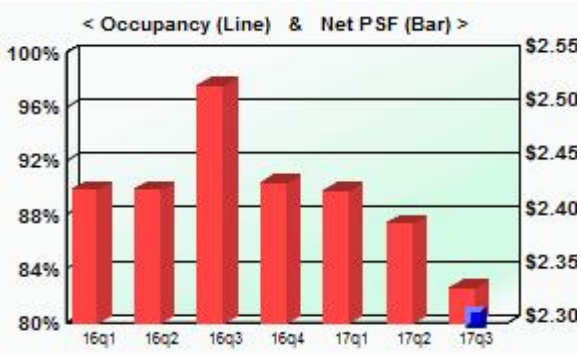
Kinzie Property Management

Northshore 770

770 Skokie Blvd
Northbrook, Cook County, IL 60062

North Shore

Class: A, Market Rate
ID: 1504; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights	✓		Trash	✓	
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
			Internet	✓	

L=Landlord pays, T=Tenant pays

Physical Profile	
Units:	**347**
Avg Unit SF:	**992**
Built:	**2016**
Renovated:	**na**

Economic Profile	
Occupancy:	**80.4%**
Quoted Rent:	**$2.45**
Concessions:	**4.9%**
Effective Rent:	**$2.33**

Unit Description	Units	Pct	Sq Ft	Quoted Rent Rent	Quoted Rent PSF	Quoted Rent PSF Avg	Concession	Net Effective Rent Rent	Net Effective Rent PSF	Net Effective Rent PSF Avg
One Bedroom	86	24.8%	667	$1,700	$2.55	$2.60	0.0%	$1,700	$2.55	$2.60
1.0 Bath			904	$2,390	$2.64			$2,390	$2.64	
One Bedroom + Den	63	18.2%	755	$1,690	$2.24	$2.45	0.0%	$1,690	$2.24	$2.45
1.0 Bath			972	$2,580	$2.65			$2,580	$2.65	
Two Bedroom	142	40.9%	1,009	$2,450	$2.43	$2.28	7.7%	$2,262	$2.24	$2.11
2.0 Bath			1,157	$2,470	$2.13			$2,280	$1.97	
Two Bedroom + Den	56	16.1%	1,099	$2,500	$2.27	$2.65	7.7%	$2,308	$2.10	$2.45
2.0 Bath			1,341	$4,060	$3.03			$3,748	$2.79	

Paid Parking: $150 (Self-Park Gar/Encl) to $220 (Tandem Space) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Doorman
Wood Floors	Dishwasher	Business Center
9' Ceiling	Microwave	Conference Room
10' Ceiling	Range - Gas	Party/Social Room
Smooth Ceiling	Refrigerator	Extra Storage
Window Blinds	WasherDryer Incl	Pets Allowed
Quartz Counters	**Fitness**	Car Charging Station
Tile Backsplash	Fitness Center	Dog Run
Undermount Sinks	Outdoor Pool	Pet Wash Station
Patio/Balcony/Deck		Golf Simulator
		Parking
		Self-Park Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.45	4.9%	80.4%	$2.33
20172	$2.39	0.0%		$2.39
20171	$2.62	7.7%	65.1%	$2.42
20164	$2.63	7.7%	53.9%	$2.43
20163	$2.73	7.7%	50.7%	$2.52
20162	$2.63	7.7%	38.3%	$2.42
20161	$2.63	7.7%	20.5%	$2.42

Notes: Occupancy began in 01/16. PH units have higher ceilings and higher finishes.

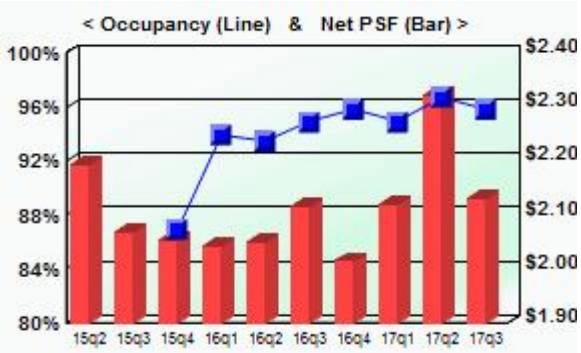
Morningside

One Arlington

3400 W Stonegate Blvd
Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: A, Market Rate
ID: 1342; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**214**
Avg Unit SF:	**936**
Built:	**2014**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.8%**
Quoted Rent:	**$2.23**
Concessions:	**4.3%**
Effective Rent:	**$2.13**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	51	23.8%	549	$1,489	$2.71	$2.59	8.3%	$1,365	$2.49	$2.37
1.0 Bath			769	$1,899	$2.47			$1,741	$2.26	
One Bedroom	113	52.8%	803	$1,599	$1.99	$2.08	0.0%	$1,599	$1.99	$2.08
1.0 Bath			1,012	$2,199	$2.17			$2,199	$2.17	
Two Bedroom	36	16.8%	1,193	$2,499	$2.09	$2.23	8.3%	$2,291	$1.92	$2.04
2.0 Bath			1,273	$2,999	$2.36			$2,749	$2.16	
Two Bedroom	14	6.5%	1,303	$3,000	$2.30	$2.33	8.3%	$2,750	$2.11	$2.14
2.0 Bath			1,521	$3,600	$2.37			$3,300	$2.17	
● PH										

Paid Parking: $75 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
8.5' Ceiling	Microwave	Craft/DIY Room
Window Roller Shades	Range - Electric	Movie Theater Rm
Granite Counters	Refrigerator	Party/Social Room
Undermount Sinks	WasherDryer Incl	Extra Storage
Patio/Balcony/Deck	**Fitness**	Pets Allowed
	Fitness Center	Car Charging Station
	Bike Storage	Pet Wash Station
	Rooftop Sundeck	Golf Simulator
		Parking
		Surface Parking
		Attached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.23	4.3%	95.8%	$2.13
20172	$2.32	0.0%	96.7%	$2.32
20171	$2.16	1.9%	94.9%	$2.12
20164	$2.01	0.0%	95.8%	$2.01
20163	$2.12	0.0%	94.9%	$2.12
20162	$2.07	0.8%	93.5%	$2.05
20161	$2.04	0.0%	93.9%	$2.04
20154	$2.10	1.9%	86.9%	$2.05
20153	$2.10	1.6%	76.6%	$2.07
20152	$2.46	10.8%	58.4%	$2.19

Notes: Occupancy began 10/2/14. Upper floors have 9-10' ceilings.

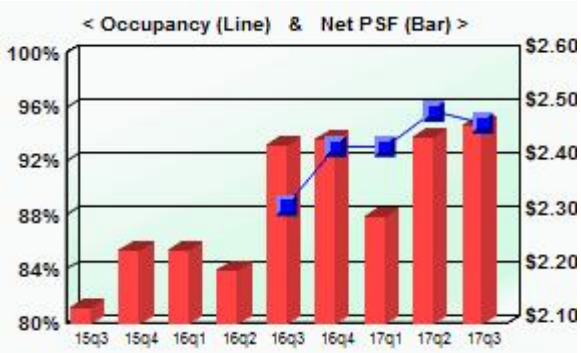
Waterford Residential

Park 205 Apartments

205 W Touhy Ave
Park Ridge, Cook County, IL 60068

North Shore

Class: A, Market Rate
ID: 1475; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
			Internet	✓	

L=Landlord pays, T=Tenant pays

Physical Profile	
Units:	**115**
Avg Unit SF:	**975**
Built:	**2015**
Renovated:	**na**

Economic Profile	
Occupancy:	**94.8%**
Quoted Rent:	**$2.47**
Concessions:	**0.0%**
Effective Rent:	**$2.47**

Unit Description	Units	Pct	Sq Ft	Quoted Rent Rent	Quoted Rent PSF	Quoted Rent PSF Avg	Concession	Net Effective Rent Rent	Net Effective Rent PSF	Net Effective Rent PSF Avg
One Bedroom	57	49.6%	606	$1,765	$2.91	$2.57	0.0%	$1,765	$2.91	$2.57
1.0 Bath			881	$1,960	$2.22			$1,960	$2.22	
One Bedroom + Den	7	6.1%	942	$2,360	$2.51	$2.36	0.0%	$2,360	$2.51	$2.36
1.0 Bath			1,064	$2,360	$2.22			$2,360	$2.22	
Two Bedroom	45	39.1%	1,080	$2,610	$2.42	$2.43	0.0%	$2,610	$2.42	$2.43
2.0 Bath			1,345	$3,280	$2.44			$3,280	$2.44	
Two Bedroom + Den	3	2.6%	1,316	$3,295	$2.50	$2.50	0.0%	$3,295	$2.50	$2.50
2.0 Bath			1,316	$3,295	$2.50			$3,295	$2.50	
Three Bedroom	3	2.6%	1,387	$3,785	$2.73	$2.70	0.0%	$3,785	$2.73	$2.70
2.0 Bath			1,423	$3,795	$2.67			$3,795	$2.67	

Paid Parking: $125 (Reserved Gar/Encl) to $200 (Tandem Space) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Window Blinds	Range - Gas	Pets Allowed
Patio/Balcony/Deck	Refrigerator	**Parking**
	WasherDryer Incl	Attached Garage
	Fitness	Tandem Space
	Fitness Center	
	Outdoor Pool	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.47	0.0%	94.8%	$2.47
20172	$2.44	0.0%	95.7%	$2.44
20171	$2.42	4.9%	93.0%	$2.30
20164	$2.44	0.0%	93.0%	$2.44
20163	$2.43	0.0%	88.7%	$2.43
20162	$2.40	8.3%	75.7%	$2.20
20161	$2.44	8.3%	65.2%	$2.23
20154	$2.44	8.3%	44.3%	$2.23
20153	$2.32	8.3%	21.7%	$2.13

Notes: Leasing began July 2015. Occupancy began Oct 2015. High-end finishes. SS appl, tile backsplash,42"cabs.

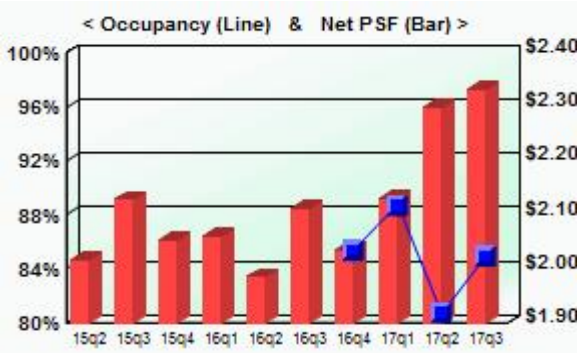
Greystar

Reserve at Glenview

195 N Waukegan Rd
Glenview, Cook County, IL 60025

North Shore

Class: A, Market Rate
ID: 1396; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**239**
Avg Unit SF:	**1,013**
Built:	**2015**
Renovated:	**na**

Economic Profile	
Occupancy:	**84.9%**
Quoted Rent:	**$2.33**
Concessions:	**0.0%**
Effective Rent:	**$2.33**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	6	2.5%	630	$1,580	$2.51	$2.51	0.0%	$1,580	$2.51	$2.51
1.0 Bath			630	$1,580	$2.51			$1,580	$2.51	
One Bedroom	103	43.1%	750	$1,745	$2.33	$2.37	0.0%	$1,745	$2.33	$2.37
1.0 Bath			810	$1,955	$2.41			$1,955	$2.41	
One Bedroom + Den	18	7.5%	964	$2,285	$2.37	$2.37	0.0%	$2,285	$2.37	$2.37
1.0 Bath			964	$2,285	$2.37			$2,285	$2.37	
Two Bedroom	76	31.8%	1,105	$2,505	$2.27	$2.31	0.0%	$2,505	$2.27	$2.31
2.0 Bath			1,271	$2,980	$2.34			$2,980	$2.34	
Three Bedroom	36	15.1%	1,385	$3,120	$2.25	$2.29	0.0%	$3,120	$2.25	$2.29
2.0 Bath			1,407	$3,270	$2.32			$3,270	$2.32	

Paid Parking: $75 (Reserved Gar/Encl) to $125 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Wood Floors	Disposal	Business Center
9' Ceiling	Dishwasher	Party/Social Room
Window Blinds	Microwave	Extra Storage
Patio/Balcony/Deck	Range - Gas	Pets Allowed
	Refrigerator	Grilling Area
	WasherDryer Incl	Dog Run
	Fitness	
	Fitness Center	
	Outdoor Pool	
	Playground	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.33	0.0%	84.9%	$2.33
20172	$2.30	0.0%	80.8%	$2.30
20171	$2.30	7.6%	88.7%	$2.13
20164	$2.30	11.8%	85.4%	$2.03
20163	$2.30	8.2%	79.5%	$2.11
20162	$2.23	10.8%	71.1%	$1.99
20161	$2.31	10.7%	61.9%	$2.06
20154	$2.24	8.3%	43.1%	$2.05
20153	$2.15	1.2%	36.0%	$2.13
20152	$2.38	15.4%	18.0%	$2.02

Notes: In Feb. 2015, there was a trailer opened on site. Occupancy began in May, 2015. Located in a shopping center with a Mariano's Supermarket.

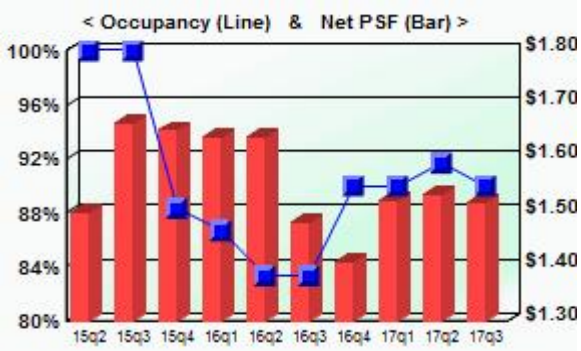
Greystar

River 595

595 S River Rd
Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate
ID: 996; YrQtr: 20173



Utility Description	*L*	*T*	*Service*	*L*	*T*
Lights		✓	Trash		✓
Gas Hot Water Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile		*Economic Profile*	
Units:	**60**	*Occupancy:*	**90.0%**
Avg Unit SF:	**1,397**	*Quoted Rent:*	**$1.65**
Built:	**2011**	*Concessions:*	**7.7%**
Renovated:	**na**	*Effective Rent:*	**$1.52**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	5	8.3%	860	$1,829	$2.13	$2.18	7.7%	$1,688	$1.96	$2.02
1.0 Bath			860	$1,929	$2.24			$1,781	$2.07	
Two Bedroom	5	8.3%	1,325	$2,159	$1.63	$1.66	7.7%	$1,993	$1.50	$1.54
2.0 Bath			1,325	$2,249	$1.70			$2,076	$1.57	
Two Bedroom + Den	30	50.0%	1,390	$2,199	$1.58	$1.62	7.7%	$2,030	$1.46	$1.50
2.0 Bath			1,390	$2,309	$1.66			$2,131	$1.53	
● Type B										
Two Bedroom + Den	10	16.7%	1,480	$2,299	$1.55	$1.59	7.7%	$2,122	$1.43	$1.47
2.0 Bath			1,480	$2,409	$1.63			$2,224	$1.50	
● Type A										
Two Bedroom + Den	5	8.3%	1,620	$2,589	$1.60	$1.60	7.7%	$2,390	$1.48	$1.48
2.0 Bath			1,620	$2,589	$1.60			$2,390	$1.48	
● Type D										
Two Bedroom + Den	5	8.3%	1,660	$2,689	$1.62	$1.62	7.7%	$2,482	$1.50	$1.50
2.0 Bath			1,660	$2,689	$1.62			$2,482	$1.50	
● Type C										

Paid Parking: $65 (Self-Park Gar/Encl) per month. Free parking available.

Amenities

Unit	***Appliance***	***Common***
Carpeting	Dishwasher	Business Center
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range	Extra Storage
Granite Islands	Refrigerator	***Parking***
Patio/Balcony/Deck	***Fitness***	Self-Park Gar/Encl
	Fitness Center	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$1.65	7.7%	90.0%	$1.52
20172	$1.66	7.7%	91.7%	$1.53
20171	$1.66	8.3%	90.0%	$1.52
20164	$1.66	15.4%	90.0%	$1.41
20163	$1.62	8.3%	83.3%	$1.48
20162	$1.64	0.0%	83.3%	$1.64
20161	$1.64	0.0%	86.7%	$1.64
20154	$1.66	0.6%	88.3%	$1.65
20153	$1.67	0.0%	100.0%	$1.67
20152	$1.50	0.0%	100.0%	$1.50

Notes: Opened 3/11. Landlord bills back gas, sewer and trash.

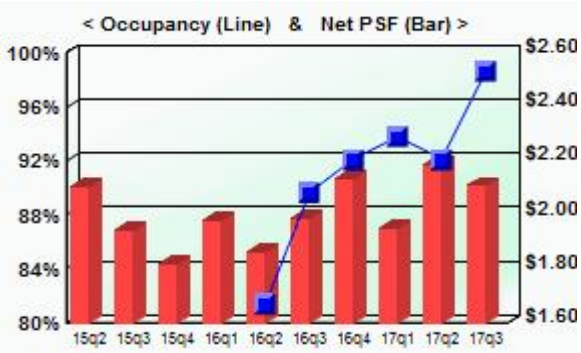
Morningside Group

Tapestry Glenview

2550 Waterview Dr
Glenview, Cook County, IL 60062

North Shore

Class: A, Market Rate
ID: 1341; YrQtr: 20173



Utility Description	*L*	*T*	*Service*	*L*	*T*
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile		*Economic Profile*	
Units:	**290**	*Occupancy:*	**98.6%**
Avg Unit SF:	**887**	*Quoted Rent:*	**$2.25**
Built:	**2014**	*Concessions:*	**6.4%**
Renovated:	**na**	*Effective Rent:*	**$2.11**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	29	10.0%	599	$1,549	$2.59	$2.67	8.3%	$1,420	$2.37	$2.45
1.0 Bath			599	$1,649	$2.75			$1,512	$2.52	
One Bedroom	80	27.6%	715	$1,699	$2.38	$2.38	4.2%	$1,628	$2.28	$2.28
1.0 Bath			715	$1,699	$2.38			$1,628	$2.28	
One Bedroom	56	19.3%	822	$1,810	$2.20	$2.20	4.2%	$1,735	$2.11	$2.11
1.0 Bath			822	$1,810	$2.20			$1,735	$2.11	
One Bedroom + Den	12	4.1%	1,019	$2,299	$2.26	$2.26	4.2%	$2,203	$2.16	$2.16
1.0 Bath			1,019	$2,299	$2.26			$2,203	$2.16	
Two Bedroom	84	29.0%	1,064	$2,249	$2.11	$2.11	8.3%	$2,062	$1.94	$1.94
2.0 Bath			1,064	$2,249	$2.11			$2,062	$1.94	
Two Bedroom	29	10.0%	1,212	$2,749	$2.27	$2.27	8.3%	$2,520	$2.08	$2.08
2.0 Bath			1,212	$2,749	$2.27			$2,520	$2.08	

Paid Parking: $60 (Reserved Gar/Encl) per month.

Amenities

Unit	***Appliance***	***Common***
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Pets Allowed
Patio/Balcony/Deck	Range - Gas	***Parking***
	Refrigerator	Attached Garage
	Fitness	
	Fitness Center	
	Outdoor Pool	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.25	6.4%	98.6%	$2.11
20172	$2.23	1.9%	92.1%	$2.18
20171	$2.19	11.2%	93.8%	$1.95
20164	$2.22	3.8%	92.1%	$2.14
20163	$2.24	11.4%	89.7%	$1.98
20162	$2.24	16.7%	81.4%	$1.86
20161	$2.16	8.3%	73.4%	$1.98
20154	$1.98	8.3%	66.9%	$1.82
20153	$2.03	4.2%	57.9%	$1.94
20152	$2.24	6.3%	46.6%	$2.10

Notes: Construction was completed April 2015. Occupancy began 10/10/14. Parking includes reserved covered ($75) and uncovered spaces (25).

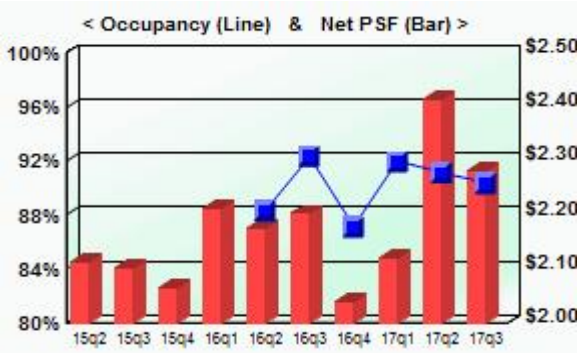
The Connor Group

Woodview

15 Parkway North Blvd
Deerfield, Lake County, IL 60015

North Shore

Class: A, Market Rate
ID: 1397; YrQtr: 20173



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water	✓	
Unit Central AC	✓		Cable TV	✓	
L=Landlord pays, T=Tenant pays			Internet	✓	

Physical Profile	
Units:	**248**
Avg Unit SF:	**965**
Built:	**2015**
Renovated:	**na**

Economic Profile	
Occupancy:	**90.3%**
Quoted Rent:	**$2.28**
Concessions:	**0.0%**
Effective Rent:	**$2.28**

Unit Description	Units	Pct	Sq Ft	Quoted Rent Rent	Quoted Rent PSF	Quoted Rent PSF Avg	Concession	Net Effective Rent Rent	Net Effective Rent PSF	Net Effective Rent PSF Avg
Studio	13	5.2%	525	$1,390	$2.65	$2.60	0.0%	$1,390	$2.65	$2.60
1.0 Bath			611	$1,565	$2.56			$1,565	$2.56	
One Bedroom	117	47.2%	659	$1,595	$2.42	$2.34	0.0%	$1,595	$2.42	$2.34
1.0 Bath			1,005	$2,261	$2.25			$2,261	$2.25	
Two Bedroom	115	46.4%	958	$1,995	$2.08	$2.21	0.0%	$1,995	$2.08	$2.21
2.0 Bath			1,315	$3,075	$2.34			$3,075	$2.34	
Three Bedroom	3	1.2%	1,328	$3,437	$2.59	$2.59	0.0%	$3,437	$2.59	$2.59
2.0 Bath			1,328	$3,437	$2.59			$3,437	$2.59	

Paid Parking: $75 (Reserved Gar/Encl) to $125 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Movie Theater Rm
9' Ceiling	Microwave	Party/Social Room
Smooth Ceiling	Range - Gas	Pets Allowed
Window Blinds	Refrigerator	Fire Pit
Quartz Counters	WasherDryer Incl	Grilling Area
Tile Backsplash	***Fitness***	Car Charging Station
Undermount Sinks	Fitness Center	Dog Run
Patio/Balcony/Deck	Outdoor Pool	Pet Wash Station
	Bike Storage	***Parking***
		Attached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20173	$2.28	0.0%	90.3%	$2.28
20172	$2.41	0.0%	91.1%	$2.41
20171	$2.52	15.8%	91.9%	$2.12
20164	$2.43	15.9%	87.1%	$2.04
20163	$2.39	7.7%	92.3%	$2.20
20162	$2.36	7.7%	88.3%	$2.18
20161	$2.40	7.7%	71.0%	$2.21
20154	$2.24	7.7%	56.0%	$2.07
20153	$2.29	8.3%	50.8%	$2.10
20152	$2.30	8.2%	31.0%	$2.11

Notes: Leasing began Jan. 2015. Occupancy began in June, 2015. Developed by Conor Commercial Real Estate and Ravine Park Partners. Construction completed at the end of Oct, 2015.

Lincoln Property

Lease-up Absorption Survey

We have surveyed the market in order to determine the lease-up rates which have been achieved in newly constructed rental buildings in the Suburban Chicago market. Developments which have started lease-up since 2013 are summarized on the following page.

The survey is showing average monthly absorption rates generally ranging from 10 to 20 units per month. Some of the slower leasing properties had issues particularly pertaining to that property, such as challenging locations and seasonal issues that can affect lease-up; for example, properties opening in the 3rd or 4th quarter start out more slowly and generally will not see a pickup in activity until the spring leasing season.

The subject units will not be facing direct new construction competition when it opens in 2019. Overall, we have also projected the lease-up of the property at a pace of 10 to 12 units per month, achieving stabilized occupancy within six to eight months.

Lease-up Survey

Absorption of New Rental Units

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Name	Suburb	Submarket	Leasing Began	Delivered	Total Units	1Q13	2Q13	3Q13	4Q13	1Q14	2Q14	3Q14	4Q14	1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	2Q17	3Q17	Avg. /mo		Status
Stabilized																											
The Springs at 127th	Plainfield	Will	1Q2013	Feb-13	340	102	79	18	56	44	28														18		Stabilized
Amli Evanston	Evanston	North Shore	1Q 2013	Mar-13	195	22	29	36	31	34	25														10		Stabilized
1717	Evanston	North Shore	1Q 2013	Mar-13	175	5	101	33	8	22															11		Stabilized
Ninety7Fifty on the Park	Orland Park	South Cook	2Q 2013	Apr-13	295		97	86	24	38	30														18		Stabilized
Randall Highlands	North Aurora	Kane	2Q 2013	Apr-13	146		11	34	32	25	37														9		Stabilized
Algonquin Square	Algonquin	Kane	2Q 2013	Jun-13	220		15	21	70	61	49														14		Stabilized
Central Station	Evanston	North Shore	2Q 2013	Sep-13	80			6	22	11	17	16													5		Stabilized
Avant at the Arboretum	Lisle	DuPage	3Q 2013	Sep-13	310			31	36	66	28	56	27	36	15										12		Stabilized
Wheaton 121	Wheaton	DuPage	3Q 2013	Sep-13	306			76	138	0	31	15	18	3											13		Stabilized
Tapestry Naperville	Naperville	Naperville/Aurora	2Q 2014	Apr-14	298						87	44	14	29	55	19	28								13		Stabilized
One Arlington	Arlington Hts.	Cook NW	3Q 2014	Sep-14	214							30	21	10	64	39	22	15							10		Stabilized
Tapestry Glenview	Glenview	North Shore	3Q 2014	Sep-14	290							20	21	37	57	33	26	19	23	24					10		Stabilized
Oaks of Vernon Hills	Vernon Hills	Lake	3Q 2014	Sep-14	336							49	8	78	49	72	0	-8	34	22					11		Stabilized
Midtown Square	Glenview	North Shore	4Q 2014	Dec-14	138								28	34	35	30									11		Stabilized
E2	Evanston	North Shore	1Q 2015	Mar-15	356									146	139	11	27	18							23		Stabilized
Woodview	Deerfield	North Shore	1Q 2015	Jun-15	248										77	49	13	37	43	10					13		Stabilized
Amli Deerfield	Deerfield	North Shore	2Q 2015	Aug-15	240											54	12	37	35	10	10	15	38	8	8		In lease-up
Park 205	Park Ridge	Cook NW	3Q 2015	Oct-15	115											25	26	24	12	15					7		Stabilized
Courthouse Square	Wheaton	DuPage	1Q 2016	May-16	149														39	30	13	17	48		10		Stabilized
Northgate Crossing	Wheeling	Cook NW	4Q 2015	Jan-16	288													40	41	35	35	36	42		13		Stabilized
																									12		Avg Monthly
In lease-up																											
Reserve at Glenview	Glenview	North Shore	1Q 2015	May-15	239										43	43	17	45	20	14	9	-19	10	21	7	85%	In lease-up
Northshore 770	Northbrook	North Shore	1Q 2016	Jan-16	347													71	62	43	11	39	0	53	13	80%	In lease-up
Orland Park Crossing	Orland Park	South Cook	1Q 2016	May-16	231													40	59	35	39	17	11	5	10	89%	In lease-up
Apex 41	Lombard	DuPage	2Q 2016	Oct-16	181															15	15	15	71	22	9	76%	In lease-up
Springs at Weber Road	Romeoville	Will	2Q 2016	Aug-16	292															44	80	14	87	40	18	91%	In lease-up
The Main	Evanston	North Shore	2Q 2016	Oct-16	112															18	11	2	48	10	6	80%	In lease-up
500 Station Blvd	Aurora	Naperville/Aurora	3Q 2015	Dec-16	425																23	53	62	60	17	47%	In lease-up
Metro 59	Aurora	Naperville/Aurora	2Q 2016	Feb-17	232																	16	65	22	11	44%	In lease-up
Springs on Orchard Rd.	North Aurora	Kane./Kendall	4Q 2016	Dec-16	300																27	72	18	72	16	63%	In lease-up
Brook on Janes	Bolingbrook	Will	1Q 2017	Mar-17	288																	60	98	23	20	63%	In lease-up
North 680	Schaumburg	Cook NW	1Q 2017	Apr-17	180																	23	52	14	10	49%	In lease-up
Uptown La Grange	La Grange	Cook South	1Q 2017	Mar-17	254																	32	54	46	15	52%	In lease-up
Hamilton Lakes	Itasca	Cook NW	2Q 2017	Jun-17	297																		65	0	11	22%	In lease-up
The Emerson	Oak Park	Cook South	2Q 2017	Aug-17	270																		27	35	10	23%	In lease-up
Total						***129***	***332***	***341***	***417***	***301***	***332***	***230***	***137***	***373***	***534***	***375***	***171***	***338***	***368***	***315***	***273***	***392***	***796***	***431***			
Avg/Bldg/Qtr						**43.0**	**55.3**	**37.9**	**46.3**	**33.4**	**36.9**	**32.9**	**19.6**	**46.6**	**59.3**	**37.5**	**19.0**	**30.7**	**36.8**	**24.2**	**24.8**	**26.1**	**46.8**	**28.7**			
Avg Monthly Absorption Per Building						***14.3***	***18.4***	***12.6***	***15.4***	***11.1***	***12.3***	***11.0***	***6.5***	***15.5***	***19.8***	***12.5***	***6.3***	***10.2***	***12.3***	***8.1***	***8.3***	***8.7***	***15.6***	***9.6***			

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

11. Gail Lissner, SRA, CRE, made a personal inspection of the property that is the subject of this report.
12. No one provided significant real property appraisal assistance to the person(s) signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
14. As of the date of this report, Gail Lissner, SRA, CRE has completed the continuing education program for Designated Members of the Appraisal Institute.

Gail Lissner, SRA, CRE
Certified General Real Estate Appraiser
Illinois Certificate # 553.001842, exp. 9/30/2019
Telephone: 312-565-3423
Email: glissner@irr.com

Assumptions and Limiting Conditions

This market study and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This market study and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. The conclusions stated in our market study apply only as of the effective date of the market study, and no representation is made as to the effect of subsequent events.
2. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
3. No environmental impact studies were either requested or made in conjunction with this market study, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the market study assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
4. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
5. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The market study covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

6. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
7. The market study shall be considered only in its entirety. No part of the market study shall be utilized separately or out of context.
8. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
9. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
10. The current purchasing power of the dollar is the basis for the values stated in the market study; we have assumed that no extreme fluctuations in economic cycles will occur.
11. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
12. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.
13. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
14. The market study is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
15. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated

upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the market study cannot be considered as an environmental assessment of the subject property.

16. The persons signing the report may have reviewed available flood maps and may have noted in the market study whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.

17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.

18. The market study and conclusions assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the market study, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the market study was fraudulent or prepared with intentional misconduct.

20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the market study for the specific intended use stated elsewhere in the report. The use of the market study by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the market study is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the market study or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the market study (even if their reliance was foreseeable).

21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future

occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.

22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

Addendum A

Appraiser Qualifications

Gail Lissner, SRA, CRE

Integra Realty Resources
Chicago

400 E Randolph
Suite 715
Chicago, IL 60601

T 312 565 0977
F 312 565 3436

irr.com

Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing matters. She is frequently quoted in the local and national media and is a frequent speaker at real estate industry events.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2020): State of IL Real Estate Appraisal Administration and Disciplinary Board

Village Trustee (2017-2021): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate Program at Roosevelt University (2008-2010)
Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA)
Member: Chicago Real Estate Council (CREC)
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser - Gail Lissner, 553.001842, Expires September 2019

Illinois, Licensed Real Estate Managing Broker - Gail Lissner, 471.004757, Expires April 2019

Education

Bachelor of Arts from Washington University, 1972.
Phi Beta Kappa, 1972.

glissner@irr.com - 312-565-3423

About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com

Construction Staging Plan Narrative

Construction Start

It is anticipated that the building permitting process will begin in early March with the anticipation of field construction beginning in late April 2018. This is predicated on receiving the approvals of the plan & design commissions as well as the Village Board.

Phasing

The field construction portion of the project will be broken into two (2) phases. The first will consist of the construction of the parking structure and podium levels as well as the installation of the wet utilities. It is anticipated that this will take approximately 3 - 4 months pending the weather conditions given the time of year that this may begin. The second phase of the project will consist of the erection of the residential portions of the building and the completion of the site work. This portion of the work should take 9 months to complete. We fully expect to have all exterior work on the building completed by the end of 2018 with interior portions of the building finishing up in mid-2019.

Personnel:

Each aspect of the project will bring different quantities of construction personnel to the site. During phase I of the project we would expect to average 20-25 trades persons working on the site. In phase 0 of the project the average would increase to approximately 40 persons on site with peak periods increasing to 50 while certain aspects of interior and exterior work taking place at the same time.

Personnel Parking:

At this time, we anticipate all construction personnel utilizing the pay parking facility adjacent to the project site as the primary plan. Parking will not be allowed on Sigwalt, Highland or Chestnut for any construction personnel. If at the time parking stalls are not available within the garage, an alternate plan will be submitted to staff for review and approval.

Vehicles:

Foreman trucks will be the only vehicles permitted on site requiring the unloading and loading of tools and equipment. At specific times, certain trucks may need to remain on site in on a limited basis which may include concrete installation, precast concrete erection and framing.

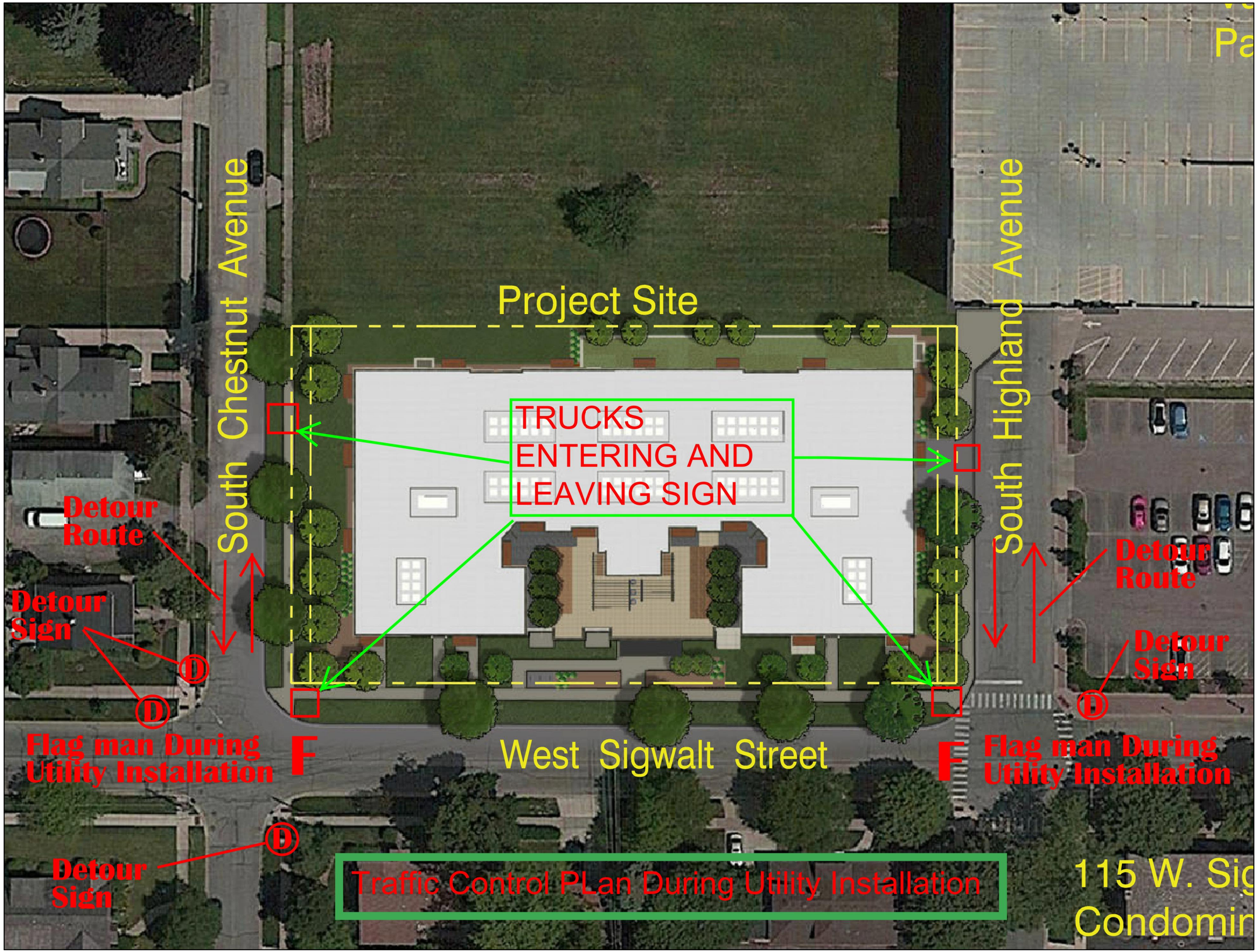
Material Delivery:

The delivery of materials will be coordinated in a just in time manner to limit the amount of materials staged and stored on the project site. For time sensitive deliveries such as ready-mix concrete, pre-cast concrete components and pre- fabricated wall panels; an off-site staging area will be established and trucks will be released to the project site to limit the quantity of oversized vehicles to a maximum of two at any given time to maintain the work operation as well as not impact the surrounding residents. Flaggers will be staged on the street for the maintenance of traffic and safety of trucks entering and leaving the site. A specific truck route plan to and from the site will be submitted for approval as part of the permitting process.

Lane Closures:

The only lane closures anticipated for the project will be involved with the utility installation. This work will be coordinated with the public works department and all traffic control and safety devices will be installed prior to work beginning.

Notifications to the surrounding residents will take place approximately one week prior to work commencing. At the end of each day's work, temporary measures will be put into place to ensure the road is functional for two way traffic. It is desired to off-load precast concrete components and prefabricated wall panels at the curb line from the crane staged at the center of Sigwalt side of the building. During these delivery periods safety flaggers and traffic control devices will be staged at the comers of Highland and Chestnut to ensure the safe flow of traffic. The quantity of vehicles during this period would be approximately 2 per hour at its peak.


Project Site
South Chestnut Avenue
South Highland Avenue
TRUCKS
ENTERING AND
LEAVING SIGN
Detour
Route
Detour
Sign
Flag man During
Utility Installation
F
West Sigwalt Street
Detour
Route
Detour
Sign
Flag man During
Utility Installation
Detour
Sign
Traffic Control PLan During Utility Installation
115 W. Sig
Condomir

Silt fence

8' H construction fence

Truck Entering & leaving sign

Phase II construction office in parking garage

Phase II construction entrance

Truck Entering & leaving sign

Sidewalk closed sign

Truck Entering & Leaving Sign

Sidewalk closed sign

Temporary material storage

CRANE STAGING AREA

Phase 1 construction entrance

Phase 1 construction office

Truck Entering & leaving sign

F Flagger location when trucks enter roadway

Flagger location when trucks enter roadway F

North 0 10' 20' 40'

SHEET 3

Sigwalt Apartments
Arlington Heights, IL

Site Plan

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

August 16, 2017

HKM ARCHITECTS + PLANNERS, INC.

RWG

Engineering,

STORM DRAINAGE ANALYSIS

FOR

SIGWALT STREET APARTMENTS
45 S. CHESTNUT AVE.

PREPARED FOR:

CA VENTURES
130 E. RAMDOLPH STREET, SUITE 2100
CHICAGO, IL 60601
312-800-5370

PREPARED BY:

RWG Engineering, LLC

975 E. 22nd Street
Wheaton, Illinois 60189
(630) 774-9501

JOB#291-127-16-301
JULY 10, 2017
REVISION: August 16, 2017
REVISION: September 6, 2017
REVISION: December 15, 2017 (updated)

PROJECT & SITE DESCRIPTION

FINAL ENGINEERING PLANS

Sigwalt Street Apartments

37 S. Chestnut Ave., Arlington Heights, Cook County, IL

Project Overview:

The final engineering plans for Sigwalt Street Apartments include the development of a 0.909 acre site into a residential apartment building.

The proposed development is serviced by city water and sanitary sewer. The sanitary and watermain connections are both made along Sigwalt Street.

The entire 0.909 acre site has detention provided in the onsite StormTrap. Detention storage is calculated using village criteria since it is more restrictive than MWRD criteria. A release rate of 0.18 cfs/ac was used for the 100 year storm event. Runoff coefficients of 0.50 (pervious) and 0.95 (impervious) were used to calculate a composite "C" factor per village code. A minimum restrictor size of 2" was used.

VCBMP's are required by MWRD and are incorporated into the design for the entire project. A Soil Erosion and Sedimentation Control Plan is included with this phase of work and reflects perimeter silt fence and erosion control blanket. Erosion control measures are to be installed prior to commencement of demolition work and routinely augmented as work progresses.

Original Existing Site Drainage Conditions:

The existing 0.909 acre property is almost 100% pervious, covered by grass. Many years ago there was residential housing located on this property. It was demolished, and no previous development impervious area was taken into any calculations for this site.

Existing onsite storm sewer is present in the internal portion of the lot. This storm sewer will be removed and replaced with a proposed detention storage design.

Proposed Site Drainage Conditions:

The entire 0.909 acre parcel will be disturbed and undergo improvements with this project. All site runoff will be collected and delivered to an onsite storm water detention StormTrap. Storm

water detention, as previously stated, was calculated using Village of Arlington Heights criteria. Volume control requirements were calculated using MWRD criteria. In order to achieve volume control storage, a green roof and permeable pavers were added to the plans where possible. See below numbers as a summary to the enclosed calculations.

Total Site "C" = 82

Required Detention Volume (Per Village Code) = 0.29 ac-ft

Provided Detention Volume (Per Village Code) = 0.29 ac-ft

Allowable Release Rate (Per Village Code) = 0.16 cfs (used to size detention)

Actual Release Rate (Per Village Code) = 0.27 cfs (with 2" restrictor)

Required Volume Control Storage (Per MWRD Ordinance) = 0.053 ac-ft

Provided Volume Control Storage (Per MWRD Ordinance) = 0.014 ac-ft

(See attached calculations)

CALCULATION OF COMPOSITE RUN-OFF COEFFICIENT

Designer:	**MRM**
Description:	**SIGWALT APARTMENTS**

TOTAL PROJECT AREA	0.909	Ac.
IMPERVIOUS AREA FOR TOTAL SITE		
BUILDING - IMPERVIOUS ONLY	0.606	Ac.
SIDEWALKS/PATIOS	0.027	Ac.
	0.633	Ac.
PERVIOUS AREA FOR TOTAL SITE		
GREEN ROOF	0.051	Ac.
PERMEABLE PAVERS	0.012	Ac.
GREEN SPACE	0.213	Ac.
	0.276	Ac.
TOTAL SITE AREA	0.909	Ac.
IMPERVIOUS AREA	0.633	Ac.
PERCENTAGE OF IMPERVIOUS	69.6	%
	USE 70%	

WITH 35% IMPERVIOUS AREA:

PERVIOUS = 30% @ 0.50 =	0.1500
IMPERVIOUS = 70% @ 0.95 =	0.6650
COMPOSITE "C" =	0.815

TOTAL COMPOSITE "C" FACTOR 0.82

Runoff Curve Number

Project: Sigwalt Street Apartments
Location: Arlington Heights, Cook County, IL
File: 291-301

By: MRM Date: 12/15/2017
Checked: RWG Date: 12/15/2017

Circle One: Present (Developed)

Description: 0.909-Acre Site Total

Soil Name and Hydrologic Group (Appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	Curve Number	Area [X] acres [ ] sq. mi. [ ] %	Product of Curve Number and Area
C	Pervious Area - Open Space, Good Condition	74	0.213	15.762
C	Permeable Pavement	91	0.012	1.092
C	Permeable Green Roof	85	0.051	4.335
C	Impervious Area - Blding/patio/sw	98	0.633	62.034
		Totals =	0.91	83.223

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{83.223}{0.909} = \underline{91.554}$$

Use CN = **92**

RWG ENGINEERING, LLC.
975 E. 22nd Street
Wheaton, IL 60189
(630) 774-9501

Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501 DESCRIPTION MSD BASIN CALCULATION SHEETS
Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)

DURATION (HOURS)	TIME (MIN)	100 YR. INT (IN/HR)	INFLOW RATE (CFS)	STORED RATE (CFS)	VOLUME (ACRE-FT)			
							Area of site in acres:	0.91
							Trapped water area in acres:	0.00
0.50	30	5.60	4.15	3.98	0.17		Net area for release computation in acres:	0.00
0.67	40	4.92	3.64	3.48	0.19		Allowable release rate in CFS:	0.16
0.83	50	4.24	3.14	2.98	0.21		Unrestricted release rate in CFS:	0.00
1.00	60	3.56	2.64	2.47	0.21		Bypass release rate in CFS:	0.00
1.50	90	2.90	2.15	1.98	0.25		Total allowable release in CFS:	0.16
2.00	120	2.24	1.66	1.50	0.25		Developed runoff coefficient:	0.82
3.00	180	1.62	1.20	1.04	0.26			
4.00	240	1.40	1.03	0.87	0.29			
5.00	300	1.17	0.87	0.71	0.29		**Maximum volume in Acre-Ft =**	**0.29**
6.00	360	0.95	0.70	0.54	0.27			
7.00	420	0.88	0.65	0.49	0.29			
8.00	480	0.82	0.61	0.44	0.29	<===		
9.00	540	0.75	0.56	0.39	0.29			
10.00	600	0.68	0.51	0.34	0.29			
11.00	660	0.62	0.46	0.29	0.27			
12.00	720	0.55	0.41	0.24	0.24			
13.00	780	0.52	0.39	0.22	0.24			
14.00	840	0.50	0.37	0.20	0.24			
15.00	900	0.47	0.35	0.18	0.23			
16.00	960	0.44	0.33	0.16	0.22			
17.00	1020	0.42	0.31	0.14	0.20			
18.00	1080	0.39	0.29	0.12	0.19			
19.00	1140	0.38	0.28	0.12	0.18			
20.00	1200	0.37	0.27	0.11	0.18			
21.00	1260	0.36	0.26	0.10	0.17			
22.00	1320	0.34	0.25	0.09	0.17			
23.00	1380	0.33	0.25	0.08	0.16			
24.00	1440	0.32	0.24	0.07	0.15			

	% of site	"C" Factor	Composite "C"
Open Water Area	0.00	1.00	0.00
Impervious Area	70.00	0.95	0.67
Pervious Area	30.00	0.50	0.15
Total :	**100.00**		**0.82**

ORIFICE WORKSHEET

Designer:	**MRM**
Description	**STORMTRAP- 100 YR. RESTRICTOR**

FLOWS ARE BASED ON THE FOLLOWING EQUATION:

$$Q = AC\sqrt{2gH}$$

Q = FLOW (cfs)
A = AREA (sqr.ft.)
C = Orifice Coefficient
g = 32.2 ft/sec^2
H = Head (ft.)

ORIFICE DATA:

Orifice diameter(inches)	**2.00**	inches	Minimum size
Orifice area(square feet)	0.022	sqr. ft.	
Proposed invert elevation	**686.00**	ft.	
Centerline of flow	686.08	ft	
Orifice coeficient	**0.61**		

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)	
686.00	**(0.08)**	**#NUM!**	
687.00	**0.92**	**0.10**	
688.00	**1.92**	**0.15**	
689.00	**2.92**	**0.18**	
690.00	**3.92**	**0.21**	
691.00	**4.92**	**0.24**	
692.00	**5.92**	**0.26**	
692.50	**6.42**	**0.27**	**HWL of Stormtrap**
693.50	**7.42**	**0.29**	
694.50	**8.42**	**0.31**	
695.50	**9.42**	**0.33**	
696.50	**10.42**	**0.34**	

*Water elevation must be higher than centerline of flow

WEIR FLOW CALCULATIONS

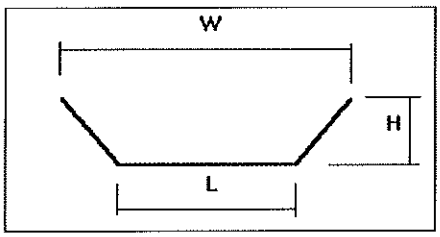
Designer:	MRM
Description:	100 YEAR - in CB No.27

BASED ON THE FOLLOWING EQUATION:

$$Q = \left[K \times 2/3 \times L \times (2g)^{0.5} \times H^{1.5}\right] + \frac{1}{2}\left[K \times 8/15 \times (2g)^{0.5} \times S_1 \times H^{2.5}\right] + \frac{1}{2}\left[K \times 8/15 \times (2g)^{0.5} \times S_2 \times H^{2.5}\right]$$

WHERE:

Q = DISCHARGE IN CFS
K = WEIR COEFFICIENT
L = LENGTH IN FEET
g = 32.2 FT/SEC
H = HEAD IN FEET
S1 = LEFT SIDE SLOPE
S2 = RIGHT SIDE SLOPE



WEIR DATA: OVERFLOW CHANNEL AA-AA

1.	LENGTH, L	6.00	FEET
2.	WEIR COEFFICIENT, K (K<1.0)	0.50	
3.	LEFT SIDE SLOPE, S (H:V)	0	: 1
4	RIGHT SIDE SLOPE, S (H:V)	0	: 1

5 RATING TABLE

HEAD (FEET)	DISCHARGE (CFS)
0.20	1.44
0.30	2.64
0.40	4.06
0.50	5.67
0.60	7.46
0.67	8.80
0.75	10.42
0.90	13.70
1.00	16.05
1.10	18.52
1.20	21.10
1.30	23.79
1.40	26.59
1.50	29.49

VOLUME CONTROL CALCULATIONS

Designer:	**MRM**
Description:	**PERMEABLE PAVERS/GREEN ROOF**

VOLUME CONTROL PROVIDED:

PERMEABLE PAVERS: 531 sf (0.012 ac)

VVa = (0.50)* (0.36) * (0.012ac) * (8"/12") = 0.00144 ac-ft

VVb = (0.36) * (0.012ac) * (12"/12") = 0.00432 ac-ft

Total volume control of Permeable Pavers = 0.006 ac-ft

GREEN ROOF: 2200 sf (0.051 ac)

VVa = (0.25) * (0.051ac) * (6"/12") = 0.0064 ac-ft

VVb = (0.25) * (0.051ac) * (1.75"/12") = 0.0020 ac-ft

Total volume control of Permeable Pavers = 0.008 ac-ft

TOTAL VOLUME CONTROL PROVIDED: 0.014 AC-FT

STORM SEWER WORKSHEET

Designer: **MRM**
Description: **SIGWALT APARTMENTS**

FREQUENCY: 10 YR. ROUGH. COEFF. 0.013 RUNOFF COEFF: 0.82

MH-MH	ADDED "C"	ADDED AREA AC	TOTAL "C"	TOTAL AREA AC	C X A	TIME FLOW MIN	TIME T/C MIN	I IN/HR	Q CFS	PIPE DIA IN	PIPE SLOPE %	VEL FPS	L FT	CAP CFS	UPPER MH RIM	UPPER MH INV	LOWER MH RIM	LOWER MH INV
Downstream pipe from StormTrap:								100 YR.										
27-9	0.82	0.91	0.82	0.91	0.75	0	10	10.02	7.47	18.00	0.81	5.35	31	9.45	694.00	686.00	693.55	685.75

Traffic Impact Study
Proposed Sigwalt Street Apartment Development

Arlington Heights, Illinois

Prepared For:

Kenig, Lindgren, O'Hara, Aboona, Inc.

December 15, 2017

1. Introduction

This report summarizes the methodologies, results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Arlington Heights, Illinois. The site is located on the north side of Sigwalt Street and is bound by Highland Avenue on the east and Chestnut Avenue on the west. As proposed, the site will be developed with a five-story apartment building containing 80 units, and a parking garage with 120 parking spaces. In addition, seven on street parking spaces will be provided on Sigwalt street for public and guest parking. Access to the parking garage will be provided off Highland Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. Additionally, the adequacy of the proposed parking supply of the proposed development was also evaluated.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

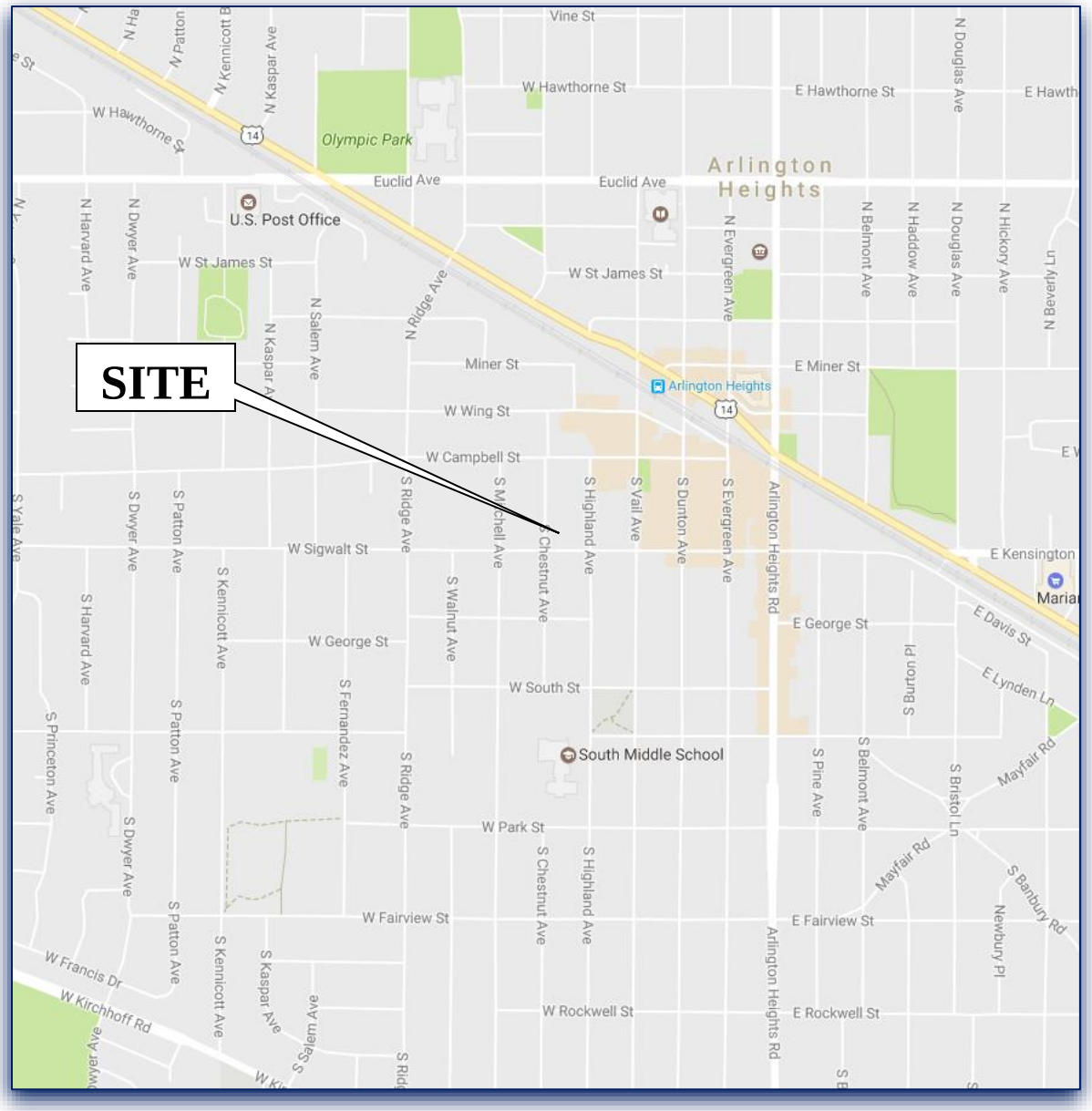
The sections of this report present the following.

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Recommendations regarding the adequacy of the parking supply.

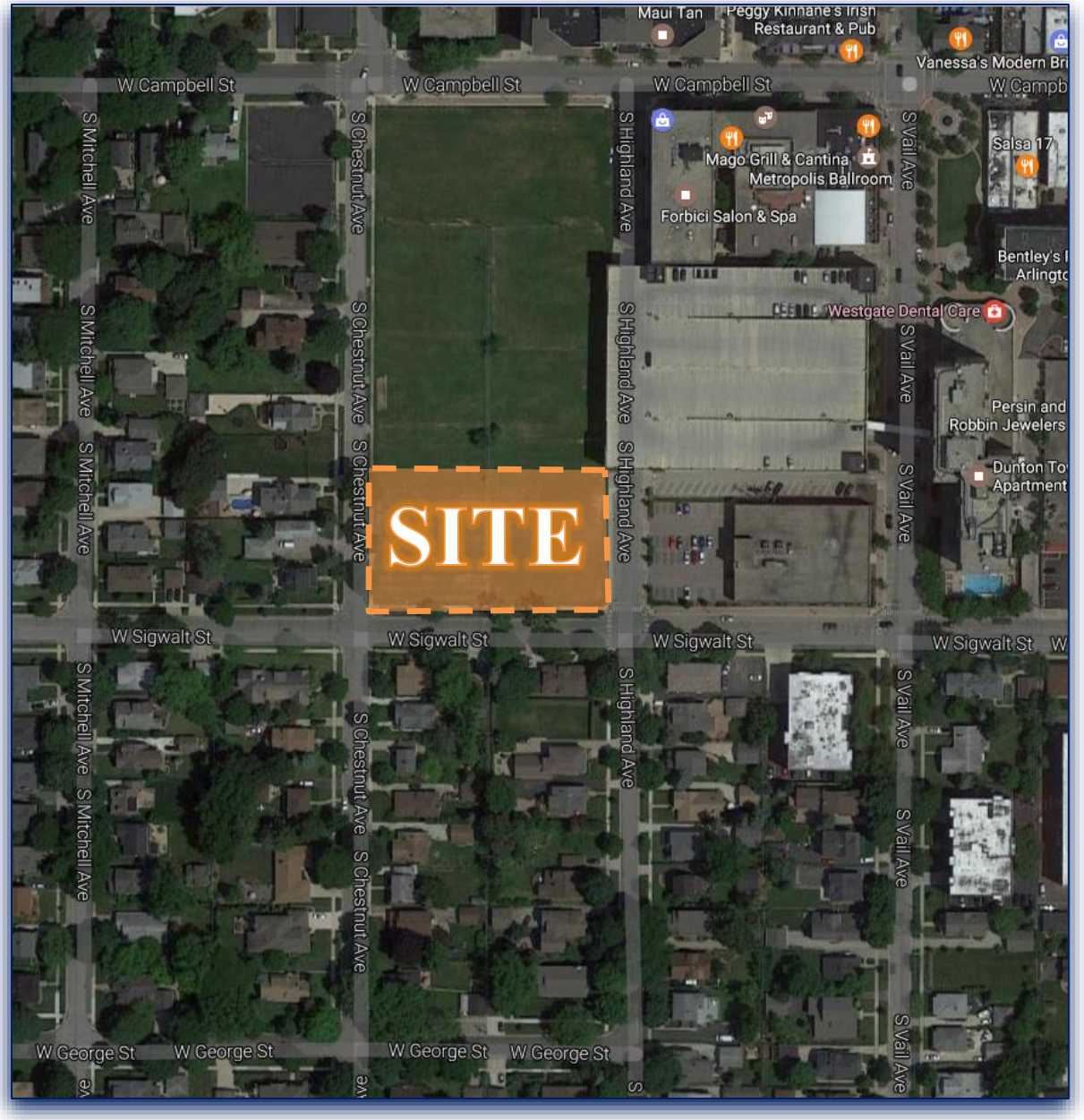
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions.

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Future Condition - The future projected traffic volumes include the existing traffic volumes, ambient area growth not attributable to any particular development and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**



Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

The site is located to the southwest of Downtown Arlington Heights on the northside of Sigwalt Street and is bound by Highland Avenue on the east and Chestnut Avenue on the west. The site is currently occupied by vacant land and is within walking distance to the Arlington Heights Metra Station for the Union Pacific – Northwest (UP-NW) Metra Rail Line. Land uses in the vicinity of the site are residential to the west and south and includes the Arlington Heights public parking garage to the northeast and AT&T and Dunton Tower Luxury Apartments to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Sigwalt Street is an east-west local roadway that in the vicinity of the site provides one lane in each direction. At its all-way stop-sign controlled intersection with Vail Avenue, Sigwalt Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. At its unsignalized intersection with Highland Avenue, Sigwalt Street provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. At its unsignalized intersection with Chestnut Avenue, Sigwalt Street provides a shared left/through/right-turn lane on both legs. Parking is prohibited on both sides of the roadway except along the north side of Sigwalt Street between Highland Avenue and Vail Avenue which is restricted to two hours. Sigwalt Street is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

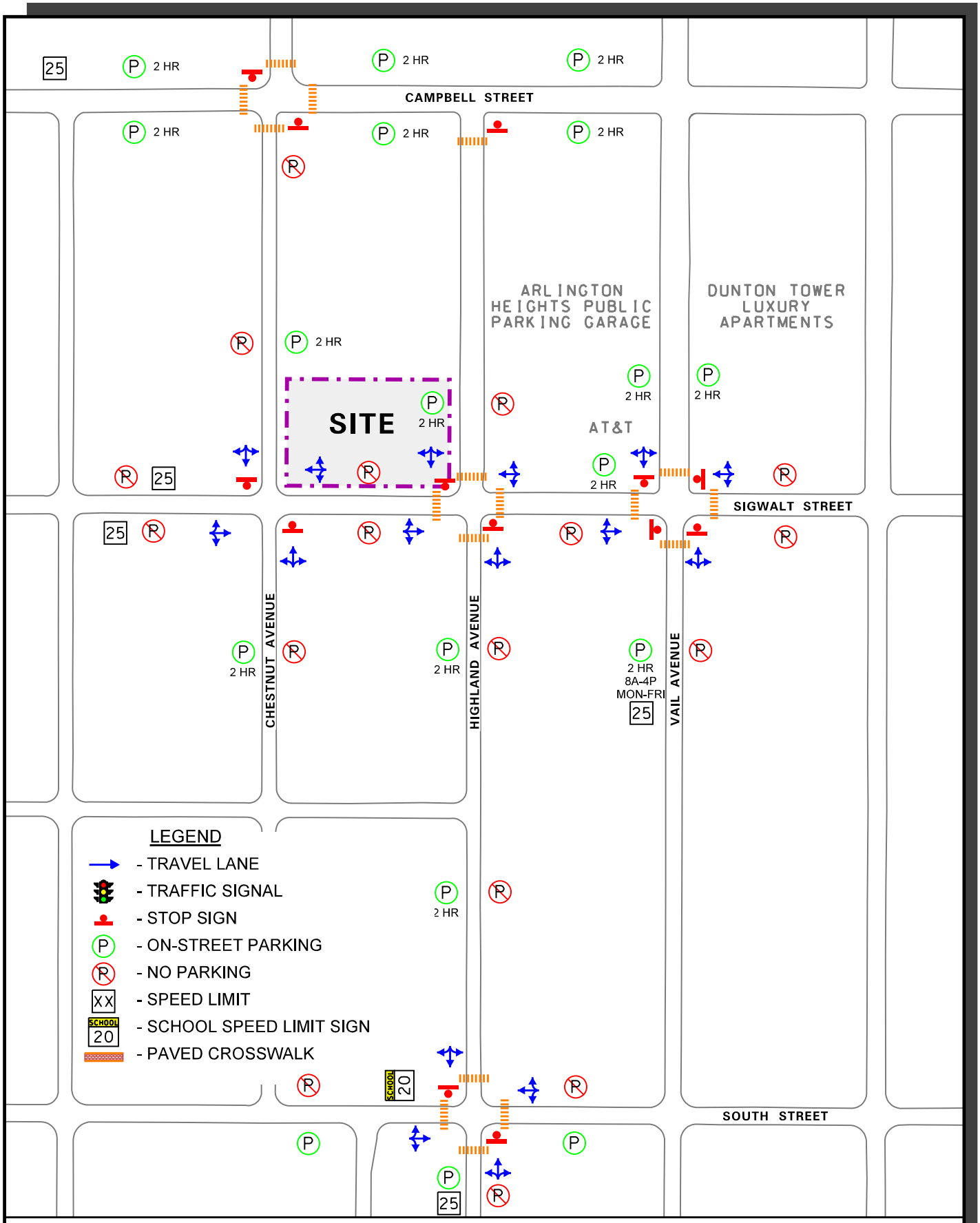
Highland Avenue is a north-south local roadway that provides one lane in each direction and extends from Campbell Street south to Central Road. At its unsignalized intersection with Sigwalt Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with South Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with Campbell Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. It should be noted that between Sigwalt Street and Campbell Street, Highland Avenue traverses through the public parking garage. Parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway. Highland Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Vail Avenue is a north-south local roadway is that provides one lane in each direction and extends from Euclid Avenue south to Central Road. At its all-way stop-sign controlled intersection with Sigwalt Street, Vail Avenue provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway between 8:00 A.M. and 4:00 P.M. Monday through Friday. North of Sigwalt Street, parking is restricted to two-hours on both sides of the roadway. Vail Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Chestnut Avenue is a north-south local roadway that provides one lane in each direction and extends from Wing Street south to South Street. At its unsignalized intersection with Sigwalt Street, Chestnut Avenue provides a shared left/through/right-turn lane under stop-sign control on both legs. At its unsignalized intersection with Campbell Street, Chestnut Avenue terminates and provides a shared left-turn/right-turn lane under stop-sign control. North of Sigwalt Street, parking is prohibited on the west side of the roadway and is restricted to two-hours on the east side of the roadway. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway. Chestnut Avenue is under the jurisdiction of the Village of Arlington Heights.

South Street is an east-west local roadway that provides one lane in each direction and extends from Arlington Heights Road west to Ridge Avenue. At its unsignalized intersection with Highland Avenue, South Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. Parking is prohibited on the north side of the roadway. South Street is under the jurisdiction of the Village of Arlington Heights and has a school zone speed limit of 20 miles per hour.

Campbell Street is an east west local road way that provides one lane in each direction and and extends from Rohlwing Road to Evergreen Avenue. At its unsignalized intersection with Chestnut Avenue and Highland Avenue, Campbell Street provides a shared left/through/right-turn lane in both directions. High visibility crosswalks are provided on both legs at its intersection with Chestnut Avenue. Parking is generally provided on both sides of the street and is restricted to two-hours. Campbell Street is under the jurisdiction of the Village of Arlington Heights and has a speed limit of 25 miles per hour.



Proposed Apartments
Arlington Heights, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 17-127 Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted manual peak period traffic counts using Miovision Scout Collection Units on Thursday, May 18, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

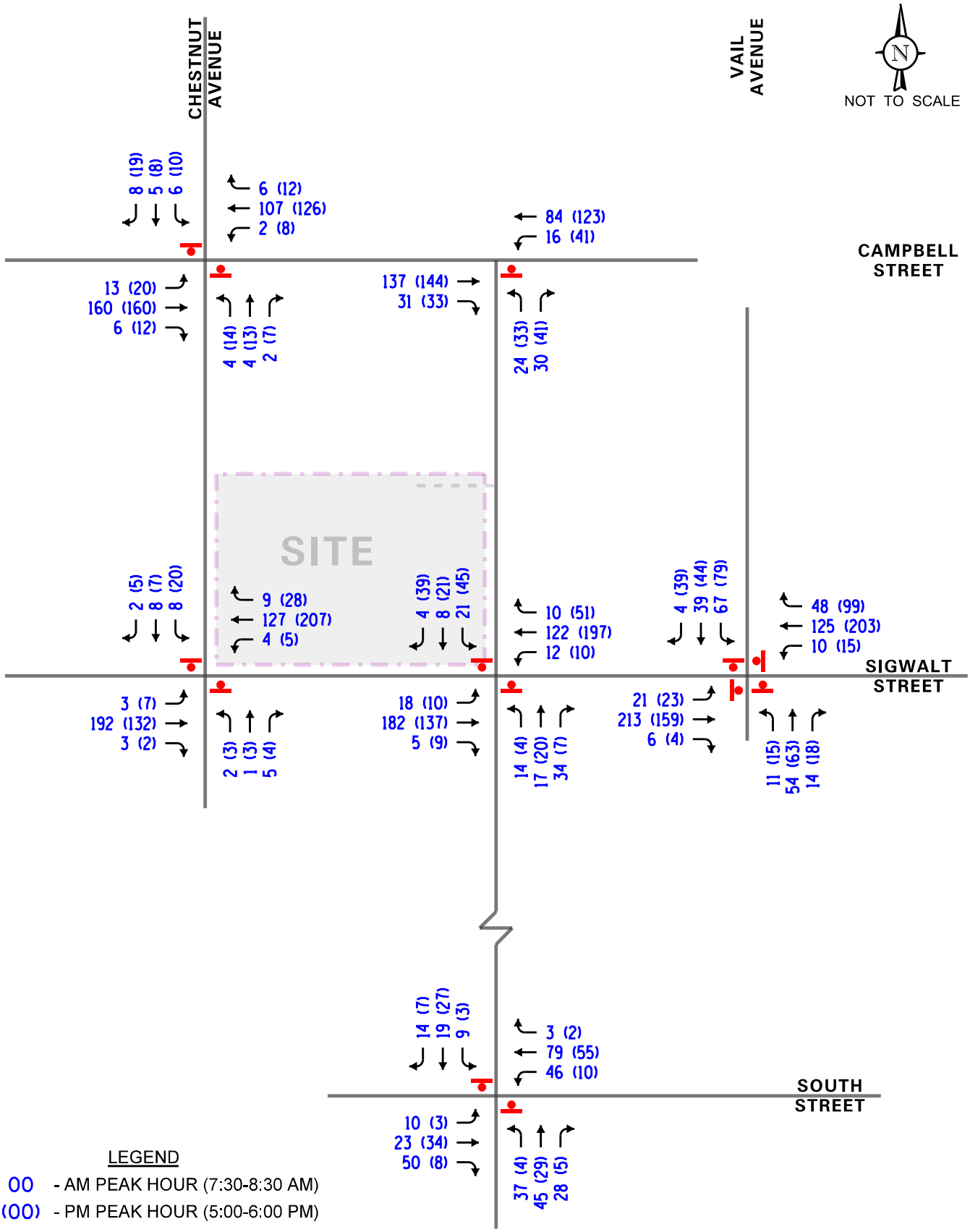
- Sigwalt Street with Highland Avenue
- Sigwalt Street with Vail Avenue
- Sigwalt Street with Chestnut Avenue
- Highland Avenue with South Street

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M.

Additional counts were conducted using Miovision Scout Collection Units on August 8, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Campbell Street with Highland Avenue
- Campbell Street with Chestnut Avenue

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes for both days counts were performed. Copies of the traffic count summary sheets are included in the Appendix.



Proposed Apartments
Arlington Heights, Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 17-127 Figure: 4

Public Transportation

Sidewalks are provided on the entire surrounding street network and traditional/standard crosswalks are provided at the intersections of Sigwalt Street with Highland Avenue, Sigwalt Street with Vail Avenue and Highland Avenue with South Street. The intersection of Sigwalt Street with Chestnut Avenue does not provide crosswalks. Furthermore, the site is located approximately one-third of a mile walking distance from the Arlington Heights UP-NW Metra Station which offers daily service between Harvard/McHenry and Chicago.

The site is also within the vicinity of Pace Bus Route 696 (Randhurst/Woodfield/Harper College) which provides weekday service from Mt. Prospect to Palatine. Service operates from Randhurst Mall to Harper College. Rush hour service runs every 30 minutes and mid-day service runs every hour. This bus route serves the following major destinations: Randhurst Mall, Prospect H.S., Metra Union Pacific Northwest Line (Arlington Heights), Cook County Courthouse, Rolling Meadows Shopping Center, East Park, Mallard Cove, Woodfield Gardens, Motorola Headquarters, Schaumburg Convention Center, IKEA, Roosevelt University, Woodfield Mall, Pace Northwest Transportation Center and Harper College.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

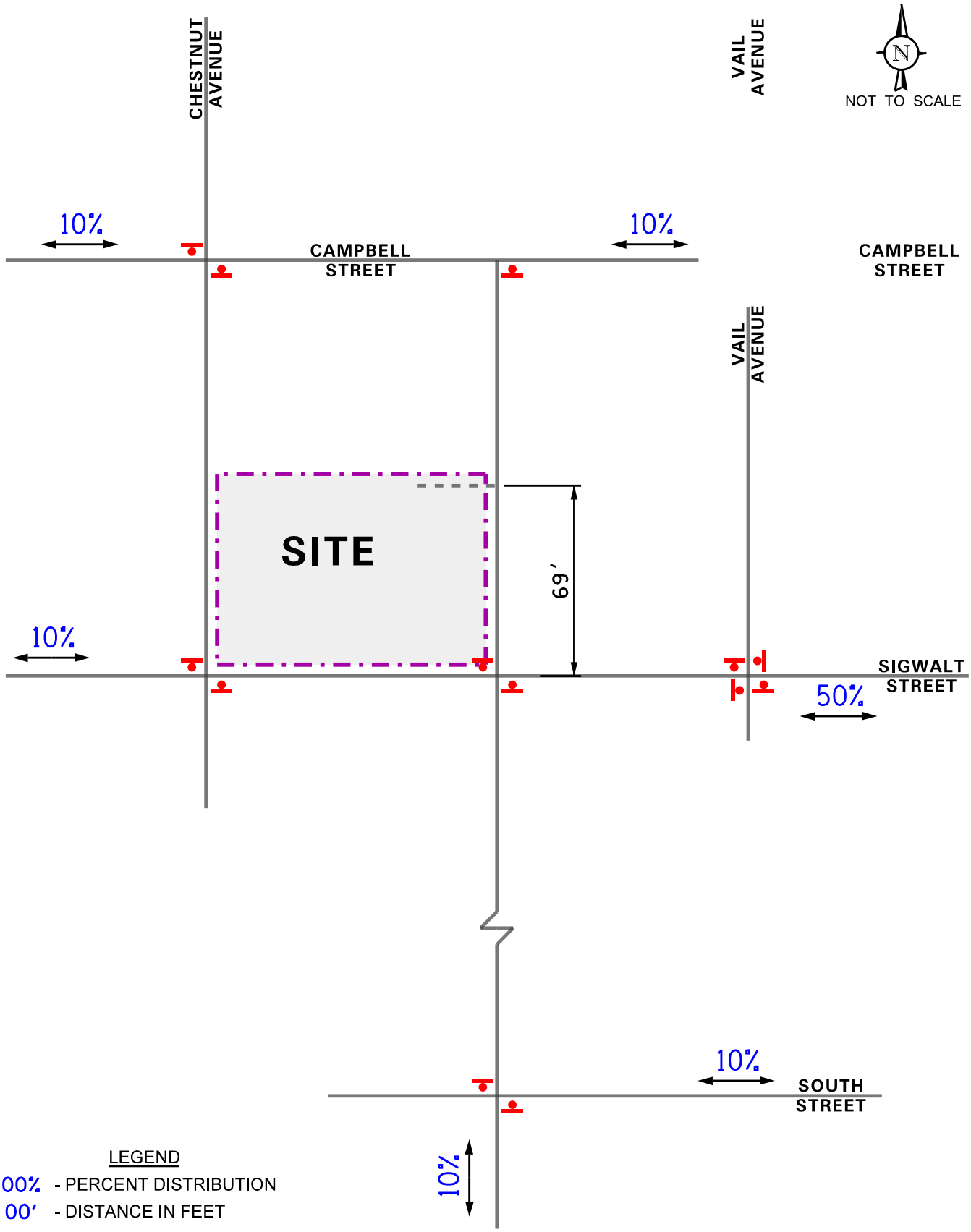
As proposed, the plans call for developing the site with a five-story apartment building containing 80 apartment units. The development will provide a parking garage containing 120 parking spaces for residents of the development. Access to the parking garage will be provided via a full movement access drive off Highland Avenue aligned opposite the northerly access drive serving the employee only parking lot serving the AT&T building at 44 S. Vail Avenue. In order to accommodate the proposed access drive, one on-street parking space along the west side of Highland Avenue will be removed. Seven parking spaces, and a loading zone will be provided by widening Sigwalt Street along the site frontage. Pedestrian access to the residential units will be on Sigwalt Street along the south side of the building. The seven parking spaces will be available for use by the public and guests of the proposed development. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directions from which residents of the apartment units will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of 80 apartment units was based on vehicle trip generation rates contained in *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers (ITE). As previously indicated, the proposed apartment development is located within one-quarter mile of the Arlington Heights Milwaukee District- Northwest Metra Station. A review of the census data indicates that approximately 15 percent of the residents located within one-quarter mile of the Metra Station utilize alternative modes of transportation to get to work. As a result, the estimated number of generated trips for the proposed apartments was reduced by 15 percent to account for the residents that will use means of transportation other than the automobile to commute to work. **Table 1** shows the site-generated traffic volumes for the proposed development.



Proposed Apartments
Arlington Heights, Illinois

Estimated Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 17-127 Figure: 5

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
220	Apartments (80 Units)	9	34	43	40	22	62	608
	15% Transportation Reduction	-1	-5	-6	-6	-3	-9	-98
	Total New Trips	**8**	**29**	**37**	**34**	**19**	**53**	**510**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

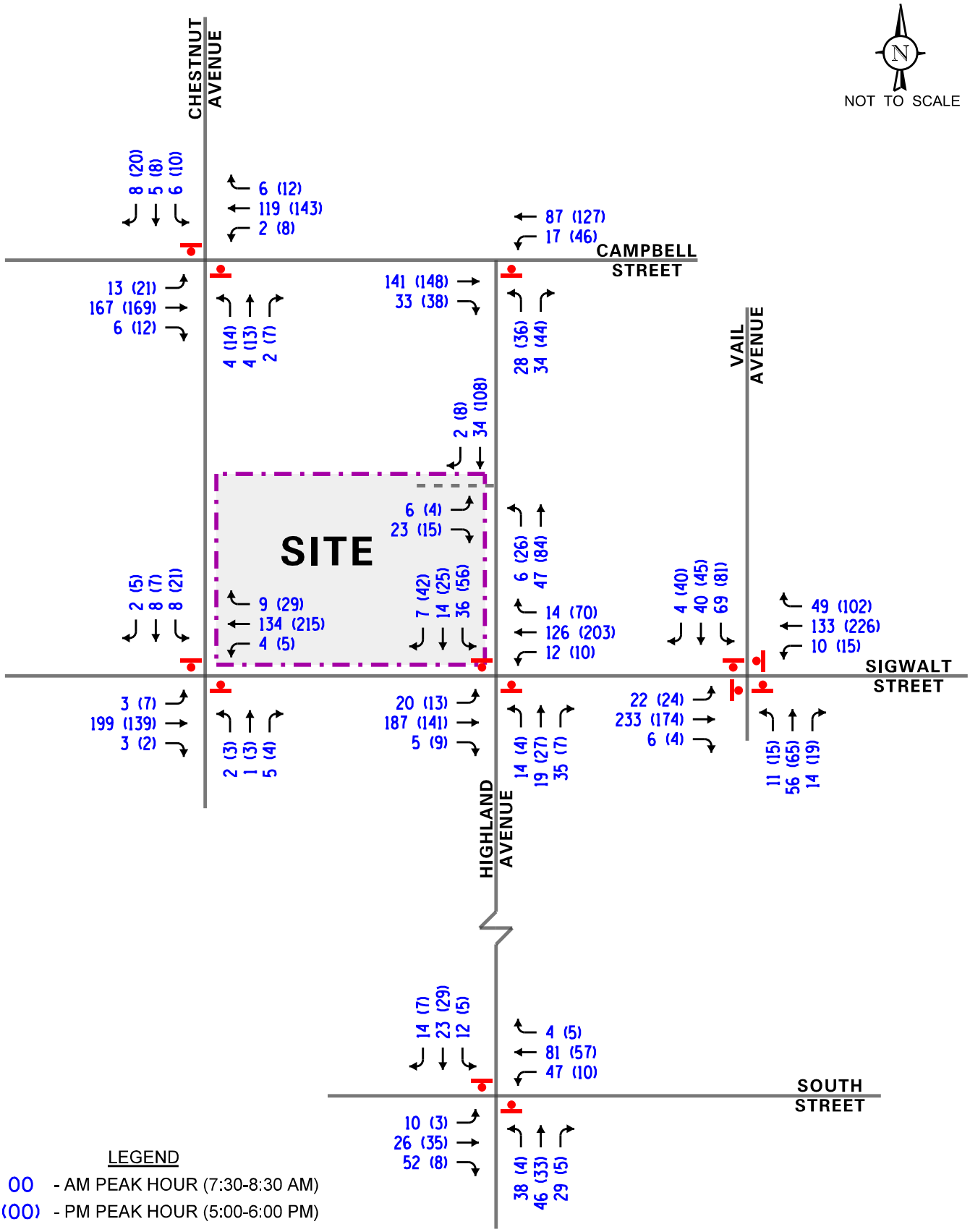
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the development is illustrated in **Figure 6**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Village of Arlington Heights 2015 Comprehensive Plan an increase of one-half percent per year over six years (three percent total) was applied to project Year 2023 conditions.

Total Projected Traffic Volumes

The addition of the development generated traffic to the existing traffic volumes accounting for background growth, to determine the Year 2023 total projected traffic volumes, are shown in **Figure 7**.

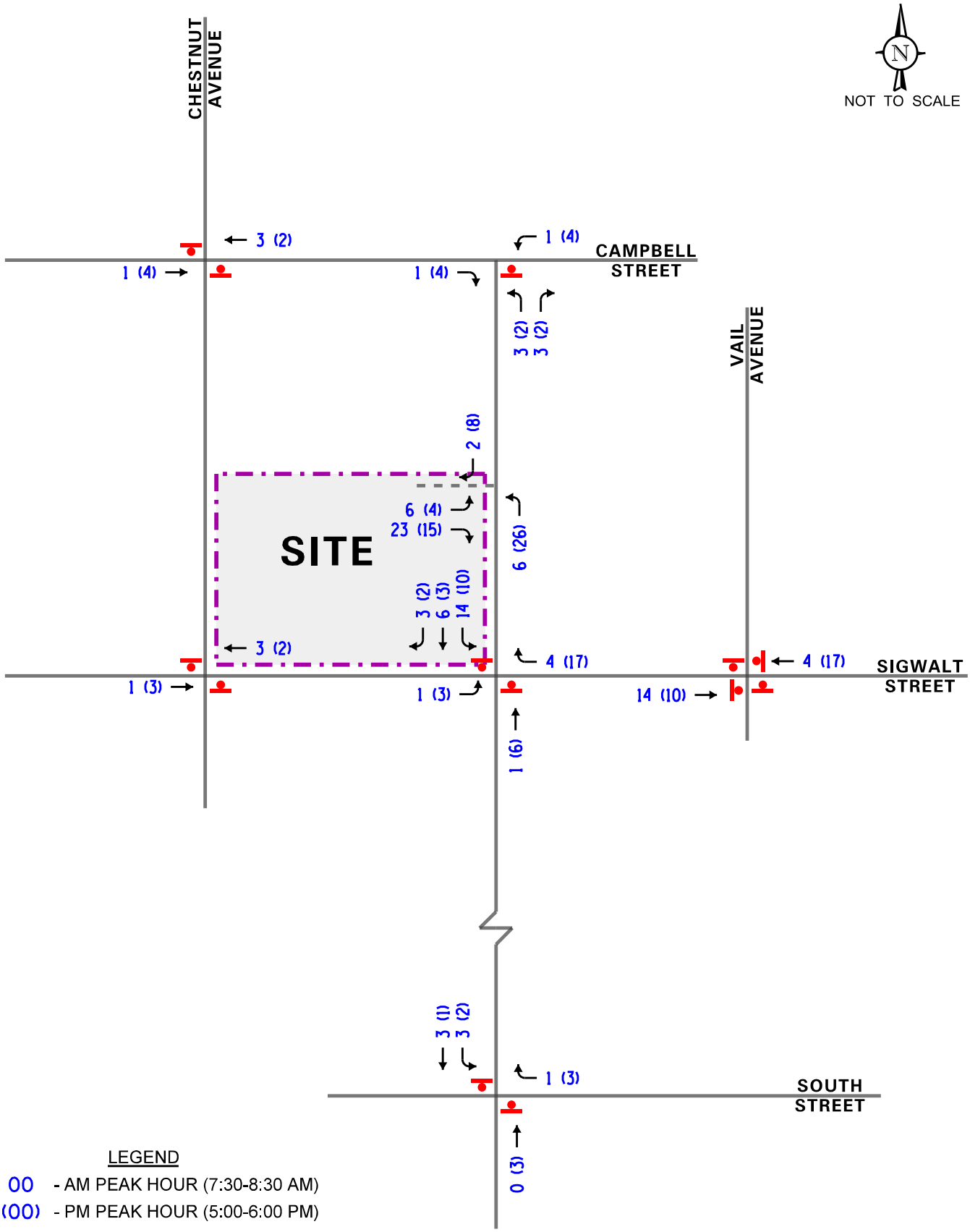


Proposed Apartments
Arlington Heights, Illinois

Year 2023 Total Projected
Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 17-127 Figure: 7



Proposed Apartments
Arlington Heights, Illinois

Estimated Site Traffic Assignment

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 17-127 Figure: 6

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the HCS 7 computer software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 2** and **3**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.2	B	12.0
• Southbound Approach	B	13.9	B	12.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.7	A	7.5
Sigwalt Street with Vail Avenue				
• Overall	B	11.0	B	10.6
• Eastbound Approach	B	12.0	B	10.1
• Westbound Approach	B	10.6	B	11.4
• Northbound Approach	A	9.6	A	9.4
• Southbound Approach	B	10.4	B	10.1
Sigwalt Street with Chestnut Avenue				
• Northbound Approach	B	10.6	B	10.7
• Southbound Approach	B	12.0	B	11.6
• Eastbound Left-Turns	A	7.6	A	7.7
• Westbound Left-Turns	A	7.5	A	7.5
Highland Avenue with South Street				
• Northbound Approach	B	14.6	A	10.0
• Southbound Approach	B	12.6	A	9.9
• Eastbound Left-Turns	A	7.6	A	7.3
• Westbound Left-Turns	A	7.6	A	7.3
Campbell Street with Chestnut Avenue				
• Northbound Approach	B	10.7	B	11.8
• Southbound Approach	B	10.2	B	10.9
• Eastbound Left-Turns	A	7.5	A	7.5
• Westbound Left-Turns	A	7.6	A	7.6
Campbell Street with Highland Avenue				
• Northbound Approach	B	10.4	B	11.2
• Westbound Left-Turns	A	7.6	A	7.7

LOS = Level of Service
Delay is measured in seconds.

Table 3
CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2023 TRAFFIC CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.8	B	12.6
• Southbound Approach	B	15.3	B	13.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.8	A	7.5
Sigwalt Street with Vail Avenue				
• Overall	B	11.5	B	11.1
• Eastbound Approach	B	12.8	B	10.5
• Westbound Approach	B	10.9	B	12.3
• Northbound Approach	A	9.9	A	9.6
• Southbound Approach	B	10.7	B	10.4
Sigwalt Street with Chestnut Avenue				
• Northbound Approach	B	10.7	B	12.7
• Southbound Approach	B	12.2	B	13.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.8	A	7.5
Highland Avenue with South Street				
• Northbound Approach	C	15.0	B	10.1
• Southbound Approach	B	13.2	A	10.0
• Eastbound Left-Turns	A	7.6	A	7.3
• Westbound Left-Turns	A	7.6	A	7.3
Highland Avenue with Proposed Access Drive				
• Eastbound Approach	A	8.7	A	9.2
• Northbound Left-Turns	A	7.3	A	7.5
Campbell Street with Chestnut Avenue				
• Northbound Approach	B	10.9	B	12.2
• Southbound Approach	B	10.3	B	11.2
• Eastbound Left-Turns	A	7.5	A	7.6
• Westbound Left-Turns	A	7.6	A	7.6
Campbell Street with Highland Avenue				
• Northbound Approach	B	10.6	B	11.6
• Westbound Left-Turns	A	7.7	A	7.8

LOS = Level of Service Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

Sigwalt Street with Highland Avenue

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at level of service (LOS) B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of two seconds or less. Furthermore, eastbound and westbound left-turn movements from Sigwalt Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Sigwalt Street with Vail Avenue

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS B during the weekday morning and weekday evening peak hour is projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at LOS B or better during the peak hours with increases in delay of approximately one second or less. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Sigwalt Street with Chestnut Avenue

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Sigwalt Street onto Chestnut Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Highland Avenue with South Street

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to operate at LOS C or better during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from South Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Highland Avenue with Proposed Access Drive

The results of the capacity analyses indicate that outbound movements from the proposed access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Furthermore, northbound left-turn movements from Highland Avenue onto the proposed access drive are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will have a limited impact on the operations of Highland Avenue.

Campbell Avenue with Chestnut Avenue

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to continue to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Campbell Street onto Chestnut Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Campbell Avenue with Highland Avenue

The results of the capacity analyses indicate that the northbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound approach is projected to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, westbound left-turn movements from Campbell Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

6. Parking Evaluation

As proposed, the site will be developed with 80 apartment units and a 120 spaces parking garage (parking ratio of 1.5 spaces per unit). The Village of Arlington Heights requires 1.5 spaces per dwelling unit, as such, the proposed parking supply meets the village's parking code.

Based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the Parking Generation Manual, 4th Edition for Land Use Code 221 (Low/Mid-Rise Apartments), the average parking demand of the proposed development is projected to be 87 parking spaces (ratio of .98 spaces per unit). Additionally, the average peak parking demand of all surveyed apartment developments is 1.23 spaces per dwelling unit.

Furthermore, for comparison purposes, KLOA, Inc. also examined US Census data compiled by the Center for Transit-Oriented Development. Based on the Census data, the average number of vehicles available per renter occupied household within one-quarter mile from the Arlington Heights Metra station is 0.8 vehicles. Additionally, approximately 75 percent of households have zero or one vehicles available. Given that the proposed apartment building is located within one-quarter mile of the Arlington Heights Metra station, it is anticipated that the apartment building will have the same characteristics as other apartment developments within this radius.

Lastly, the proposed parking ratio of 1.5 spaces per unit is similar to or exceeding other apartment developments (built or planned) in the Chicago area that are located within proximity to train stations. A review of the parking supply at 19 similar developments indicate that they provide an average ratio of 1.22 spaces per unit. Approximately 60 percent of the apartment developments provides less than 1.25 spaces per unit. A summary table of the location, number of units and parking spaces provided for these developments are included in the Appendix.

Based on the above, and given the additional seven parking spaces being provided on Sigwalt Street that will available to the general public and the guests of the proposed development, the proposed 1.5 parking spaces per unit parking requirement will be adequate in accommodating its peak parking demand.

7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development is well located with respect to the area roadway system.
- The amount of traffic projected to be generated by the development will be reduced due to the proximity of the development to alternative modes of transportation
- The development generated traffic will not have a significant impact on area roadways.
- The proposed access and roadway system will be adequate in accommodating the development generated traffic and will ensure that an efficient and flexible access is provided.
- No geometric or traffic control improvements will be required under future conditions at the study area intersections
- The proposed development will provide a sufficient number of parking spaces to accommodate its peak needs.

Appendix

-Traffic Count Summary Sheets
-Site Plan
-Level of Service Criteria
-Capacity Analysis Summary Sheets
-Parking Ratios of Similar Developments

Traffic Count Summary Sheets

Proposed Apartment Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Data

Start Time	Campbell St Eastbound					Campbell St Westbound					Highland Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	24	8	1	32	1	3	14	13	18	0	10	9	4	19	69
7:15 AM	0	19	7	0	26	0	1	6	2	7	0	6	5	5	11	44
7:30 AM	0	20	10	0	30	0	3	21	4	24	0	6	7	3	13	67
7:45 AM	0	31	12	0	43	1	3	17	8	21	0	5	6	4	11	75
Hourly Total	0	94	37	1	131	2	10	58	27	70	0	27	27	16	54	255
8:00 AM	0	29	10	1	39	1	3	18	3	22	0	5	6	5	11	72
8:15 AM	0	27	11	0	38	1	5	22	1	28	0	8	8	6	16	82
8:30 AM	0	29	8	0	37	0	4	17	4	21	0	8	6	5	14	72
8:45 AM	0	52	2	1	54	2	4	27	2	33	0	3	10	10	13	100
Hourly Total	0	137	31	2	168	4	16	84	10	104	0	24	30	26	54	326
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	42	7	0	50	0	5	22	0	27	0	7	6	5	13	90
4:15 PM	0	30	8	1	38	0	5	36	4	41	0	6	11	5	17	96
4:30 PM	0	27	5	1	32	0	4	19	6	23	0	18	9	5	27	82
4:45 PM	0	29	6	2	35	0	4	28	4	32	1	5	10	6	16	83
Hourly Total	1	128	26	4	155	0	18	105	14	123	1	36	36	21	73	351
5:00 PM	0	33	7	5	40	0	5	27	1	32	0	13	8	13	21	93
5:15 PM	0	30	6	4	36	1	10	30	1	41	0	4	9	8	13	90
5:30 PM	0	25	5	1	30	1	9	35	0	45	0	10	14	12	24	99
5:45 PM	0	40	15	1	55	0	17	31	5	48	0	6	10	14	16	119
Hourly Total	0	128	33	11	161	2	41	123	7	166	0	33	41	47	74	401
Grand Total	1	487	127	18	615	8	85	370	58	463	1	120	134	110	255	1333
Approach %	0.2	79.2	20.7	-	-	1.7	18.4	79.9	-	-	0.4	47.1	52.5	-	-	-
Total %	0.1	36.5	9.5	-	46.1	0.6	6.4	27.8	-	34.7	0.1	9.0	10.1	-	19.1	-
Lights	1	477	126	-	604	8	84	360	-	452	1	120	132	-	253	1309
% Lights	100.0	97.9	99.2	-	98.2	100.0	98.8	97.3	-	97.6	100.0	100.0	98.5	-	99.2	98.2
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.2	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	6	1	-	7	0	0	5	-	5	0	0	0	-	0	12
% Single-Unit Trucks	0.0	1.2	0.8	-	1.1	0.0	0.0	1.4	-	1.1	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	3	0	-	3	0	1	4	-	5	0	0	2	-	2	10
% Bicycles on Road	0.0	0.6	0.0	-	0.5	0.0	1.2	1.1	-	1.1	0.0	0.0	1.5	-	0.8	0.8
Pedestrians	-	-	-	18	-	-	-	-	58	-	-	-	-	110	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Campbell St Eastbound					Campbell St Westbound					Highland Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
8:00 AM	0	29	10	1	39	1	3	18	3	22	0	5	6	5	11	72
8:15 AM	0	27	11	0	38	1	5	22	1	28	0	8	8	6	16	82
8:30 AM	0	29	8	0	37	0	4	17	4	21	0	8	6	5	14	72
8:45 AM	0	52	2	1	54	2	4	27	2	33	0	3	10	10	13	100
Total	0	137	31	2	168	4	16	84	10	104	0	24	30	26	54	326
Approach %	0.0	81.5	18.5	-	-	3.8	15.4	80.8	-	-	0.0	44.4	55.6	-	-	-
Total %	0.0	42.0	9.5	-	51.5	1.2	4.9	25.8	-	31.9	0.0	7.4	9.2	-	16.6	-
PHF	0.000	0.659	0.705	-	0.778	0.500	0.800	0.778	-	0.788	0.000	0.750	0.750	-	0.844	0.815
Lights	0	134	31	-	165	4	16	80	-	100	0	24	30	-	54	319
% Lights	-	97.8	100.0	-	98.2	100.0	100.0	95.2	-	96.2	-	100.0	100.0	-	100.0	97.9
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.2	-	1.0	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	2	0	-	2	0	0	3	-	3	0	0	0	-	0	5
% Single-Unit Trucks	-	1.5	0.0	-	1.2	0.0	0.0	3.6	-	2.9	-	0.0	0.0	-	0.0	1.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	0.7	0.0	-	0.6	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	2	-	-	-	-	10	-	-	-	-	26	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Campbell St and Highland Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Campbell St Eastbound					Campbell St Westbound					Highland Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	33	7	5	40	0	5	27	1	32	0	13	8	13	21	93
5:15 PM	0	30	6	4	36	1	10	30	1	41	0	4	9	8	13	90
5:30 PM	0	25	5	1	30	1	9	35	0	45	0	10	14	12	24	99
5:45 PM	0	40	15	1	55	0	17	31	5	48	0	6	10	14	16	119
Total	0	128	33	11	161	2	41	123	7	166	0	33	41	47	74	401
Approach %	0.0	79.5	20.5	-	-	1.2	24.7	74.1	-	-	0.0	44.6	55.4	-	-	-
Total %	0.0	31.9	8.2	-	40.1	0.5	10.2	30.7	-	41.4	0.0	8.2	10.2	-	18.5	-
PHF	0.000	0.800	0.550	-	0.732	0.500	0.603	0.879	-	0.865	0.000	0.635	0.732	-	0.771	0.842
Lights	0	127	33	-	160	2	41	120	-	163	0	33	41	-	74	397
% Lights	-	99.2	100.0	-	99.4	100.0	100.0	97.6	-	98.2	-	100.0	100.0	-	100.0	99.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.8	0.0	-	0.6	0.0	0.0	0.8	-	0.6	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	1.6	-	1.2	-	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	11	-	-	-	-	7	-	-	-	-	47	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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(847)518-9990

Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Data

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	24	0	0	28	0	0	24	2	3	26	0	0	1	2	3	3	0	0	5	2	2	7	64
7:15 AM	0	2	24	1	0	27	0	0	18	3	2	21	0	0	2	0	3	2	0	2	4	1	3	7	57
7:30 AM	0	5	26	0	1	31	0	0	22	2	1	24	0	1	1	0	0	2	0	1	3	2	5	6	63
7:45 AM	0	0	43	5	3	48	0	1	25	2	4	28	0	2	4	0	2	6	0	0	4	1	5	5	87
Hourly Total	0	11	117	6	4	134	0	1	89	9	10	99	0	3	8	2	8	13	0	3	16	6	15	25	271
8:00 AM	0	2	34	1	1	37	0	1	25	1	1	27	0	0	1	0	2	1	0	2	1	2	1	5	70
8:15 AM	0	3	38	1	1	42	0	0	28	2	3	30	0	2	0	0	1	2	0	2	2	2	3	6	80
8:30 AM	0	6	38	1	1	45	0	1	28	1	0	30	0	1	1	0	2	2	0	1	2	2	1	5	82
8:45 AM	0	2	43	3	1	48	0	0	26	2	2	28	0	1	2	2	2	5	0	1	0	2	2	3	84
Hourly Total	0	13	153	6	4	172	0	2	107	6	6	115	0	4	4	2	7	10	0	6	5	8	7	19	316
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	53	0	2	60	0	0	29	1	1	30	0	3	0	0	5	3	0	1	2	6	0	9	102
4:15 PM	0	4	35	0	1	39	0	0	38	2	1	40	0	6	1	0	0	7	0	0	2	7	2	9	95
4:30 PM	0	6	24	0	1	30	1	2	30	5	0	38	0	2	2	0	2	4	0	3	1	6	0	10	82
4:45 PM	0	3	33	4	0	40	0	0	31	2	0	33	0	2	2	3	2	7	0	1	3	3	2	7	87
Hourly Total	0	20	145	4	4	169	1	2	128	10	2	141	0	13	5	3	9	21	0	5	8	22	4	35	366
5:00 PM	0	2	40	3	0	45	0	0	34	0	0	34	0	4	2	2	2	8	0	1	1	9	2	11	98
5:15 PM	0	7	41	2	0	50	2	2	26	3	0	33	0	4	2	0	0	6	0	1	1	5	0	7	96
5:30 PM	0	5	29	4	0	38	1	5	35	6	2	47	0	4	1	2	4	7	0	5	2	3	4	10	102
5:45 PM	0	6	50	3	1	59	2	1	31	3	4	37	0	2	8	3	6	13	0	3	4	2	10	9	118
Hourly Total	0	20	160	12	1	192	5	8	126	12	6	151	0	14	13	7	12	34	0	10	8	19	16	37	414
Grand Total	0	64	575	28	13	667	6	13	450	37	24	506	0	34	30	14	36	78	0	24	37	55	42	116	1367
Approach %	0.0	9.6	86.2	4.2	-	-	1.2	2.6	88.9	7.3	-	-	0.0	43.6	38.5	17.9	-	-	0.0	20.7	31.9	47.4	-	-	-
Total %	0.0	4.7	42.1	2.0	-	48.8	0.4	1.0	32.9	2.7	-	37.0	0.0	2.5	2.2	1.0	-	5.7	0.0	1.8	2.7	4.0	-	8.5	-
Lights	0	60	564	27	-	651	6	13	440	35	-	494	0	34	27	13	-	74	0	24	34	53	-	111	1330
% Lights	-	93.8	98.1	96.4	-	97.6	100.0	100.0	97.8	94.6	-	97.6	-	100.0	90.0	92.9	-	94.9	-	100.0	91.9	96.4	-	95.7	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	6.7	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	7	0	-	7	0	0	5	2	-	7	0	0	1	1	-	2	0	0	1	2	-	3	19
% Single-Unit Trucks	-	0.0	1.2	0.0	-	1.0	0.0	0.0	1.1	5.4	-	1.4	-	0.0	3.3	7.1	-	2.6	-	0.0	2.7	3.6	-	2.6	1.4
Articulated Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	1.6	0.2	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	3	3	1	-	7	0	0	5	0	-	5	0	0	0	0	-	0	0	0	2	0	-	2	14
% Bicycles on Road	-	4.7	0.5	3.6	-	1.0	0.0	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.4	0.0	-	1.7	1.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	24	-	-	-	-	-	36	-	-	-	-	-	42	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	0	2	34	1	1	37	0	1	25	1	1	27	0	0	1	0	2	1	0	2	1	2	1	5	70
8:15 AM	0	3	38	1	1	42	0	0	28	2	3	30	0	2	0	0	1	2	0	2	2	2	3	6	80
8:30 AM	0	6	38	1	1	45	0	1	28	1	0	30	0	1	1	0	2	2	0	1	2	2	1	5	82
8:45 AM	0	2	43	3	1	48	0	0	26	2	2	28	0	1	2	2	2	5	0	1	0	2	2	3	84
Total	0	13	153	6	4	172	0	2	107	6	6	115	0	4	4	2	7	10	0	6	5	8	7	19	316
Approach %	0.0	7.6	89.0	3.5	-	-	0.0	1.7	93.0	5.2	-	-	0.0	40.0	40.0	20.0	-	-	0.0	31.6	26.3	42.1	-	-	-
Total %	0.0	4.1	48.4	1.9	-	54.4	0.0	0.6	33.9	1.9	-	36.4	0.0	1.3	1.3	0.6	-	3.2	0.0	1.9	1.6	2.5	-	6.0	-
PHF	0.000	0.542	0.890	0.500	-	0.896	0.000	0.500	0.955	0.750	-	0.958	0.000	0.500	0.500	0.250	-	0.500	0.000	0.750	0.625	1.000	-	0.792	0.940
Lights	0	13	151	6	-	170	0	2	104	5	-	111	0	4	4	2	-	10	0	6	5	7	-	18	309
% Lights	-	100.0	98.7	100.0	-	98.8	-	100.0	97.2	83.3	-	96.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	87.5	-	94.7	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	1	-	1	7
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.2	-	0.0	2.8	16.7	-	3.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	12.5	-	5.3	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	2	40	3	0	45	0	0	34	0	0	34	0	4	2	2	2	8	0	1	1	9	2	11	98
5:15 PM	0	7	41	2	0	50	2	2	26	3	0	33	0	4	2	0	0	6	0	1	1	5	0	7	96
5:30 PM	0	5	29	4	0	38	1	5	35	6	2	47	0	4	1	2	4	7	0	5	2	3	4	10	102
5:45 PM	0	6	50	3	1	59	2	1	31	3	4	37	0	2	8	3	6	13	0	3	4	2	10	9	118
Total	0	20	160	12	1	192	5	8	126	12	6	151	0	14	13	7	12	34	0	10	8	19	16	37	414
Approach %	0.0	10.4	83.3	6.3	-	-	3.3	5.3	83.4	7.9	-	-	0.0	41.2	38.2	20.6	-	-	0.0	27.0	21.6	51.4	-	-	-
Total %	0.0	4.8	38.6	2.9	-	46.4	1.2	1.9	30.4	2.9	-	36.5	0.0	3.4	3.1	1.7	-	8.2	0.0	2.4	1.9	4.6	-	8.9	-
PHF	0.000	0.714	0.800	0.750	-	0.814	0.625	0.400	0.900	0.500	-	0.803	0.000	0.875	0.406	0.583	-	0.654	0.000	0.500	0.500	0.528	-	0.841	0.877
Lights	0	20	157	11	-	188	5	8	123	12	-	148	0	14	13	7	-	34	0	10	6	19	-	35	405
% Lights	-	100.0	98.1	91.7	-	97.9	100.0	100.0	97.6	100.0	-	98.0	-	100.0	100.0	100.0	-	100.0	-	100.0	75.0	100.0	-	94.6	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.0	0.0	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	6
% Bicycles on Road	-	0.0	0.6	8.3	-	1.0	0.0	0.0	1.6	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	25.0	0.0	-	5.4	1.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 08/08/2017

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Vail Avenue Northbound						Vail Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	10	52	1	4	63	0	1	24	15	2	40	0	1	17	1	2	19	0	9	2	1	1	12	134
7:15 AM	0	2	33	1	1	36	0	2	18	6	0	26	0	1	8	4	3	13	0	14	7	1	0	22	97
7:30 AM	0	10	61	3	3	74	0	5	28	15	1	48	0	3	13	6	0	22	0	16	6	0	2	22	166
7:45 AM	0	8	73	2	6	83	0	3	37	14	2	54	0	4	23	2	4	29	0	23	15	1	0	39	205
Hourly Total	0	30	219	7	14	256	0	11	107	50	5	168	0	9	61	13	9	83	0	62	30	3	3	95	602
8:00 AM	0	2	44	0	2	46	0	1	35	11	0	47	0	3	13	4	0	20	0	16	10	2	4	28	141
8:15 AM	0	1	35	1	2	37	0	1	25	8	3	34	0	1	5	2	0	8	0	12	8	1	4	21	100
8:30 AM	0	1	31	2	0	34	0	1	27	4	1	32	0	1	9	3	0	13	0	14	7	3	0	24	103
8:45 AM	0	3	32	1	0	36	0	2	31	11	0	44	0	1	6	3	2	10	0	16	5	3	0	24	114
Hourly Total	0	7	142	4	4	153	0	5	118	34	4	157	0	6	33	12	2	51	0	58	30	9	8	97	458
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	41	2	5	45	0	2	41	28	0	71	0	0	14	2	5	16	1	23	14	8	6	46	178
4:15 PM	0	2	34	3	5	39	0	1	34	20	2	55	0	0	14	2	0	16	1	17	8	5	6	31	141
4:30 PM	0	4	39	0	6	43	0	4	50	30	5	84	0	1	12	0	1	13	0	19	13	5	6	37	177
4:45 PM	0	5	37	1	0	43	0	2	44	26	2	72	0	1	10	3	2	14	1	18	12	8	6	39	168
Hourly Total	0	13	151	6	16	170	0	9	169	104	9	282	0	2	50	7	8	59	3	77	47	26	24	153	664
5:00 PM	0	4	39	1	6	44	0	1	52	28	2	81	0	3	13	2	2	18	0	21	13	11	3	45	188
5:15 PM	0	3	44	0	3	47	0	6	57	17	0	80	0	5	14	8	2	27	0	17	4	8	0	29	183
5:30 PM	0	5	40	1	4	46	0	4	47	25	5	76	0	3	18	4	3	25	0	19	17	9	5	45	192
5:45 PM	1	11	36	2	5	50	0	4	47	29	5	80	0	4	18	4	7	26	0	22	10	11	6	43	199
Hourly Total	1	23	159	4	18	187	0	15	203	99	12	317	0	15	63	18	14	96	0	79	44	39	14	162	762
Grand Total	1	73	671	21	52	766	0	40	597	287	30	924	0	32	207	50	33	289	3	276	151	77	49	507	2486
Approach %	0.1	9.5	87.6	2.7	-	-	0.0	4.3	64.6	31.1	-	-	0.0	11.1	71.6	17.3	-	-	0.6	54.4	29.8	15.2	-	-	-
Total %	0.0	2.9	27.0	0.8	-	30.8	0.0	1.6	24.0	11.5	-	37.2	0.0	1.3	8.3	2.0	-	11.6	0.1	11.1	6.1	3.1	-	20.4	-
Lights	1	71	654	20	-	746	0	38	585	283	-	906	0	32	203	48	-	283	3	268	147	77	-	495	2430
% Lights	100.0	97.3	97.5	95.2	-	97.4	-	95.0	98.0	98.6	-	98.1	-	100.0	98.1	96.0	-	97.9	100.0	97.1	97.4	100.0	-	97.6	97.7
Buses	0	0	2	0	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	6
% Buses	0.0	0.0	0.3	0.0	-	0.3	-	2.5	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.4	0.7	0.0	-	0.4	0.2
Single-Unit Trucks	0	0	9	1	-	10	0	0	8	4	-	12	0	0	2	0	-	2	0	5	1	0	-	6	30
% Single-Unit Trucks	0.0	0.0	1.3	4.8	-	1.3	-	0.0	1.3	1.4	-	1.3	-	0.0	1.0	0.0	-	0.7	0.0	1.8	0.7	0.0	-	1.2	1.2
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	1.4	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	6	0	-	7	0	1	3	0	-	4	0	0	2	2	-	4	0	2	2	0	-	4	19
% Bicycles on Road	0.0	1.4	0.9	0.0	-	0.9	-	2.5	0.5	0.0	-	0.4	-	0.0	1.0	4.0	-	1.4	0.0	0.7	1.3	0.0	-	0.8	0.8
Pedestrians	-	-	-	-	52	-	-	-	-	-	30	-	-	-	-	-	33	-	-	-	-	-	49	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Vail Avenue Northbound						Vail Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	10	61	3	3	74	0	5	28	15	1	48	0	3	13	6	0	22	0	16	6	0	2	22	166
7:45 AM	0	8	73	2	6	83	0	3	37	14	2	54	0	4	23	2	4	29	0	23	15	1	0	39	205
8:00 AM	0	2	44	0	2	46	0	1	35	11	0	47	0	3	13	4	0	20	0	16	10	2	4	28	141
8:15 AM	0	1	35	1	2	37	0	1	25	8	3	34	0	1	5	2	0	8	0	12	8	1	4	21	100
Total	0	21	213	6	13	240	0	10	125	48	6	183	0	11	54	14	4	79	0	67	39	4	10	110	612
Approach %	0.0	8.8	88.8	2.5	-	-	0.0	5.5	68.3	26.2	-	-	0.0	13.9	68.4	17.7	-	-	0.0	60.9	35.5	3.6	-	-	-
Total %	0.0	3.4	34.8	1.0	-	39.2	0.0	1.6	20.4	7.8	-	29.9	0.0	1.8	8.8	2.3	-	12.9	0.0	10.9	6.4	0.7	-	18.0	-
PHF	0.000	0.525	0.729	0.500	-	0.723	0.000	0.500	0.845	0.800	-	0.847	0.000	0.688	0.587	0.583	-	0.681	0.000	0.728	0.650	0.500	-	0.705	0.746
Lights	0	20	210	6	-	236	0	8	123	45	-	176	0	11	52	13	-	76	0	66	36	4	-	106	594
% Lights	-	95.2	98.6	100.0	-	98.3	-	80.0	98.4	93.8	-	96.2	-	100.0	96.3	92.9	-	96.2	-	98.5	92.3	100.0	-	96.4	97.1
Buses	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	10.0	0.8	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	2.6	0.0	-	0.9	0.5
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	3	-	4	0	0	1	0	-	1	0	1	1	0	-	2	8
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.8	6.3	-	2.2	-	0.0	1.9	0.0	-	1.3	-	1.5	2.6	0.0	-	1.8	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	2	0	-	3	0	1	0	0	-	1	0	0	1	1	-	2	0	0	1	0	-	1	7
% Bicycles on Road	-	4.8	0.9	0.0	-	1.3	-	10.0	0.0	0.0	-	0.5	-	0.0	1.9	7.1	-	2.5	-	0.0	2.6	0.0	-	0.9	1.1
Pedestrians	-	-	-	-	13	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Vail Avenue Northbound						Vail Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	4	39	1	6	44	0	1	52	28	2	81	0	3	13	2	2	18	0	21	13	11	3	45	188
5:15 PM	0	3	44	0	3	47	0	6	57	17	0	80	0	5	14	8	2	27	0	17	4	8	0	29	183
5:30 PM	0	5	40	1	4	46	0	4	47	25	5	76	0	3	18	4	3	25	0	19	17	9	5	45	192
5:45 PM	1	11	36	2	5	50	0	4	47	29	5	80	0	4	18	4	7	26	0	22	10	11	6	43	199
Total	1	23	159	4	18	187	0	15	203	99	12	317	0	15	63	18	14	96	0	79	44	39	14	162	762
Approach %	0.5	12.3	85.0	2.1	-	-	0.0	4.7	64.0	31.2	-	-	0.0	15.6	65.6	18.8	-	-	0.0	48.8	27.2	24.1	-	-	-
Total %	0.1	3.0	20.9	0.5	-	24.5	0.0	2.0	26.6	13.0	-	41.6	0.0	2.0	8.3	2.4	-	12.6	0.0	10.4	5.8	5.1	-	21.3	-
PHF	0.250	0.523	0.903	0.500	-	0.935	0.000	0.625	0.890	0.853	-	0.978	0.000	0.750	0.875	0.563	-	0.889	0.000	0.898	0.647	0.886	-	0.900	0.957
Lights	1	23	155	4	-	183	0	15	197	99	-	311	0	15	62	17	-	94	0	77	44	39	-	160	748
% Lights	100.0	100.0	97.5	100.0	-	97.9	-	100.0	97.0	100.0	-	98.1	-	100.0	98.4	94.4	-	97.9	-	97.5	100.0	100.0	-	98.8	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	0.0	0.0	1.3	0.0	-	1.1	-	0.0	2.0	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	2	0	-	2	0	0	1	1	-	2	0	2	0	0	-	2	8
% Bicycles on Road	0.0	0.0	1.3	0.0	-	1.1	-	0.0	1.0	0.0	-	0.6	-	0.0	1.6	5.6	-	2.1	-	2.5	0.0	0.0	-	1.2	1.0
Pedestrians	-	-	-	-	18	-	-	-	-	-	12	-	-	-	-	-	14	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Vail
Site Code:
Start Date: 05/18/2017

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Chestnut Avenue Northbound						Chestnut Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	58	0	0	58	0	0	26	0	1	26	0	1	0	1	2	2	0	1	2	2	2	5	91
7:15 AM	0	0	29	0	0	29	0	0	14	2	1	16	0	1	0	0	3	1	0	1	0	0	1	1	47
7:30 AM	0	0	53	1	0	54	0	2	30	1	0	33	0	0	0	2	1	2	0	4	4	0	1	8	97
7:45 AM	0	1	70	0	1	71	0	0	39	3	3	42	0	0	1	1	0	2	0	2	2	1	0	5	120
Hourly Total	0	1	210	1	1	212	0	2	109	6	5	117	0	2	1	4	6	7	0	8	8	3	4	19	355
8:00 AM	0	2	39	1	0	42	0	0	36	2	0	38	0	1	0	1	1	2	1	1	1	0	0	3	85
8:15 AM	0	0	30	1	0	31	0	2	22	3	0	27	0	1	0	1	0	2	0	1	1	1	0	3	63
8:30 AM	0	0	24	2	0	26	0	0	31	2	0	33	0	0	0	1	0	1	0	1	1	1	0	3	63
8:45 AM	0	1	32	0	3	33	0	1	29	3	0	33	0	0	1	0	0	1	0	3	1	2	0	6	73
Hourly Total	0	3	125	4	3	132	0	3	118	10	0	131	0	2	1	3	1	6	1	6	4	4	0	15	284
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	26	0	0	29	0	1	39	4	3	44	0	0	1	1	7	2	0	3	2	1	1	6	81
4:15 PM	0	1	25	0	1	26	0	0	34	1	2	35	0	0	1	1	6	2	0	8	2	1	1	11	74
4:30 PM	0	0	31	2	1	33	0	0	50	0	0	50	0	0	0	2	1	2	0	1	3	0	3	4	89
4:45 PM	0	1	33	0	0	34	0	4	45	8	2	57	0	0	0	0	2	0	0	2	2	2	2	6	97
Hourly Total	0	5	115	2	2	122	0	5	168	13	7	186	0	0	2	4	16	6	0	14	9	4	7	27	341
5:00 PM	0	1	30	0	0	31	0	2	61	3	1	66	0	2	0	1	1	3	0	8	0	1	0	9	109
5:15 PM	0	0	39	0	0	39	0	0	54	6	1	60	0	1	2	0	3	3	0	2	5	2	0	9	111
5:30 PM	0	4	30	1	1	35	0	1	43	5	1	49	0	0	1	2	1	3	0	5	1	2	1	8	95
5:45 PM	0	2	32	1	1	35	0	2	49	14	0	65	0	0	0	1	3	1	0	5	1	0	1	6	107
Hourly Total	0	7	131	2	2	140	0	5	207	28	3	240	0	3	3	4	8	10	0	20	7	5	2	32	422
Grand Total	0	16	581	9	8	606	0	15	602	57	15	674	0	7	7	15	31	29	1	48	28	16	13	93	1402
Approach %	0.0	2.6	95.9	1.5	-	-	0.0	2.2	89.3	8.5	-	-	0.0	24.1	24.1	51.7	-	-	1.1	51.6	30.1	17.2	-	-	-
Total %	0.0	1.1	41.4	0.6	-	43.2	0.0	1.1	42.9	4.1	-	48.1	0.0	0.5	0.5	1.1	-	2.1	0.1	3.4	2.0	1.1	-	6.6	-
Lights	0	16	568	8	-	592	0	15	587	55	-	657	0	7	7	15	-	29	1	48	27	16	-	92	1370
% Lights	-	100.0	97.8	88.9	-	97.7	-	100.0	97.5	96.5	-	97.5	-	100.0	100.0	100.0	-	100.0	100.0	100.0	96.4	100.0	-	98.9	97.7
Buses	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	4	1	-	5	0	0	8	1	-	9	0	0	0	0	-	0	0	0	0	0	-	0	14
% Single-Unit Trucks	-	0.0	0.7	11.1	-	0.8	-	0.0	1.3	1.8	-	1.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	8	0	-	8	0	0	4	1	-	5	0	0	0	0	-	0	0	0	1	0	-	1	14
% Bicycles on Road	-	0.0	1.4	0.0	-	1.3	-	0.0	0.7	1.8	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	3.6	0.0	-	1.1	1.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	13	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Chestnut Avenue Northbound						Chestnut Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	53	1	0	54	0	2	30	1	0	33	0	0	0	2	1	2	0	4	4	0	1	8	97
7:45 AM	0	1	70	0	1	71	0	0	39	3	3	42	0	0	1	1	0	2	0	2	2	1	0	5	120
8:00 AM	0	2	39	1	0	42	0	0	36	2	0	38	0	1	0	1	1	2	1	1	1	0	0	3	85
8:15 AM	0	0	30	1	0	31	0	2	22	3	0	27	0	1	0	1	0	2	0	1	1	1	0	3	63
Total	0	3	192	3	1	198	0	4	127	9	3	140	0	2	1	5	2	8	1	8	8	2	1	19	365
Approach %	0.0	1.5	97.0	1.5	-	-	0.0	2.9	90.7	6.4	-	-	0.0	25.0	12.5	62.5	-	-	5.3	42.1	42.1	10.5	-	-	-
Total %	0.0	0.8	52.6	0.8	-	54.2	0.0	1.1	34.8	2.5	-	38.4	0.0	0.5	0.3	1.4	-	2.2	0.3	2.2	2.2	0.5	-	5.2	-
PHF	0.000	0.375	0.686	0.750	-	0.697	0.000	0.500	0.814	0.750	-	0.833	0.000	0.500	0.250	0.625	-	1.000	0.250	0.500	0.500	0.500	-	0.594	0.760
Lights	0	3	189	3	-	195	0	4	124	7	-	135	0	2	1	5	-	8	1	8	8	2	-	19	357
% Lights	-	100.0	98.4	100.0	-	98.5	-	100.0	97.6	77.8	-	96.4	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	97.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	1.6	11.1	-	2.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	1.0	0.0	-	1.0	-	0.0	0.0	11.1	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Chestnut Avenue Northbound						Chestnut Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	1	30	0	0	31	0	2	61	3	1	66	0	2	0	1	1	3	0	8	0	1	0	9	109
5:15 PM	0	0	39	0	0	39	0	0	54	6	1	60	0	1	2	0	3	3	0	2	5	2	0	9	111
5:30 PM	0	4	30	1	1	35	0	1	43	5	1	49	0	0	1	2	1	3	0	5	1	2	1	8	95
5:45 PM	0	2	32	1	1	35	0	2	49	14	0	65	0	0	0	1	3	1	0	5	1	0	1	6	107
Total	0	7	131	2	2	140	0	5	207	28	3	240	0	3	3	4	8	10	0	20	7	5	2	32	422
Approach %	0.0	5.0	93.6	1.4	-	-	0.0	2.1	86.3	11.7	-	-	0.0	30.0	30.0	40.0	-	-	0.0	62.5	21.9	15.6	-	-	-
Total %	0.0	1.7	31.0	0.5	-	33.2	0.0	1.2	49.1	6.6	-	56.9	0.0	0.7	0.7	0.9	-	2.4	0.0	4.7	1.7	1.2	-	7.6	-
PHF	0.000	0.438	0.840	0.500	-	0.897	0.000	0.625	0.848	0.500	-	0.909	0.000	0.375	0.375	0.500	-	0.833	0.000	0.625	0.350	0.625	-	0.889	0.950
Lights	0	7	126	2	-	135	0	5	201	28	-	234	0	3	3	4	-	10	0	20	6	5	-	31	410
% Lights	-	100.0	96.2	100.0	-	96.4	-	100.0	97.1	100.0	-	97.5	-	100.0	100.0	100.0	-	100.0	-	100.0	85.7	100.0	-	96.9	97.2
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.4	-	0.0	1.4	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	6
% Bicycles on Road	-	0.0	2.3	0.0	-	2.1	-	0.0	1.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	14.3	0.0	-	3.1	1.4
Pedestrians	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Sigwalt/Chestnut
Site Code:
Start Date: 05/18/2017

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	South Street Eastbound						South Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	5	2	1	7	0	4	12	2	0	18	0	2	3	0	1	5	0	0	1	2	0	3	33
7:15 AM	0	2	9	2	0	13	0	8	17	0	0	25	0	2	4	1	0	7	0	2	2	2	0	6	51
7:30 AM	0	6	4	32	1	42	0	37	24	2	2	63	0	3	15	17	2	35	0	1	5	6	1	12	152
7:45 AM	0	1	9	14	0	24	0	6	18	1	0	25	0	11	23	9	0	43	0	1	7	1	0	9	101
Hourly Total	0	9	27	50	2	86	0	55	71	5	2	131	0	18	45	27	3	90	0	4	15	11	1	30	337
8:00 AM	0	2	7	2	0	11	1	1	24	0	0	26	0	13	0	1	0	14	0	6	3	5	0	14	65
8:15 AM	0	1	3	2	0	6	0	2	13	0	0	15	0	10	7	1	1	18	0	1	4	2	0	7	46
8:30 AM	0	1	12	1	0	14	0	1	10	0	1	11	0	7	3	0	1	10	0	1	3	0	0	4	39
8:45 AM	0	1	8	3	1	12	0	1	13	0	2	14	0	5	3	0	2	8	0	1	3	0	0	4	38
Hourly Total	0	5	30	8	1	43	1	5	60	0	3	66	0	35	13	2	4	50	0	9	13	7	0	29	188
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	8	3	1	11	0	1	9	1	1	11	0	0	6	2	2	8	0	1	1	1	1	3	33
4:15 PM	0	0	11	0	1	11	0	3	9	1	1	13	0	2	4	3	2	9	0	1	2	0	1	3	36
4:30 PM	0	1	13	5	0	19	0	1	15	1	2	17	0	1	5	1	1	7	0	1	2	1	1	4	47
4:45 PM	0	1	5	1	0	7	0	1	6	1	1	8	0	2	5	0	3	7	0	1	4	1	3	6	28
Hourly Total	0	2	37	9	2	48	0	6	39	4	5	49	0	5	20	6	8	31	0	4	9	3	6	16	144
5:00 PM	0	0	6	0	0	6	0	1	14	1	1	16	0	0	4	1	0	5	0	1	9	0	1	10	37
5:15 PM	0	0	16	0	2	16	0	2	16	0	1	18	0	2	6	2	2	10	0	1	6	1	0	8	52
5:30 PM	0	3	7	0	3	10	0	1	10	1	2	12	0	0	11	1	2	12	0	0	5	3	0	8	42
5:45 PM	0	0	5	8	0	13	0	6	15	0	3	21	1	2	8	1	4	12	0	1	7	3	1	11	57
Hourly Total	0	3	34	8	5	45	0	10	55	2	7	67	1	4	29	5	8	39	0	3	27	7	2	37	188
Grand Total	0	19	128	75	10	222	1	76	225	11	17	313	1	62	107	40	23	210	0	20	64	28	9	112	857
Approach %	0.0	8.6	57.7	33.8	-	-	0.3	24.3	71.9	3.5	-	-	0.5	29.5	51.0	19.0	-	-	0.0	17.9	57.1	25.0	-	-	-
Total %	0.0	2.2	14.9	8.8	-	25.9	0.1	8.9	26.3	1.3	-	36.5	0.1	7.2	12.5	4.7	-	24.5	0.0	2.3	7.5	3.3	-	13.1	-
Lights	0	17	127	72	-	216	1	76	213	11	-	301	1	60	101	40	-	202	0	19	62	28	-	109	828
% Lights	-	89.5	99.2	96.0	-	97.3	100.0	100.0	94.7	100.0	-	96.2	100.0	96.8	94.4	100.0	-	96.2	-	95.0	96.9	100.0	-	97.3	96.6
Buses	0	1	0	0	-	1	0	0	8	0	-	8	0	0	1	0	-	1	0	0	0	0	-	0	10
% Buses	-	5.3	0.0	0.0	-	0.5	0.0	0.0	3.6	0.0	-	2.6	0.0	0.0	0.9	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	1.2
Single-Unit Trucks	0	1	0	2	-	3	0	0	1	0	-	1	0	0	1	0	-	1	0	1	1	0	-	2	7
% Single-Unit Trucks	-	5.3	0.0	2.7	-	1.4	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.9	0.0	-	0.5	-	5.0	1.6	0.0	-	1.8	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	3	0	-	3	0	2	4	0	-	6	0	0	1	0	-	1	12
% Bicycles on Road	-	0.0	0.8	1.3	-	0.9	0.0	0.0	1.3	0.0	-	1.0	0.0	3.2	3.7	0.0	-	2.9	-	0.0	1.6	0.0	-	0.9	1.4
Pedestrians	-	-	-	-	10	-	-	-	-	-	17	-	-	-	-	-	23	-	-	-	-	-	9	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	South Street Eastbound						South Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	6	4	32	1	42	0	37	24	2	2	63	0	3	15	17	2	35	0	1	5	6	1	12	152
7:45 AM	0	1	9	14	0	24	0	6	18	1	0	25	0	11	23	9	0	43	0	1	7	1	0	9	101
8:00 AM	0	2	7	2	0	11	1	1	24	0	0	26	0	13	0	1	0	14	0	6	3	5	0	14	65
8:15 AM	0	1	3	2	0	6	0	2	13	0	0	15	0	10	7	1	1	18	0	1	4	2	0	7	46
Total	0	10	23	50	1	83	1	46	79	3	2	129	0	37	45	28	3	110	0	9	19	14	1	42	364
Approach %	0.0	12.0	27.7	60.2	-	-	0.8	35.7	61.2	2.3	-	-	0.0	33.6	40.9	25.5	-	-	0.0	21.4	45.2	33.3	-	-	-
Total %	0.0	2.7	6.3	13.7	-	22.8	0.3	12.6	21.7	0.8	-	35.4	0.0	10.2	12.4	7.7	-	30.2	0.0	2.5	5.2	3.8	-	11.5	-
PHF	0.000	0.417	0.639	0.391	-	0.494	0.250	0.311	0.823	0.375	-	0.512	0.000	0.712	0.489	0.412	-	0.640	0.000	0.375	0.679	0.583	-	0.750	0.599
Lights	0	9	23	49	-	81	1	46	73	3	-	123	0	37	43	28	-	108	0	9	19	14	-	42	354
% Lights	-	90.0	100.0	98.0	-	97.6	100.0	100.0	92.4	100.0	-	95.3	-	100.0	95.6	100.0	-	98.2	-	100.0	100.0	100.0	-	100.0	97.3
Buses	0	1	0	0	-	1	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	10.0	0.0	0.0	-	1.2	0.0	0.0	6.3	0.0	-	3.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	2.0	-	1.2	0.0	0.0	1.3	0.0	-	0.8	-	0.0	2.2	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	2.2	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	South Street Eastbound						South Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	6	0	0	6	0	1	14	1	1	16	0	0	4	1	0	5	0	1	9	0	1	10	37
5:15 PM	0	0	16	0	2	16	0	2	16	0	1	18	0	2	6	2	2	10	0	1	6	1	0	8	52
5:30 PM	0	3	7	0	3	10	0	1	10	1	2	12	0	0	11	1	2	12	0	0	5	3	0	8	42
5:45 PM	0	0	5	8	0	13	0	6	15	0	3	21	1	2	8	1	4	12	0	1	7	3	1	11	57
Total	0	3	34	8	5	45	0	10	55	2	7	67	1	4	29	5	8	39	0	3	27	7	2	37	188
Approach %	0.0	6.7	75.6	17.8	-	-	0.0	14.9	82.1	3.0	-	-	2.6	10.3	74.4	12.8	-	-	0.0	8.1	73.0	18.9	-	-	-
Total %	0.0	1.6	18.1	4.3	-	23.9	0.0	5.3	29.3	1.1	-	35.6	0.5	2.1	15.4	2.7	-	20.7	0.0	1.6	14.4	3.7	-	19.7	-
PHF	0.000	0.250	0.531	0.250	-	0.703	0.000	0.417	0.859	0.500	-	0.798	0.250	0.500	0.659	0.625	-	0.813	0.000	0.750	0.750	0.583	-	0.841	0.825
Lights	0	3	33	8	-	44	0	10	55	2	-	67	1	4	27	5	-	37	0	3	26	7	-	36	184
% Lights	-	100.0	97.1	100.0	-	97.8	-	100.0	100.0	100.0	-	100.0	100.0	100.0	93.1	100.0	-	94.9	-	100.0	96.3	100.0	-	97.3	97.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	4
% Bicycles on Road	-	0.0	2.9	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	6.9	0.0	-	5.1	-	0.0	3.7	0.0	-	2.7	2.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/South
Site Code:
Start Date: 05/18/2017

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017
Page No: 1

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	11	55	0	1	66	0	3	20	2	0	25	0	0	4	1	3	5	0	6	0	1	2	7	103
7:15 AM	0	1	27	1	1	29	0	3	15	5	0	23	0	0	4	2	2	6	0	8	2	4	0	14	72
7:30 AM	0	6	52	1	0	59	0	5	23	1	0	29	0	6	5	15	2	26	0	4	3	3	1	10	124
7:45 AM	0	10	60	2	1	72	0	3	34	4	1	41	0	5	7	14	3	26	0	6	2	0	1	8	147
Hourly Total	0	28	194	4	3	226	0	14	92	12	1	118	0	11	20	32	10	63	0	24	7	8	4	39	446
8:00 AM	0	0	40	1	0	41	0	1	39	3	0	43	0	1	0	2	1	3	0	4	2	0	0	6	93
8:15 AM	0	2	25	1	1	28	0	3	23	2	0	28	0	2	5	3	0	10	0	7	1	1	3	9	75
8:30 AM	0	2	25	0	1	27	0	1	26	2	0	29	0	2	2	2	0	6	0	4	1	5	1	10	72
8:45 AM	0	2	31	1	2	34	0	2	30	3	0	35	0	0	1	4	0	5	0	2	2	3	2	7	81
Hourly Total	0	6	121	3	4	130	0	7	118	10	0	135	0	5	8	11	1	24	0	17	6	9	6	32	321
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	30	0	0	30	0	3	38	8	1	49	0	0	2	6	4	8	2	8	0	7	2	17	104
4:15 PM	0	0	32	2	1	34	0	1	32	6	2	39	0	1	1	2	2	4	0	3	0	1	2	4	81
4:30 PM	0	1	33	0	1	34	0	1	45	7	1	53	0	0	3	2	5	5	1	7	3	4	4	15	107
4:45 PM	0	3	31	0	0	34	0	1	40	10	1	51	0	3	1	6	0	10	0	5	2	11	1	18	113
Hourly Total	0	4	126	2	2	132	0	6	155	31	5	192	0	4	7	16	11	27	3	23	5	23	9	54	405
5:00 PM	0	1	35	1	1	37	0	3	56	9	0	68	0	2	1	1	0	4	0	10	7	7	3	24	133
5:15 PM	0	3	40	2	2	45	0	4	56	14	1	74	0	1	3	1	4	5	0	6	0	5	0	11	135
5:30 PM	0	4	30	1	2	35	0	2	40	16	4	58	0	0	8	4	1	12	0	14	8	10	3	32	137
5:45 PM	0	2	32	5	1	39	0	1	45	12	2	58	0	1	8	1	4	10	0	15	6	17	4	38	145
Hourly Total	0	10	137	9	6	156	0	10	197	51	7	258	0	4	20	7	9	31	0	45	21	39	10	105	550
Grand Total	0	48	578	18	15	644	0	37	562	104	13	703	0	24	55	66	31	145	3	109	39	79	29	230	1722
Approach %	0.0	7.5	89.8	2.8	-	-	0.0	5.3	79.9	14.8	-	-	0.0	16.6	37.9	45.5	-	-	1.3	47.4	17.0	34.3	-	-	-
Total %	0.0	2.8	33.6	1.0	-	37.4	0.0	2.1	32.6	6.0	-	40.8	0.0	1.4	3.2	3.8	-	8.4	0.2	6.3	2.3	4.6	-	13.4	-
Lights	0	48	562	18	-	628	0	35	548	103	-	686	0	22	51	64	-	137	3	108	38	79	-	228	1679
% Lights	-	100.0	97.2	100.0	-	97.5	-	94.6	97.5	99.0	-	97.6	-	91.7	92.7	97.0	-	94.5	100.0	99.1	97.4	100.0	-	99.1	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	4.2	0.0	1.5	-	1.4	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	9	0	-	9	0	0	11	1	-	12	0	1	1	0	-	2	0	1	1	0	-	2	25
% Single-Unit Trucks	-	0.0	1.6	0.0	-	1.4	-	0.0	2.0	1.0	-	1.7	-	4.2	1.8	0.0	-	1.4	0.0	0.9	2.6	0.0	-	0.9	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	7	0	-	7	0	2	3	0	-	5	0	0	3	1	-	4	0	0	0	0	-	0	16
% Bicycles on Road	-	0.0	1.2	0.0	-	1.1	-	5.4	0.5	0.0	-	0.7	-	0.0	5.5	1.5	-	2.8	0.0	0.0	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	31	-	-	-	-	-	29	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	6	52	1	0	59	0	5	23	1	0	29	0	6	5	15	2	26	0	4	3	3	1	10	124
7:45 AM	0	10	60	2	1	72	0	3	34	4	1	41	0	5	7	14	3	26	0	6	2	0	1	8	147
8:00 AM	0	0	40	1	0	41	0	1	39	3	0	43	0	1	0	2	1	3	0	4	2	0	0	6	93
8:15 AM	0	2	25	1	1	28	0	3	23	2	0	28	0	2	5	3	0	10	0	7	1	1	3	9	75
Total	0	18	177	5	2	200	0	12	119	10	1	141	0	14	17	34	6	65	0	21	8	4	5	33	439
Approach %	0.0	9.0	88.5	2.5	-	-	0.0	8.5	84.4	7.1	-	-	0.0	21.5	26.2	52.3	-	-	0.0	63.6	24.2	12.1	-	-	-
Total %	0.0	4.1	40.3	1.1	-	45.6	0.0	2.7	27.1	2.3	-	32.1	0.0	3.2	3.9	7.7	-	14.8	0.0	4.8	1.8	0.9	-	7.5	-
PHF	0.000	0.450	0.738	0.625	-	0.694	0.000	0.600	0.763	0.625	-	0.820	0.000	0.583	0.607	0.567	-	0.625	0.000	0.750	0.667	0.333	-	0.825	0.747
Lights	0	18	174	5	-	197	0	12	115	10	-	137	0	13	16	33	-	62	0	21	8	4	-	33	429
% Lights	-	100.0	98.3	100.0	-	98.5	-	100.0	96.6	100.0	-	97.2	-	92.9	94.1	97.1	-	95.4	-	100.0	100.0	100.0	-	100.0	97.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	4	0	-	4	0	1	0	0	-	1	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.5	-	0.0	3.4	0.0	-	2.8	-	7.1	0.0	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.9	2.9	-	3.1	-	0.0	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	1	35	1	1	37	0	3	56	9	0	68	0	2	1	1	0	4	0	10	7	7	3	24	133
5:15 PM	0	3	40	2	2	45	0	4	56	14	1	74	0	1	3	1	4	5	0	6	0	5	0	11	135
5:30 PM	0	4	30	1	2	35	0	2	40	16	4	58	0	0	8	4	1	12	0	14	8	10	3	32	137
5:45 PM	0	2	32	5	1	39	0	1	45	12	2	58	0	1	8	1	4	10	0	15	6	17	4	38	145
Total	0	10	137	9	6	156	0	10	197	51	7	258	0	4	20	7	9	31	0	45	21	39	10	105	550
Approach %	0.0	6.4	87.8	5.8	-	-	0.0	3.9	76.4	19.8	-	-	0.0	12.9	64.5	22.6	-	-	0.0	42.9	20.0	37.1	-	-	-
Total %	0.0	1.8	24.9	1.6	-	28.4	0.0	1.8	35.8	9.3	-	46.9	0.0	0.7	3.6	1.3	-	5.6	0.0	8.2	3.8	7.1	-	19.1	-
PHF	0.000	0.625	0.856	0.450	-	0.867	0.000	0.625	0.879	0.797	-	0.872	0.000	0.500	0.625	0.438	-	0.646	0.000	0.750	0.656	0.574	-	0.691	0.948
Lights	0	10	134	9	-	153	0	9	192	51	-	252	0	4	20	7	-	31	0	45	21	39	-	105	541
% Lights	-	100.0	97.8	100.0	-	98.1	-	90.0	97.5	100.0	-	97.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.6	-	0.0	2.0	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	1.5	0.0	-	1.3	-	10.0	0.5	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	9	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

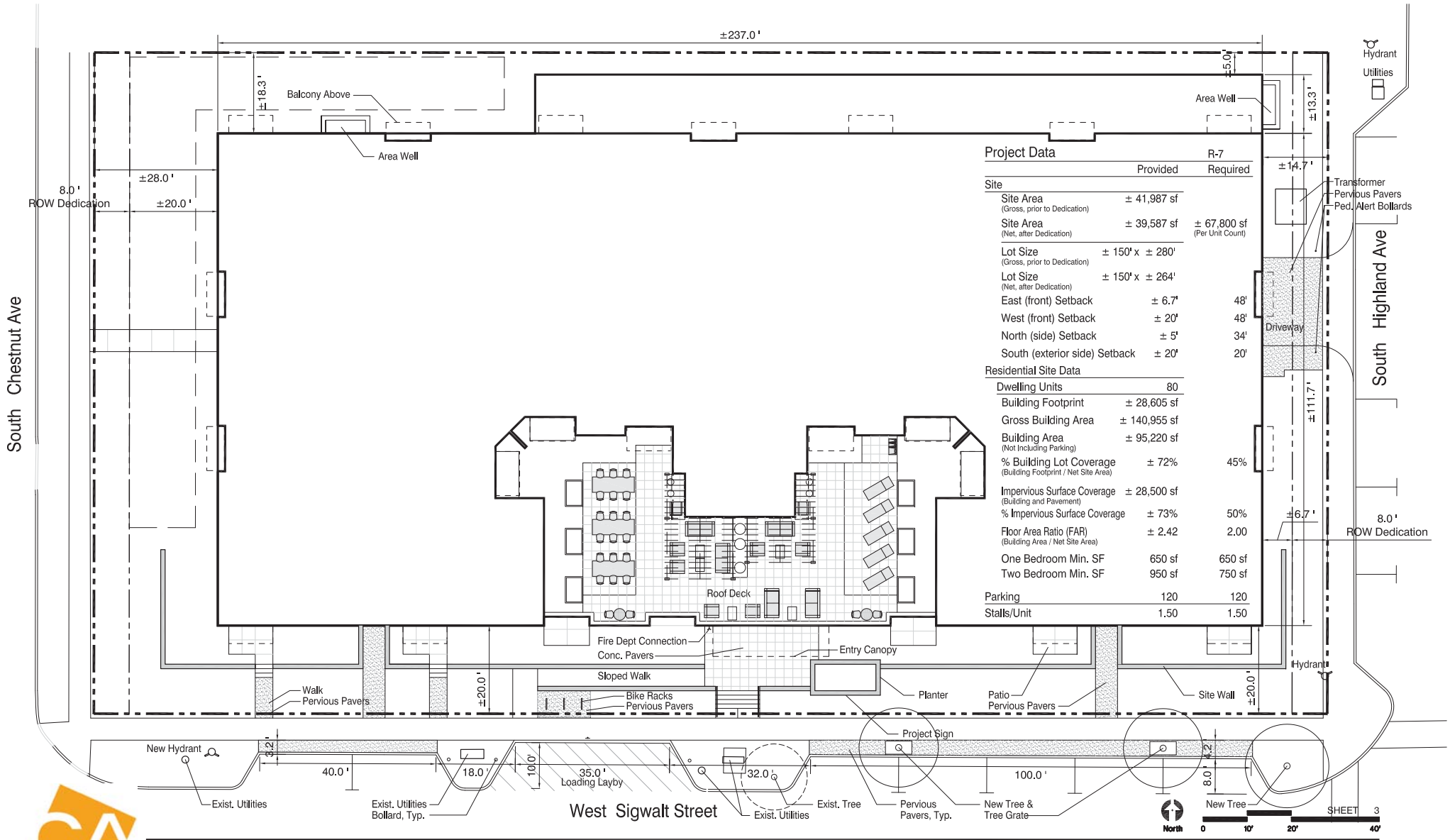
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Highland/Sigwalt
Site Code:
Start Date: 05/18/2017

Site Plan

Proposed Apartment Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.



Project Data

	Provided	R-7 Required
Site		
Site Area (Gross, prior to Dedication)	± 41,987 sf	
Site Area (Net, after Dedication)	± 39,587 sf	± 67,800 sf (Per Unit Count)
Lot Size (Gross, prior to Dedication)	± 150' x ± 280'	
Lot Size (Net, after Dedication)	± 150' x ± 264'	
East (front) Setback	± 6.7'	48'
West (front) Setback	± 20'	48'
North (side) Setback	± 5'	34'
South (exterior side) Setback	± 20'	20'
Residential Site Data		
Dwelling Units	80	
Building Footprint	± 28,605 sf	
Gross Building Area	± 140,955 sf	
Building Area (Not Including Parking)	± 95,220 sf	
% Building Lot Coverage (Building Footprint / Net Site Area)	± 72%	45%
Impervious Surface Coverage (Building and Pavement)	± 28,500 sf	
% Impervious Surface Coverage	± 73%	50%
Floor Area Ratio (FAR) (Building Area / Net Site Area)	± 2.42	2.00
One Bedroom Min. SF	650 sf	650 sf
Two Bedroom Min. SF	950 sf	750 sf
Parking	120	120
Stalls/Unit	1.50	1.50

Sigwalt Apartments
Arlington Heights, IL

Site Plan

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017
HKM ARCHITECTS + PLANNERS, INC.

November 22, 2017

SHEET 3

Level of Service Criteria

Proposed Apartment Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

LEVEL OF SERVICE CRITERIA

Signalized Intersections

Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Proposed Apartment Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

HCS7 Two-Way Stop-Control Report

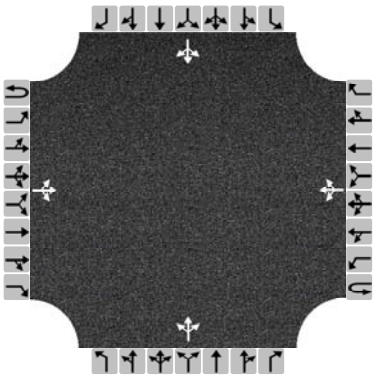
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	160	6		2	107	6		4	4	2		6	5	8
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				2					10				20	
Capacity, c (veh/h)		1480				1413					641				713	
v/c Ratio		0.01				0.00					0.02				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.1	
Control Delay (s/veh)		7.5				7.6					10.7				10.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.6				0.1				10.7				10.2			
Approach LOS									B				B			

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HCS7 Two-Way Stop-Control Report

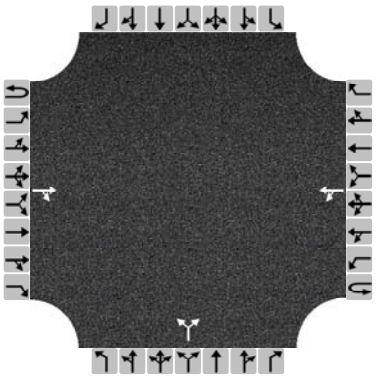
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Highland
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Highland Avenue
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			137	31		16	84			24		30				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20					66					
Capacity, c (veh/h)						1379					737					
v/c Ratio						0.01					0.09					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
Control Delay (s/veh)						7.6					10.4					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					1.4				10.4							
Approach LOS									B							

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HCS7 Two-Way Stop-Control Report

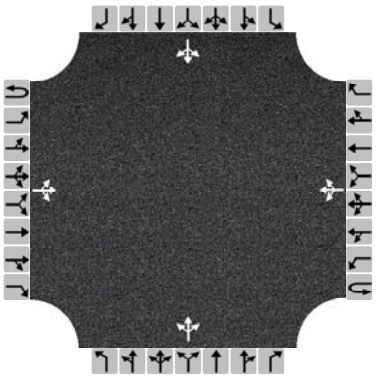
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	192	3		4	127	9		2	1	5		8	8	2
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				5					11				25	
Capacity, c (veh/h)		1409				1320					656				537	
v/c Ratio		0.00				0.00					0.02				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.6				7.7					10.6				12.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.1				0.2				10.6				12.0			
Approach LOS									B				B			

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HCS7 Two-Way Stop-Control Report

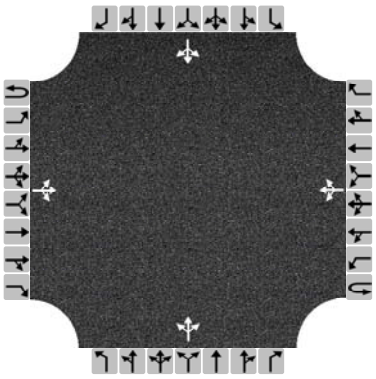
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.75
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		18	182	5		12	122	10		14	17	34		21	8	4
Percent Heavy Vehicles (%)		0				0				7	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				16					87				44	
Capacity, c (veh/h)		1413				1327					584				449	
v/c Ratio		0.02				0.01					0.15				0.10	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.5				0.3	
Control Delay (s/veh)		7.6				7.7					12.2				13.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.8				0.7				12.2				13.9			
Approach LOS									B				B			

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HCS7 All-Way Stop Control Report

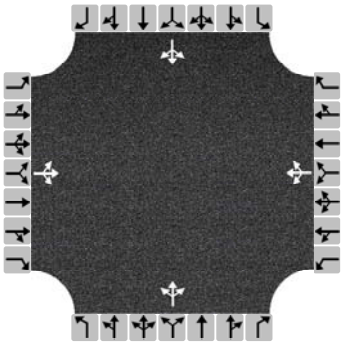
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	17-127

Site Information

Intersection	Sigwalt with Vail
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Vail Avenue
Peak Hour Factor	0.75

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	213	6	10	125	48	11	54	14	67	39	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	320			244			105			147		
Percent Heavy Vehicles	1			3			1			3		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.284			0.217			0.094			0.130		
Final Departure Headway, hd (s)	5.00			5.00			5.56			5.68		
Final Degree of Utilization, x	0.445			0.339			0.163			0.232		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.00			3.00			3.56			3.68		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	320			244			105			147		
Capacity	719			720			648			633		
95% Queue Length, Q_{95} (veh)	2.3			1.5			0.6			0.9		
Control Delay (s/veh)	12.0			10.5			9.6			10.4		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	12.0			10.5			9.6			10.4		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh | LOS	11.0						B					

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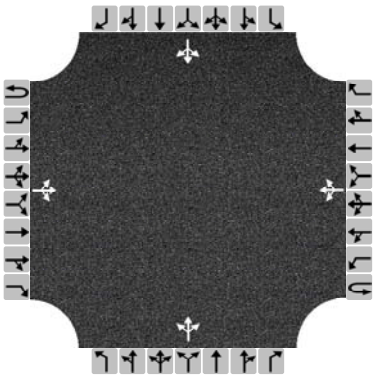
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BSM	Intersection	South with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	South Street
Analysis Year	2017	North/South Street	Highland Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.60
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	23	50		46	79	3		37	45	28		9	19	14
Percent Heavy Vehicles (%)		10				0				0	4	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				77					184				70	
Capacity, c (veh/h)		1399				1479					557				543	
v/c Ratio		0.01				0.05					0.33				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.2					1.4				0.4	
Control Delay (s/veh)		7.6				7.6					14.6				12.6	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	1.0				3.0				14.6				12.6			
Approach LOS									B				B			

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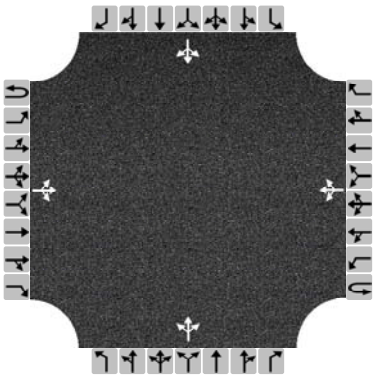
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Campbell with Chestnut
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2017	North/South Street	Chestnut Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		20	160	12		8	126	12		14	13	7		10	8	19
Percent Heavy Vehicles (%)		0				0				0	0	0		0	25	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				9					39				42	
Capacity, c (veh/h)		1435				1389					565				649	
v/c Ratio		0.02				0.01					0.07				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.5				7.6					11.8				10.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.9				0.5				11.8				10.9			
Approach LOS									B				B			

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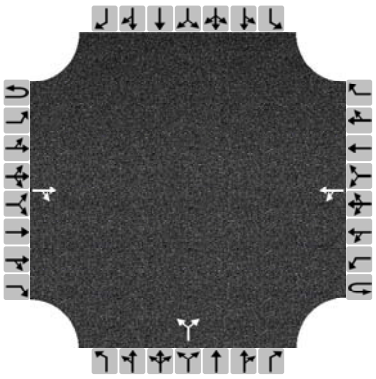
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Campbell with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2017	North/South Street	Highland Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			144	33		41	123			33		41				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						49					88					
Capacity, c (veh/h)						1373					666					
v/c Ratio						0.04					0.13					
95% Queue Length, Q_{95} (veh)						0.1					0.5					
Control Delay (s/veh)						7.7					11.2					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					2.2				11.2							
Approach LOS									B							

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HCS7 Two-Way Stop-Control Report

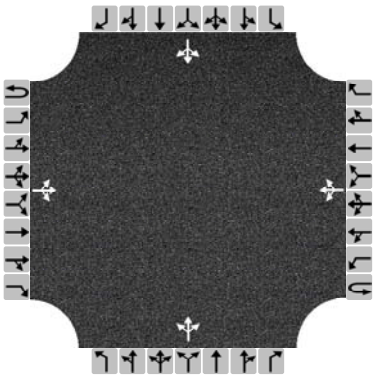
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Chestnut
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Chestnut Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	132	2		5	207	28		3	3	4		20	7	5
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				5					10				33	
Capacity, c (veh/h)		1331				1455					645				579	
v/c Ratio		0.01				0.00					0.02				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.2	
Control Delay (s/veh)		7.7				7.5					10.7				11.6	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.4				0.2				10.7				11.6			
Approach LOS									B				B			

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HCS7 Two-Way Stop-Control Report

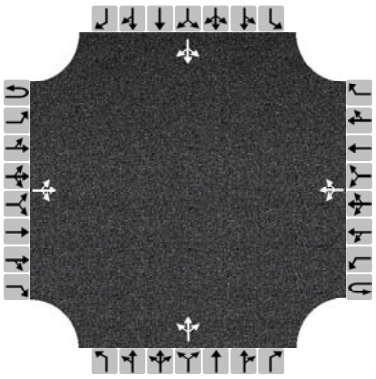
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	137	9		10	197	51		4	20	7		45	21	39
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				11					32				110	
Capacity, c (veh/h)		1315				1440					546				588	
v/c Ratio		0.01				0.01					0.06				0.19	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.7	
Control Delay (s/veh)		7.8				7.5					12.0				12.5	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.6				0.4				12.0				12.5			
Approach LOS									B				B			

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HCS7 All-Way Stop Control Report

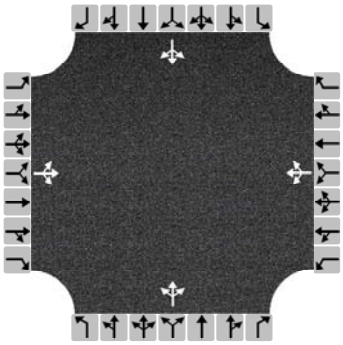
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	17-127

Site Information

Intersection	Sigwalt with Vail
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Vail Avenue
Peak Hour Factor	0.96

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	23	159	4	15	203	99	15	63	18	79	44	37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	194			330			100			167		
Percent Heavy Vehicles	1			1			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.172			0.294			0.089			0.148		
Final Departure Headway, hd (s)	5.13			4.77			5.43			5.35		
Final Degree of Utilization, x	0.276			0.437			0.151			0.248		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.13			2.77			3.43			3.35		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	194			330			100			167		
Capacity	702			755			663			673		
95% Queue Length, Q_{95} (veh)	1.1			2.2			0.5			1.0		
Control Delay (s/veh)	10.1			11.4			9.4			10.1		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	10.1			11.4			9.4			10.1		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh | LOS	10.6						B					

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HCS7 Two-Way Stop-Control Report

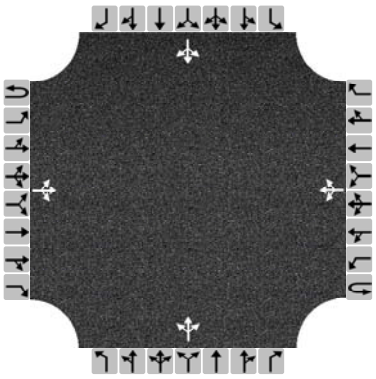
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	South with Highland
Jurisdiction	Arlington Heights
East/West Street	South Street
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	34	8		10	55	2		4	29	5		3	27	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					46				45	
Capacity, c (veh/h)		1546				1568					772				776	
v/c Ratio		0.00				0.01					0.06				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.3				7.3					10.0				9.9	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.6				1.1				10.0				9.9			
Approach LOS									A				A			

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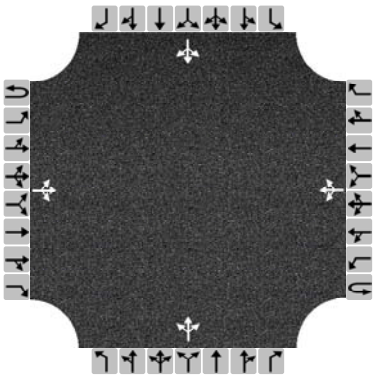
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Campbell with Chestnut
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2023	North/South Street	Chestnut Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	167	6		2	119	6		4	4	2		6	5	8
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				2					10				20	
Capacity, c (veh/h)		1464				1403					624				695	
v/c Ratio		0.01				0.00					0.02				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.1	
Control Delay (s/veh)		7.5				7.6					10.9				10.3	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.6				0.1				10.9				10.3			
Approach LOS									B				B			

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HCS7 Two-Way Stop-Control Report

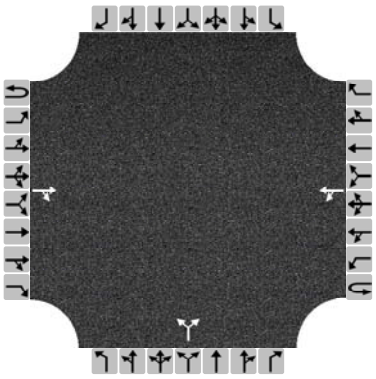
General Information

Analyst	ANB
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Campbell with Highland
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Highland Avenue
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			141	33		17	87			28		34				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21					75					
Capacity, c (veh/h)						1371					723					
v/c Ratio						0.02					0.10					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
Control Delay (s/veh)						7.7					10.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					1.4				10.6							
Approach LOS									B							

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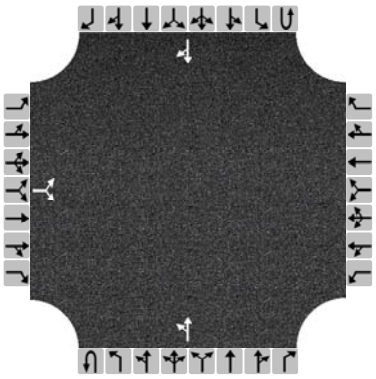
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Highland with Access
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	12/14/2017	East/West Street	Proposed Access Drive
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		6		23						6	47				34	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			30							6						
Capacity, c (veh/h)			1010							1585						
v/c Ratio			0.03							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								0.8							
Approach LOS	A															

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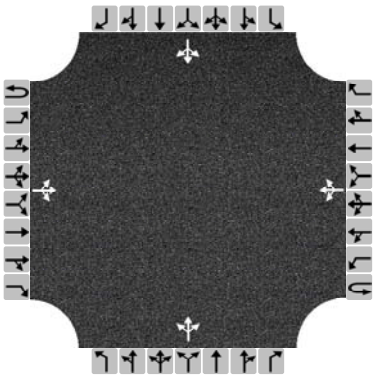
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BSM	Intersection	Sigwalt with Chestnut
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Sigwalt Street
Analysis Year	2023	North/South Street	Chestnut Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	199	3		4	134	9		2	1	5		8	8	2
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				5					11				25	
Capacity, c (veh/h)		1398				1310					643				524	
v/c Ratio		0.00				0.00					0.02				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.2	
Control Delay (s/veh)		7.6				7.8					10.7				12.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.1				0.2				10.7				12.2			
Approach LOS									B				B			

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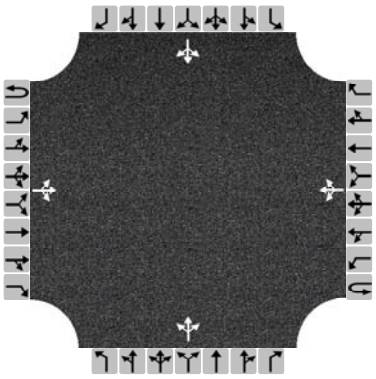
HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	Intersection	Sigwalt with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	12/14/2017	East/West Street	Sigwalt Street
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.75
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		20	197	5		12	126	14		14	19	35		36	14	7
Percent Heavy Vehicles (%)		0				0				7	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27				16					91				76	
Capacity, c (veh/h)		1400				1305					555				424	
v/c Ratio		0.02				0.01					0.16				0.18	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.6				0.6	
Control Delay (s/veh)		7.6				7.8					12.8				15.3	
Level of Service, LOS		A				A					B				C	
Approach Delay (s/veh)	0.9				0.7				12.8				15.3			
Approach LOS									B				C			

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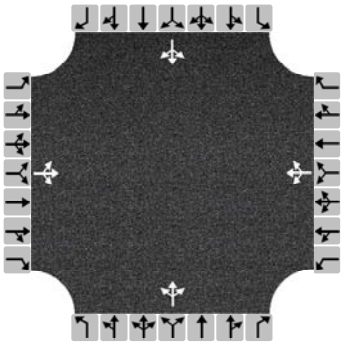
HCS7 All-Way Stop Control Report

General Information

Analyst	BSM	Intersection	Sigwalt with Vail
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	12/14/2017	East/West Street	Sigwalt Street
Analysis Year	2023	North/South Street	Vail Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	AM Peak Hour		
Project Description	17-127		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	22	233	6	10	133	49	11	56	14	69	40	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	348			256			108			151		
Percent Heavy Vehicles	1			3			1			3		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.309			0.228			0.096			0.134		
Final Departure Headway, hd (s)	5.07			5.09			5.70			5.81		
Final Degree of Utilization, x	0.490			0.362			0.171			0.243		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.07			3.09			3.70			3.81		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	348			256			108			151		
Capacity	710			707			632			619		
95% Queue Length, Q_{95} (veh)	2.7			1.7			0.6			0.9		
Control Delay (s/veh)	12.8			10.9			9.9			10.7		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	12.8			10.9			9.9			10.7		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh | LOS	11.5						B					

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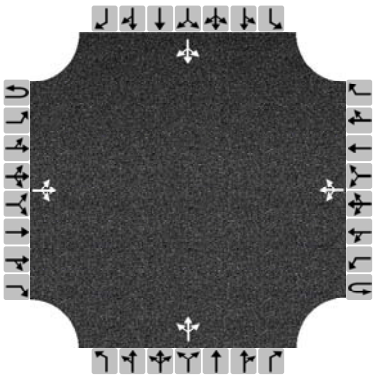
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BSM	Intersection	South with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	12/14/2017	East/West Street	South Street
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.60
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		10	24	52		47	81	4		38	46	29		12	23	14
Percent Heavy Vehicles (%)		10				0				0	4	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				78					188				81	
Capacity, c (veh/h)		1393				1472					546				518	
v/c Ratio		0.01				0.05					0.34				0.16	
95% Queue Length, Q_{95} (veh)		0.0				0.2					1.5				0.6	
Control Delay (s/veh)		7.6				7.6					15.0				13.2	
Level of Service, LOS		A				A					C				B	
Approach Delay (s/veh)	1.0				3.0				15.0				13.2			
Approach LOS									C				B			

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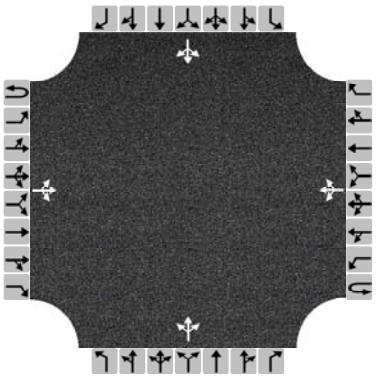
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Campbell with Chestnut
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2023	North/South Street	Chestnut Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		21	169	12		8	148	12		14	13	7		10	8	20
Percent Heavy Vehicles (%)		0				0				0	0	0		0	25	12
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				9					39				43	
Capacity, c (veh/h)		1406				1378					537				623	
v/c Ratio		0.02				0.01					0.07				0.07	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.2				0.2	
Control Delay (s/veh)		7.6				7.6					12.2				11.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.9				0.4				12.2				11.2			
Approach LOS									B				B			

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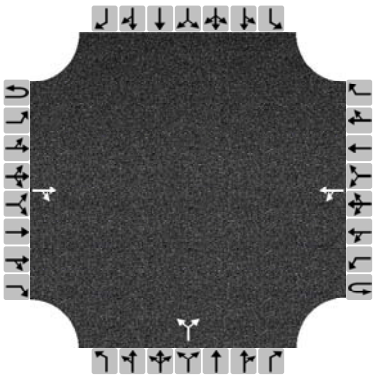
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Campbell with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	8/10/2017	East/West Street	Campbell Street
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			148	38		46	127			36		44				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						55					95					
Capacity, c (veh/h)						1360					643					
v/c Ratio						0.04					0.15					
95% Queue Length, Q_{95} (veh)						0.1					0.5					
Control Delay (s/veh)						7.8					11.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					2.3				11.6							
Approach LOS									B							

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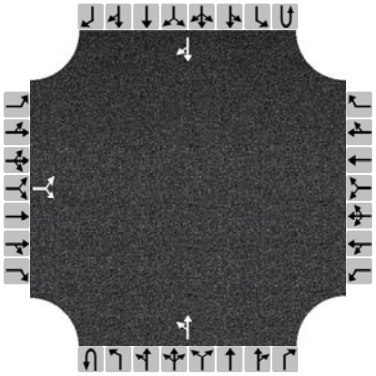
HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	BSM	Intersection	Highland with Access
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	12/14/2017	East/West Street	Proposed Access Drive
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		4		15						26	84				108	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20							27						
Capacity, c (veh/h)			885							1478						
v/c Ratio			0.02							0.02						
95% Queue Length, Q_{95} (veh)			0.1							0.1						
Control Delay (s/veh)			9.2							7.5						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.2								1.9							
Approach LOS	A															

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HCS7 Two-Way Stop-Control Report

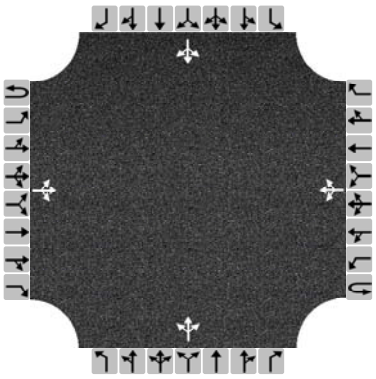
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	8/10/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	Sigwalt with Highland
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Highland Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	141	9		10	203	72		4	28	7		56	25	42
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				11					40				129	
Capacity, c (veh/h)		1284				1435					509				551	
v/c Ratio		0.01				0.01					0.08				0.23	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.9	
Control Delay (s/veh)		7.8				7.5					12.7				13.5	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.7				0.3				12.7				13.5			
Approach LOS									B				B			

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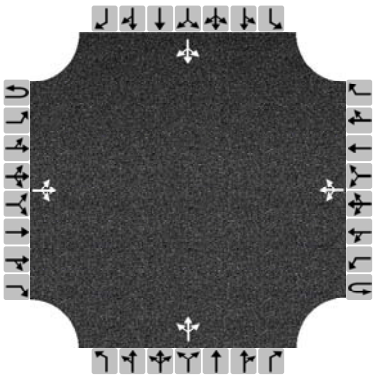
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BSM	Intersection	Sigwalt with Highland
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	12/14/2017	East/West Street	Sigwalt Street
Analysis Year	2023	North/South Street	Highland Avenue
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	17-127		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	141	9		10	203	70		4	27	7		56	25	42
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				11					39				129	
Capacity, c (veh/h)		1286				1435					512				553	
v/c Ratio		0.01				0.01					0.08				0.23	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.9	
Control Delay (s/veh)		7.8				7.5					12.6				13.5	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.7				0.3				12.6				13.5			
Approach LOS									B				B			

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HCS7 All-Way Stop Control Report

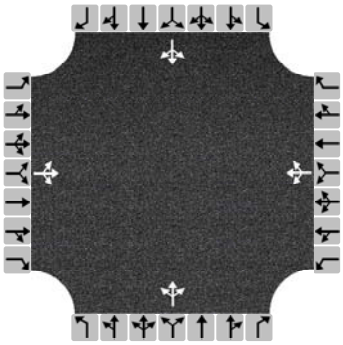
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	12/14/2017
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	17-127

Site Information

Intersection	Sigwalt with Vail
Jurisdiction	Arlington Heights
East/West Street	Sigwalt Street
North/South Street	Vail Avenue
Peak Hour Factor	0.96

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	24	174	4	15	226	102	15	65	19	81	45	40
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	210			357			103			173		
Percent Heavy Vehicles	1			1			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.187			0.318			0.092			0.154		
Final Departure Headway, hd (s)	5.23			4.85			5.59			5.49		
Final Degree of Utilization, x	0.305			0.482			0.160			0.264		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.23			2.85			3.59			3.49		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	210			357			103			173		
Capacity	689			742			645			656		
95% Queue Length, Q_{95} (veh)	1.3			2.6			0.6			1.1		
Control Delay (s/veh)	10.5			12.3			9.6			10.4		
Level of Service, LOS	B			B			A			B		
Approach Delay (s/veh)	10.5			12.3			9.6			10.4		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh | LOS	11.1						B					

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HCS7 Two-Way Stop-Control Report

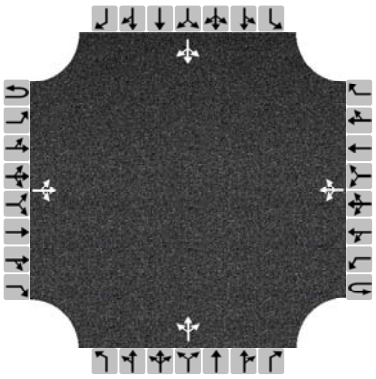
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	12/14/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	17-127

Site Information

Intersection	South with Highland
Jurisdiction	Arlington Heights
East/West Street	South Street
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	35	8		10	57	5		4	33	5		5	29	7
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				12					51				49	
Capacity, c (veh/h)		1537				1567					761				767	
v/c Ratio		0.00				0.01					0.07				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.3				7.3					10.1				10.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)	0.5				1.1				10.1				10.0			
Approach LOS									B				B			

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Parking Ratios of Similar Developments

Proposed Apartment Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

PARKING RATIOS OF SIMILAR DEVELOPMENTS

Development	Location	Units	Parking	Parking Ratio
Aloft at the Glen	Glenview	181	181	1.00
9750 on the Park	Orland Park	295	365	1.24
Wheaton 121	Wheaton	306	400	1.31
Glen Gate	Glenview	240	360	1.50
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Residences at the Grove	Downers Grove	294	345	1.17
Uptown La Grange	La Grange	254	336	1.32
The Reserve at Evanston	Evanston	195	219	1.12
Regency Place	Oak Brook	112	130	1.16
One Arlington	Arlington Heights	214	300	1.40
E2	Evanston	356	371	1.04
1717 Ridge	Evanston	175	200	1.14
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Avant at the Arboretum	Warrenville	310	392	1.26
Central Station	Evanston	80	80	1.00
Wheaton 121	Wheaton	306	400	1.31
Midtown Square	Glenview	138	160	1.16
Uptown LaGrange	La Grange	254	336	1.32
	Average	**231**	**284**	**1.22**

January 26, 2018

Village of Arlington Heights
Department of Planning & Community Development
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 45 S. Chestnut – PUD & Variance Justification

Dear Plan Commission,

As part of our submittal for the project listed above, we are seeking PUD variations as well as standard variations from the Village Municipal Code. The following statements from the Petitioner address both the PUD and standard variations to the Arlington Heights Municipal Code (the "Village Code").

I. PUD Variations

According to Section 9.4 of the Village Code, for any Planned Unit Development, the Plan Commission may recommend, and the Village Board of Trustees may authorize, variations to the applicable bulk regulations of the ordinance and such other variations from the zoning regulations as may be required within the boundaries of such development without referring the matter to the Zoning Board of Appeals.

Such variations may be granted as long as it is demonstrated that they will not exercise a detrimental influence on the surrounding neighborhood. Variations shall be justified when other characteristics of the development exceed the minimum standards of the Village Code. All recommendations shall be based on the standards for appeals as stated in Section 6-201 of the Village Code. Special consideration shall be given to:

- The provision for indoor and outdoor recreation facilities, which should be proportional to the size and density of the Planned Unit Development.
- The conservation of natural resources such as flood plains, wet lands and wooded areas.
- As much as possible, the preservation, of the natural drainage and floodwater retention.

- *Such variations may be granted as long as it is demonstrated that they will not exercise a detrimental influence on the surrounding neighborhood.*
    - Petitioner Response: In the traffic study performed by KLOA dated December 15, 2017, it was concluded that the traffic generated by the development will not have a significant impact on area roadways, and that the proposed access and roadway system will be adequate in accommodating the development generated traffic. The parking of 1.5 spaces/unit in the development meets the Village Code requirements, and will not be a detrimental influence on the surrounding neighborhood. In terms of size and massing of the proposed development, the 5-story building is consistent with the Village's Downtown Masterplan, so it is of appropriate size relative to the transitional R-7 zoning that the Village has set forth.

- *The provision for indoor and outdoor recreation facilities, which should be proportional to the size and density of the Planned Unit Development.*
    - Petitioner Response: The second floor of the building includes a community room and fully-equipped fitness center. It also includes an outdoor amenity deck that will be available for use by all residents. The outdoor amenity deck is located in the middle of the u-shaped courtyard of the building that faces south, and as can be seen from the elevations this amenity will show a very attractive and non-monotonous design feature along Sigwalt. This outdoor gathering space includes tables, chairs, and grilling stations.

- *The conservation of natural resources such as flood plains, wet lands and wooded areas.*
    - Petitioner Response: There are no natural resources on the proposed site that will be negatively affected.

- *As much as possible, the preservation, of the natural drainage and floodwater retention.*
    - Petitioner Response: Unlike any other development projects in the downtown area, the drainage and floodwater retention for the proposed development will be installed and managed by on-site through new underground storage tanks that will be located along the west and north sides of the property. Storm water retention, including

release rates, will meet all standards set forth by the Village Code and the MWRD (Metropolitan Water Reclamation District of Cook County).

II. Standard Village Code Variations

The following is a list of standard variations that Petitioner is seeking for the project listed above. In each case, the development will meet the following criteria.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
- *The plight of the owner is due to unique circumstances.*
- *The variation, if granted, will not alter the essential character of the locality*

Chapter 28, Section 5.1-7.3 Minimum Area for Zoning District, to allow the R-7 District to be approximately 1.39 acres where Village Code requires a minimum of 2 acres for the R-7 District.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
    - Petitioner Response: The R-7 zoning is appropriate for this property because it acts as a transitional site between the B-5 Districts downtown, and the R-3 District for single-family homes. The site is not large enough to meet the formal area requirements of the R-7 District. This subject parcel is bordered by streets on all but the north side of the property, which is or will be zoned B-5 and is not for sale, so there is no room to make the site bigger. Therefore, if it's to be developed within the R-7 guideline the variance is necessary. In addition, the Minimum Area variation request is not unique to this site and has been granted on nearby R-7 zoned properties

- *The plight of the owner is due to unique circumstances.*
    - Petitioner Response: The vision of the Village's Comprehensive Plan and Downtown Master Plan shows the subject property as part of a larger strip of R-7 zoned land. This is a unique circumstance because when considered in sum, the strip of potential R-7 zoning is over 2 acres in size.

- *The variation, if granted, will not alter the essential character of the locality.*
    - Petitioner Response: The vision of the Village's Comprehensive Plan and Downtown Master Plan shows the property as R-7 zoned land. When considering the alteration of the "essential character of the locality", the Village has determined what that "essential character" is to be, and that includes the requirements and rights associated with property zoned as R-7.

Chapter 28, Section 5.1-7.4 Minimum Lot Size, to allow a 39,587 sq. ft. lot where Village Code requires a minimum of 61,500 sq. ft. in lot size.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
    - Petitioner Response: If the project were planned per the underlying zoning, the property would allow for only 55 units. The financial return on cost with that quantity of units would not come close to yielding a reasonable return for the proposed development. The proposed 80 units meets both the demand for the market (as shown in the Market Study) and can yield a reasonable return on cost as calculated by the Petitioner. A development on this site less than 80 units would not yield an appropriate return for an investor or developer who will be making an immense financial investment and taking all of the development risk. It is important to note that the Petitioner has not asked for any tax abatement from the Village for this development, and, unlike other downtown properties, is constructing a very costly on-site underground storm water drainage system, as well as contributing to the Village's Affordable Housing Policy.

- *The plight of the owner is due to unique circumstances.*
    - Petitioner Response: The density regulations were established in the 1970's when the average household sizes were higher than they are today based on US Census reports. This is a unique circumstance where the density regulations for an R-7 District are obsolete because they are based on average household sizes that are no longer applicable today.

- *The variation, if granted, will not alter the essential character of the locality*
    - Petitioner Response: The location of this R-7 District is intended to be a transition between the B-5 District downtown and the R-3 District. The northern portion of

Block 425 is also zoned for B-5, which allows a much higher density than R-7 so the proposed 80 units of density will still act as a transition from the northern half of the site to the residential neighborhood in terms of density.

Chapter 28, Section 5.1-7.6 Required Front Yard, to allow a front yard setback (east side) of 6.7' where Village Code requires a 47' setback.

Chapter 28, Section 5.1-7.6 Required Front Yard, to allow a front yard setback (west side) of 20' where Village Code requires a 47' setback.

Chapter 28, Section 5.1-7.6 Required Side Yard, to allow a side yard setback of 5' where Village Code requires a 37' setback.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
    - Petitioner Response: If the project were planned per the existing setback requirements, the proposed 80 units would not be able to fit in the footprint of the building. In fact, the resulting building footprint that would fit within setback requirements would be less than half of the size of the proposed development. This loss in density would not be economically feasible for the Petitioner. A development on this site less than 80 units would not yield an appropriate return for the Petitioner. It is important to note that the Petitioner has not asked for any tax abatement from the Village for this development, and, unlike other downtown properties, is constructing a very costly on-site underground storm water drainage system, as well as contributing to the Village's Affordable Housing Policy.

- *The plight of the owner is due to unique circumstances.*
    - Petitioner Response: The property is fronted by 3 streets, which provide an extra layer of buffer that is typically not found in R-7 Districts. The proposed reduced setbacks will not adversely impact the surrounding properties because the width of the street is not factored in. Along the north setback, the proposed 5' setback is measures to a 1-story garage ramp. The major mass of the building measures 18' from the north property line.

- *The variation, if granted, will not alter the essential character of the locality*
    - Petitioner Response: The Petitioner is required to dedicate 8' of land for public right-of-way on both the east and west sides of the property. This will ensure than the essential character of the property is maintained. It should also be noted that the Petitioner is aware that the Village staff and Plan Commission both believe that the current setback's for the downtown are unreasonable and need to be revised. But for this project, these revised setback requirements may have been already enacted. If enacted in the future, the amount of the required variations for setbacks will be even less.

Chapter 28, Section 7.1-7.7 Maximum Building Lot Coverage, to allow 72% building lot coverage where Village Code allows a maximum 45% building lot coverage.

Chapter 28, Section 5.1-7.13 Maximum Floor Area Ratio, to allow 242% F.A.R where Village Code limits maximum F.A.R to 200%

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
    - Petitioner Response: The current proposal is designed to limit the bulk and mass of the building while still maintaining density and efficiency of the floor plans. A unit count less than the proposed 80 units would not yield a reasonable return on cost as calculated by the Petitioner. As previously noted, the Petitioner has not asked for any tax abatement from the Village for this development, and, unlike other downtown properties, is constructing a very costly on-site underground storm water drainage system, as well as contributing to the Village's Affordable Housing Policy.
    -
- *The plight of the owner is due to unique circumstances.*
    - Petitioner Response: The location and zoning of the proposed development is unique. The location of this R-7 District is intended to be a transition between the B-5 District downtown and the R-3 District at the single-family neighborhood. The northern portion of this site is also zoned for B-5, meaning that even within the entire Block 425, there will be a transition from the north to the south.

- *The variation, if granted, will not alter the essential character of the locality*

- Petitioner Response: The 5th floor massing setbacks, the 8' dedicated right of way on the east and west sides, and the width of the streets are all measures to maintain the essential character of the neighborhood.

Chapter 28, Section 6.6-5.1, Permitted Obstructions to allow a transformer within the required front yard setback where Village Code requires all transformers to be located outside of all setback areas.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
  - Petitioner Response: Locating the transformer outside of the setback areas would require a reduction in the square footage of the building and a loss in density. A unit count less than the proposed 80 units would not yield a reasonable return on cost as calculated by the Petitioner.

- *The plight of the owner is due to unique circumstances.*
  - Petitioner Response: The footprint of the building was moved as far east as possible to provide more space between the proposed building and the residential neighborhood along Chestnut. This resulted in limited space outside of the setbacks on the east side of the building.

- *The variation, if granted, will not alter the essential character of the locality*
  - Petitioner Response: The proposed location for the transformer will be away from the residential areas and is located in an area with existing Village utilities that are within the right-of-way and the area surrounding the transformer will be properly landscaped.

Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where Village Code requires a minimum drive aisle width of 24'

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*

- Petitioner Response: The drive aisle in question is the width of the ramp that connects the 2 levels of parking together. This ramp is not able to be any wider without abutting the north property line.

- *The plight of the owner is due to unique circumstances.*
  - Petitioner Response: The drive aisles within the actual parking areas are at least 24' wide and meet Village Code. The drive aisle in question is the width of the ramp that connects the 2 levels of parking together.

- *The variation, if granted, will not alter the essential character of the locality*
  - Petitioner Response: 24' wide drive aisles are provided at the actual parking areas on each floor. The functionality of pulling in and out of parking spaces will not be altered.

Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow some certain balconies to project 5.3' into the required front, exterior side and side yards.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
  - Petitioner Response: To recess all the balconies to meet the Village Code would reduce the overall floor area of each unit. This would reduce the rentable square footage that the Petitioner can rent out, making it less than a reasonable return.

- *The plight of the owner is due to unique circumstances.*
  - Petitioner Response: Per Village Code, balconies can only encroach into a rear yard. Since this site is bound by streets on 3 sides and is considered to have 2 "Fronts", the property is located on a unique site.

- *The variation, if granted, will not alter the essential character of the locality*
  - Petitioner Response: All balconies encroach into the yards to an extent, but where feasible, balconies have been recessed to maintain the design intent of the building.

We are very excited for this process and we look forward to our continued work with the Village of Arlington Heights.

Regards,

Michael Porto
Project Manager
CA Ventures

December 22, 2017

Michael Porto
CA Ventures
130 E. Randolph Street
Suite 2100
Chicago, IL 60601

Re: 45 S. Chestnut – Neighborhood Meeting Summary

Dear Sam,

The following is a summary of the neighborhood meeting that was held at 7:00pm on December 20, 2017 in the Theater Room at the Arlington Ale House. Per the Village's requirements, all residents within 250' of the property received letters inviting them to the neighborhood meeting. In addition, additional invitations extended to the west, south and east of the property to encourage more owners of the single-family homes to attend. In all, 185 letters were sent.

General Information

- Around 40 residents were in attendance for the neighborhood meeting. The meeting started promptly at 7:00pm and ran until approximately 9:00pm.

- Michael Porto (CA Ventures), Matt Katsaros (CA Ventures), Mark Hopkins (HKM Architects) and Eden Richards (HKM Architects) were all in attendance representing the petitioner.

- CA Ventures gave a quick overview of the purpose of the meeting. CA Ventures gave a quick overview of the project, including how a previous version of the project that started in June, 2017 was denied by the Village Board in October, 2017. CA ventures explained that significant revisions were made to the proposal and that the project appeared for early review with the Village Board on December 4, 2017. Attendees were made aware that CA Ventures plans to continue forward with the project but understands that the approval process is starting over.

- Mark Hopkins gave a 20-minute presentation that outlined the entire project since there may have been some attendees that may have been seeing the project for the first time. After the general overview, Mark Hopkins focused on explaining the specific revisions that

were made to the project since the last time the project was seen by the public. This included the revised density, parking ratio, street parking and massing of the building.

- After the presentation from CA Ventures and HKM, the meeting was opened to Q&A from the residents.

The following topics have been grouped together and summarized based on the questions and concerns of the residents.

<u>Meeting Notifications & Timing</u>

- Some residents were upset with the timing and schedule of the neighborhood meeting. They felt the meeting invitation letters were received without enough notice. There were also concerns about having the meeting 5 days before Christmas.
    - The petitioner noted that letters were postmarked on Tuesday, December 12th. The petitioner also noted that the date of the meeting was set on a week where schools are still in session and occurred only 2 days after a Village Board meeting so they felt that the timing of the meeting was appropriate.
- A few residents claimed to have never received an invitation to the meeting and felt that the petitioner was trying to limit the invitations.
    - The petitioner noted that the Village requires all properties within 250' of the property line on all sides of the property be invited to the meeting. In this case, the petitioner explained that they went above and beyond the required boundaries to invite more than double the invitations that were sent out during the first neighborhood meeting in August 2017. Attached is an aerial image of the neighborhood showing the required distance highlighted in yellow. The area in light blue represents the residents that were sent letters. A spreadsheet of names, addresses, and PINs of all residents that were sent a letter can be provided by the petitioner upon request.

<u>Building Parking</u>

- One resident pointed out that there were only 119 parking spaces shown on the drawings
    - The petitioner stated that they will recount to confirm that there are indeed 120 parking spaces shown.
- A resident asked how the tandem parking spaces would work based on comments from the Village Board in previous meetings.
    - The petitioner commented that this was discussed in the early review meeting on December 4th and that since 45 units are either 2 or 3 bedroom units, the tandem spaces would be dedicated to those units with 2 cars.

- A resident asked if the turning radii for vehicles within the garage has been checked.

Street Parking

- There were several residents who were pleased with the additional street parking along Sigwalt St that results in a net gain of 6 spaces from the existing conditions.
- One resident was concerned with the loading zone being placed on Sigwalt. The concern was based on the disruption of traffic along Sigwalt and the visual appearance of trucks parked in front of the building.
    - The petitioner commented that the original proposal had the loading zone along Highland but due to other neighbor comments, as well as comments from commissioners and the Trustees, it was decided that moving the loading zone to Sigwalt was a much better option logistically.

Traffic

- Residents were concerned about what sort of impact the proposed development would have on the traffic in the area.
    - The intersection of Highland and Sigwalt is of specific concern because parking is allowed on Sigwalt, just east of Highland. With cars parked on the street, it becomes a blind intersection trying to turn out on to Sigwalt. The petitioner recommends that the Village looks into this issue more and offer a solution to the residents, outside of this development.

Exterior Appearance

- There were several residents that spoke out in support of the proposed design and thought that the 5th floor setback was a good attempt to reduce the massing.
- One resident agreed that the exterior material changes helped to soften the feel of the building.
- One resident asked what material would be provided at the roof level next to the 5th floor balconies. Now that the 5th floor units are recessed, would those residents be looking on to a standard roof membrane?
    - The petitioner responded saying that they are still looking in to options for this.
- There were several residents that had concerns regarding the appearance of the building. The concerns are listed below.
    - A lot of residences in the surrounding neighborhood are over 100 years old. There are concerns that the proposed solution does not contextually fit with those older residences.

- Even though the 2007 Downtown Master Plan calls for a 4-6 story building on this site, residents feel that the neighborhood has changed and don't feel that the proposed development is a good transition between residences and the downtown. The development team stated that the Planning and Community Development Department's published goals for 2017 includes encouraging development of Block 425
- Residents are concerned that the building is too tall compared to the surrounding buildings and does not address the neighborhood.

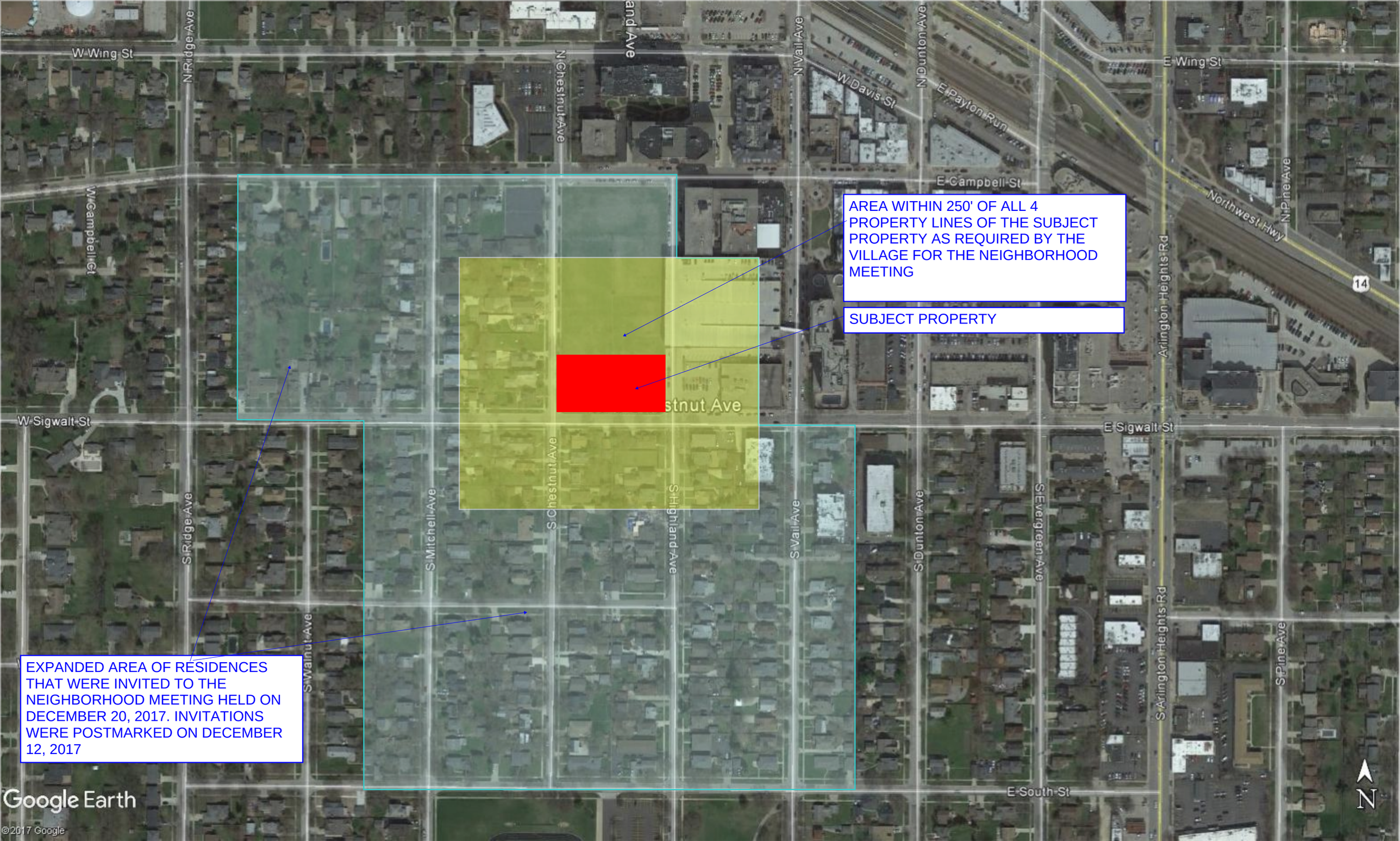
Variances

- Residents were concerned that the development team is pursuing too many variances with the Plan Commission submittal and wish that the petitioner would propose a project that fits in to what is stated in the municipal code.
- A resident asked if there was a 1-year waiting period for any denied variance before it can be requested again.

The topics listed above represent a summary of the major items discussed between the development team and residents at the neighborhood meeting on December 20, 2017.

Regards,

Michael Porto – CA Ventures
Project Manager


AREA WITHIN 250' OF ALL 4 PROPERTY LINES OF THE SUBJECT PROPERTY AS REQUIRED BY THE VILLAGE FOR THE NEIGHBORHOOD MEETING
SUBJECT PROPERTY
EXPANDED AREA OF RESIDENCES THAT WERE INVITED TO THE NEIGHBORHOOD MEETING HELD ON DECEMBER 20, 2017. INVITATIONS WERE POSTMARKED ON DECEMBER 12, 2017
W Wing St
N Ridge Ave
N Chestnut Ave
N Vail Ave
N Dunton Ave
W Davis St
E Payton Run
E Wing St
E Campbell St
Northwest Hwy
N Pine Ave
W Campbell Ct
Arlington Heights Rd
14
W Sigwalt St
E Sigwalt St
S Ridge Ave
S Mitchell Ave
S Chestnut Ave
S Highland Ave
S Vail Ave
S Dunton Ave
S Evergreen Ave
S Arlington Heights Rd
S Pine Ave
S Walnut Ave
E South St
N
Google Earth
©2017 Google

January 26, 2018

Michael Porto
CA Ventures
130 E. Randolph Street
Suite 2100
Chicago, IL 60601

Re: 45 S. Chestnut – Condo Meeting Summary

Dear Sam,

The following is a summary of the condo meeting that was held at 6:30pm on January 25, 2018 in the Theater Room at the Arlington Ale House. The purpose of this meeting was to meet with several of the nearby condominium buildings to explain the project and answer any questions that residents had.

As a reminder, there was a neighborhood meeting held on December 20, 2017 that invited residents living within 250' of the property as well as expanded boundaries to the west and south for the single-family homeowners. At that meeting, it was pointed out that the invitations did not extend to any of the nearby condo buildings to the north and east of the property so we decided to hold another meeting that gave people in the condo buildings a chance to learn about the project.

For the meeting held on January 25, 2018, invitations were not sent directly to residents of the condo buildings; instead, an invitation letter was sent to the property management company to distribute to the residents at their discretion. An invitation letter was sent to the management company at 1 S. Highland (Metropolis Place), 200 W. Campbell and the Metro Lofts at 10 S. Dunton.

<u>General Information</u>

- Around 25-30 residents were in attendance for the neighborhood meeting. The meeting started shortly after 6:30pm and ran until approximately 8:00pm.

- Michael Porto (CA Ventures), Matt Katsaros (CA Ventures), Mark Hopkins (HKM Architects) and Mike Firsel (Firsel Ross) were all in attendance representing the petitioner.

- CA Ventures gave a quick overview of the purpose of the meeting. Mike Firsel gave a 20-minute presentation that outlined the entire project since more than half of the people in attendance were seeing the project for the first time. The presentation focused on both the history of the project to date as well as the major revisions that the team has made throughout the process.

- After the presentation from the Petitioner, the meeting was opened to Q&A from the residents.

The following topics have been grouped together and summarized based on the questions and concerns of the residents.

General Information

- Several residents asked about the unit mix, lease lengths and approximate rents for the proposed apartments.

Existing Utilities

- Several residents asked how the new development would impact the surrounding utilities in the neighborhood and downtown, specifically as they relate to floodwater and electricity. The residents pointed out that there are constant brownouts in their condo building and the problem seems to be getting worse.
    - The petitioner commented on how storm water would be controlled on the project site through underground storage tanks on the north and west sides of the property. It was explained that the storm water and volume control on the site would meet all MWRD standards.
    - The petitioner was surprised by the news of the electrical issues in the downtown as was glad that the residents brought this issue up. It's recommended that the Village, Public Works and ComEd look at this area of the downtown and address these issues.

Adjacent Properties

- Several residents asked about the future plans for the northern 2/3 of the property as well as plans for the vacant AT&T building that is for sale.
    - The petitioner explained that they do not have much information regarding future plans for those buildings except that they are currently zoned B-5. The petitioner also stated that they knew the northern 2/3 of the site is shown in the Village's Downtown Masterplan, which recommends buildings between 6-8 stories with

retail. The petitioner explained that the R-7 zoning on the proposed site is meant to be a transition down from larger buildings on the northern half of the site.

Building Height

- One resident asked why the petitioner felt that it wouldn't be feasible to either sink the building lower into the ground or take off a floor of units to reduce the overall size of the building.
    - The petitioner explained that they looked at several ways to reduce the height of the building but unfortunately, the costs of lowering the building deeper into the ground would significantly affect the financial feasibility of the project. The petitioner also explained that reducing square footage by removing the 5th floor does not directly correlate to a reduced cost of construction where it would still be financially feasible for the petitioner.

Building Management

- Residents asked how garbage pick-up for the building would work.
    - The petitioner explained that the dumpsters would be located inside the building and would be taken out for collection on the specific garbage day, which is similar to how it works at other condo buildings. The petitioner said they will work out the logistical issues with the collection company and the building management company.

- Residents asked how move-ins would work. Would these be at the loading zone on Sigwalt or by the garage entrance on Highland?
    - The petitioner stated that this was still being discussed because several options are available. The loading zone along Sigwalt is provided for short-term deliveries such as UPS and FedEx. The petitioner said that smaller moving vans would be able to enter into the parking garage for move-ins but larger move-in vehicles would have to be coordinated with the Village.

- Residents asked how the building would be managed and staffed
    - The petitioner explained how the building would be managed by a third-party operator. They are looking at local management options that are familiar with Arlington Heights and the logistics of downtown.

- Residents asked how security and package delivery would work inside the building

- The petitioner said that they have worked with several package locker companies on larger developments in Chicago and would implement something similar on this project.

The topics listed above represent a summary of the major items discussed between the development team and residents at the neighborhood meeting on January 25, 2018.

Regards,

Michael Porto – CA Ventures
Project Manager

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Sam Hubbard, Development Planner, Planning and Community Development**

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

Subject: **45 S Chestnut Ave. – Preliminary and Final PUD for 5-Story, 80 unit Residential Housing Development. Preliminary and Final Plat of Subdivision to consolidate lots, Rezoning from R-3 to R-7 and multiple Variations (density, setbacks, building lot coverage, F.A.R., and parking)**

PC#: **17-016**

Date: **January 2, 2018**

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. Project will be reviewed per the 2009 International Building Code (I.B.C.) as a mixed use "S-2" (parking garage) and "R-2" (residential) occupancy.

2. What is the proposed construction type of the building?

3. Provide a height and area calculation for the building including all allowable increases.

4. Provide an occupant load calculation per floor.

5. Add the 3 bedroom units to the Project Data table on sheet 3.

6. Horizontal separation between "S-2" and "R-2" shall be a minimum 1 hour rated assembly.

7. The North exterior wall shall have a minimum fire-resistant rating of 1-hour based on the distance to the lot line of 5 feet. Table 602.

8. Provide allowable area of openings calculation for the North exterior walls.

9. Exterior wall ratings shall comply with Table 602. Adjacent existing buildings will not be required to comply with current exterior wall ratings, however, future developments will.

10. Recommend all building materials utilized in balcony construction be non-combustible.

11. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than **60 inches by 85 inches**, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way doorframe.

12. If the electrical service to the building is 1,200 amps or more, the electrical room shall have a minimum rating equal to the building construction, and have two exit doors on opposite ends of the room with panic hardware with a fire-rating equal to that of the room.

13. Elevator lobby shall be enclosed (IBC 708.14.1) or the hoistways pressurized (IBC 708.14.2.1-708.14.2.11).

14. Shaft enclosures shall be 2-hour fire-resistive construction for elevators and refuge chute.

15. Permanent access to the mechanical equipment on the roof shall be provided.

16. Provide the dimensions of the accessible parking stall including the access aisle.

Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division

Date: 12/21/2017 P.C. Number: 17-016

Project Name: Five Story 80 Unit Rental Housing Development

Project Location: 45 South Chestnut Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

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

1. All work shall conform with currently adopted codes including the 2000 Edition of NFPA 101, Life Safety Code.

2. A complete NFPA 13 compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.

3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.

4. A fully functional fire alarm per NFPA 72 shall be installed. The alarm annunciator panel shall be located at the front entrance.

5. Each location of a fire department communication device shall be an independent zone from the control panel.

6. In buildings where a required accessible floor is four or more stories above a level of exit discharge, at least one required accessible means of egress shall be an elevator with some exceptions.

7. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.

8. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.

9. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.

10. Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.

11. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. **Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.**

12. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal.

13. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.

14. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA Standards and shall comply with all current code requirements including a minimum of two water mains located in different streets. Water supply to required fire pumps shall be supplied by connections to a minimum of two water mains located in different streets. Separate supply piping shall be provided between each connection to the water main and the pumps. Each connection and the supply piping between the connection and the pumps shall be sized to supply the flow and pressure required for the pumps to operate.

15. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

16. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements. Storage tanks for fuel storage require approval from the State Fire Marshal.

17. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

18. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

-

Date 12-21-17

Reviewed By: _____

Fire Safety Supervisor

Village of Arlington Heights
Public Works Department

Memorandum

To: Bill Enright, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 29, 2017
Subject: 45 S. Chestnut, P.C. #17-016 – Round 1

With regard to the proposed variations at 45 S. Chestnut, I have the following comments:

1) The water meter(s) and RPZ's will be sized after review of the future architectural plans.
2) If the Village is responsible for maintenance of the proposed parking along Sigwalt, the west most bump out shall be removed to allow for proper turning radius of snow removal equipment.

C. file

PLAN COMMISSION PC #17-016
Sigwalt Apartments
45 S. Chestnut Ave.
PUD, Preliminary & Final Plat of Subdivision, Rezone, Variations
Round 1

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

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be the street widening and parking bays along Sigwalt Street. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

15. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval.

16. The Stormwater Report uses an orifice C value of 0.61. Revise the restrictor basin detail to show a 2" drilled plate restrictor (C=0.61) instead of the 2" cast iron projecting pipe (C=0.73). Restrictors between 2" and 4" must have a trap.

17. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

18. The Construction Staging Plan is not acceptable. Sigwalt Street and Highland cannot be closed or have lanes reduced below one in each direction for extended periods of time. The permit plans must include a street and sidewalk detour plan showing all sign locations, sign types and sizes, and barricades as similarly described in IDOT traffic standards. Permit plans should include IDOT standards 701501, 701801, and 701901. Indicate how the signs are to be mounted. Include Campbell Street on the detour plan. Clearly label each sign: "Road Closed Ahead", "Detour Ahead", "Detour" with arrow in appropriate direction, "End Detour", flagger sign, etc.

19. The on street parking plan showing a new parking bay along the north side of Sigwalt and a delivery/loading bay requires additional information. Provide a sight triangle exhibit to show that proper sight distance is maintained.

20. The parking along Highland Avenue right up to the stop sign is not in compliance with the Illinois Rules of the Road. The parking along Sigwalt should account for the setbacks from stop signs for the eventuality of all way stop signs. Review required sight distance.

21. Sheet 5: The sidewalk through the driveway at Highland Avenue should be constructed to a 1-1/2% side slope.

Final Plat of Subdivision:

22. Show and install new survey monuments/markers at the new property corners, due to the dedications. Since the previously signed subdivision plat is intended to be used, this can be done by hand by the surveyor who prepared the plat.

1/10/18

James J. Massarelli, P.E. Date
Director of Engineering

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 17-016

Project Name CA Ventures/Sigawalt Apartments

Project Location 45 S. Chestnut

Planning Department Contact Sam Hubbard

General Comments

Round 1

1) Building to be sprinkled.

2) The Fire Department Connection (FDC) shall be located at the main front entrance. It shall be fully visible.

3) A fire hydrant is to be located within 100' of the Fire Department Connection (FDC).

4) A fully operational annunciator panel or alarm panel shall be installed at the main front entrance.

5) A Knox Box shall be located at the main front entrance.

6) Overhead utility and power lines shall not be located within the aerial fire apparatus working area for the building.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date Dec. 27, 2017 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Sigwalt Apartments
45 S. Chestnut Ave.
PC#17-016

Round 1 Review Comments 12/21/2017

1. **Character of use:**
   The character of use is consistent with the area.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie garden apartment patios and entrance/exits to parking garage.

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

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

5. **Traffic problems that may be created by the development.**
   The area around the garage entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

6. **General comments:**
   -Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.
   -It is recommended to limit access to the grounds specifically the garden level patios to reduce the potential for trespassing and loitering.
   -If chairs and tables are to be left outside on the patios, they should be chained down or together to prevent theft; or brought inside when not in use to deter theft and/or damage. Outdoor seating can become an attractive nuisance during overnight hours. Other valuables should be brought inside or necessary precautions against theft should be taken.
   -Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.
   - The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.
   -Parking could become an issue if a larger percentage of residents than expected have vehicles.
   -Emergency telephones should be installed in the parking area for added safety

-The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their vehicles and storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

#272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

#557

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes Phone number:

Alarm Company Name

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

Date: December 27, 2017

Re: PC# 17-016. Sigwalt Apartments- 45 S. Chestnut Ave. Round 1

- See the attached accessibility comments.

RECEIVED
DEC 28 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review for Accessibility

Address:	45 S. Chestnut Avenue - CV Ventures/Sigwalt Apartments
	PUD for five-story 80 unit rental housing development. Preliminary and Final Plat of Subdivision to consolidate the lots, rezoning from R-3 to R-7 and multiple variations (density, setbacks, building lot coverage, F.A.R, parking)
	P.C. #17-016 Round 1
Submitted to:	Sam Hubbard, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator David Robb (847) 368-5793
Date:	December 22, 2017
Re:	Illinois Accessibility Code (IAC): https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx
	Fair Housing Amendments Act, (42 U.S.C. §3601 et seq) Fair Housing First: http://www.fairhousingfirst.org/fairhousing/requirements.html

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1. Illinois Accessibility Code, Subpart D: Multistory Housing, New Construction Sections 400.350, 400.360 and 400.310 apply.

2. IAC Section 400.Illustration B., Figures 5 and 6 apply to all public and common use areas including Mail boxes, Coffee Station and Trash receptacles.

3. Petitioner shall supply a list of the 20% Adaptable/Accessible dwelling units required by IAC Section 400.350(d).

Conceptual Unit Plans: "1 Bedroom – 05" and "2 Bedroom 03" [P.C.#17-008 identified as the Accessible/Adaptable Units]:

4. An accessible route per IAC Section 400.310(a)(1-12) shall be provided into and within all private patios, terraces, balconies of Accessible/Adaptable dwelling units..." per IAC Section 400.350(e)(3).

5. In U-Shaped Kitchens a minimum of 60-inches is required between opposing base cabinets, countertops, appliances or walls per IAC Section 400.360(d)(1).

6. Kitchens in Accessible/Adaptable units require an accessible "Work Surface" per IAC Section 400.350(d)(4)(A through E) and Illustration B., Fig. 50.

7. The two closet doors in series lack wheelchair maneuvering space per IAC Section 400.310(j)(6) and 400.Illustration B., Figure 26., in accordance with Section 400.350(e)(2).

   Conceptual Unit Plans: "2 Bedroom – 08" and "2 Bedroom -09" [P.C.#17-008 identified as the Accessible/Adaptable Units]

8. In the "2 bedroom -09 unit" U-Shaped Kitchens require a minimum of 60-inches between opposing base cabinets, countertops, appliances or walls per IAC Section 400.360(d)(1).

9. Identify the kitchen "Work Surface" section of counter in both the "2 bedroom – 08" and "2 bedroom – 09" units per IAC Section 400.350(d)(4)(A through E) and Illustration B., Fig. 50.

10. There is a lack of clear floor maneuvering space adjacent to the pull side of the bathroom doors in both the "2 bedroom 08" and "2 bedroom 09" units as required by IAC Section 400.350(e)(2) in accordance with IAC Section 400.310(a); 400.310(j)(5) and 400.Illustration B., Fig 25(a).

    Sheet 16c "2 Bedroom - 06"

11. There is a lack of clear floor wheelchair maneuvering space on the pull side of the entrance door as required by IAC Section 400.350(a) in accordance with IAC Section 400.310(j) and 400.Illustration B., Fig. 25(a).

12. **Important note**: The Federal Fair Housing Accessibility Guidelines apply to all public and common use areas and to 100 percent of dwelling units in elevator buildings. (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.) "Fair Housing First" website links below.
    http://www.fairhousingfirst.org/fairhousing/requirements.html

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Michael Porto
CA Ventures

Owner: CA Ventures "Clark Street Holdings, LLC"
Authorized Officer: Brian Morrissey
(Chief Accounting Officer)
Contact Person: Michael Porto - CA Ventures
Address: 130 E. Randolph St. Suite 2100
Chicago, IL 60601
Phone #: 312-248-2095
Fax #:
E-Mail: mporto@ca-ventures.com

P.I.N.# TBD with Subdivision
Location: 45 S. Chestnut
Rezoning: ✓ Current: R3 Proposed: R7
Subdivision: ✓
# of Lots: Current: 6 Proposed: 1
PUD: ✓ For:
Special Use: For:
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 41,987
# of Units Total: 80
4BR: 35 2BR: 39 3BR: 6 4BR: 0 35 6 39

(Petitioner: Please do not write below this line.)

	YES	NO	
1.	X		COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.	X		VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.	X		SUBDIVISION REQUIRED?
6.	X		SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

PLEASE SEE ATTACHED

1.2.17
Date

Planning & Community Development Dept. Review

January 2, 2018

REVIEW ROUND 1

Project: Southern 1/3 of Block 425 – CA Ventures
Sigwalt Apartments

Case Number: PC 17-016

General:

7. Please clarify the overall height of the building. The project narrative indicates that the building will be 62 feet in height, however, the elevations show the top of the roofline to be 63'-8" on the eastern elevation.

8. Please clarify the maximum projection of the balconies on all sides (north, south, east, and west).

9. The Plat of Subdivision will need a sticker placed over the existing Plan Commission signature block. Please provide the sticker so that it can be affixed to the document.

10. What are the estimated rent ranges for the 1-bdrm, 2-bdrm, and 3-bdrm units?

11. Overhead utilities along the northern and southern side of Sigwalt will need to be buried, pending feasibility from all utility companies as previously agreed upon.

12. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.

13. Residential units are to be approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.

14. A final construction schedule/phasing plan, including detailed information on street closures, shall be required at time of building permit for review and approval by staff.

15. Compliance with the August 15, 2017, motion of the Housing Commission will be required. Fee will be $25,000 per unit in lieu of the providing the 12 affordable housing units for a total of $300,000, to be paid at the time of building permit.

16. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.

17. Design Commission appearance will be required, which is scheduled for January 9, 2018.

18. Please provide a draft of the public hearing letter and proof of the public hearing sign for review and approval prior to sending the letter and posting the signs

19. The following Variations have been identified (based upon a 63'-8" tall building):

    a. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
    b. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.

c. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 49' setback.
d. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 49' setback.
e. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 39' setback.
f. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
g. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 63'-8".
h. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
i. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
j. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.
k. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
l. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.

Parking and Traffic:

20. The parking requirements for the site are shown below:

DEVELOPMENT	PARKING CODE USE	NUMBER OF UNITS	SQUARE FOOTAGE	PARKING RATIO	PARKING REQUIRED
Sigwalt Apartment Building	R-7 Multi-Family	80	N/A	1.5 spaces per unit	120
				Total Parking Required	120
				Total Parking Provided	120
				Parking **Surplus**/(Deficit)	**0**

As indicated above, no parking variation is required.

Prepared by: _____

45 S. Chestnut Avenue
PC #17-016
December 20, 2017

1) Landscape screening must be provided for any utility/mechanical areas located at grade so that they are fully screened.

2) A landscape compliance bond in the amount of 30% of the landscaping costs will be required. In addition, a $4 tree fee is required for each lineal foot of frontage.

HKM
ARCHITECTS + PLANNERS, INC.

ARCHITECTURE
LAND PLANNING
LANDSCAPE ARCHITECTURE
INTERIOR ARCHITECTURE

January 26, 2018

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

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-016
HKM Project No. 16031

Dear Mr. Hubbard,
Please accept the following responses to the Plan Commission Department Review Comments – Round 1, dated as indicated below.

<u>Building & Life Safety Department, dated January 2, 2018</u>

1. Project will be reviewed per 2009 IBC as mixed use "S-2" (parking garage) and "R-2" (residential) occupancy. – ok
2. The proposed construction type of the building is III-B.
3. Height and Area calculation:
   Per Table 503 for III-B
   R-2 allowed: 55' height, 4 stories, 16,000 sf/story
   S-2 allowed: 55' height, 3 stories, 26,000 sf/story
   <u>With height and area increases due to NFPA 13 sprinkler per IBC 504.2 and 506.3</u>:
   R-2 allowed: 75' height, 5 stories (max. actual for this use group in the proposed building is 5 stories + basement), 48,000 sf/story (max. actual is 28,605 sf)
   S-2 allowed: 75' height, 4 stories (max. actual for this use group in the proposed building is 1 story + basement), 78,000 sf/story (max. actual is 28,605 sf)
   Per IBC 506.5 and 508.4 for mixed and separated occupancies (dwelling units will be separated as required by other sections of the code), allowable building height shall be based on that allowed for each occupancy group based on type of construction per Section 503.1 (see above), and the allowable building area per story shall be such that the sum of the ratios of actual building area divided by allowed building area for each occupancy does not exceed 1, and the allowable

43 SOUTH VAIL AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60005
P 847.392.9200
F 847.392.9009

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overall building area shall be such that the aggregate sum of the ratios of each story shall not exceed 3.

Applying IBC 506.5 for total allowable overall building area:

1st Floor: actual to allowable for S-2 = 18,770/78,000 = 0.241

1st Floor: actual to allowable for R-2 = 9,835/48,000 = 0.205

1st Floor sum of ratios = 0.241 + 0.205 = 0.446 < 1.0 = ok

2nd Floor: actual to allowable for R-2 = 22,535/48,000 = 0.469

3rd Floor: actual to allowable for R-2 = 22,535/48,000 = 0.469

4th Floor: actual to allowable for R-2 = 22,535/48,000 = 0.469

5th Floor: actual to allowable for R-2 = 17,780/48,000 = 0.370

Total Building sum of ratios = 0.446 + (3*0.469) + 0.370 = 2.223 < 3.0 = ok

4. Occupant Load Calculation (Parking garage and Residential, both 200 sf/occ):

Basement	26,965 sf/200 = 135 occupants
1st Floor	28,605 sf/200 = 144 occupants
2nd Floor	22,535 sf/200 = 113 occupants
3rd Floor	22,535 sf/200 = 113 occupants
4th Floor	22,535 sf/200 = 113 occupants
5th Floor	17,780 sf/200 = 89 occupants

5. The 3 bedroom units have been added to the Project Data table on the Site Plan (sheet 3).
6. Horizontal separation between “S-2” and “R-2” will be a 1-hour rated assembly.
7. The North exterior wall within 5’ of the property line will have a fire-resistant rating of 1-hour.
8. Allowable area of openings calculation for the North exterior wall per IBC 705.8.1 and Table 705.8:

   There are no openings in the exterior wall that is 5’ from the north property line.

   Maximum allowed area of unprotected exterior wall openings in the wall with fire separation distance of 18.3’ (15’ to less than 20’ on Table), for a sprinklered building, is 75% in any story.

   Total area of wall of one story = 237’ * 11’-4” = 2686 sf

   Total area of unprotected openings = 1096 sf

   1096 sf / 2686 sf = 41% actual < 75% allowed
9. Exterior wall ratings will comply with Table 602.
10. The balconies are currently planned to be non-combustible.
11. At least one elevator will be provided for fire department emergency access with a cab size to accommodate the village’s ambulance stretcher requirements and

43 SOUTH VAIL AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60005
P 847.392.9200
F 847.392.9009

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be identified by the Star of Life. Elevator manufacturer's information regarding cab size and stretchers was emailed to the village previously for review and it is our understanding that the standard 3500 lb. elevators with side opening doors, which accommodate large stretchers (24x84), would be acceptable, provided the handrails do not interfere with the stretcher operation.

12. The electrical room will comply with the applicable village-adopted codes and requirements.
13. Elevator lobbies are not required because the building will have an automatic sprinkler system to comply with IBC 708.14.1, Exception 4.
14. Shaft enclosures, including those for elevators and refuse chutes, will be 2-hour fire-rated to meet the applicable village-adopted codes and requirements.
15. Permanent access to the mechanical equipment on the roof will be provided via alternating tread device in the stair enclosure.
16. The dimensions of the accessible parking stall and its access aisle have been provided on the plans.

<u>Fire Safety Division, dated December 21, 2017</u>

1. The project will conform to currently adopted codes, including the 2000 Edition of NFPA 101, Life Safety Code.
2. A complete NFPA 13 compliant fire suppression system to meet the applicable village-adopted codes and requirements will be provided.
3. An approved water supply capable of supplying the required fire flow for fire protection will be provided.
4. A fully functional fire alarm will be provided to meet village requirements and the alarm annunciator panel will be located at the front entrance.
5. Fire department communication devices will be zoned to meet village requirements.
6. The elevators will not be used as accessible means of egress since the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
7. Fire department connections will be installed to meet the applicable village-adopted codes and requirements, and will be located on the street side of the building, fully visible and recognizable from the street or nearest point of fire department vehicle access near the main front entrance unless a different location is desired by the village.

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8. Fire department connections will be installed in accordance with the NFPA standard applicable to the building system and located near the main front entrance unless a different location is desired by the village.
9. Fire department connections will be located near the main front entrance and within 100 feet of a fire hydrant.
10. Building will provide radio coverage for emergency responders to meet village requirements.
11. A Fire Lane and Truck Maneuvering Plan has been provided to identify three available fire apparatus access roads with the access road along Sigwalt stopping where the existing overhead wires are located to avoid any conflicts with the aerial apparatus. However, the developer and the Village staff will work together to determine the construction and financial feasibility of relocating the existing overhead utility lines along Sigwalt in the Village Right-Of-Row. There are 2 options that need to be obtained in order to make a final determination.
    - Option 1 – The existing AT&T and WOW overhead lines that run along Sigwalt would be relocated to an overhead line that runs south across Sigwalt to a new pole placed on the south side of Sigwalt. The existing pole on the north side of Sigwalt would remain. In addition, the ComEd overhead lines that run diagonally along Sigwalt would be relocated to run overhead, south across Sigwalt, similar to the AT&T and WOW lines.
    - Option 2 – The existing AT&T and WOW overhead lines that run along Sigwalt would be buried. In addition those lines, the existing ComEd, Comcast and AT&T lines that connect to the existing pole on the north side of Sigwalt would be buried.
12. As allowed by IBC 1009.13, since the main roof is not occupied, access will be provided by an alternating tread device and will comply with the applicable village-adopted codes and requirements.
13. The elevators will not be used as accessible means of egress since the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
14. A fire pump, if provided, will be installed to meet the applicable village-adopted codes and requirements. However, since the building's highest occupied floor level is under the 60' village amendment for classification as a high-rise buildings, the requirement for fire pump water supply to be connected to two water mains located in different streets does not apply.

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15. Access to all fire protection equipment will be provided to meet village requirements.
16. Standby power is not required for the elevators because the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
17. Shop drawings for fire alarm systems will be submitted by the General Contractor for village review prior to installation.
18. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.

Public Works Department, dated December 29, 2017

Please see attached letter from RWG.

Engineering Department, dated January 10, 2018

Please see attached letter from RWG.

Fire Department, dated December 27, 2017

1. The building will be sprinklered to meet the applicable village-adopted codes and requirements.
2. The fire department connection will be in a visible location near the main front entrance on Sigwalt Street.
3. A fire hydrant will be located within 100 feet of the fire department connection.
4. A fire alarm annunciator panel or control panel to meet village requirements will be located in the vestibule of the front main entrance.
5. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
6. Please see response to Fire Safety Division comment #11.

Police Department, dated December 21, 2017

1. The character of use is consistent with the area. – ok
2. Lighting will be provided to meet the applicable village-adopted codes and requirements with special attention given to the outside common area of the roof deck, the garden apartment patios, and the entrance/exit to the parking garage.
3. There are no traffic problems at this location. – ok
4. This is not a problem area in relation to traffic accidents. – ok

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5. Regarding street parking near the vehicle entrance/exit drive, in order to avoid removing any more public parking spaces than were necessary to provide for the access driveway, warning lights/audible bollards will be provided near the sidewalk to signal that vehicles are exiting.
6. Regarding the general comments:
   - Landscaping has been selected with concern to not create hiding locations.
   - Elevating the entry level and the use of site retaining walls between the sidewalk and the building were intended to help limit access to the grounds and the garden level patios.
   - The property management company will establish guidelines for tenant's patio furniture to avoid having it become a nuisance, and to deter theft and/or damage.
   - Emergency information/contact card was included with the initial submittal and will be kept current through all construction phases.
   - Trespass signage will be considered by property management if trespassing or loitering becomes a problem.
   - The parking provided meets the village zoning code requirement.
   - Security cameras will be installed in the private parking garage for added safety.
   - The storage area, lower level, will be secured and accessible only to residents with signage and security cameras provided.

<u>Health & Human Services Department, dated December 27, 2017</u>

1. The building will comply with the applicable sections of the Illinois Accessibility Code.
2. The public and common use areas, including mailboxes, coffee station, and trash receptacles, will comply with the applicable sections of the Illinois Accessibility Code.
3. through 11. The 20% adaptable units required by IAC will be identified when the project is submitted for building permit. The adaptable units will be designed to comply with all applicable code requirements.
12. The building and all units will comply with applicable federal regulations, including the Fair Housing Act.

<u>Planning & Community Development Department, dated January 2, 2018</u>

7. The height of the building has been revised to 60'.

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8. Since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front and exterior side yards. However, since the setback on the north is to the one-story portion of the building, the balconies on that side will all be behind that 5' setback line.
9. The Plat of Subdivision will be modified and re-submitted.
10. The estimated rent ranges are: $1,963 for 1-bedrooms, $2,864 for 2-bedrooms, $3,819 for 3-bedrooms.
11. Please see response to Fire Safety Division comment #11.
12. Move-in/move-out operations will be restricted as indicated.
13. Residential units will be rental apartments, and if conversion to condominiums is desired in the future, an amendment to the PUD will be requested.
14. A final construction schedule/phasing plan with detailed information on street closures will be provided for review and approval by staff at the time of building permit.
15. The fee required by the Housing Commission will be paid at the time of building permit.
16. School, Park, and Library contributions will be made prior to issuance of the building permit.
17. The Design Commission hearing occurred on January 9, 2018, with a re-hearing on January 23, 2018.
18. A draft of the public hearing letter and proof of the public hearing sign will be provided for review and approval prior to sending the letter and posting the signs.
19. The variations needed based on the rezoning requirements are requested by the Owner. However, for item i., since the side yard setback being requested is 5', due to the 1-story bump-out on that side of the building, the balconies will not project into that 5' setback.
20. As noted in the comments, no parking variation is being requested.

<u>Planning & Community Development Department – Landscape Items, dated December 20, 2017</u>

1. Landscaping screening will be provided for any utility/mechanical areas located at grade so they are full screened.
2. A landscape compliance bond and tree fees will be provided.

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RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

975 E. 22nd Street, Suite 400,
Wheaton IL 60189
630.480.7889
www.rwg-engineering.com

January 26, 2018

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

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-016
RWG Project #291-127-16

Dear Mr. Hubbard,
Please accept the following responses to the Village Department Review Comments – dated as indicated below.

Public Works Department, dated December 29, 2018

1. The comment is noted that the RPZ's will be sized after future review of architectural plans.
2. For the on-street parking along Sigwalt, the new plan reflects the comments/changes from the village traffic engineer, Tom Ponsot. Due to strict guidelines for site distance, future and current stop sign setbacks, Illinois Rules of the Road requirements, and certain obstacles currently located in the ROW along Sigwalt we cannot move, the plan has evolved into what is now shown on the Final Engineering. If a bump out exists on the plan, it is not able to be removed at this time.

Final Engineering, dated December 29, 2018

11. The petitioner accepts the understanding of the first comment and the review process of the village.
12. A revised engineer's EOPC was included in this submittal for both private and public improvements.
13. The Final Engineering plans were georeferenced. See cover page of plans.
14. A revised Final Plat is included in this submittal. The petitioner accepts the understanding of the plat review process of the village.
15. The previous OUMA that was signed and notarized is still accurate and able to be used.
16. The restrictor was revised to be a 2" plate instead of a 2" pipe.
17. At this time, no on-site lighting is proposed. Building mounted light fixtures will be provided to meet means of egress illumination requirements of applicable village-adopted codes.
18. Please see response for Planning Department item #4. Petitioner will work with staff to develop a plan at the time of building permit review.
19. A sight triangle exhibit was provided to Tom Ponsot for his review. The revised plan reflects his requested changes and his approval.

20. The parking along Highland was revised per Tom Ponsot's review. Adjustments were made for site distance and required setbacks for existing and future stop signs.
21. The side slope of the sidewalk was revised to 1.5%.

Final Plat of Resubdivision

22. The callout for new iron pipe monument markers was revised on the plat. Other verbiage changes were made as requested by the village.

Sincerely,

Maureen Mulligan, P.E.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

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

Subject: 45 S Chestnut Ave. – Preliminary and Final PUD for 5-Story, 80 unit Residential Housing Development. Preliminary and Final Plat of Subdivision to consolidate lots, Rezoning from R-3 to R-7 and multiple Variations (density, setbacks, building lot coverage, F.A.R., and parking)

PC#: 17-016 - Round 2

Date: February 6, 2018

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comment:

1. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than **60 inches by 85 inches**, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way doorframe.

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DEVELOPMENT DEPARTMENT

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

Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division

Date: 1/30/2018 P.C. Number: 17-016 Round 2

Project Name: Five Story 80 Unit Rental Housing Development

Project Location: 45 South Chestnut Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

1. To confirm, at least one elevator shall be provided for fire department emergency access to all floors. The elevator car size not less than 60 inches by 85 inches.

2. It is imperative that there are no utility lines that may interfere with the operation of an aerial ladder. Approval will not be granted it if is determined that there has been no change to the existing overhead utility lines as their current location could create a hazardous condition to fire operations.

-

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Date 01-30-18 Reviewed By: _____

Fire Safety Supervisor

Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: February 7, 2018
Subject: 45 S. Chestnut, P.C. #17-016 – Round 2

With regard to the developer's response #2 by RWG at 45 S. Chestnut, I have the following comments:

1) The equipment used for snow removal cannot accommodate the tight turns caused by the proposed bump outs. The developer needs to re-evaluate or provide maintenance agreement for snow removal.

C. file

PLAN COMMISSION PC #17-016
Sigwalt Apartments
45 S. Chestnut Ave.
PUD, Preliminary & Final Plat of Subdivision, Rezone, Variations
Round 2

23. The responses made by the petitioner to comments #11-15 & 18-22 are acceptable

24. The response made by the petitioner to comment #16 is noted. Restrictors between 2" and 4" must have a trap. The trash rack shown on the attached "Outlet Control Structure Detail" can be specified instead of a trap. This can be shown in the permit plans.

25. The response made by the petitioner to comment #17 is noted. Provide the catalog cuts for all building mounted luminaires at permit submittal. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

Final Plat of Subdivision:

26. This comment was made in Round 2 of the Plan Commission #17-008 and was incorporated at that time. However, this revised Plat of Subdivision reverted back and must again be changed as follows: The bold outline of the subdivision should include the portions to be dedicated, as these are within the current property ownership. The dedications should be delineated by hatching. Show the area of each dedicated space.

2/5/18

James J. Massarelli, P.E. Date
Director of Engineering

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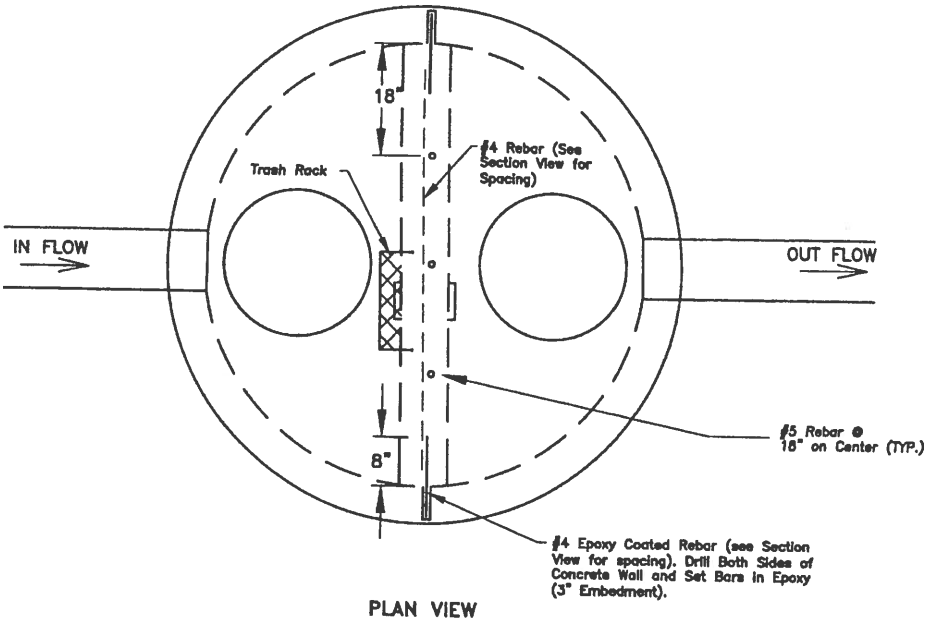
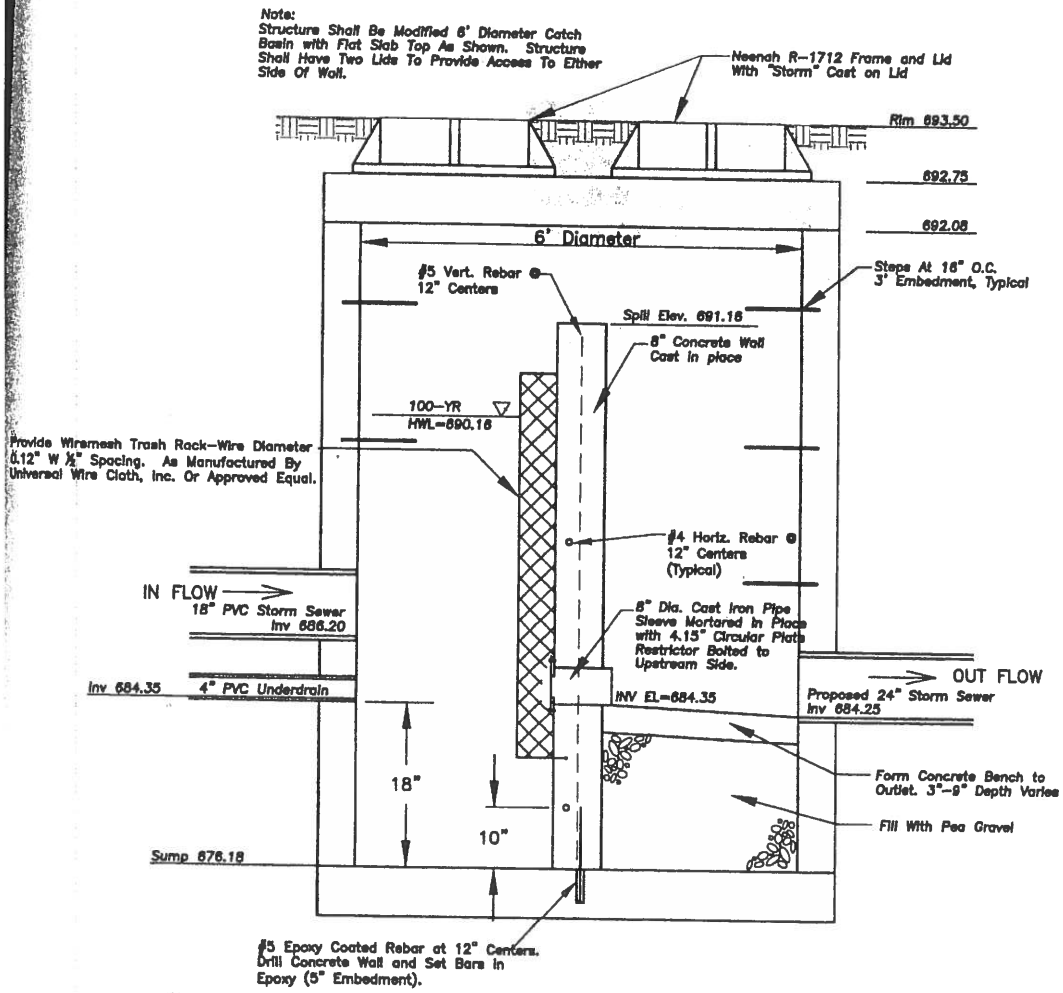


PLAN VIEW
NOT TO SCALE



OUTLET CONTROL STRUCTURE

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 17-016

Project Name CA Ventures/Sigwalt Apartments

Project Location 45 S. Chestnut Ave

Planning Department Contact Sam Hubbard

General Comments

Round 2

1) No utility lines will be allowed that interfere with aerial apparatus operations. No overhead wires are to be located on the North side of W. Sigwalt, east side of of S. Chestnut, and west side of S. Highland. No overhead wires should cross the road to the building that would interfere with aerial ladder operations.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date February 5, 2018 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Sigwalt Apartments
45 S. Chestnut Ave.
PC#17-016

Round 2 Review Comments **02/02/2018**

1. **Character of use:**
   Nothing further.

2. **Are lighting requirements adequate?**
   Nothing further.

3. **Present traffic problems?**
   Nothing further.

4. **Traffic accidents at particular location?**
   Nothing further.

5. **Traffic problems that may be created by the development.**
   Nothing further.

6. **General comments:**
   Nothing further.

#272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

#557

Supervisor's Signature

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Jeff Bohner, Environmental Health Officer JB

Date: February 7, 2018

Re: PC# 17-016. Sigwalt Apartments- 45 S. Chestnut Ave. Round 2

This Department has reviewed the plans for the property listed above and has no further comments.

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DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

February 6, 2018

REVIEW ROUND 1

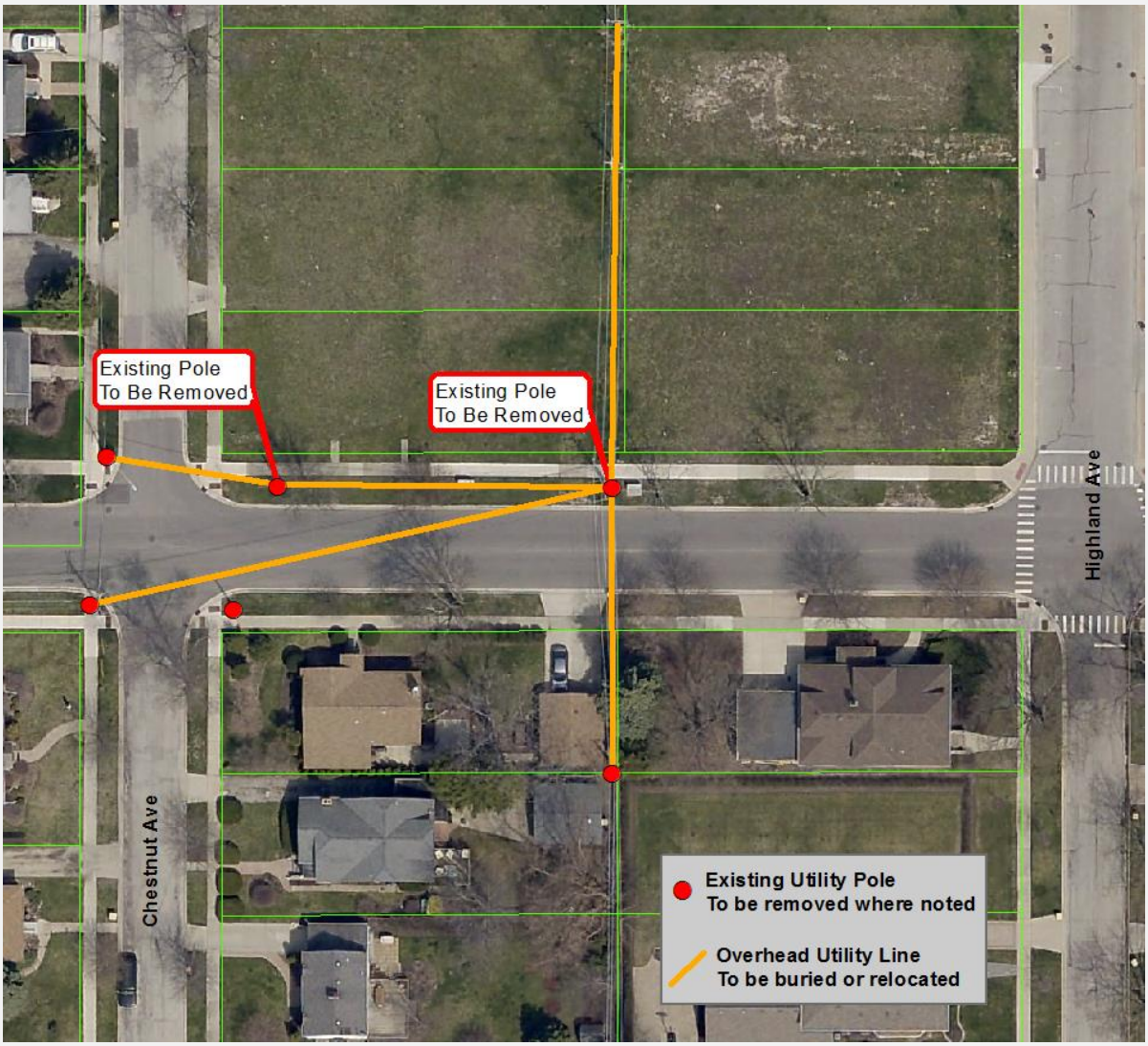
Project: Southern 1/3 of Block 425 – CA Ventures
Sigwalt Apartments

Case Number: PC 17-016

General:

21. The response to comments #7-#10, #12-#18, and #20 are acceptable.

22. The response to comment #11 is noted. For clarification, please see the graphic below, which represents the utility pole and utility lines that the Village is asking be relocated or buried. The feasibility of the burial/relocation of these utility lines and poles will be determined in conjunction with all utility companies.



23. Response to comment #19 is noted. Based on the revised building height, the following variations have been identified:

    a. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
    b. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.
    c. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.
    d. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.
    e. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.
    f. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
    g. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
    h. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front and exterior side yards.
    i. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.
    j. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
    k. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.

Prepared by: _____

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Michael Porto
CA Ventures

Owner: CA Ventures "Clark Street Holdings, LLC"
Authorized Officer: Brian Morrissey
(Chief Accounting Officer)
Contact Person: Michael Porto - CA Ventures
Address: 130 E. Randolph St. Suite 2100
Chicago, IL 60601
Phone #: 312-248-2095
Fax #:
E-Mail: mporto@ca-ventures.com

P.I.N.# TBD with Subdivision
Location: 45 S. Chestnut
Rezoning: ✓ Current: R3 Proposed: R7
Subdivision: ✓
# of Lots: Current: 6 Proposed: 1
PUD: ✓ For:
Special Use: For:
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 41,987
# of Units Total: 80
4BR: 35 2BR: 39 3BR: 6 4BR: 0 35 6 39

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	X	
2. Complies with Landscape Plan Ordinance	X	
3. Parkway Tree Fee Required (See below.)	X	

Comments:

NO COMMENTS

Coordinator 2/5/18 Date

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February 20, 2018

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

Re: Sigwalt Apartments – 45 S. Chestnut Ave.
Village PC#: 17-016
HKM Project No. 16031

Dear Mr. Hubbard,
Please accept the following responses to the Plan Commission Department Review Comments – Round 2, dated as indicated below.

Building & Life Safety Department, dated February 6, 2018

1. The petitioner will work with the Village to ensure the elevators are able to accommodate an ambulance stretcher in its horizontal position and be identified by the Star of Life.

Fire Safety Division, dated January 30, 2018

1. The petitioner will work with the Village to ensure the elevators are able to accommodate an ambulance stretcher in its horizontal position and be identified by the Star of Life.
2. The petitioner acknowledges the Village's position regarding the existing overhead utility lines. The petitioner will determine the financial and construction feasibility of relocating and burying the lines and will work with the Village to determine a solution.

Public Works Department, dated February 7, 2018

1. The petitioner will work with the Village regarding entering an agreement to address snow removal in the parking spaces along Sigwalt as part of the building maintenance.

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F 847.392.9009

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Engineering Department, dated February 5, 2018

23. The responses for Round 1 comments #11-15 & 18-22 are acceptable - ok.
24. Regarding Round 1 comment #16, the provided "Outlet Control Structure Detail" was included in the revised Engineering drawings.
25. Catalog cuts for all building mounted luminaires meeting the fixture specifications indicated will be provided at permit submittal.
26. The Plat of Subdivision has been revised to show hatched dedicated areas.

Fire Department, dated February 5, 2018

1. The petitioner acknowledges the Village's position regarding the existing overhead utility lines. The petitioner will determine the financial and construction feasibility of relocating and burying the lines and will work with the Village to determine a solution.

Police Department, dated February 2, 2018

No new comments.

Health & Human Services Department, dated February 7, 2018

No new comments.

Planning & Community Development Department, dated February 6, 2018

21. The responses for Round 1 comments #7-10, #12-18, and #20 are acceptable - ok.
22. Regarding Round 1 comment #11, the petitioner acknowledges the Village's position regarding the existing overhead utility lines. The petitioner will determine the financial and construction feasibility of relocating and burying the lines and will work with the Village to determine a solution.
23. Regarding Round 1 comment #19, the variations needed based on the rezoning requirements are requested by the Petitioner.

Planning & Community Development Department – Landscape Items, dated February 5, 2018

No new comments.

43 SOUTH VAIL AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60005
P 847.392.9200
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From: Steve Lescohier
Date: January 23, 2018 at 3:26:47 PM CST
To: "thayes@vah.com" <thayes@vah.com>, "rbaldino@vah.com" <rbaldino@vah.com>, "cblackwood@vah.com" <cblackwood@vah.com>, "tglasgow@vah.com" <tglasgow@vah.com>, "rlabdez@vah.com" <rlabdez@vah.com>, "brosenberg@vah.com" <brosenberg@vah.com>, "jscaltta@vah.com" <jscaltta@vah.com>, "msidor@vah.com" <msidor@vah.com>, "jtinglia@vah.com" <jtinglia@vah.com>
Subject: CA Ventures - Sigwalt and Chestnut Jan 24th meeting

The area targeted by CA Ventures should be defined by a development plan vision conceived by the village through its planning and development process. I cannot imagine the building proposed is what village planners had in mind for the Sigwalt & Chestnut location. The area in question is most appropriate for construction of residential units more of a transitional nature than the building proposed. In other words, this site is right for townhomes, not a high rise apartment building.

I'm sure final rejection would be a disappointment to CA Ventures. This is proposed building looks like a high density campus housing project, which fits squarely in their wheelhouse. If you define a transitional vision CA Ventures could adapt, or another firm with more experience with townhome projects could make a proposal.

Don't accept a proposal which is a mismatch for the location. Reject apartment building proposals for this site and articulate a vision which offers a better planned transition from single family zoning to the west & the downtown area to the east.

I cannot attend the 1/24 meeting, so I'll send you this note.

Regards,

Steve

On Jan 23, 2018, at 1:44 AM, M Ryan wrote:

I'd appreciate if you could kindly forward to the design commission members. I am unable to attend the design commission meeting of Jan 23, 2018.

I respectfully ask that the Sigwalt Apartments proposal be denied reconsideration. Despite the proposed changes, the changes are minimal at best. This design is still not harmonious to the immediate neighbors to the west and south, many of whom live in homes nearly, if not in excess of, 100 years old. The revised proposal would still require too many variances and I believe will make both vehicular and pedestrian traffic in the area unsafe. The Sigwalt Apartments are simply too large on too small a lot with too many variances.

Please be assured, I do support development of this area; however, I believe the Sigwalt Apartments will not be a beneficial addition to the downtown area. The master downtown redevelopment plan is dated and does not reflect the current immediate neighborhood, the improvements as well as investments homeowners have made over the course of the last ten years.

Although we may or may not agree on this issue, I sincerely thank you all for your service to the Village of Arlington Heights.

Mary Karavas
115 S. Chestnut Ave.
Arlington Heights, IL 60005

From: Garry Wicka
Date: January 24, 2018 at 10:07:47 PM CST
To: <thayes@vah.com>, <rbaldino@vah.com>, <cblackwood@vah.com>, <tglasgow@vah.com>, <rlabedz@vah.com>, <brosenberg@vah.com>, <jscaletta@vah.com>, <msidor@vah.com>, <jtinaglia@vah.com>
Subject: Growth in the Downtown area

To all: I am sure you are tired of getting communication or complaints about how horrible all the new development is going to be in the Arlington Heights area. So am I. This email is not to complain, but rather let you know that smart, sustainable growth in the village is very welcomed.

I believe there is a large portion of the Arlington Heights population that truly supports the village's long term growth plan and are excited to see that we are actually bringing in new development, unfortunately I believe this is being drowned out by a small portion of the residents who for some reason believe that any new development is horrible.

As you are looking at proposals for the downtown area continue to think about how we can increase the density, but please also ensure this comes with incremental parking, incremental traffic systems, incremental safety coverage (police, ambulance, safe drives home, etc...) If these can grown in unison we can continue to ensure that our village/town can continue to prosper. When we moved from Austin TX we picked Arlington Heights for several reasons, but one of the major ones is that there was a growing a prosperous downtown - this is truly one of the major assets of Arlington Heights.

So please do not let small majority ruin a great plan for continued growth in Arlington Heights.

Yours truly,
Garry Wicka

8 N Ridge Ave
Arlington Heights, IL 60005

From: Maria Vennewitz
Sent: Sunday, February 18, 2018 12:55 PM
To: Hayes, Thomas <thayes@vah.com>; John Peck
Subject: Re: Letter of concern for block 425 devlopment

Dear Mayor Hayes,
To reiterate comments in my past submission re: parcel 425. I remain concerned regarding the absence of green space in this proposal. A recent post on Next Door is a fine example of current issues with other downtown residents that lack green space for their pets. I assume dogs/owers using Harmony Park are residents that live in neighboring high-rise buildings. And while this post is about not cleaning-up, another resident notes that dogs are not even allowed in the park. The lack of compliance here points to the absence of dog green space, as well as disregard for code.

Please recognize that the current situation does not accommodate dogs reasonably well and you have an opportunity to address this going forward with subsequent developments that allow dogs (i,e, CA Ventures). I urge you to consider this point, as well my other concerns, for the constituents that you represent. I appreciate the consideration.

- **Green space-** the development lacks reasonable green space, and will host pets. These two don't environmentally add-up for the neighborhood. I urge you to stand at the corner of Dunton Tower apartments any day of the week and count the number of residents that flood to the single family homes to relieve pets. This is not hygienic for homeowners, and could be abated with proper planning.

Regards,
Maria Vennewitz

Marcie Fleming, Arlington Hts Pioneer Pk

Dog Poop

I know it's cold outside. I know there are times when the grass and sidewalks are covered in snow. But, please...pick up your dog's poop after they potty outside in public spaces. It may seem like an inconvenience to you, but it's not that difficult. I pick up after my puppy EVERY TIME. I even knocked on a neighbor's door to get a bag when I forgot to bring one with me. The downtown area, where Santa was set up during Christmastime, was covered in dog poop yesterday because the snow had melted. It was disgusting and unsanitary. Please be considerate of your neighbors. Thank you! Ok, I'm done with my rant. Enjoy the rest of your weekend :-)

30m ago · 29 neighborhoods in General

On Mon, Oct 16, 2017 at 10:36 AM, Maria Vennewitz wrote:

Dear Mayor Hayes,

I am a home owner in Arlington Heights for the past 14 years; currently living at 39 South Mitchell Avenue near the central business district. This letter stands to inform you of my concern with the development proposal for block 425. This development is ~150 feet East of my single family home. And while I'm eager for development, I regret I cannot support this given the current proposition:

- **Density**- plan exceeds ideal size of a building on a lot size of such; set back and height are primary worries. While similar rental residences have been sited, none are positioned with balconies that face single family homes, or were built in the past decade where city planning should be committed to historic properties.

- **Central Business District rental vacancies**- this proposal does not address an unmet need in apartment rentals in the neighborhood. Approximately 50 apartments are vacant this morning on Zillow.

- **Luxury vs. mid-tier housing**- while the developer boasts luxury, this is actually a mid-tier rental given the amenities and price point.

- **Revenue**- mid-tier renters spend greater share of their income on core needs, such as housing, transportation, and food, than higher-income renters. This income bracket is less likely to drive growth in the central business district on discretionary items and drive growth that is needed to maintain and grow Arlington Heights.

- **Parking**- Overflow parking will impact the narrow neighboring streets that currently allow only one car passing when parking on both sides.

- **Green space**- the development lacks reasonable green space, and will host pets. These two don't environmentally add-up for the neighborhood. I urge you to stand at the corner of Dunton Tower apartments any day of the week and count the number of residents that flood to the single family homes to relieve pets. This is not hygienic for homeowners, and could be abated with proper planning.

- **Design**- The neighborhood is not modern, nor even slightly transitional. My home is ~90 years old and we've invested money to maintain the look and feel of the historic area.

- **Comprehensive Plan**- The lack of visibility to the greater comprehensive plan seems financially unfair. With each investment in my home, and subsequent building permit, it would have been helpful to best know my investment was at risk for resale.

While I understand the value of development, and wish to see this happen sooner than later, I believe this opportunity is not correct as positioned. My solutions include reducing the foot print of the proposal to address parking, set-up and create a green space. And while this may reduce the short term profit, it may then create a luxury rental that has the discretionary income spend that will drive growth in Arlington Heights.

Thanks for your prompt attention.

Kind regards,
Maria C Vennewitz

Theresa Jordan
125 S. Chestnut Ave.
Arlington Heights, IL 60005

February 20, 2018

Village of Arlington Heights President and Board of Trustees
Mayor Thomas Hayes (thayes@vah.com)
Trustee Richard Baldino (rbaldino@vah.com)
Trustee Carol J. Blackwood (cblackwood@vah.com)
Trustee Thomas Glasgow (tglasgow@vah.com)
Trustee Robin LaBedz (rlabedz@vah.com)
Trustee Burt Rosenberg (brosenberg@vah.com)
Trustee John Scaletta (jscaletta@vah.com)
Tristee Mike Sidor (msidor@vah.com)
Trustee Jim Tinaglia (jtinaglia@vah.com)

RE: Block 425 Development Proposal by CA Ventures

Dear Mayor Hayes and Village Board Members:

As a 17-year resident of Arlington Heights and an Environmental, Health and Safety Engineer, with children in the public schools, **I am writing to you to ask the Village Board to vote not to approve the Proposal by CA Ventures for a 5-story apartment building on Block 425 when it comes before you.** While I fully support development of the vacant land on Block 425, it must be appropriate to the neighborhood and add value to the community. The current proposal does neither, whereas a smaller, more high-end development would be an asset to the Village.

The proposed development will have 80 units, and require 12 variances to a wide variety of Village requirements[1]. I have attended several public meetings at which the renderings of the building and its appearance have been presented and have directly spoken with the developers and the architect. Based on this information, I am writing to you to express the following serious concerns with the proposal, its impact on the surrounding neighborhood and the greater Village of Arlington Heights community.

1. **An increase of traffic will pose safety threats to the neighborhood and worsen the availability of parking that is already scarce.**

The streets in this neighborhood, such as South Chestnut Ave, are more narrow than the current Village standard. In addition, many nearby side streets have uncontrolled intersections, or intersections controlled with only Yield signs or 2-way stop signs. The increase in traffic due to this proposal will result in a large increase in the number of cars driving thru the immediate and surrounding (e.g., Pioneer Park) neighborhood every day – a neighborhood that includes two schools (Wayside and South Middle

[1] CA Ventures letter to "Neighbors" dated December 11, 2017

School). In the past six months alone, there have been at least three serious accidents within two blocks of this location (to the west and south), with cars that have been totaled, flipped, and even one with a driver who had to be cut out of their car by first responders. We can expect that these incidents will increase with increased traffic, posing serious threats to the safety of all pedestrians but especially the numerous neighborhood children – children who play outside and walk to and attend local schools. In addition, public parking in this neighborhood is already scarce and the additional parking load that will be drawn by this development cannot be accommodated.

2. **Overload of the existing storm/sanitary sewer system will increase the likelihood of sewer back-ups and flooding of homes and property, resulting in unnecessary costs and a burden to current residents.**

The impact of 80 additional toilets, showers, dishwashers and washing machines discharging daily into the current combined storm/sanitary sewer system in this part of the Village will increase the likelihood of sewer backups in the neighborhood. My house, along with many others nearby, has experienced multiple sewer backups in the last 6 years, resulting in raw sewage flooding our homes. These incidents create a burden of costs for clean-up and restoration that can run into thousands of dollars, not to mention the time and effort involved. The only current remedy is for individual homeowners to install Sewer Backup Prevention systems which can cost up to $15,000 per house. The Village currently will reimburse homeowners up to $11,250 if they choose to do this. Requiring residents and the Village to pay for mitigation of stormwater management issues created by overly-large developments such as this is completely unacceptable and fiscally irresponsible.

3. **The beauty of the neighborhood will be diminished by such a large, out-of-place building**

Downtown Arlington Heights is filled with beautiful buildings and thoughtfully-planned public spaces such as Harmony Park. This has drawn many people who wish to live close to these vibrant areas, and as a result, homeowners have invested significant amounts of money in remodeling older homes as well as building new single-family homes on the streets surrounding block 425. A 5-story building will be a visually-jarring, out of place addition to this neighborhood. It is simply too tall and too dense for this location, especially given it would be surrounded by single-family homes on two sides. It is also plain and unadorned in design, giving it a "cheap" appearance that is not at all in keeping with other newer buildings closer to the downtown area.

4. **The current Comprehensive Plan for this area is out-of-date and mis-leading and will contribute to ill-informed decisions about this proposal.**

The 11-year-old Comprehensive Plan that shows a multi-unit building in this location amidst "single family attached" and "multi-family" homes is out of date and no longer reflects the reality of how the Village has grown. Reviews of the current proposal which include this Comprehensive Plan mis-lead Village staff, Commission members, and Trustees into thinking that this type of building is appropriate to the location, when in reality it would negatively impact the community. A proposal that consists of smaller buildings with more expensive detailing and finishes is a better fit for this location. It would make a more appropriate transition between taller buildings to the north and east and the single family homes which are immediately to the south and west of this block. It would also have a much smaller impact on public utilities and local traffic.

5. **Arlington Heights Building Code is not met and the large number of variances requested are not justified per Village ordinance**

This proposal requires variances from 12 different elements of the Arlington Heights Building Code. The variances requested are for significant elements of the design, including lot size, lot coverage, building height, massing, building setbacks, loading zones, and more. The excessive number of variances requested is a clear indication that this proposal does not fit with this location. Furthermore, the Village of Arlington Heights Municipal Code, Chapter 28 "Zoning Regulations" states that variances from zoning regulations should be authorized only when conformance would impose "unusual practical difficulties or particular hardship" to the applicant. With regard to the current proposal, this is simply not the case. The criteria for determining such hardship are defined in the regulation, which states: *"In its consideration of the standards of practical difficulties or particular hardship, the Plan Commission shall require evidence that (1) the property in question cannot yield a reasonable return if permitted to be used only under the condition allowed by the regulation in that zone; and (2) the plight of the owner is due to unique circumstances; and (3) the variation, if granted, will not alter the essential character of the locality. A variation shall be permitted only if the evidence, in the judgment of the Plan Commission, sustains each of the three conditions enumerated."* In the case of this proposed development, **none** of these conditions are met. In fact, there are several alternative development scenarios which would generate profit for the owner given current market conditions. Right across the street at 26 S. Chestnut Ave, for example, a newly-built single-family home was sold on January 4, 2018 for $840,000; it was built on an empty lot that was purchased in 2015 for $200,000. This clearly demonstrates that these properties can be feasibly developed **without hardship** under existing zoning as single-family homes, as the 3 lots on Chestnut Ave included in this proposal were purchased by the current owner for $157,000, $215,000 and $232,000. Additionally, this proposed development **would** "substantially alter the essential character of the locality," given it would be surrounded by single-family homes on 2 sides. Therefore, there is no justification for authorizing the variances requested.

In closing, I would like to thank you for your consideration of the information and the views I have presented in this letter. Once again, I urge the Village Board to vote to **not approve this proposal** and instead encourage the Village to support more appropriate development for Block 425 that will enhance the beauty of the neighborhood and serve as an asset to our community.

Sincerely,

Theresa Jordan

Theresa Jordan

CC:
Mr. Charles Witherington-Perkins, Director of Planning and Community Development
Mr. Randy Recklaus, Village Manager

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BLOCK 425 PROTEST PETITION

Protest Petition Against DC#17-156 - Sigwalt Apartments - 45 S. Chestnut Ave. - Multi-Family

The purpose of this petition is to invoke Chapter 28, Section 15.6, such that the approval of any amendment regarding the above listed development will not be passed except by the favorable vote of two-thirds of all members of the Village Board.

We, the undersigned, are owners of frontage of property immediately adjoining or across an alley from or directly opposite frontage which is proposed to be altered. The attached signatures comprise greater than 20% of the owners described above, per Chapter 28, Section 15.6.

VILLAGE CLERK
FEB 06 2018
Village of Arlington Heights

Signature of Property Owner

Property Owner(s): KARI + DAN DWYER

Address: 30 S. Chestnut Ave.

Signature(s): _____

_____

Notary:

Subscribed and sworn to before me this 24th day of January

Notary Public: Mary K. Carlson

State Of: Illinois

County Of: Cook

My Commission Expires: January 30, 2021

Stamp:

MARY K CARLSON
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
January 30, 2021

Signature of Property Owner

Property Owner(s): Edward J. & Gabriela A. Rojek

Address: 104 South Highland Ave. Arlington Heights.

Signature(s): _____

_____

Notary:

Subscribed and sworn to before me this 9th day of January

Notary Public: Mary K. Carlson

State Of: Illinois

County Of: Cook

My Commission Expires: January 30, 2021

Stamp:

MARY K CARLSON
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
January 30, 2021

Signature of Property Owner

Property Owner(s): Douglas A. Bean + Vera M. DeGiorgio

Address: 102 S. Chestnut Ave., Arlington Heights, IL

Signature(s): Douglas A. Bean

Vera M. DeGiorgio

Notary:

Subscribed and sworn to before me this 9th day of January 2018

Notary Public: Peter Niemczak

My Commission Expires: October 23, 2018

Stamp:

PETER NIEMCZAK
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
October 23, 2018

Signature of Property Owner

Property Owner(s): Lou & Donna Greifenstein

Address: 38 S. Chestnut Ave AH 60005

Signature(s): Donna Greifenstein

Lou Greifenstein

Notary:

Subscribed and sworn to before me this 26th day of January

Notary Public: Mary K. Carlson

State Of: Illinois

County Of: Cook

My Commission Expires: January 30, 2021

Stamp:

MARY K CARLSON
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
January 30, 2021

Signature of Property Owner

Property Owner(s): Keith Allen Kathy Allen

Address: 46 S. Chestnut Arl. Hts.

Signature(s): K. Allen

Kathy Allen

Notary:

Subscribed and sworn to before me this 2ND day of FEBRUARY 2018

Notary Public: PETER NIEMCZAK

State Of: ILLINOIS

County Of: COOK

My Commission Expires: OCTOBER 23, 2018

Stamp:

PETER NIEMCZAK
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
October 23, 2018

Signature of Property Owner

Property Owner(s): Darko Gusic & Emeline Gusic

Address: 42 S. Chestnut Ave. Arlington Hts. IL 60005

Signature(s): Darko Gusic

Emeline Gusic

Notary:

Subscribed and sworn to before me this 18th day of JANUARY 2018

Notary Public: PETER NIEMCZAK

State Of: ILLINOIS

County Of: COOK

My Commission Expires: OCTOBER 23, 2018

Stamp:

PETER NIEMCZAK
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
October 23, 2018

PLAN COMMISSION PROJECT TIMELINE

Project Name: Sigwalt Apartments/CA Ventures
PC Number: 17-016
Location: 45 S. Chestnut Avenue
Requested Action:

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a five story, 88 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.
4. Multiple Variations

	Date	# of Business Days
Met with applicant to discuss plan revisions	12/6/17	-
Awaiting Petitioner PC Application	12/18/17	8
PC Application Submittal Date	12/18/17	-
1st Round Department Comments	1/10/18	14
Petitioner's Response – 1st Round	1/26/18	11
2nd Round Department Comments	2/8/18	11
PC Hearing	2/28/18	48 days from application date
Village Board	3/5/18	3
Anticipated Village Board Ord. Adoption	3/19/18	10