WHEELING PLAN COMMISSION
THURSDAY, NOVEMBER 2, 2017 6:30 P.M.

AGENDA FOR A REGULAR MEETING OF THE PLAN COMMISSION
to be held in the Board Room of the Village Hall
2 Community Boulevard, Wheeling, Illinois

This meeting will stream live and be televised on Wheeling's Cable Channels 17 & 99

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1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. CHANGES TO THE AGENDA

5. CITIZEN CONCERNS AND COMMENTS

6. CONSENT ITEMS - none

7. ITEMS FOR REVIEW

A) Docket Nos. 2017-15, PC 17-18 and SCBA 17-43
Uptown 500 (formerly Uptown 501)
500 W. Dundee Road (formerly 501 W. Dundee Road)
(2017-15) Final Planned Unit Development Approval of a Mixed-Use Retail and Residential Development
(PC 17-18) Approval of a Preliminary Plat of Subdivision
(SCBA 17-43) Appearance Approval of Freestanding Signs

8. APPROVAL OF MINUTES – none

9. OTHER BUSINESS

10. ADJOURNMENT

IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE AUXILIARY AID SUCH AS A SIGN LANGUAGE INTERPRETER, PLEASE CALL (847) 459-2600 AT LEAST 72 HOURS PRIOR TO THE MEETING.

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Jones, Senior Planner

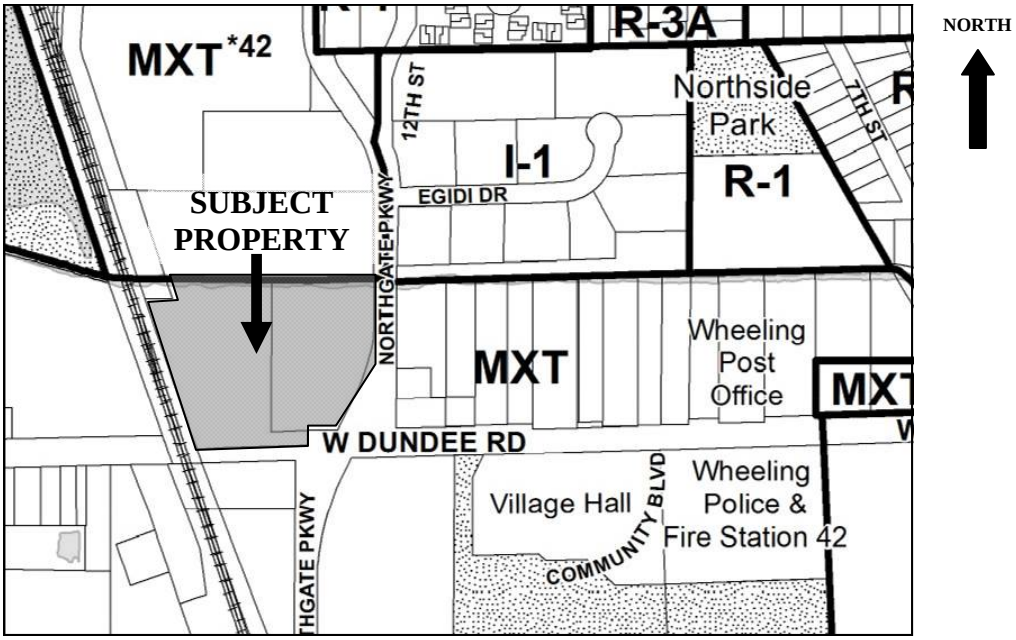
RE: **Docket Nos. 2017-15 & PC 17-18**
Uptown 500 (formerly Uptown 501)
500 W. Dundee Road (formerly 500 W. Dundee Road)
(2017-15) Final Planned Unit Development Approval of a Mixed-Use Retail and Residential Development
(PC 17-18) Approval of a Preliminary Plat of Subdivision
(SCBA 17-43) Appearance Approval of Freestanding Signs

DATE OF REPORT: October 30, 2017

DATE OF MEETING: November 2, 2017

PROJECT OVERVIEW: The petitioner is seeking Final Planned Unit Development (PUD) approval to construct a mixed use development at the vacant northwest corner of Dundee Road and Northgate Parkway, which is zoned MXT Transit Oriented Mixed Use District. The proposed development consists of a mixed use building with 12,000 sq. ft. of retail, 262 residential units, and a parking garage. The petitioner is also seeking preliminary plat approval and appearance approval of freestanding signs.

LOCATION MAP:



Applicant Name:	DAC Developments, LLC
Property Owner:	Uptown 500, LLC
Common Property Address:	Located on the northwest corner of Dundee Road and Northgate Parkway.
Neighboring Property Land Use(s):	North: Multi-Family (Northgate Crossing) South: Commercial (Town Center) West: Commercial (Lynn Plaza) East: Vacant land
Comprehensive Plan Designation:	Transit Oriented Mixed Use
Property size:	7.65 acres (total lot) 290,500 sq. ft. (262 residential units) 12,000 sq. ft. (retail)
Existing Use of Property:	Vacant
Proposed Use of Property:	Mixed-use multi-family residential and commercial
Existing Property Zoning:	MXT Transit Oriented Mixed Use District

Previous Zoning Action on Property:

2017-3 Ord. No. 5099, granted Preliminary PUD approval for a mixed use retail and residential development (Uptown 501), on 7/17/2017.

DESCRIPTION OF PROPOSAL

The petitioner is requesting Final Planned Unit Development approval to facilitate the construction of a mixed use development consisting of a five story apartment building with 262 residential units, an integrated parking garage and 12,000 sq. ft. of retail space. The five story structure wraps around a courtyard that hosts multiple recreational opportunities for the residents, including ample green space, a swimming pool and a patio. Adjacent to the courtyard is a 9,500 sq. ft. multi-story club and amenity complex for residents, which includes an exercise/yoga studio, café, and an on-site leasing/management office. The residential units include 40 studio units, 111 one-bedroom units, and 111 two-bedroom units, and five two-bedroom "townhome" units. In addition to the main courtyard amenity area, the plans feature outdoor space on the 5th floor.

The applicant has provided a detailed Project Narrative, which discusses all aspects of the project, a Statistical Summary, and a List of Variations.

SUMMARY OF UPDATES SINCE PRELIMINARY PUD APPROVAL

On July 17, 2017 the Village Board passed Ordinance No. 5099, granting Preliminary PUD approval for Uptown 501 (now named Uptown 500). The following is the list of conditions attached to Ordinance No. 5099 **with staff updates provided in bold**:

1. The final PUD submittal shall address the specific items from the Fire consultation and

Engineering consultation as summarized in the Staff Report; **See the comment memos provided by the Fire Department and Engineering Division.**

2. The final PUD submittal shall include a more specific tenant mix table for the retail space in order to establish a maximum ratio of restaurant space and reflect any use guidelines contained in the redevelopment agreement. Also, demonstrate how the parking demand will be met by the proposed tenant retail mix; **The Statistical Summary describes the parking requirement for the proposed 12,000 sq. ft. restaurant.**
3. The final PUD submittal shall provide a summary of the outcome of the preliminary meeting between IDOT, the petitioner and Staff; **Due to the intersection of projects (Uptown 500 and Wheeling Town Center), it is staff's suggestion that the Village take the lead on coordinating the IDOT right-of-way work. This coordination will require a joint agreement between all three parties. The Village Attorney is currently drafting this agreement.**
4. The building elevations for the north façade shall be very similar to the residential section of the Dundee Road south elevation. A plan shall be provided at final PUD; **The Elevation Plans have been provided.**
5. For the materials identified as accent brick B and field brick A, real masonry, not cement panels, shall be used; **The Elevation Plans indicate the use of Endicott brick for the Accent Brick, Field Brick A and Field Brick B.**
6. The final PUD submittal shall include a delineated irrigation plan; **An Irrigation Plan is provided.**
7. The final PUD submittal shall identify the designated guest parking and land banked parking areas; **The guest parking is identified on the Site Plan. It does not appear that landbanked parking is planned.**
8. The final PUD submittal shall include detailed floor plans; **Floor Plans are provided.**
9. The final PUD submittal shall include a snow removal plan; **A Snow Removal Plan is provided.**
10. Consider adding a water feature to the southeast corner of the site; **The project does not include a water feature.**
11. The final PUD submittal shall provide greater detail regarding the townhome elevations and interior courtyard elevations. Also, all elevation plans shall be in color with materials clearly labeled; **The Elevation Plans address these requests.**
12. Consider adding pedestrian amenities to the fire lane. **Benches, landscaping, and a dog wash station have been added.**

ROLE OF PRELIMINARY AND FINAL PUD REVIEW

The purpose of the Preliminary Planned Unit Development (PUD) approval is to provide a formal approval of the basic elements of the plans that have been discussed in the informal Concept Review. Please see the following excerpt from the Zoning Code for a more detailed

description of the role of the Preliminary PUD approval. Final PUD plans must be in substantial conformance with the materials attached to the preliminary approval ordinance.

The following table summarizes the differences between a Preliminary and Final PUD plan. For a complete description of the requirements for each type of application, see Chapter 9 of the Zoning Code:

Preliminary PUD	Final PUD
Written plan describing the project and how the various standards for a PUD are to be met.	Same.
Maximum projected figures for the following elements: dwelling units, buildings, bedrooms, paved area. Projected number of parking spaces and bike parking spaces. Minimum amount of land to be landscaped open space.	Actual count of the items listed for preliminary review plus the amount of land to be devoted to accessory structures areas.
A map of features within 500'	A map of features within 1000'
Plat of survey	Same.
Scaled existing conditions plan.	Same.
A site plan showing general locations of buildings, building uses, approx. building heights, open spaces, setbacks, buffers, access to existing and proposed streets, pedestrian and vehicular circulation, parking and loading.	Actual locations of items listed for preliminary review plus refuse collection facilities and exterior lighting.
General information on proposed signage.	Detailed sign information.
Preliminary landscaping plan.	A final landscape plan showing details of all proposed plantings and screening elements including parkway trees.
Pictures of the site and surrounding context	Same.
Any additional materials required by staff.	Materials required as a condition of preliminary approval.
Preliminary list of code relief (variations).	Final list of code relief (variations).
Preliminary elevations	Final exterior elevations for all buildings.
Preliminary engineering	Detailed engineering (Site Grading Plan & Site Utility Plan)

The petitioner has met the submittal requirements for review of Final PUD.

CODE RELIEF REQUESTED

In conjunction with most Planned Unit Developments, the petitioner requests some form of code relief from Title 19 (Zoning), Title 21 (Signs) and/or Title 17 (Planning, Subdivision, and Developments) in order to provide for a development of a particular character or layout. A complete list of the required code relief must be submitted with a Final PUD plan, while a projection of the code relief is sufficient for a preliminary PUD plan. At Preliminary PUD, staff had identified zoning variations related to minimum unit size and open space. However, the plan has been slightly modified since Preliminary PUD approval so that those variations will not be necessary at Final PUD. The following is the requested list of code relief at Final PUD:

1. Building Height: The maximum allowed building height is 50 feet and four stories. The proposed structure has a height of approximately 60 feet and is five stories. The exact height is not clearly identified in the elevation plans. The top of the parapet is listed at 56’4”. The top of the mechanical screenings is 59’8”. However, according to the project architect, the garage stair tower and/or elevator shafts may be at high as 64 feet.
2. Building Setbacks: The required minimum side and rear building setback is the height of the building (60 feet). The proposed rear (west) building setback is 38 feet, which abuts the railroad. The proposed side (north) building setback is 59 feet.

3. Parking Setback: The required minimum setback for a parking stall is 10 feet. Due to the proposed dedication of 20 feet of right-of-way, the minimum parking setback along Northgate Parkway will be 8.5 feet.
4. Residential Density: The proposed density is 34.5 units/acre. The maximum allowed density is 20 units/acre.
5. Sign Variations: Freestanding signs are required to be at least 300 feet apart. Additionally, no more than one freestanding sign is permitted per street frontage. Lastly, the signs are required to have 10 foot setbacks. The proposed development would have four signs that are less than 300 feet from each other and that have less than 10 foot setbacks.
6. Required Parking: The residential parking requirement for the mix of units totals 506 spaces (257 for the studio and 1-bedroom, 244 for the 2-bedroom, and 5 visitor stalls). The development, as proposed, would provide 441 total stalls (411 garage and 30 surface) for the residential building. This is a variation of 65 parking stalls for the residential uses. See additional discussion under **Total Number of Parking Spaces**.

SITE PLAN REVIEW

Scale of Site Plan: 1"= 30'

Proposed General Site Layout: Access to the site will be provided by a single right-in/right-out driveway on Dundee Road, a full access drive near the creek along Northgate, and a right-in/right-out aligned with the courtyard driveway. The residential building provides access to open space in a large courtyard at the ground level. The five units to the west of the retail space also have access to private patios.

The building is positioned so that there is parking in front of the retail area, and the retail is visible from the Dundee/Northgate intersection. The residential parking garage is located at the west side of the building, visible to the railroad tracks but otherwise hidden.

Site Access and Vehicle flow: The northernmost access drive on Northgate is the only full access drive is intended to align with the likely location of the access to the development across the street. Residential traffic would be somewhat separated from retail traffic as the entrance to the garage is within the courtyard area. The service area for the building is at the southwest corner of the site.

Traffic Study / Roadway Improvements: A traffic study was provided at Preliminary PUD, which incorporates improvements to the Dundee / Northgate intersection. These improvements would be in addition to the modifications associated with the Wheeling Town Center plans. The most significant improvement is the widening of Northgate to provide dual right turn lanes onto westbound Dundee Road. According to the traffic study, this will allow the southbound stacking during the evening peak period to be reduced by as much as 800 ft. The inner right turn lane would taper and allow for adequate space for a right turn lane into the development from Dundee. It should be noted that the development would dedicate additional right-of-way on

Dundee so that a third lane of westbound traffic across the railroad tracks would be possible in the future.

Due to the intersection of projects (Uptown 500 and Wheeling Town Center), it is staff's suggestion that the Village take the lead on coordinating the actual intersection improvements in the IDOT right-of-way at Dundee Road and Northgate Parkway. This coordination will require a joint agreement between all three parties. The Village Attorney is currently drafting this agreement. A condition of approval has been added to the motion that in accordance with the timing set forth in this project's Redevelopment Agreement (or prior to permit issuance), this agreement must be executed by all three parties.

Total Number of Parking Spaces:
The residential parking requirement for the mix of units totals 506 spaces (257 for the studio and 1-bedroom, 244 for the 2-bedroom, and 5 visitor stalls). The development, as proposed, would provide 441 total stalls (411 garage and 30 surface) for the residential building. This is a variation of 65 parking stalls for the residential uses.

Parking is also required for the 12,000 sq. ft. of retail space. If the parking requirement was calculated based upon a speculative retail use (requiring 5.5 stalls/1,000 sq. ft.), then only 66 stalls would be required. In the project description, the petitioner indicates its targeted retail tenant will be food/beverage (restaurant use). The exact parking requirement for this space cannot be calculated at this time without a specified end user. In the Statistical Sheet Summary, the petitioner provides an analysis for a hypothetical 12,000 sq. ft. restaurant. It is calculated that this restaurant would require 185 parking stalls. The site plan, as shown, would provide 101 surface stalls and 12 garaged stalls (for employees) for a total of 113 stalls. The actual parking provided computes to at 9.5 stalls/1,000 sq. ft. for the hypothetical 12,000 sq. ft. restaurant tenant. As a frame of reference, an industry standard for restaurants is a requirement of 10 stalls/1,000 sq. ft. Thus, the proposal demonstrates that it exceeds the parking requirements for speculative retail and nearly meets the industry standard for restaurant parking. However, the Village Code parking requirement for restaurants is based upon specific seat and employees counts. Therefore, no parking variation for the retail component of this PUD is required at this time. If and when a specific restaurant is proposed, parking for that user will be examined through the special use review process.

Note: Handicapped parking is not shown on the site plan. Since accessible parking is required, the total number of spaces will be reduced. It is estimated that the surface parking will be reduced by five stalls. A condition of approval has been added to the motion that would allow for a reduction in the total required parking in order to meet the requirements of the Illinois Accessibility Code. The Plan Commission may wish to discuss this impact on the project with the petitioner.

Bicycle Parking: The variation data sheet indicates that the building will accommodate storage for 132 bicycles for residents. However, the first floor plan shows bicycle locker room with storage for 175 bikes and a bike repair shop. The code requires one bicycle parking space for every two residential units. Notations for bike racks are also shown on the site plan at each end

of the retail space. The List of Variations sheets indicate there will be 20 bike parking stalls for retail users. It appears that the parking requirements for bicycles is met.

Building/Unit Size: The Statistical Summary sheets list the building footprint as 102,483 sq. ft., with 262 units and 12,000 sq. ft. of retail. Since the Preliminary PUD hearing, the total number of units has been reduced from 264 and the minimum unit size of the studio units have been increased. No variation is required for the minimum unit sizes. However, there are inconsistences on the size of the units and types of units listed on the List of Variations sheets and the Floor Plans. The List of Variations sheets indicate there are three-bedroom units. The floor plans show studios, one-bedrooms, two-bedrooms, and townhomes (two-bedrooms). The sizes of the two-bedroom and townhome units on the floor plans exceed the sizes listed on the List of Variations. The Plan Commission should request clarification on the types and sizes of each residential unit.

The exact building height is not clearly identified in the elevation plans. The proposed structure has a height of approximately 60 feet and is five stories. The top of the parapet is listed at 56'4". The top of the mechanical screenings is 59'8". However, according to the project architect, the garage stair tower and/or elevator shafts may be at high as 64 feet. Staff suggests the PUD identify height variations to allow for the main building height of 60 feet and for the garage stair towers and/or elevator shafts to have heights of 64 feet.

Site Lighting: Four sheets of lighting plans are provided. The site lighting includes a mix of pole lights, building-mounted fixtures, and an array of ground-mounted fixtures for the courtyard.

Trash Enclosure: It appears that all of the trash for the residential units and retail space will be collected from a single service area at the southwest corner of the building.

Ownership: The subject property is owned by the applicant.

Sidewalks / Pedestrian Access: The existing sidewalk on Dundee would be replaced in conjunction with the development, and the temporary walk along Northgate would be rebuilt as a permanent sidewalk providing access from Dundee to the bridge over the creek. The petitioner is proposing crosswalks to access the building at the two right-in/right-out driveways, as well as a diagonal access connecting the retail plaza and the intersection.

LANDSCAPING PLAN REVIEW

Existing Landscaping to Remain: An existing conditions survey is provided. The site is mostly vacant with pockets of vegetation concentrated along the creek and railroad tracks. The site plan and landscape plan give the appearance that this vegetation will remain.

Proposed Landscaping: The site landscaping is detailed on Sheets LS-1 through LS-7. The landscape plans includes shade trees, ornamental trees, large flowering shrubs, low shrubs, and

dwarf flowering shrubs. While there is limited open space on the site, the plan shows that the open space will be adequately landscaped.

Buffers and Screening: The petitioner will provide dense landscaping along the west wall of the parking deck. The plans also indicate that there will be a wing wall to screen the view of the service area at the southwest corner of the building.

Additional Features: The plan for the building includes a large ground level courtyard, and a terrace at the 5th level. The "townhome" units at the southwest portion of the building also have small private patios. The courtyard design includes a pool, shade and sun terraces, a BBQ pavilion, and an outdoor lounge. A Sun and Shade Plan is provided to demonstrate the impacts on the courtyard. The pavilion, grilling wall, shade structures, and fire pit details are provided on Sheet LS-9 (Site Fixture Plan).

Landscape Irrigation: A detailed Landscape Irrigation Plan is provided.

APPEARANCE REVIEW.

Elevation Plan Review: The building's mass is broken up by the glass storefront area, outdoor terrace space, and vertical bands of balconies. The primary building materials include a field brick and a lap siding system alternating in the large areas in between the balconies. Per the Plan Commission request at Preliminary PUD, the field brick and accent brick are masonry, not cement panels. However, the "Lap Siding System" is not clearly defined. It was previously shown as Fiber board panels. The Elevation Plans also show an aluminum balcony system, a metal sunshade, a glass railing system on the upper level, a glass and aluminum storefront system on the retail area and residential amenity complex, and an "Equitone Panel System" alternating throughout. The Plan Commission may wish to seek more information about the "Lap Siding System" and "Equitone Panel System."

Screening: The screening of the rooftop units is shown on the Mechanical Screening Exhibit. The west elevation, which is the open side of the parking deck facing the railroad tracks, includes a planter system to partially screen the vehicles and improve the overall appearance of the garage.

Materials Samples Provided: The Plan Commission should ask to view exterior building material samples at the hearing.

SIGNAGE PLAN REVIEW

Signage Locations: The Signage Plan features a primary sign at the intersection, two secondary signs (Dundee driveway and northernmost Northgate driveway), and an additional entrance monument sign at the right-in drive aligned with the residential garage entrance. The PUD shall identify variations for the proposed freestanding signs for three reasons: First, only one freestanding sign is permitted per street frontage (four are proposed). Second, he signs shall be

at least 300 feet apart (they are only 180, 225, 230, and 180 feet apart). Lastly, the signs do not have the required 10 foot setbacks (they have setbacks of 0, 2, 2, and 4 feet).

Proposed Signage Size, Style and Type: The plan indicates that retail tenants will have an area for wall signage (to be reviewed at a future date). Additionally, a building wall sign is shown for the apartment building. However, not enough detail is provided to approve this sign at this time. Four freestanding signs are proposed for review on November 2nd. They are similar in style and materials. Each has a masonry base and a vertical element made of wood siding. The primary and secondary signs include internally illuminated sign panels for tenants. The entrance sign has no tenant panels, but illuminated letters for the project name/address. Note: A condition of approval has been added to the motion that the displayed name and address shall be consistent with that of the project. The primary sign also has an integrated seat wall. The primary sign is approximately 60 sq. ft. in area and 7'11" in height. The entrance sign is approximately 20 sq. ft. in area and 3'10" in height. The secondary signs are approximately 21 sq. ft. in area and 6 feet in height.

Landscaping: The sign landscaping is detailed on Sheets LS-1 through LS-7. The sign landscaping is consistent with the overall site's landscaping and includes a mix of deciduous shrubs (rose shrubs, sweetspire), evergreen shrubs (yews and junipers), perennial flowers and (lilacs, hydrangeas). The areas of the sign landscaping exceeds the requirements of the Sign Code.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a comment memo on October 30, 2017. Most comments will be addressed at building permit. Staff suggests that the following condition of approval be added to the motion: At building permit, a truck turning radius exhibit shall be provided that demonstrates a minimum inside vehicle turning radius of 23 feet and a minimum outside turning radius of 33 feet.

Engineering Division Review: The Engineering Division has provided a comment memo dated October 30, 2017. In sum, the Engineering Division supports the project proceeding to Final PUD and believes that all engineering issues can be addressed at final engineering. Engineering staff also suggests four conditions of approval which are related to bank stabilization, conveyance of detention runoff, floodway remapping, and a joint agreement for public right-of-way agreements. Conditions of approval have been drafted in the motion below to address these issues.

Impact on adjacent uses: The proposed use is consistent with the Comprehensive Plan.

Items requiring discussion or clarification

1. Overall building height vs. height of elevator and/or stair shafts;
2. Types and sizes of residential units;
3. Lack of accessible parking stalls;
4. "Lap Siding System" and "Equitone Panel System;"

5. Review of building material samples; and
6. Discussion of the anticipated parking demand for the retail use.

Staff Recommended Action: Staff suggests the Petitioner and Plan Commission review the above stated items for discussion or clarification. Upon concurrence by all parties, staff recommends approval of the Final PUD. Additional comments are expected from the Engineering Division, which shall be incorporated into the motion for Preliminary Plat.

PROPOSED MOTIONS

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of approval for a Final PUD Plan, Preliminary Plat of Subdivision, and appearance approval of freestanding signs, appropriate motions would be to:

Recommend approval of Docket No. 2017-15; FINAL Review of Special Use-Site Plan-Building Appearance for Uptown 501 Planned Unit Development, consisting of a five (5) story mixed use building, with 262 residential units, 12,000 sq. ft. of retail, and an integrated parking structure, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, as shown on the following plans/exhibits submitted on October 5, 2017 for the Uptown 500 Planned Unit Development to be located on the property currently known as 500 W. Dundee Road, Wheeling, Illinois:

- Project Narrative (5 sheets)
- Statistical Sheet Summary (4 sheets)
- List of variations (3 sheets)
- Vicinity Exhibit
- Site Plan
- Elevation Plans (4 sheets)
- Floor Plans (15 sheets)
- Landscape Plans (7 sheets)
- Irrigation Plan
- Signage Plan
- Site Fixture Plan
- Exterior Lighting Plans (4 sheets)
- Mechanical Screening Exhibit
- Snow Storage Plan
- Sun and Shade Study
- Engineering Plans (6 sheets)
- Proposed Roadway Geometric Exhibits (2 sheets) (excerpt from Traffic Study)

Including the following relief from the Wheeling Municipal Code:

1. Increase the maximum allowed building height from four stories and 50 feet to five stories and 60 feet for the main building and 64 feet for the garage stair tower and/or elevator shafts (19.06.040 E);

2. Reduce the minimum required north side building setback from 60 feet to 59 feet (19.06.040 E);
3. Reduce the minimum required rear (west) building setback from 60 feet to 38 feet (19.06.040 E);
4. Reduce the minimum required parking setback from 10 feet to 8.5 feet (19.06.040 E);
5. Increase the maximum residential unit density from 20 units per net acre to 34.5 (Section 19.04.060 H);
6. Increase the number of permitted freestanding signs from two to four (Section 21.06.500 (b) 1 A);
7. Reduce the required distance between freestanding signs from 300 to 180 feet (Section 21.06.500 (b) 1 A);
8. Reduce the required parking count for the residential uses from 506 stalls to 441 stalls. If the Illinois Accessibility Code requires additional accessible stalls, then the parking variation may be increase to meet the accessible parking needs; and
9. Reduce the required freestanding sign setbacks from 10 feet to 0 feet (Section 21.06.500 (b) 5).

And with the following conditions of approval:

1. In accordance with the timing set forth in this project's Redevelopment Agreement (or prior to permit issuance), the joint agreement between the petitioner, WTC Development, and the Village must be executed to address the public roadway improvements at the intersection of Dundee Road and Northgate Parkway.
1. The parking shall be modified in order to meet the requirements of the Illinois Accessibility Code;
2. That the freestanding sign setback variations are subject to submittal of a plan that demonstrates vision clearance for each location;
3. At building permit, a truck turning radius exhibit shall be provided that demonstrates a minimum inside vehicle turning radius of 23 feet and a minimum outside turning radius of 33 feet.

And Recommend approval of Docket No. PC 17-18; Approving Preliminary Plat of Subdivision for the DAC Subdivision under Title 17, Planning Subdivisions and Developments as shown on the Preliminary Plat received October 5, 2017, prepared by Illinois Professional Land Surveyor No. 2549, on behalf of DAC Development, for the property at the northwest corner of Dundee Road and Northgate Parkway, to be known as 500 W. Dundee Road, located in Wheeling, Illinois.

And with the following conditions of approval:

1. To be determined by Village Engineer.

Approve SCBA 17-43, granting appearance approval for four freestanding signs as indicated in the Signage Plan and Landscape Plans submitted by October 5, 2017, for Uptown 500, to be located at 500 W. Dundee Road, Wheeling, Illinois,

And with the following conditions of approval:

1. The displayed name and address shall be consistent with that of the project; and
2. That plans shall be provided to demonstrate vision clearance for the proposed setbacks of the signs.

Andrew C. Jennings, AICP
Director of Community Development

Brooke A. Jones
Senior Planner

Attachments:

Fire Department review, dated 10.30.2017

Engineering Division review, dated 10.30.2017

Project Narrative (5 sheets)

Statistical Sheet Summary (4 sheets)

List of variations (3 sheets)

Vicinity Exhibit

Site Plan

Elevation Plans (4 sheets)

Floor Plans (15 sheets)

Landscape Plans (7 sheets)

Irrigation Plan

Signage Plan

Site Fixture Plan

Exterior Lighting Plans (4 sheets)

Mechanical Screening Exhibit

Snow Storage Plan

Sun and Shade Study

Engineering Plans (6 sheets)

Proposed Roadway Geometric Exhibits (2 sheets)

Preliminary Plat of Subdivision

No changes from Preliminary PUD submittal:

Excerpts from Traffic Study (7 pages)

Excerpts from Residential Market Study (14 pages)

Retail Market Analysis (6 pages)

MEMO – Fire Prevention Bureau

TO: Brooke Jones, Village Planner

FROM: Ronald S. Antor, Fire Inspector

CC: Andrew Jennings, Director of Community Development

Keith MacIsaac, Fire Chief

FPB File

DATE: October 30, 2017

SUBJECT: Proposed Planned Unit Development For Apartment Building and Retail or Commercial Spaces – Uptown 500 – 500 West Dundee Road – Plans received for review by the Fire Prevention Bureau, October 10, 2017.

The Planed Unit Development (PUD) project is a multi-story apartment complex with an integrated parking garage and first floor commercial tenant spaces. The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

Site Plan

1. A revised final turning radius analysis needs to be provided to the Fire Department for review. Any required turns along the fire apparatus access roads shall be designed to accommodate a minimum inside vehicle turning radius of 23 feet and a minimum outside turning radius of 33 feet.
2. The site water main shall comply with all Village of Wheeling Municipal code which includes, but is not limited to the "Manual of Practice for the Design of Public & Private Improvements" and the 2012 Edition of the International Fire Code. Water main improvements required would include:
    a. The water main system shall be designed based on the fire flow requirements for the structure within the development. Additional water main requirements would include, but are not limited to the following:
        i. Hydrant spacing shall not exceed 300 feet.
        ii. A fire hydrant shall be located within 50 feet of the structures Fire Department Connection (FDC).
3. Trees and light fixtures along the drives shall not hang over the roadway in a manner that hinders Fire Department access. A minimum of 13'6" overhead clearance shall be provided over the fire apparatus access roads.
4. A clear space of at least 4-feet shall be maintained around the circumference of any fire hydrants. This includes light fixtures, transformers, and landscaping.

5. Other site landscaping features shall not impede access to fire protection equipment, i.e. Fire Department Connection (FDC).
6. The petitioner's Project Description references a "BBQ Pavilion" in the courtyard. Limited information has been provided on what this includes. Any BBQ equipment shall not be provided under covered structures unless those structures are provided with automatic fire sprinkler protection.

Uptown 500 – 500 West Dundee Road – PUD Structure – Includes one five-story Apartment building with an integrated five story parking garage and first floor commercial tenant space storefront units

1. The proposed building in the PUD would be a mixed–use occupancy consisting of an R-2 (Residential) Use Group Occupancy with an integral S-2 (Storage) Use Group parking garage and 12, 000 square feet of "Retail Space" of undetermined Use Group as defined in the 2012 Edition of the International Building (IBC) and Fire Prevention Codes (IFC).
2. The use of Bar-B-Q grills or similar devices shall be prohibited on the balconies or decks of the residential building unless automatic fire sprinkler protection is provided for the balcony. If sprinkler protection is not provided this restriction shall be included in all the lease documents for all future tenants.
3. The building for the proposed project shall require complete automatic fire sprinkler system protection.
4. The building for the proposed project, including retail tenant spaces shall require an automatic fire alarm system.
5. The Fire Department Connection (FDC) for all the building's fire sprinkler systems shall be located at the front of the building or other location as approved by the Fire Department. (Note: The location shown on the submittal documents is not approved).
6. All construction of the buildings proposed for this project would need to comply with the Village's Building and Fire Prevention Codes (2012 Editions of the International Building Code & International Fire Code – with amendments). This review is not a complete review of those buildings for code compliance.

Based on the Fire Department's review of this project the following conditions of approval are recommended by the Fire Department.

1. All access roads shall provide turning radius access for fire apparatus based on the Village's standard and width requirements as approved by the Fire Department. (A revised fire apparatus turning movement plan is to be presented to the Fire Department for review).
2. Any underground storm water storage or detention located in a fire apparatus access route shall be capable of supporting fire apparatus with a weight of 86,500 GVW.

3. The Fire Department shall approve the location of fire lanes and fire lane signage.
4. The project water main system shall met Village requirements and fire hydrant locations shall be approved by the Fire Department at final engineering.
5. The building is classified as a "High Rise" under the Village's Municipal Code. The structure shall comply with the building code and life safety requirements associated with that designation.
6. The following life safety improvements shall be included for the residential structure and/or parking garage:
    a. Sprinkler protection shall be provided for all dwelling unit balconies or patios.
    b. Spacing of standpipe locations shall be based on a maximum of 130 feet of hose and nozzle reach from the standpipe location.
7. Readily accessible emergency fuel shut offs shall be provided any fuel fired appliances in the courtyard.
8. Construction shall not begin on any portion of the structure above grade until the project water distribution system has been installed and approved by the Village's Engineering Department and all access roadways shall be completed with at least the first lift of asphalt for Fire Department emergency access to the construction site.

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.

MEMORANDUM

TO: Brooke Jones, Senior Planner

FROM: Jon M. Tack, P.E. Village Engineer

COPY: Andrew Jennings, Kyle Goetzelmann

DATE: **October 30**, 2017

SUBJECT: Development Comment Review – Uptown 500 (Dundee Road & Northgate Parkway)

The Engineering Division has completed a review of the resubmittal for the Uptown 500 Development in response to comments from June of 2017.

At this time the Engineering Division supports the project proceeding to Final Engineering and believes that all engineering issues can be addressed in final engineering.

The following conditions of approval are recommended:

1. The developer shall prepare a bank stabilization plan for the south side of Buffalo creek from the railroad tracks to the Northgate Parkway Bridge.
2. Work with village staff to prepare a joint agreement between WTC Development, Uptown 500 Development and Village for the public road improvements.
3. The Developer shall prepare the stormwater plan from the development site to the village proposed storm sewer crossing under Dundee Road for the conveyance of detention runoff from the development site.
4. Floodway will need to be remapped at northwest corner of development.

Please note that permits to develop the site cannot be issued until all Village development concerns have been addressed and an early start permit will not be allowed until the floodway limits have been remapped or the building moved beyond the floodway limits.

Uptown 500

CONCEPT DESIGN

The Mixed-Use/Transit Oriented Uptown 500 concept at the northwest corner of Dundee Road and Northgate Parkway was conceived out of the Village's long-term vision for the Wheeling Station Area and Town Center. This proposal is designed to work together with, and to assist in creating, a vital and thriving village center. Uptown 500 will stand alongside Wheeling Town Center and the Metra Station. The project will add vital retail space and residences to live, work and recreate in the Village. See Exhibit 4 for a stat sheet summary of the project.

Our mixed-use plan includes 12,000 sq ft of retail space fronting on Dundee Road integrated into a 5 story building with 262 residential units over and behind the retail space, served by a 5 story parking structure designed to be shielded from view from Dundee Road and Northgate Parkway. The courtyard has been designed for multiple types of recreation including a swimming pool, shade house, sun deck, BBQ Pavilion, Putting Green and multiuse lawn area for games or relaxing. Adjacent to the courtyard is a multistory 9,500 sq ft club and amenity complex for the residents with direct access from the courtyard and each floor. See Exhibits 5, 6 and 7 for the Uptown 500 site plan, signage plan, and landscaping plan. In addition, see Exhibits 8 and A4 for the lighting plan and detailed floor and unit plans.

The conceptual design of the project emphasizes the key Town Center intersection at Dundee Road and Northgate Parkway. The prime retail space faces the corner and the residential design above will be highlighted by architecture that will use natural materials such as brick, stone and glass with an emphasis on creating a dynamic streetscape. The overall design concept will integrate into the design themes and pedestrian orientation of the adjacent Town Center project. See Exhibit 11 for project rendering and elevations.

RETAIL

The retail component of our mixed-use plan provides 12,000 square feet of prime space with excellent visibility along Dundee Road, with an additional 1,300 square feet in dock space. The retail space is designed to appeal to a broad range of national or local users with an eye towards class A tenant(s). A retail Gap Analysis (see retail brochure in Exhibit 9) reveals a shortage of food/beverage, clothing/accessory, and general merchandise stores within 1 mile of the project site. Uptown 500 will focus on filling the space with those tenant types to meet demand, with a specific focus on food/beverage. The space has been designed to optimize visibility and flexibility to allow tenants to take on the space they desire. There is great interest in this project from local and national businesses due to the prime location adjacent to the Village Center.

RESIDENTIAL

The 262 units created at Uptown 500 will include 40 Studio/Convertible units, 111 1-bedroom units, and 111 2 Bedroom high quality rental homes with access to a spa-like amenity package. The unit mix may be adjusted as the project progresses through the construction document phase. An outdoor pool, sun terrace, shade house, outdoor lounge with fire pit, BBQ pavilion with grilling stations, and putting green are contained within the courtyard space, which is large enough to provide plenty of light and air. The indoor facilities for the residents will include an exercise/yoga studio, indoor/outdoor café, both intimate and grand gathering spaces, and on site leasing/management office. There are also 2

Exhibit received October 5, 2017

landscaped upper 'Sky-Decks' on the 3rd and 5th floors to provide areas for residents to gather or relax outside.

The units will be appointed with high quality details such as stone counter tops, Energy Star appliances, designer window blinds, in-unit washer and dryer and individual heating and air conditioning units.

Uptown 500 has been conceived and designed to fulfill the Village's vision for a thriving Town Center. A market study performed by Resource Appraisal Group (Exhibit 9) anticipates the tenant profile to 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 centralized location. It is also anticipated that some of the demand for Uptown 501 will come from persons who have an existing connection to Wheeling. It is a location which could also appeal to people in transition, i.e. persons moving locally, divorced parents, or active grandparents relocating to be closer to their adult children and grandchildren.

PARKING/ACCESS

Our building is a modified 'Wrapped' building, meaning that the residential units will be served by a parking garage that is integrated into the design of the building – allowing residents to have an indoor parking space on the floor that they live on for convenience and safety. Also, this allows us to create a building that deemphasizes the parking by wrapping the garage with units, shielding it from view of major corridors such as Dundee Road and Northgate Parkway. We have positioned the garage at the west end of the site, creating a barrier to the Metra rail line. 411 parking spaces for residents are provided in the garage. 30 additional surface spaces are provided for residents, guests, and overflow parking adjacent to the club and lobby. See Exhibit A1 for a parking analysis table.

As a Transit Oriented Development, there are multiple controlled access points to the residences to optimize pedestrian accessibility to the neighboring Metra station and Town Center. Sidewalk crossings will be highlighted with a variation in paving and color to allow for safe and easy passage to the pedestrian crossing at Dundee and Northgate Parkway.

Retail uses are served by 101 surface spaces, and an additional 12 garage spaces, in close proximity to the commercial tenants to ensure that we are providing high quality leasable space for a multitude of users. A study of comparable retail properties in the vicinity indicate our average of 5.75 spaces per 1000 square feet of retail will be an attraction for major tenants (see retail parking comps 1 & 2 in Exhibit 9). Further, our traffic impact study (Exhibit 9) indicates our proposed parking plan safely parks our residential and retail tenants. See Exhibit A2 for proposed roadway changes and project correspondence with Illinois Department of Transportation.

ENERGY & SUSTAINABILITY

Uptown 500 is planned to be a highly sustainable mixed use community that embraces best practices in design and construction, and will lead the market in terms of energy conservation and generation. The project is pursuing a "Net Zero Energy" goal, whereby the annual utility needs of the development does not exceed the energy generated through on site renewable energy technologies. Achieving this goal will greatly minimize the impact that the development will have on local electrical needs, reduce

pollution, and potentially offer more affordable and secure energy to residents and tenants. The following strategies are planned for;

Energy Conservation

High performance envelope – Improved U-Factor for opaque thermal insulation, Improved U-Factor for windows, Improved framing detailing over standard practice to reduce thermal bridging, best in class air tightness to minimize heat loss.

High efficiency Lighting, appliances and controls – LED lighting throughout, daylight linked lighting controls for common spaces, amenities, occupancy sensing in parking garage and corridors to step back lighting levels when unoccupied.

High efficiency Heating, Ventilation and Air Conditioning systems – Water Source Variable Refrigerant Flow (VRF) systems will heat and cool the apartment buildings to maximize the efficient delivery of comfort conditions. A whole building automation system (BAS) will optimize performance. Each residential unit will be equipped with smart thermostats to control temperature setpoints during unoccupied periods to reduce wastage.

Energy Recovery Ventilation – energy will be recovered from exhaust ventilation systems to pre-heat outdoor air, minimizing the amount of heating energy required for the ventilation systems.

The above measures have been selected to drive down the energy demands of the project to their lowest practical levels that can be supported by the project typology. The goal is then to meet or exceed this remaining annual energy demand through on site energy generation.

Energy Generation

Cogeneration – onsite combined heat and power micro-turbines will convert natural gas into both electricity for use in the apartment building as well as heat for heating the swimming pool in shoulder months, and providing heat to the apartments delivered through the buildings VRF system and dedicated outside air ventilation systems.

Rooftop solar – the roof will be programmed with a large solar array, utilizing crystalline solar panel technology to produce electricity on site, fed into the buildings electrical distribution system. The project will consider DC lighting fed off the rooftop solar system to minimize the need for DC/AC conversion and associated electrical losses as a further means of maximizing on site energy production.

ZONING & LAND USE

The Uptown 500 site is located within the MXT Transit Oriented Mixed Use Zoning District of the Village and will be developed as a Planned Unit Development. The Village Zoning Code does not prescribe strict development standards for properties located within the MXT District. Rather, standards appropriate for the project and the surrounding community are established by the Village through the Planned Unit Development process. See Exhibit 10 for a summary of variations, Exhibit 11 for engineering plans and storm report and Exhibit 14 for a Plat of Subdivision.

TAX INCREMENT FINANCING

The proposed development is located within the newly created Wheeling town center TIF district. A study of site conditions, market conditions and construction costs will determine to what extent TIF assistance will be needed to make the proposed development feasible.

THE TEAM

The project is being developed by a joint venture formed between DAC Developments and Atlas Residential, a Chicago-based international residential real estate company with over 30,000 units under management. Founded in 1993, Atlas has earned an extensive background in all phases of property acquisition, development, financing and management. Enclosed in this submission is an Overview of Atlas, including its current portfolio. OODA Development has been hired as development consultant. Eric Diamond, President, has over 10 years experience in the development of retail shopping centers and a variety of ground up development and construction projects.

Bloodgood Sharp Buster (BSB) Design is leading design and architectural services for the project. BSB Design was founded in 1966 to specialize in the planning and design of residential housing and communities. The firm has designed housing in all 50 states, Canada and a number of countries overseas. Through innovative methods of design and service, BSB Design has earned the reputation in the industry as an architecture firm that understands the importance of service and marketable designs.

John James Construction (JJC) Inc. will be the general contractor on the project. John Keich, president of the firm, has over 25 years experience in the development and construction of residential and commercial real estate in greater Chicagoland. Since inception, JJC has been hired to lead numerous residential, commercial and mixed-use projects representing over $250 million in construction value.

Taft Stettinius & Hollister LLP is leading the zoning and Planned Unit Development process for the project. Taft 's land use and zoning and real estate groups have been recognized by multiple organizations and publications as among the most qualified and experienced in the nation. Taft has helped obtain scores of land use and zoning approvals and has closed countless complex real estate transactions in the Chicagoland area and throughout the Midwest.

IG Consulting is leading the site engineering on the project. Enclosed in this submission is a biography of IG Consulting, including current and previous projects.

Suheil Nammari of Intercon Engineering is serving as Project Manager. For over 40 years, Suheil has represented numerous projects before zoning boards, plan commissions and other public forums.

Luay R. Aboona, a founding principal of KLOA, Inc, has been hired to provide a traffic study on the proposed development. Luay has over 29 years of professional experience, and oversees the firm's traffic, transportation and parking assignments for public and private sector clients. KLOA's staff of transportation engineers and planners have over 150 years of professional experience.

Robert Vanni of Midwest Ecological, Inc. has been hired to provide wetlands engineering services. Robert has participated in over 200 wetland delineations, 100 Army Corps of Engineers Wetland permits

and the resolution of over 15 U.S. Army Corps of Engineers enforcement actions and holds several certifications in the wetland field. Pilewski & Associates has been hired as a financial consultant to determine what TIF financial assistance will be required for the project. Joe Pilewski has over 25 years of experience negotiating, structuring, and implementing business incentives, TIF, fiscal impact and tax-exempt financing in the public and private sector.

Gail Lissner of Appraisal Research Counselors has been hired to perform market analysis on the proposed development. Gail has been with the firm since 1975. Her overall experience includes appraisals and analytical studies of apartment, condominium, townhome, single-family residential and senior housing properties in addition to marketability and feasibility studies in a variety of new developments and existing projects. Gail is the co-author of The Suburban Chicago Apartment Benchmark Report.

Joe Pilewski of Pilewski & Associates has been hired to assist in evaluating the project's need for TIF financing. Joe Pilewski has over 25 years of experience negotiating, structuring, and implementing business incentives, TIF, fiscal impact, and tax-exempt financing in the public and private sector to support business expansion, relocation, and new developments.

Exhibit 4 - Stat Sheet Summary (4 sheets)

PARKING ANALYSIS

	Total	**262 units residential** Required	**262 Units residential** Provided	**12,000 sf Restaurant** Required	**12,000 sf Restaurant** Provided
Parking Garage	**423**	*262*	411		12
Surface Parking	**131**	*239*	30		101
TOTAL PKG	**542**	***501***	**441**	***185***	**113**
Bicycle	**147**	***131***	**132**	***15***	**20**

12,000 sf Restaurant

12,000 Restaurant (est.) + 1,300 sf Dock
65% Front of House/35% Back of House
65% = 7,800 sf floor
7,800 / 15 sf ave per seat
520 seats
12 Employees = 12 sps
520 seats / 3 = 173 parking spaces
Total Required Spaces = 185

REQUIREMENT SCHEDULE:
1 Space per 3 Seats
1 space per 30 sf of standing area in bar
1 space per employee - peak shift
1 space per 3 seats (over 15) on Patio

Restaurant Parking Provided

9.5 spaces per 1000 sf

Surface	101
Garage (employee)	12
Total	113

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Unit Type	floor 1	floor 2	floor 3	floor 4	floor 5	Total	%
Studio							
S-1	5	8	9	9	9	**40**	**16%**
1 bed							**42%**
A-1	12	14	14	14	14	**68**	
A-2	4	6	6	6	6	**28**	
A-3			5	5	5	**15**	
2-Bed							**40%**
B-1	15	15	19	19	19	**87**	
B-2			1	1	3	**5**	
B-3	1	1	1	1	1	**5**	
B-4	1	2	2	2	2	**9**	
Towns							**2%**
C-1	5					**5**	
Total	**43**	**46**	**57**	**57**	**59**	**262**	**100%**

RESIDENTIAL	**provided**	**required**
TOTAL Spaces	441 sp	501 sp
Garage Spaces	411	263
Surface Spaces	25	235
Guest Spaces	5	5
Spaces per Unit	1.67	1.9

DEVELOPMENT STATISTICS

Gross Land Area	**7.65 acres**	**333,234 sf**	**100%**
Building + Garage	**2.35**	**102,483 sf**	**31%**
Drives & Parking	**2.05**	**89,501 sf**	**27%**
pool deck and walks	*0.33*	*14,300 sf*	*4%*
Open Space	**2.9 acres**	**126,950 sf**	**38%**
Density	34.4		
Total Units	**262**		
studio	41		
1-bed	97		
2-bed	111		
Residential Parking	**441**	**554**	
garage	*411*		
surface	*30*		
Restaurant Parking	**113**		
garage	12		
surface	101		

PARKING LOT LANDSCAPE

	provided	required
Total Surface Spaces	131	
Interior Landscaping:		
Penisulas and Islands	5,255 sf	2,620 sf
Shade Trees	14	9
Screening:		
* 8' average greenbelt	yes	yes

Exhibit 10 - List of Variations (3 sheets)

General Notes

Sec. 19.09.010(g): General standards for use, design, and maintenance of of PUDs.

Sec. 19.05.010(l)(1): All development standards for properties located in any Mixed Use District shall be established through the PUD process, but "base regulations" are set forth in 19.05.010(l).

"Base zoning regulations" for mixed-use buildings: (1) B-3 District regulations for setbacks and height; (2) R-4 regulations for residential density and related standards; and (3) parking regulations applicable to each type of use included in the development (19.11.010(e))

Appendix D to Zoning Code provides design guidelines regarding materials, colors, screening, utility placement, etc.

Standard	Required	Proposed	Code Sec.
Setbacks			19.09.010(g)
From any street	B-3: 25 feet or the height of the building, whichever is higher.	Dundee: 91' feet. Northgate: 100 feet.	19.06.040(e)
Side	15 feet or height of the building, whichever is higher.	37.5 feet	19.06.040(e)
Rear	B-3: 25 feet or the height of the building, whichever is higher.	59 feet	19.06.040(e)
From residential lot line	B-3: 25 feet or the height of the building, whichever is higher.	59 feet	19.06.040(e)
Parking setback, all sides	B-3: 10 feet	Minimum 8.5' from expanded Northgate R.O.W/16' from Dundee R.O.W	19.06.040(e)
Height	B-3: 50 feet, not to exceed 4 stories	5 stories. 60'	19.06.040(e)
Minimum Lot Area	PUD: 1 acre R-4: 20,000 square feet (<0.5 acre)	7.65 acres	19.09.010(g) 19.04.060(d)
Minimum Lot Width	R-4: 125 feet		19.04.060(d)
Minimum Lot Width	R-4: 125 feet		19.04.060(d)

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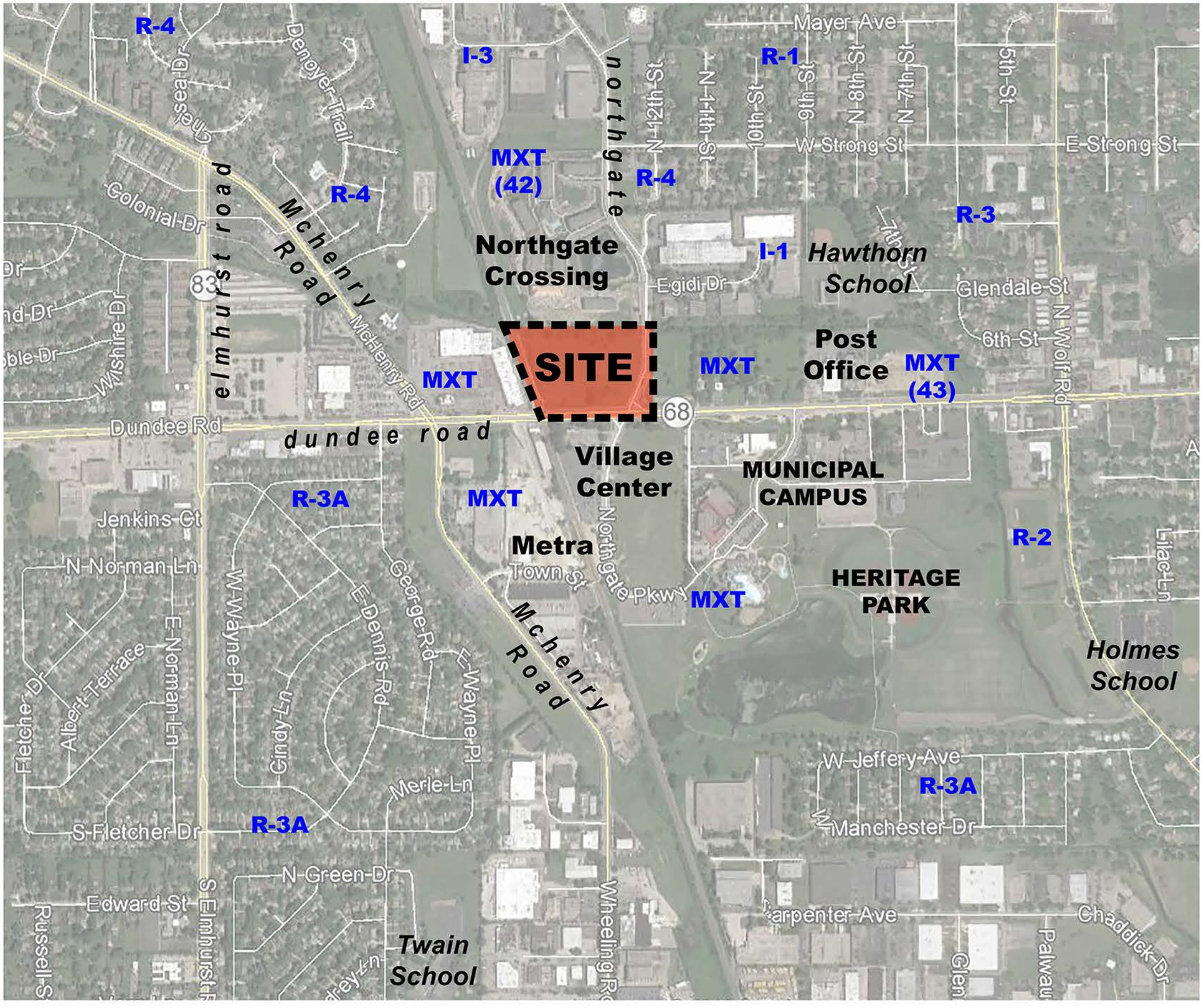
Maximum Density	R-4: 20 units/ net acre	34.4 units/ acre (263/7.65)	19.04.060(h)
Minimum Floor Area			
Studio		675 sf	
1BR	R-4: 675 sf	705 sf - 850 sf	19.04.060(e)
2BR	R-4: 800 sf	1100 -1200 sf	19.04.060(e)
3BR	R-4: 925 sf	1,400 sf	19.04.060(e)
Minimum Green Space			
Landscaping	Quality consistent with ANSI 260.1	Attached Landscape Plan	19.09.010(g)
	Development must meet landscape and buffering requirements set forth in 19.11.020.	Buffer Yards - yes Parking Lot Trees- yes Parking Lot Int. - yes	19.11.020
Lighting		Attached Lighting Plan	See 19.11.040
Utilities and Mechanicals	Must be inside if possible or screened. Meters, valves, etc., may not be on street-facing sides of building. Utility lines must be underground.	Detailed Screening will be included in Final PUD	19.09.010(g)
Signs	Must meet standards in Title 21	Signage Plan Included	See Title 21.
Exterior Building Materials	Must meet standards in Exhibit D	Attached Elevations	19.05.010(l)(6)
Storage of Refuse		A Detailed Trash Removal Plan included	See 19.11.050
Garages	Dwelling units must have enclosed garage of minimum 528 sf in area or equivalend space in indoor parking stalls	424 sf of garage parking per dwelling unit (111,600 sf/263 DU)	19.05.010(f)

Parking	Automobile parking and bicycle parking is required. There are separate requirements for the residential and retail components of the proposed development	Parking Tables Included	19.11.010(e)
Residential Parking Component			
Residential Automobile Parking			
Spaces/ dwelling unit	152 0-1 Bedroom 1.7 spaces/ 0-1 BR 111 2 Bedroom 2.2spaces/ 2 BR 502 total spaces	436 total spaces = 1.65 spaces per unit	19.11.010(e)(1)(C)
Visitor Spaces	5 spaces	5	19.11.010(e)(1)(C)
Total required spaces (= spaces/unit + visitor spaces)	502 total spaces 1.90 spaces per unit	441 total spaces 1.67 spaces per unit	19.11.010(e)(1)(C)
Covered spaces	265 (1 space/ unit)	411 (1.56 sp/unit)	19.11.010(e)(1)(C)
Unreserved Visitor	50	44	19.11.010(e)(1)(C)
Residential Bicycle Parking	132	132	19.11.010(f)
Retail Parking Component			
Restaurant Parking	185 spaces	113 spaces 9.5 spaces per 1000 sf	19.11.010(e)(1)(C)
Retail Bicycle Parking	15	20	19.11.010(f)



Vicinity Map

Exhibit received October 5, 2017

LS-1
Planting Plan
Uptown 501
Wheeling, Illinois

September 23, 2017

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The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

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Site Plan
Uptown 500
Wheeling, Illinois

October 4, 2017

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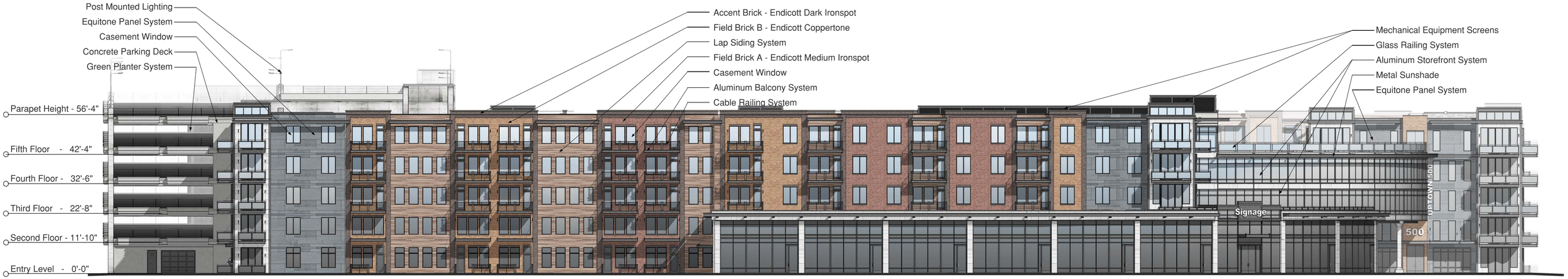

Dundee Road Elevation

1/16" = 1'-0"

Northgate Elevation

1/16" = 1'-0"

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Exterior Elevations

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501 Dundee Road

Wheeling, IL

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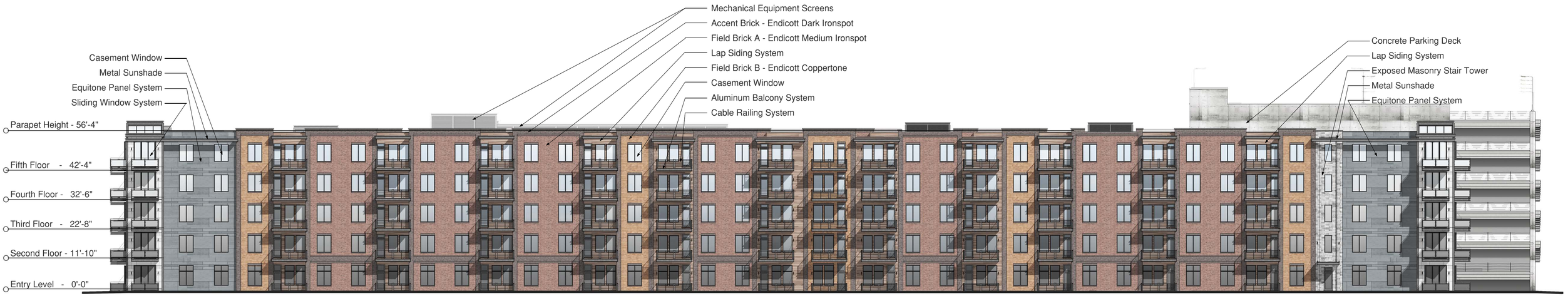
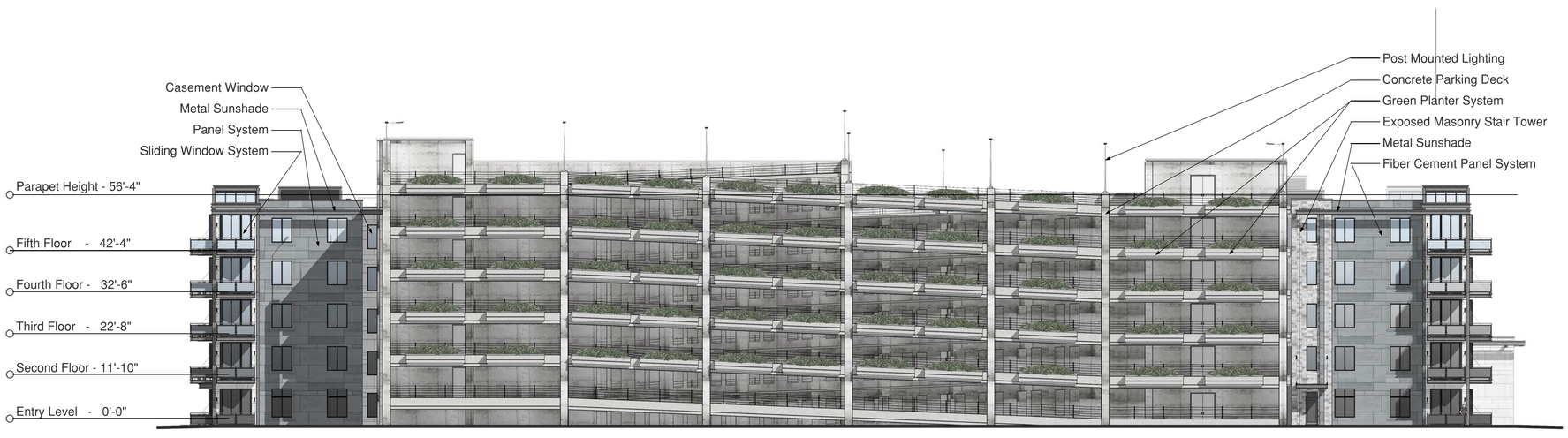


North Elevation

1/16" = 1'-0"



West Elevation

1/16" = 1'-0"

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Exterior Elevations

501 Dundee Road

Wheeling, IL

Exhibit received October 5, 2017

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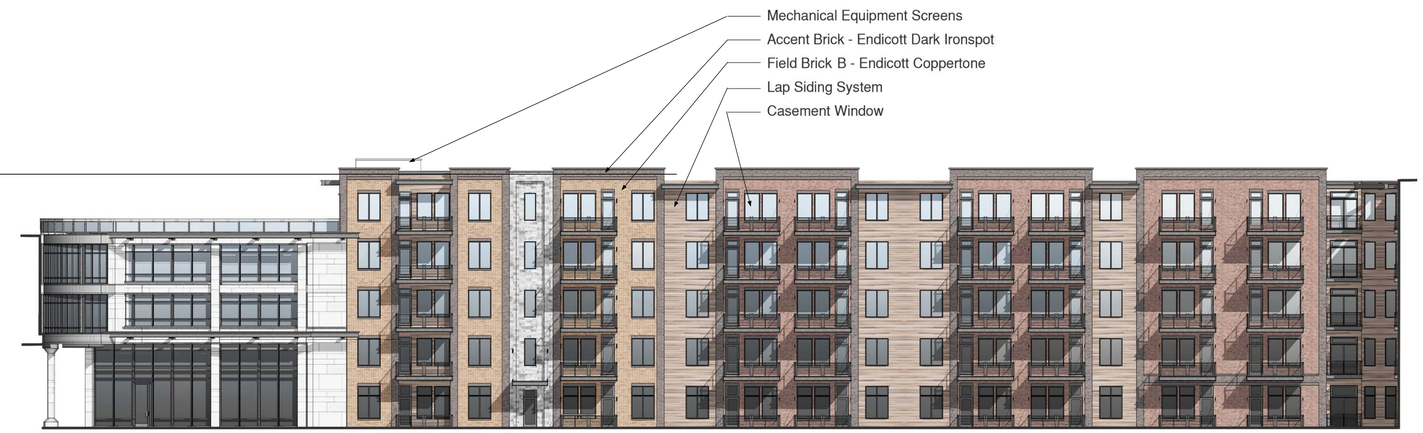
East Courtyard Elevation

1/16" = 1'-0"

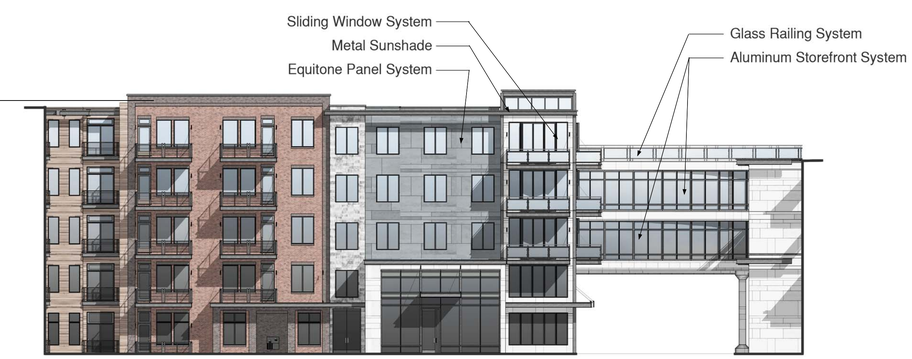


North Courtyard Elevation

1/16" = 1'-0"

South Courtyard Elevation

1/16" = 1'-0"



West Courtyard Elevation

1/16" = 1'-0"

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Exterior Elevations

501 Dundee Road

Wheeling, IL

Exhibit received October 5, 2017

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Exterior Elevations

Unit C (2-Story Unit) - South Facade - Elevation Vignette

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501 Dundee Road

Wheeling, IL

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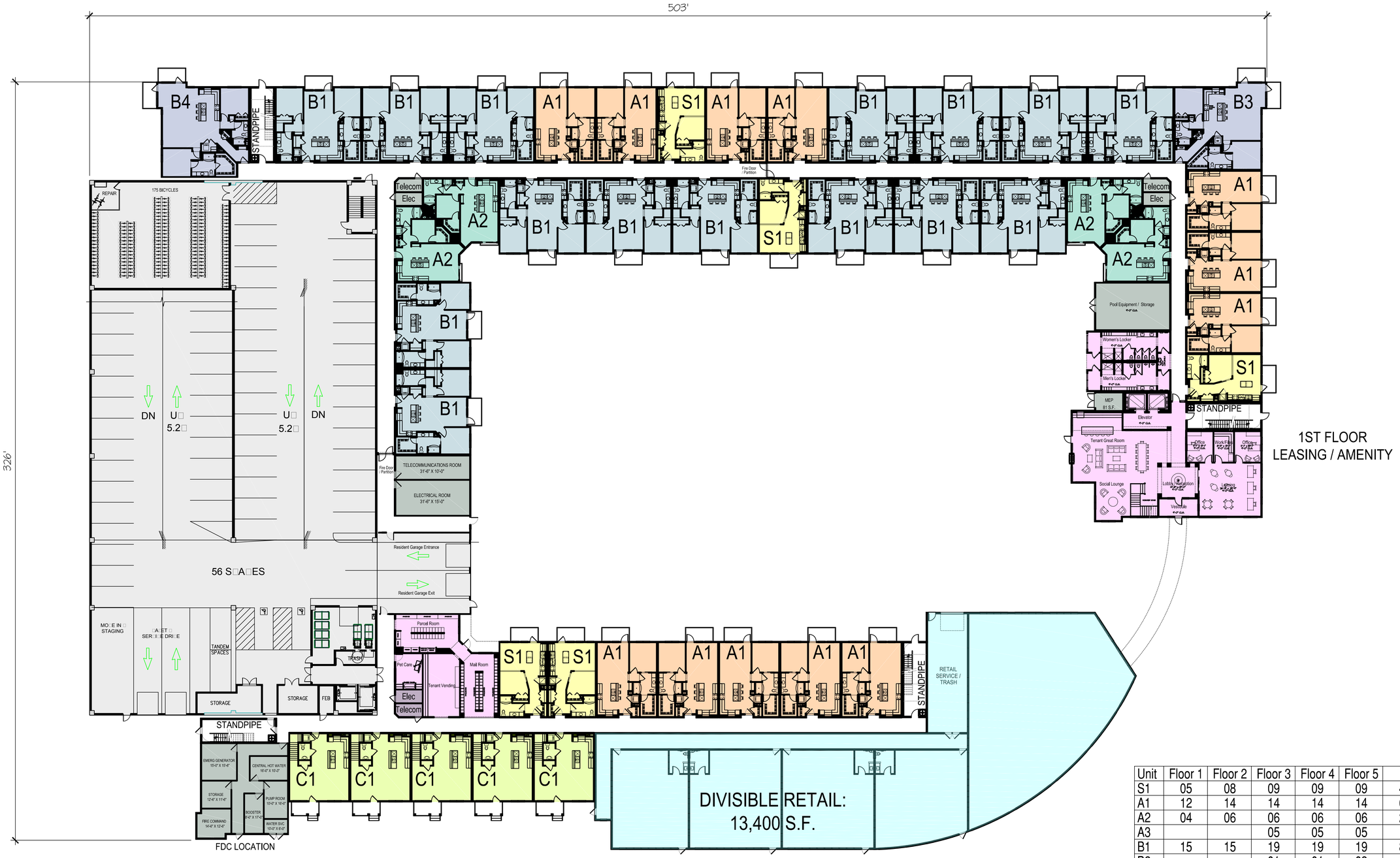

Level 1

Scale: 1" = 20'-0"

43 Units

Unit	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	#	%
S1	05	08	09	09	09	40	15.27
A1	12	14	14	14	14	68	25.95
A2	04	06	06	06	06	28	10.69
A3			05	05	05	15	5.73
B1	15	15	19	19	19	87	33.20
B2			01	01	03	05	1.91
B3	01	01	01	01	01	05	1.91
B4	01	02	02	02	02	09	3.43
C1	05					05	1.91
Total	43	46	57	57	59	262	100%

* 423 Total Garage Spaces

atlas residential

Schematic Building Plans

Uptown 500

Wheeling, IL

Exhibit received October 5, 2017

bsbdesign.com

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October 05, 2017

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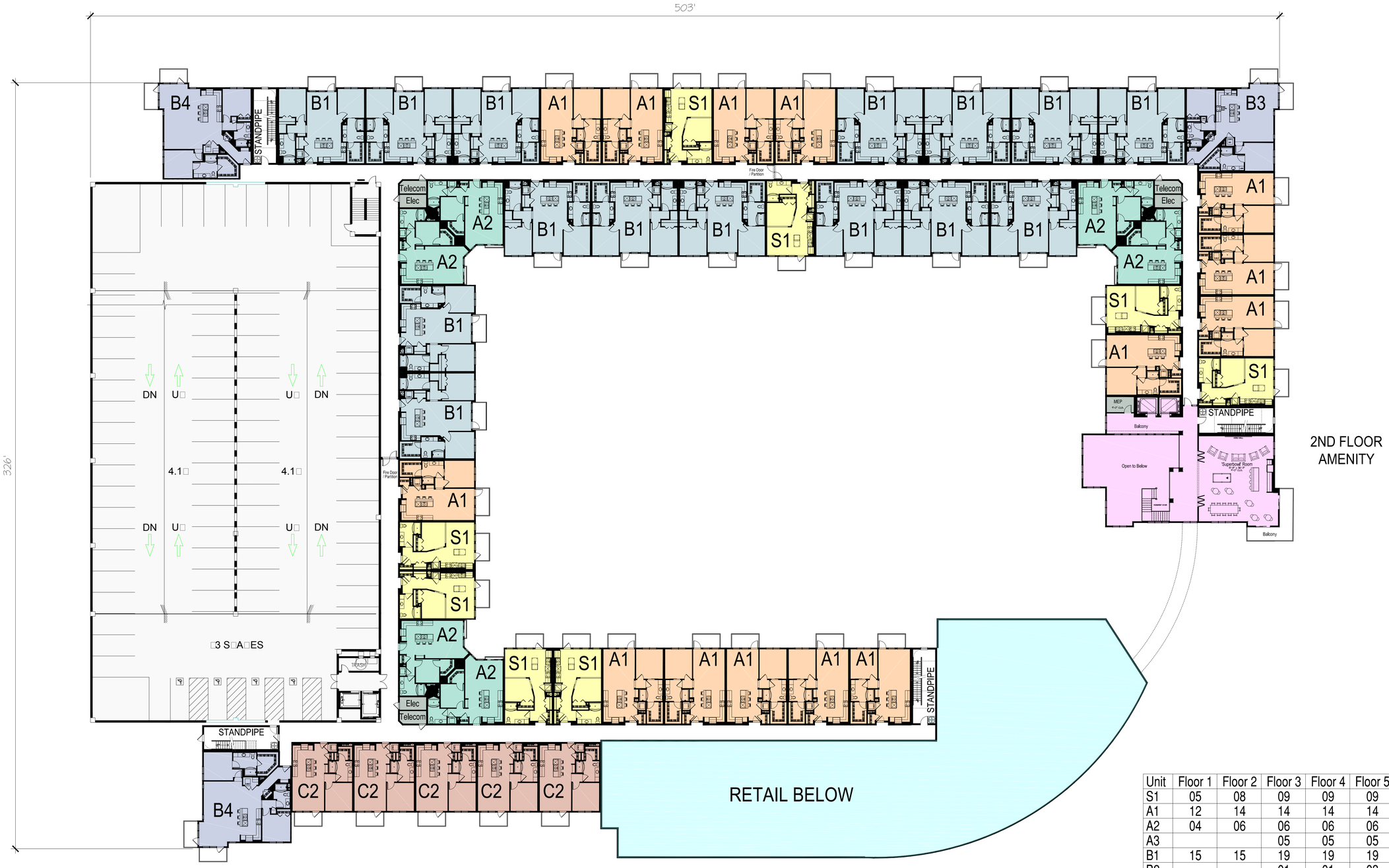

Level 2

Scale: 1" = 20'-0"

46 Units

Unit	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	#	%
S1	05	08	09	09	09	40	15.27
A1	12	14	14	14	14	68	25.95
A2	04	06	06	06	06	28	10.69
A3			05	05	05	15	5.73
B1	15	15	19	19	19	87	33.20
B2			01	01	03	05	1.91
B3	01	01	01	01	01	05	1.91
B4	01	02	02	02	02	09	3.43
C1	05					05	1.91
Total	43	46	57	57	59	262	100%

* 423 Total Garage Spaces

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Schematic Building Plans

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Uptown 500

Wheeling, IL

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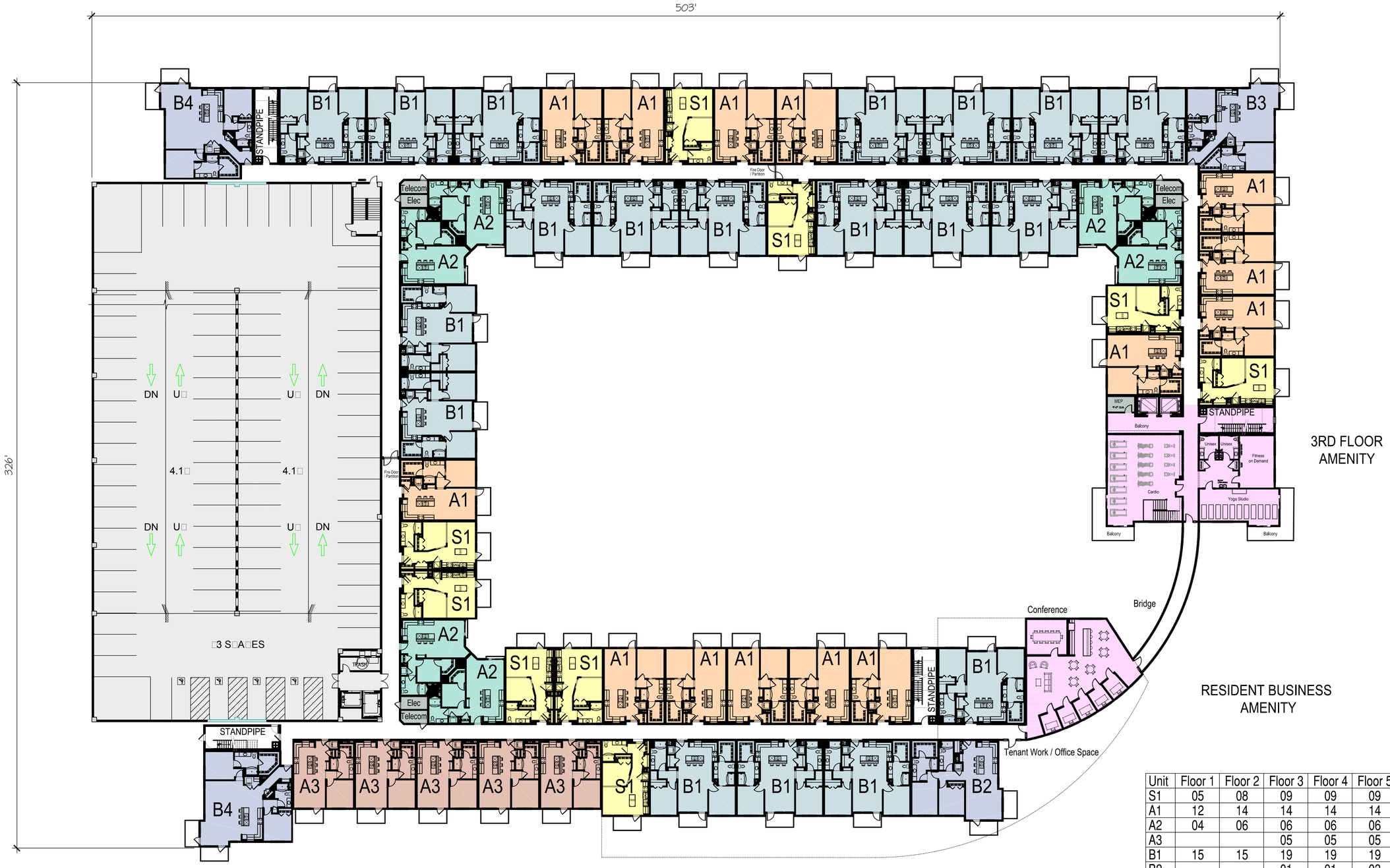

Level 3

Scale: 1" = 20'-0"

57 Units

Unit	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	#	%
S1	05	08	09	09	09	40	15.27
A1	12	14	14	14	14	68	25.95
A2	04	06	06	06	06	28	10.69
A3			05	05	05	15	5.73
B1	15	15	19	19	19	87	33.20
B2			01	01	03	05	1.91
B3	01	01	01	01	01	05	1.91
B4	01	02	02	02	02	09	3.43
C1	05					05	1.91
Total	43	46	57	57	59	262	100%

* 423 Total Garage Spaces

Schematic Building Plans

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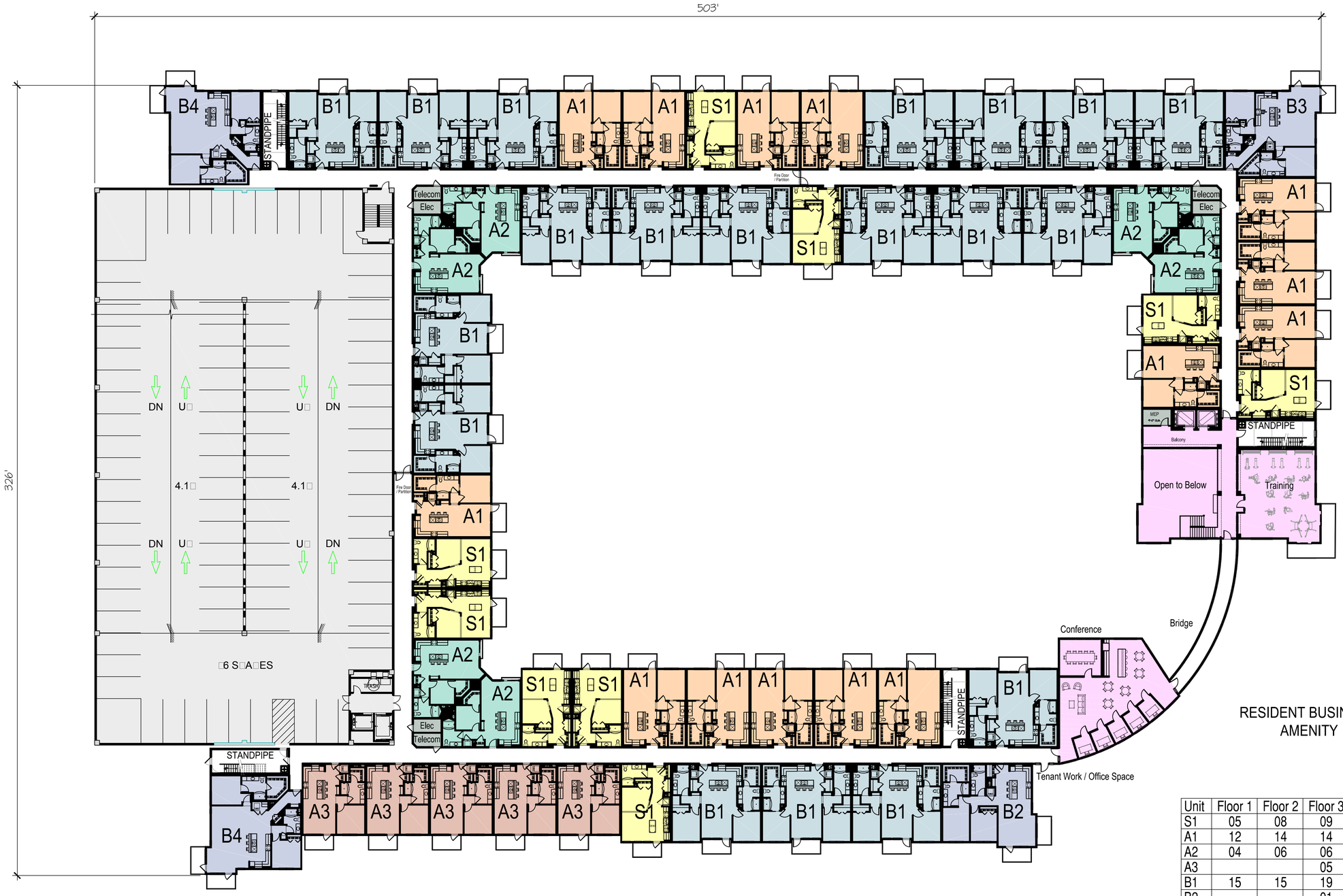

Level 4

Scale: 1" = 20'-0"

57 Units

Unit	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	#	%
S1	05	08	09	09	09	40	15.27
A1	12	14	14	14	14	68	25.95
A2	04	06	06	06	06	28	10.69
A3			05	05	05	15	5.73
B1	15	15	19	19	19	87	33.20
B2			01	01	03	05	1.91
B3	01	01	01	01	01	05	1.91
B4	01	02	02	02	02	09	3.43
C1	05					05	1.91
Total	43	46	57	57	59	262	100%

* 423 Total Garage Spaces

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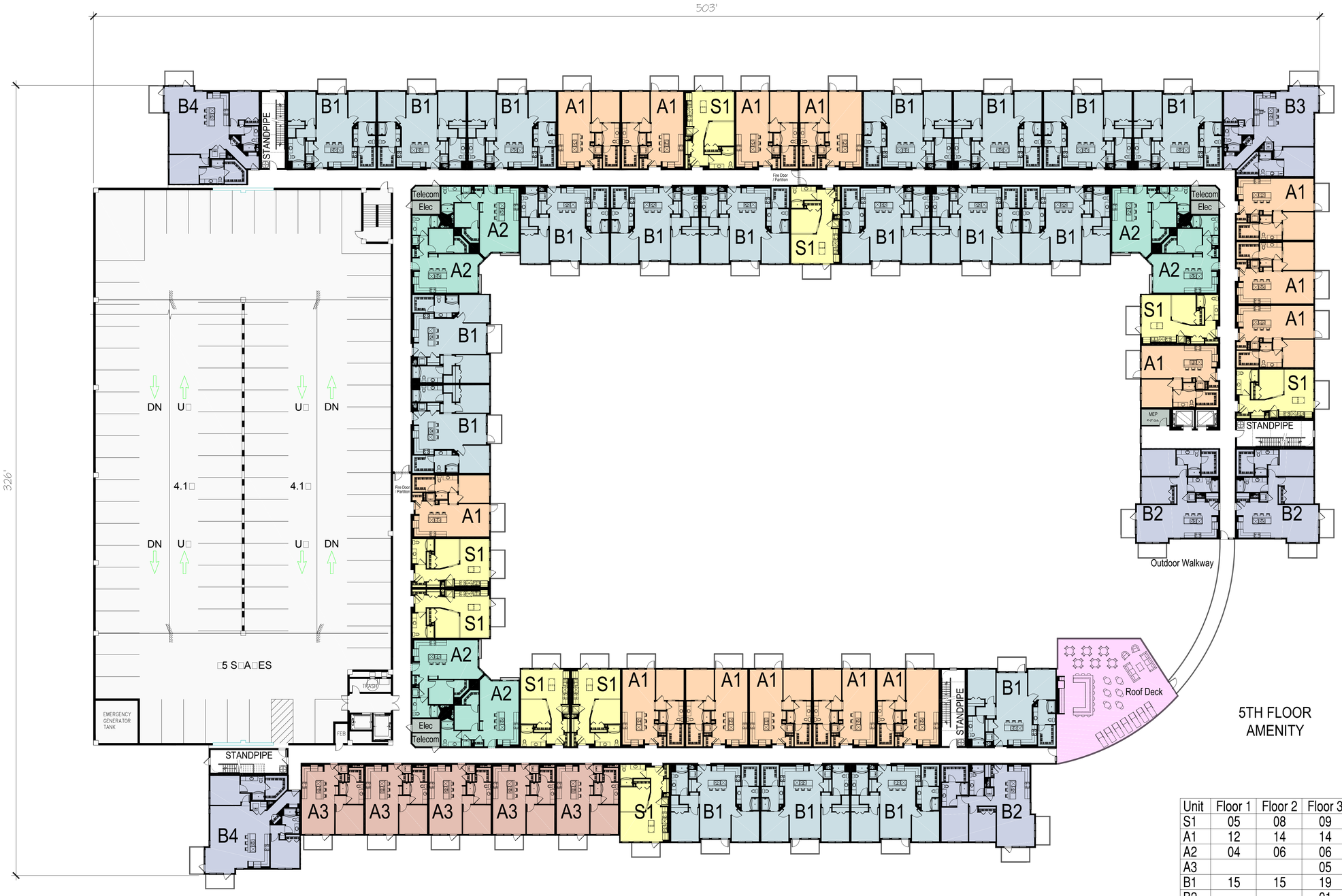

Level 5

Scale: 1" = 20'-0"

59 Units

Unit	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	#	%
S1	05	08	09	09	09	40	15.27
A1	12	14	14	14	14	68	25.95
A2	04	06	06	06	06	28	10.69
A3			05	05	05	15	5.73
B1	15	15	19	19	19	87	33.20
B2			01	01	03	05	1.91
B3	01	01	01	01	01	05	1.91
B4	01	02	02	02	02	09	3.43
C1	05					05	1.91
Total	43	46	57	57	59	262	100%

* 423 Total Garage Spaces

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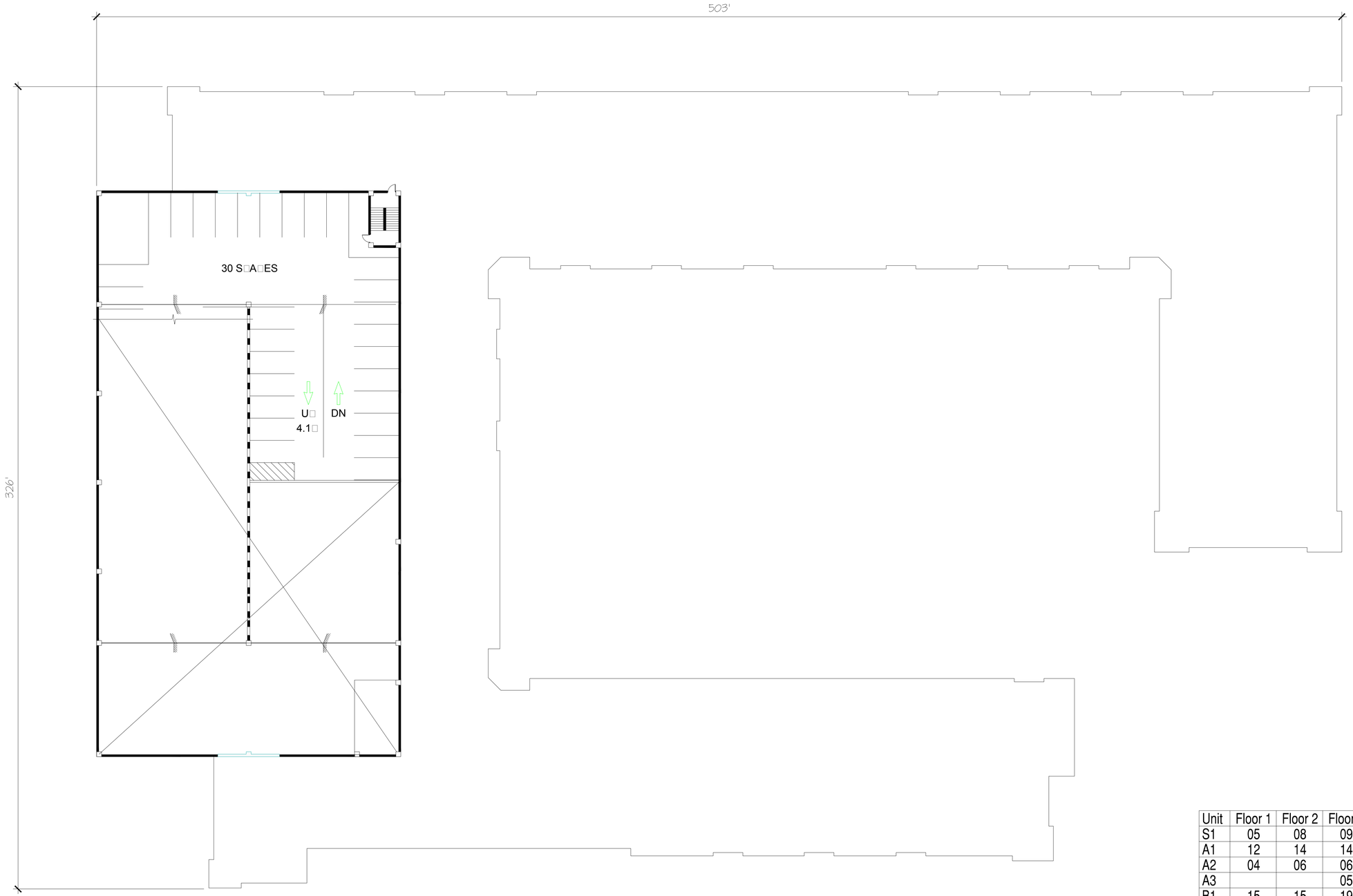

Level 6

Scale: 1" = 20'-0"

Unit	Floor 1	Floor 2	Floor 3	Floor 4	Floor 5	#	%
S1	05	08	09	09	09	40	15.27
A1	12	14	14	14	14	68	25.95
A2	04	06	06	06	06	28	10.69
A3			05	05	05	15	5.73
B1	15	15	19	19	19	87	33.20
B2			01	01	03	05	1.91
B3	01	01	01	01	01	05	1.91
B4	01	02	02	02	02	09	3.43
C1	05					05	1.91
Total	43	46	57	57	59	262	100%

* 423 Total Garage Spaces

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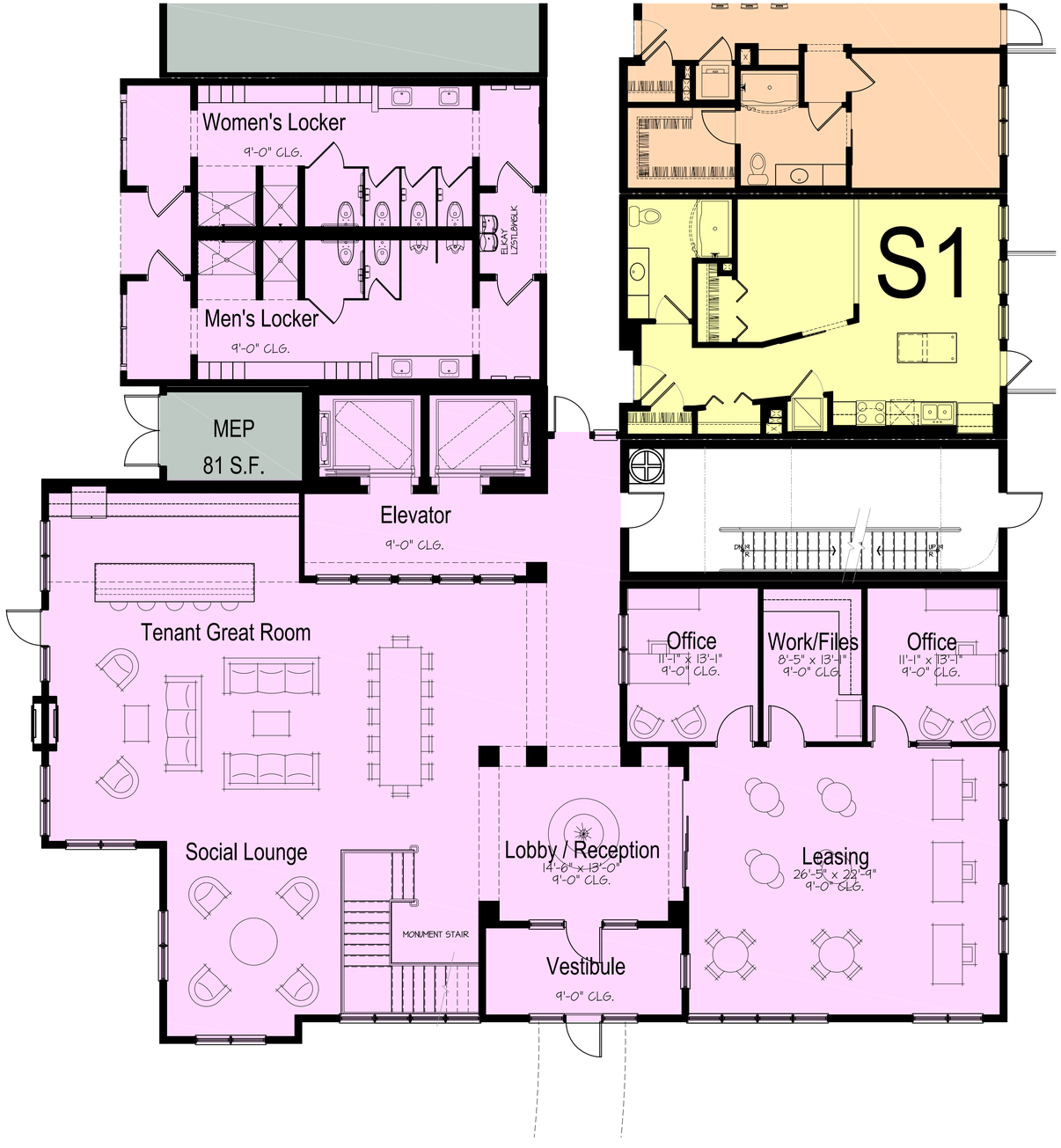
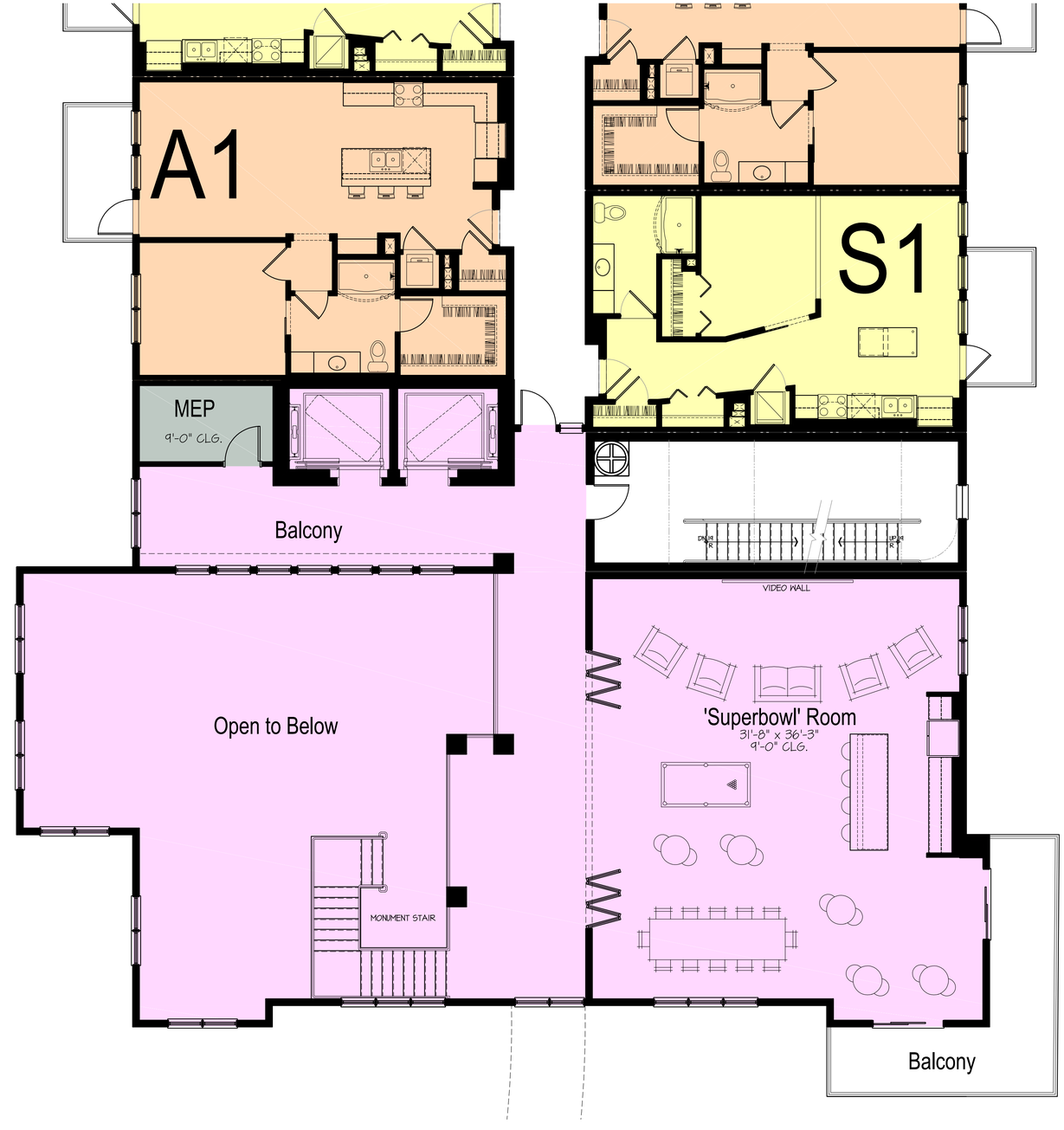


Leasing and Club Amenity - Level 1 - 3,150 sf

scale: 3/16" = 1'-0"



Leasing and Club Amenity - Level 2 - 1,936 sf

scale: 3/16" = 1'-0"

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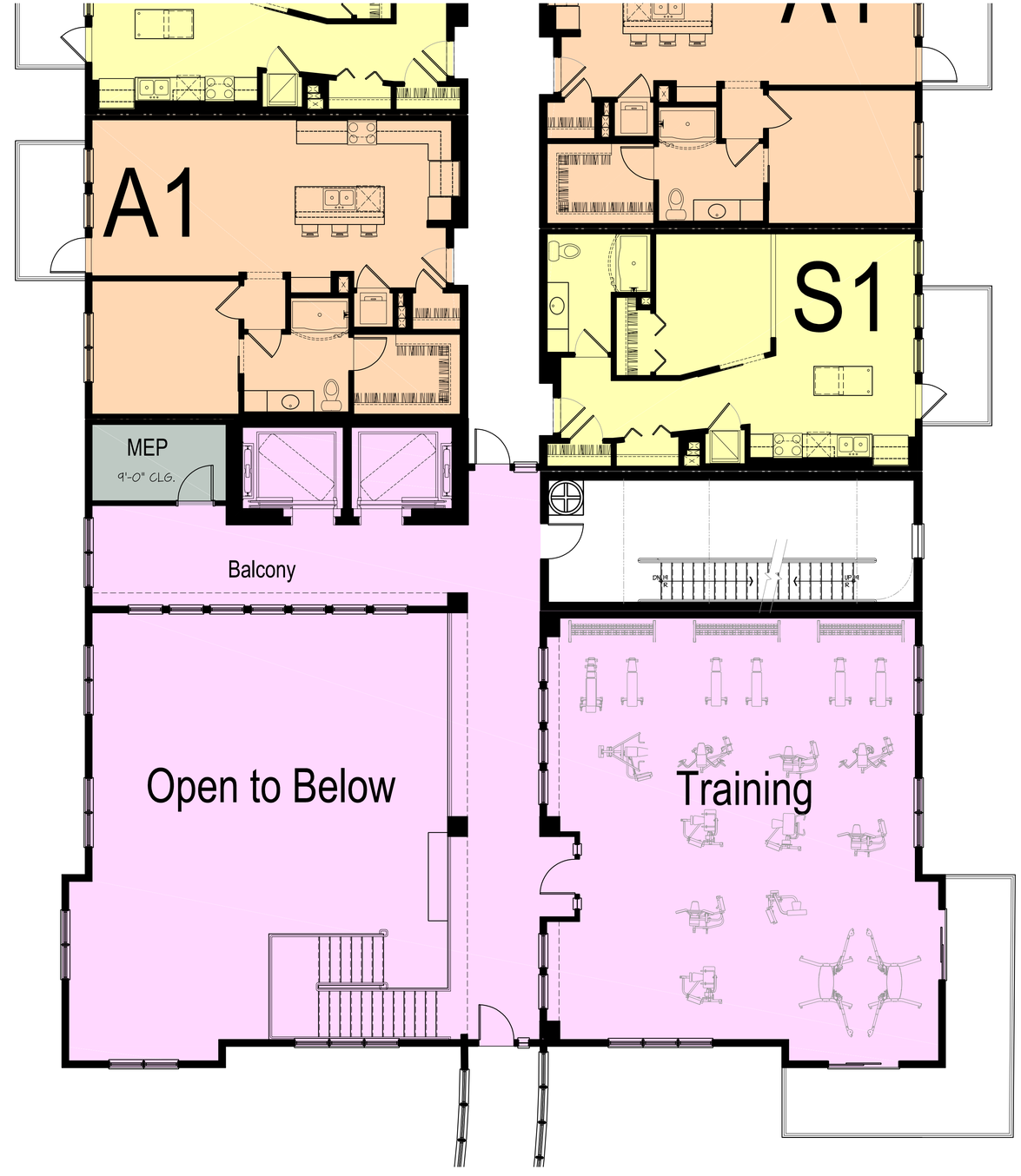
Fitness Amenity - Level 3 - 3,060 sf

scale: 3/16" = 1'-0"



Fitness Amenity - Level 4 - 1,826 sf

scale: 3/16" = 1'-0"

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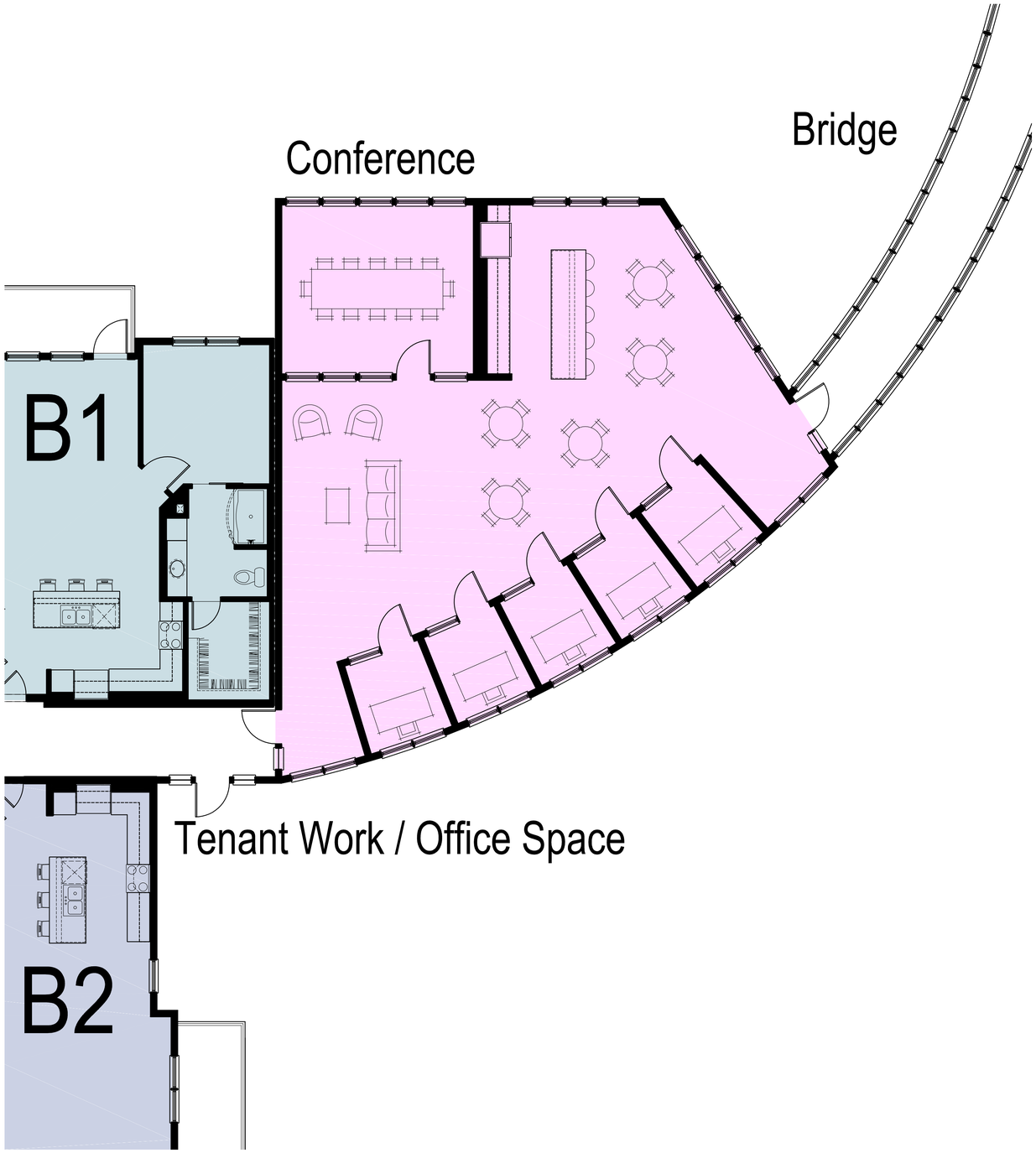
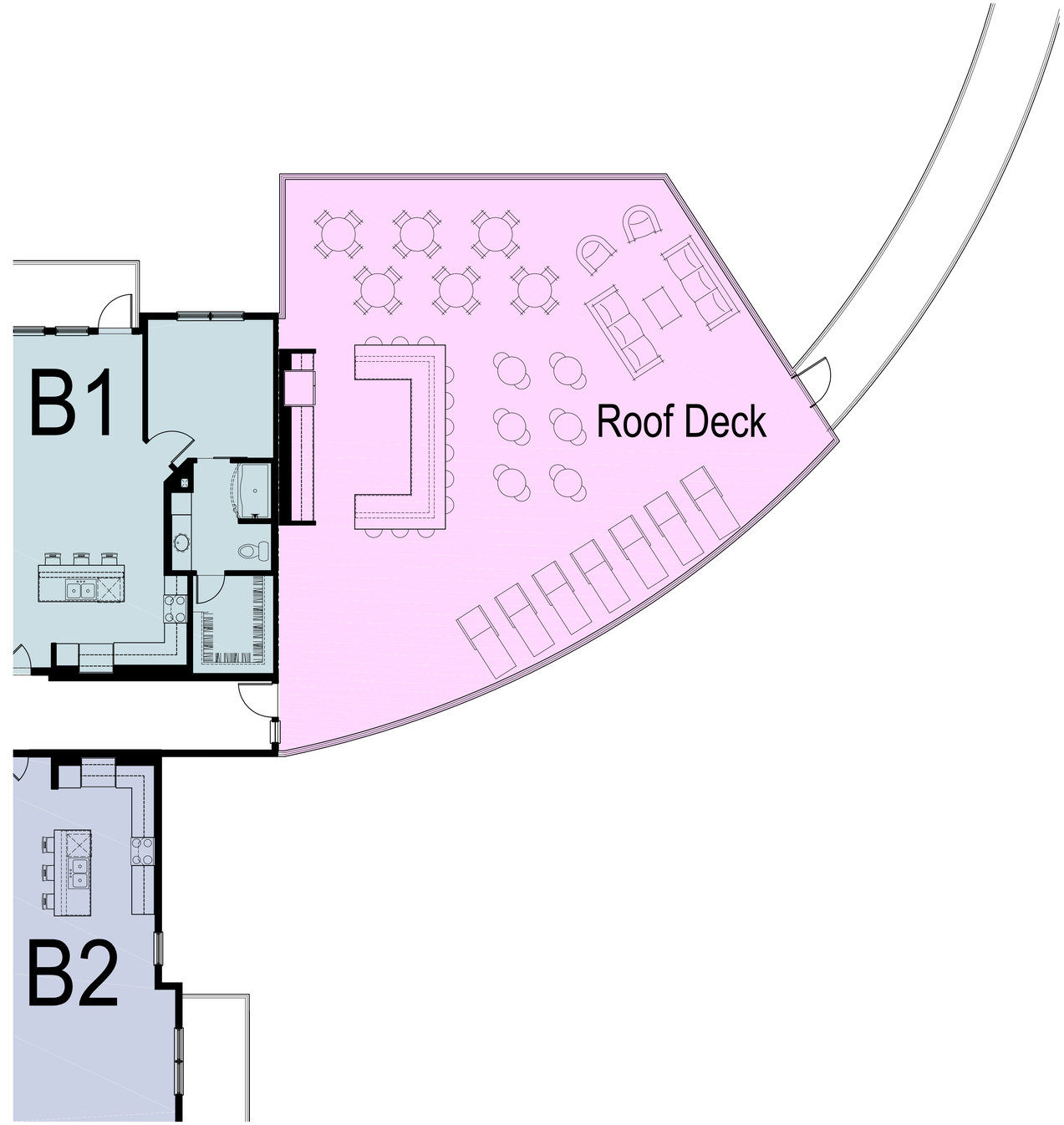


Resident Business Amenity - Level 3-4, 1,350 sf

scale: 3/16" = 1'-0"



Rooftop Amenity - Level 5 - 1,350 sf

Scale: 1" = 20'-0"

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Mail and Parcel Room - Level 1

scale: 3/16" = 1'-0"

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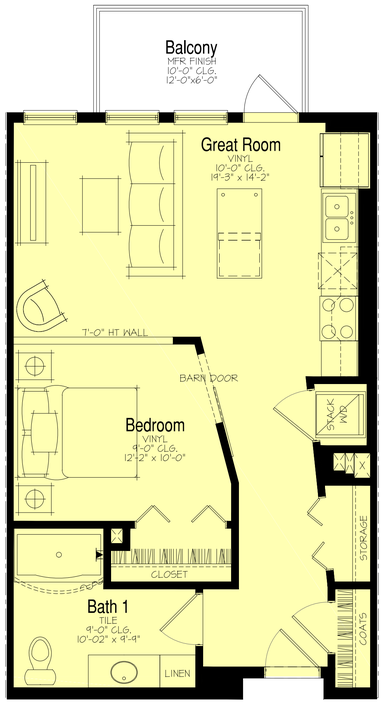
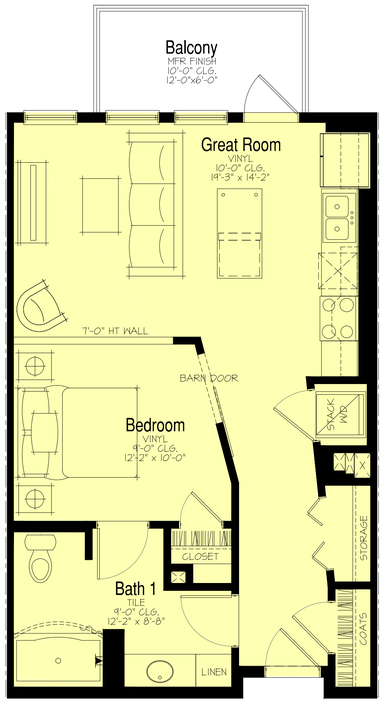


ANSI Type B: 1 Bedroom / 1 Bath
NSF: 614 / GSF: 676

Unit - S1 Floor Plan

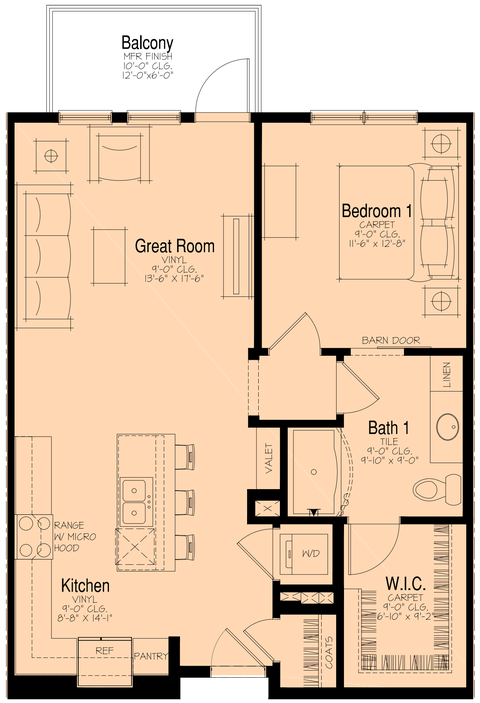
SCALE: 1/4"=1'-0" xfir-Unit S1



ANSI Type B: 1 Bedroom / 1 Bath
NSF: 613 / GSF: 675

Unit - S1_Alt Floor Plan

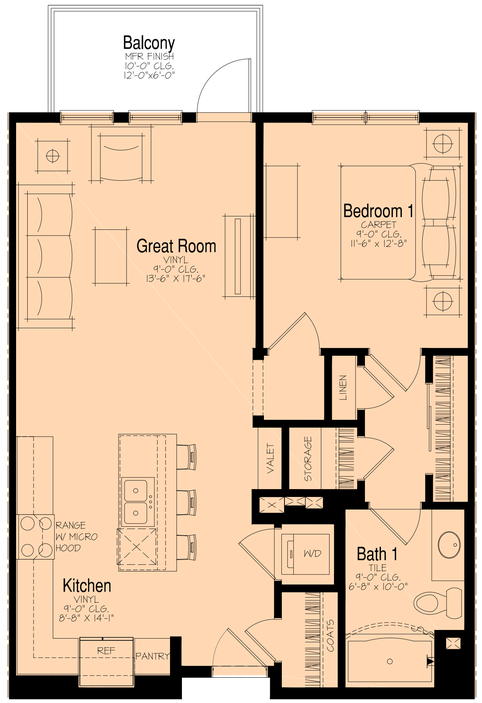
SCALE: 1/4"=1'-0" xfir-Unit S1_Alt



ANSI Type B: 1 Bedroom / 1 Bath
NSF: 794 / GSF: 850

Unit - A1 Floor Plan

SCALE: 1/4"=1'-0" xfir-Unit A1



ANSI Type B: 1 Bedroom / 1 Bath
NSF: 794 / GSF: 850

Unit - A1_Alt Floor Plan

SCALE: 1/4"=1'-0" xfir-Unit A1_Alt

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Unit Plans

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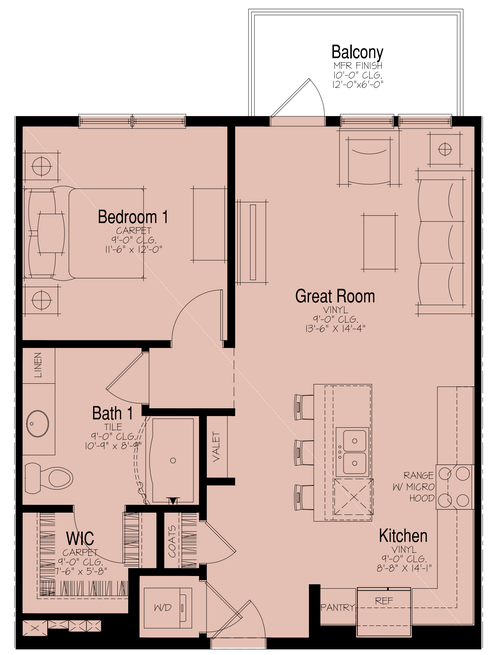
ANSI Type B: 1 Bedroom / 1 Bath

NSF: 702 / GSF: 794

Unit - A2 Floor Plan

SCALE: 1/4"=1'-0"

xfr-Unit A2



ANSI Type B: 1 Bedroom / 1 Bath

NSF: 707 / GSF: 777

Unit - A3 Floor Plan

SCALE: 1/4"=1'-0"

xfr-Unit A3

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Unit Plans

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ANSI Type B: 2 Bedroom / 2 Bath

NSF: 1111 / GSF: 1189

Unit - B1 Floor Plan

SCALE: 1/4"=1'-0" xfr-Unit B1

ANSI Type B: 2 Bedroom / 2 Bath

NSF: 1198 / GSF: 1276

Unit - B2 Floor Plan

SCALE: 1/4"=1'-0" xfr-Unit B2

ANSI Type B: 2 Bedroom / 2 Bath

NSF: 1198 / GSF: 1276

Unit - B2_Alt Floor Plan

SCALE: 1/4"=1'-0" xfr-Unit B2_Alt

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Unit Plans

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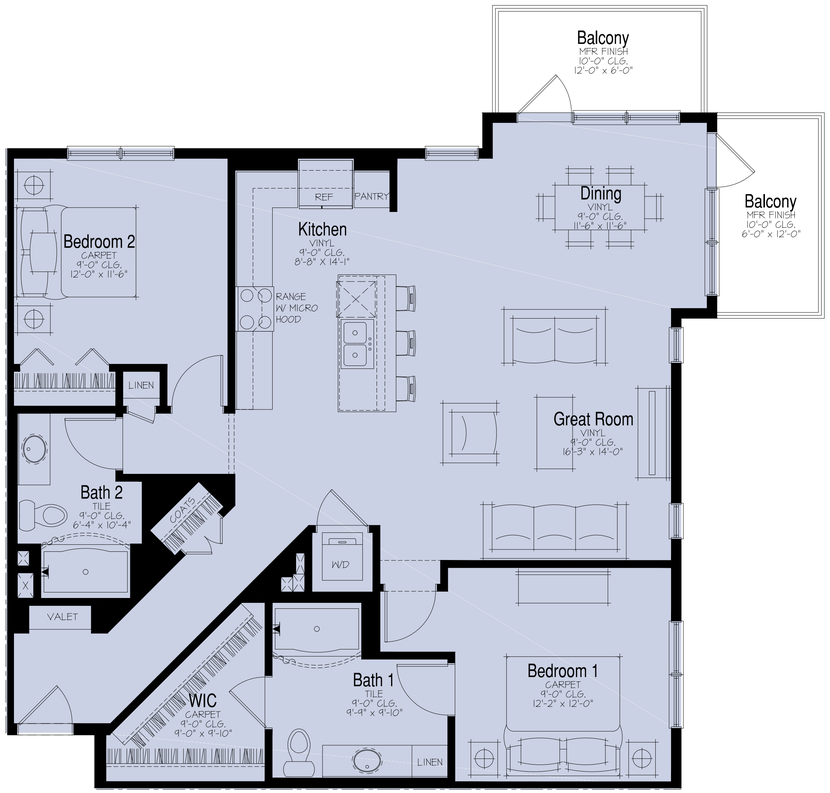

ANSI Type B: 2 Bedroom / 2 Bath

NSF: 1288 / GSF: 1382

Unit - B3 Floor Plan

SCALE: 1/4"=1'-0"

xfir-Unit B3

ANSI Type B: 2 Bedroom / 2 Bath

NSF: 1398 / GSF: 1484

Unit - B4 Floor Plan

SCALE: 1/4"=1'-0"

xfir-Unit B4

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Unit Plans

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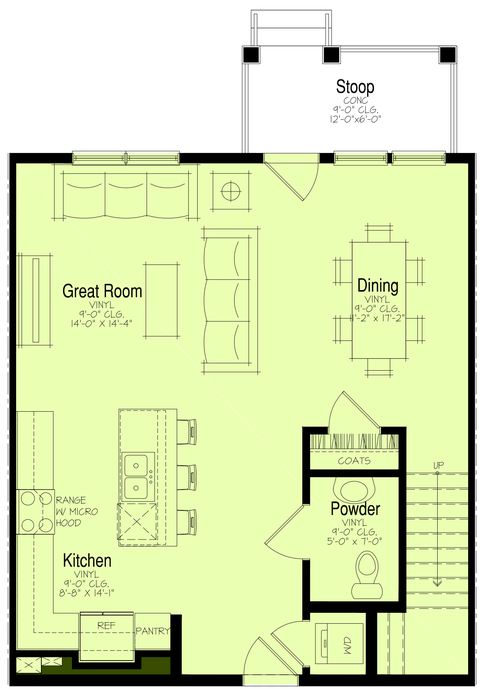
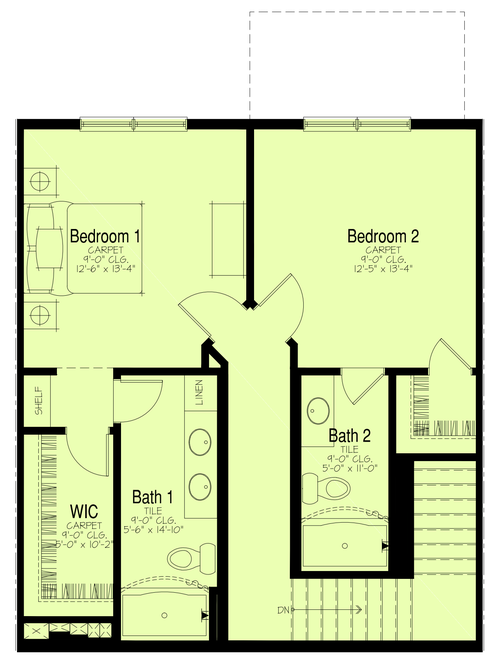


2 Bedroom / 2 Bath
NSF: 1387 / GSF: 1554

Unit - C1 Main Floor Plan

SCALE: 1/4"=1'-0" XFLR-UNIT-C1_1



2 Bedroom / 2 Bath
NSF: 1387 / GSF: 1554

Unit - C1 Upper Floor Plan

SCALE: 1/4"=1'-0" XFLR-UNIT-C1_2

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Unit Plans

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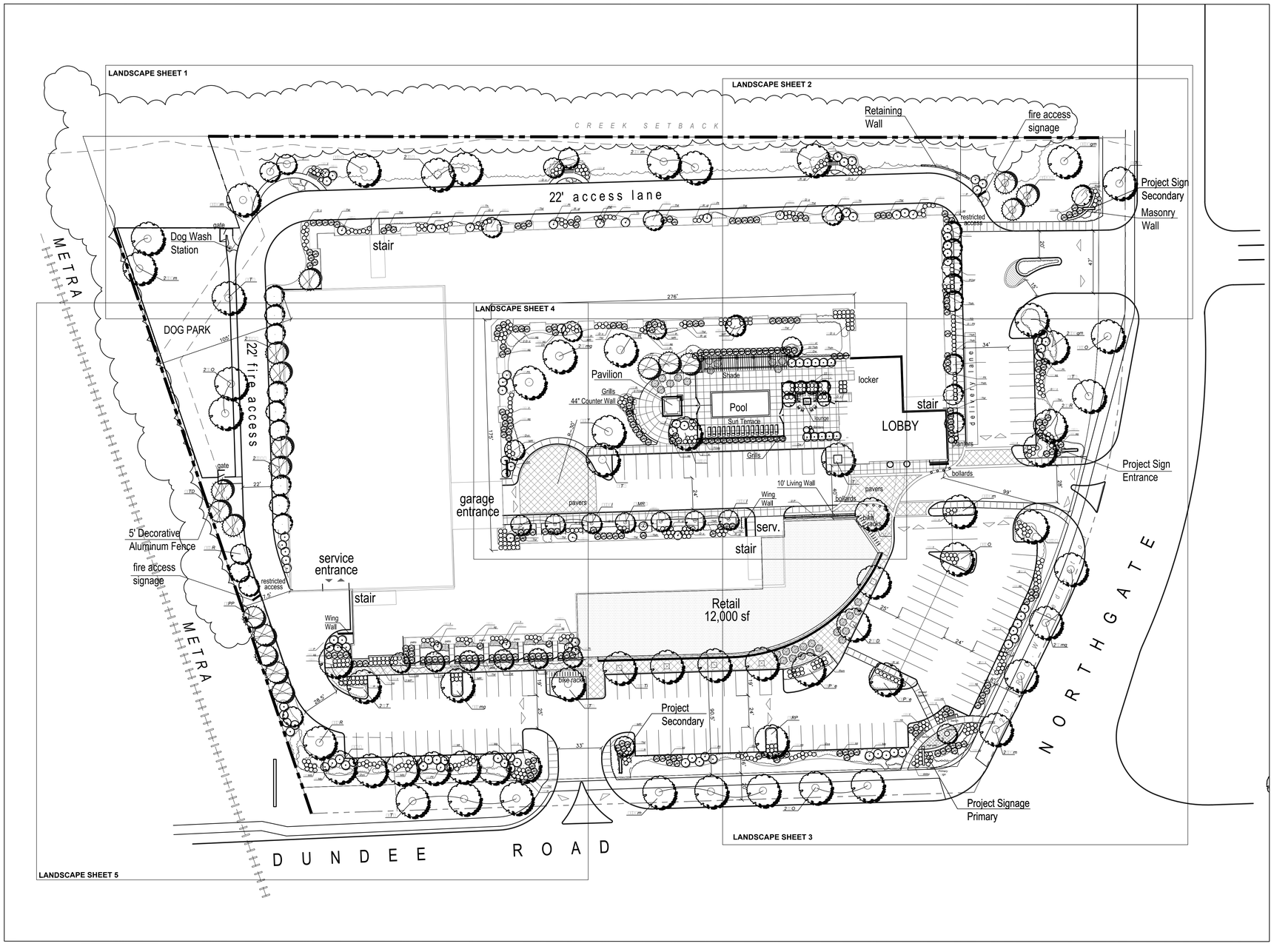

North

Scale: In Feet

0 15 30 60 120

PLANT LIST

SHADE TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
11	AFm	Acer x freemanii 'Marmo'	Marmo Maple	3.0" BB
4	ASgm	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0" BB
10	CS	Catalpa speciosa	American Catalpa	3.0" BB
8	CO	Celtis occidentallis	Common Hackberry	3.0" BB
3	LT	Lirodendron tulipifera	Tulip Tree	3.0" BB
2	PAe	Platanoides acerifolia 'Exclamation'	Exclamation Plane Tree	3.0" BB
3	QB	Quercus bicolor	Swamp White Oak	3.0" BB
4	QR	Quercus rubra	Northern Red Oak	3.0" BB
8	TD	Taxodium distichum	Bald Cypress	3.0" BB
8	TA	Tilia americana 'Redmond'	Redmond American Linden	3.0" BB
6	Umg	Ulmus 'Morton's Glossy'	Triumph Elm	3.0" BB

INTERMEDIATE AND EVERGREEN TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
3	AFl	Aesculus flavus	Yellow Buckeye	3.0" BB
3	AC	Amelanchier canadensis	Serviceberry	7' BB
1	BNcl	Betula nigra	Clump River Birch	10' CL. BB
9	CC	Cercis canadensis	Red Bud	7' HT. BB
6	CCi	Cratagus Crus-Gall-'Imermus'	Thornless Cockspur Hawthorn	8' HT. BB
4	CP	Cratagus Phenopyrum	Washington Hawthorn	8' HT. BB
24	HV	Hamamellis virginiana	Common Witchhazel	7' BB
3	MRJ	Malus 'Red Jewel' Crab	Red Jewel Crab	8' BB
3	MPF	Malus 'Prairie Fire' Crab	Prairie Fire Crab	8' BB
3	PP	Picea pungens	Blue Spruce	8' BB
11	VP	Viburnum prunifolium	Blackhaw Viburnum	5' CL. BB

SHRUBS

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
14	Aa	Aronia arbutifolia	Red Chokeberry	30" Cont.
0	CS	Cornus sericea	Redtwig Dogwood	36" BB
44	CSi	Cornus sericea 'Insantii'	Insanti Dogwood	30" Cont.
97	DLc	Diervilla carolina	Carolina Bushhoneysuckle	30" Cont.
28	Dys	Deutzia 'Yuki Snow'	Yuki Deutzia	30" Cont.
84	HA	Hydrangea arborescens	Smooth Hydrangea	30" Cont.
35	HPll	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	30" Cont.
6	HPt	Hydrangea paniculata 'Tardive'	Tardive Hydrangea	30" Cont.
27	IVlh	Itea virginica 'Little Henry'	Little Henry Itea	30" Cont.
78	JCsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	30" Cont.
5	JVmb	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	30" Cont.
15	POld	Physocarpus opufolius 'Diablo'	Diablo Ninebark	30" BB
16	Rsm	Rosa 'Scarlet Meidland'	Scarlet Meidland Shrub Rose	30" Cont.
23	RRfd	Rosa rugosa	Shrub Rose	30" Cont.
73	RAgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	30" Cont.
75	SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	30" Cont.
36	SMp	Syring meyerii 'Palabin'	Palabin Lilac	30" BB
89	TM	Taxus medii	Taunton's Yew	30" BB
48	TMh	Taxus medii 'Hicksii'	Hick's Yew	30" BB
25	TOdg	Thuja occidentalis 'Dark Green American'	Dark Green Arborvitae	6' BB
5	VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36" BB
5	VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	30" BB
1	VTh	Viburnum trilobum 'Hahs'	Hahs Amer. Cranberry Vib.	36" BB
0	WFc	Weigela florida 'Red Prince'	Red Prince Weigela	30" BB

PERENNIALS AND GROUNDCOVER

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
45	afr	Astilbe 'Fanal Red'	Fanal Red Astilbe	1 QT Cont
60	sid	Carex morrow 'Ice Dance'	Ice Dance Sedge	1 QT Cont
60	sp	Carex pennsylvanicum	Pennsylvania Sedge	1 QT Cont
35	cf	Echinacea purpurea	Purple Cone Flower	1 QT Cont
75	hg	Hosta 'Guacamole'	Guacamole Hosta	1 QT Cont
75	hhb	Hosta 'Hadsen Blue'	Hadsen Blue Hosta	1 QT Cont
48	dlmt	Hemerocallis 'Mary Todd'	Mary Todd Daylilly	1 QT Cont
40	cbpp	Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells	1 QT Cont
45	mf	Monarda fistulosa	Monarda Cultivar	1 QT Cont
100	nwl	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 QT Cont
60	fg	Pennisetum alopecuroides	Fountain Grass	1 QT Cont
60	amg	Sesleria autumnalis	Autumn Moor Grass	1 QT Cont
36	rsb	Rudbeckia neumanii 'Summer Blaze'	Summer Bl. Blackeyed Susan	1 QT Cont
24	smn	Salvia nemerosa 'May Night'	May Night Salvia	1 QT Cont
60	pd	Sporabolis heterolepsis	Prairie Dropseed	1 QT Cont
24	scsn	Sedum kamtschaticum 'Tekaridake'	Neon Stone Crop Sedum	1 Qt. Cont.
21	scc	Schizachyriumscoparium 'Carousel'	Carousel Little Blue Stem	1 QT Cont

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LS-1
Planting Plan
Uptown 500

Wheeling, Illinois

October 4, 2017

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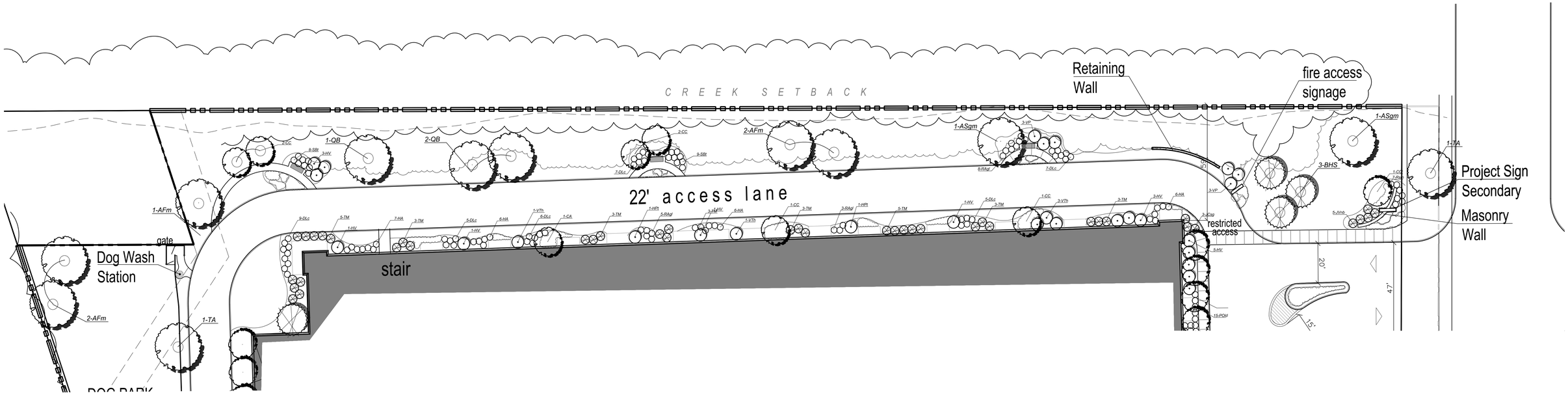

PLANT LIST

SHADE TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
11	AFm	Acer x freemanii 'Marmo'	Marmo Maple	3.0" BB
4	ASgm	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0" BB
10	CS	Catalpa speciosa	American Catalpa	3.0" BB
8	CO	Celtis occidentallis	Common Hackberry	3.0" BB
3	LT	Lirodendron tulipifera	Tulip Tree	3.0" BB
2	PAe	Platanoides acerifolia 'Exclamation'	Exclamation Plane Tree	3.0" BB
3	QB	Quercus bicolor	Swamp White Oak	3.0" BB
4	QR	Quercus rubra	Northern Red Oak	3.0" BB
8	TD	Taxodium distichum	Bald Cypress	3.0" BB
8	TA	Tilia americana 'Redmond'	Redmond American Linden	3.0" BB
6	Umg	Ulmus 'Morton's Glossy'	Triumph Elm	3.0" BB

INTERMEDIATE AND EVERGREEN TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
3	AFI	Aesculus flavus	Yellow Buckeye	3.0" BB
3	AC	Amelanchier canadensis	Serviceberry	7' BB
1	BNcl	Betula nigra	Clump River Birch	10' CL. BB
9	CC	Cercis canadensis	Red Bud	7' HT. BB
6	CCi	Cratagus Crus-Gall-'Imermus'	Thornless Cockspur Hawthorn	8' HT. BB
4	CP	Cratagus Phenopyrum	Washington Hawthorn	8' HT. BB
24	HV	Hamamellis virginiana	Common Witchhazel	7' BB
3	MRJ	Malus 'Red Jewel' Crab	Red Jewel Crab	8' BB
3	MPF	Malus 'Prairie Fire' Crab	Prairie Fire Crab	8' BB
3	PP	Picea pungens	Blue Spruce	8' BB
11	VP	Viburnum prunifolium	Blackhaw Viburnum	5' CL. BB

SHRUBS

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
14	Aa	Aronia arbutifolia	Red Chokeberry	30" Cont.
0	CS	Cornus sericea	Redtwig Dogwood	36" BB
44	CSi	Cornus sericea 'Insantii'	Insanti Dogwood	30" Cont.
97	DLc	Diervilla carolina	Carolina Bushhoneysuckle	30" Cont.
28	Dys	Deutzia 'Yuki Snow'	Yuki Deutzia	30" Cont.
84	HA	Hydrangea arborescens	Smooth Hydrangea	30" Cont.
35	HPll	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	30" Cont.
6	HPt	Hydrangea paniculata 'Tardive'	Tardive Hydrangea	30" Cont.
27	IVlh	Itea virginica 'Little Henry'	Little Henry Itea	30" Cont.
78	JCsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	30" Cont.
5	JVmb	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	30" Cont.
15	POld	Physocarpus opufolius 'Diablo'	Diablo Ninebark	30" BB
16	Rsm	Rosa 'Scarlet Meidland'	Scarlet Meidland Shrub Rose	30" Cont.
23	RRfd	Rosa rugosa	Shrub Rose	30" Cont.
73	RAgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	30" Cont.
75	SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	30" Cont.
36	SMp	Syring meyerii 'Palabin'	Palabin Lilac	30" BB
89	TM	Taxus medii	Taunton's Yew	30" BB
48	TMh	Taxus medii 'Hicksii'	Hick's Yew	30" BB
25	TOdg	Thuja occidentalis 'Dark Green American'	Dark Green Arborvitae	6' BB
5	VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36" BB
5	VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	30" BB
1	VTh	Viburnum triloburn 'Hahs'	Hahs Amer. Cranberry Vib.	36" BB
0	WFc	Weigela florida 'Red Prince'	Red Prince Weigela	30" BB

PERENNIALS AND GROUNDCOVER

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
45	afr	Astilbe 'Fanal Red'	Fanal Red Astilbe	1 QT Cont
60	sid	Carex morrow 'Ice Dance'	Ice Dance Sedge	1 QT Cont
60	sp	Carex pennsylvanicum	Pennsylvania Sedge	1 QT Cont
35	cf	Echinacea purpurea	Purple Cone Flower	1 QT Cont
75	hg	Hosta 'Guacamole'	Guacamole Hosta	1 QT Cont
75	hhb	Hosta 'Hadsen Blue'	Hadsen Blue Hosta	1 QT Cont
48	dlmt	Hemerocallis 'Mary Todd'	Mary Todd Daylilly	1 QT Cont
40	cbpp	Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells	1 QT Cont
45	mf	Monarda fistulosa	Monarda Cultivar	1 QT Cont
100	nwl	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 QT Cont
60	fg	Pennisetum alopecuroides	Fountain Grass	1 QT Cont
60	amg	Sesleria autumnalis	Autumn Moor Grass	1 QT Cont
36	rsb	Rudbeckia neumanii 'Summer Blaze'	Summer Bl. Blackeyed Susan	1 QT Cont
24	smn	Salvia nemerosa 'May Night'	May Night Salvia	1 QT Cont
60	pd	Sporabolis heterolepsis	Prairie Dropseed	1 QT Cont
24	scsn	Sedum kamtschaticum 'Tekaridake'	Neon Stone Crop Sedum	1 Qt. Cont.
21	scc	Schizachyriumscoparium 'Carousel'	Carousel Little Blue Stem	1 QT Cont

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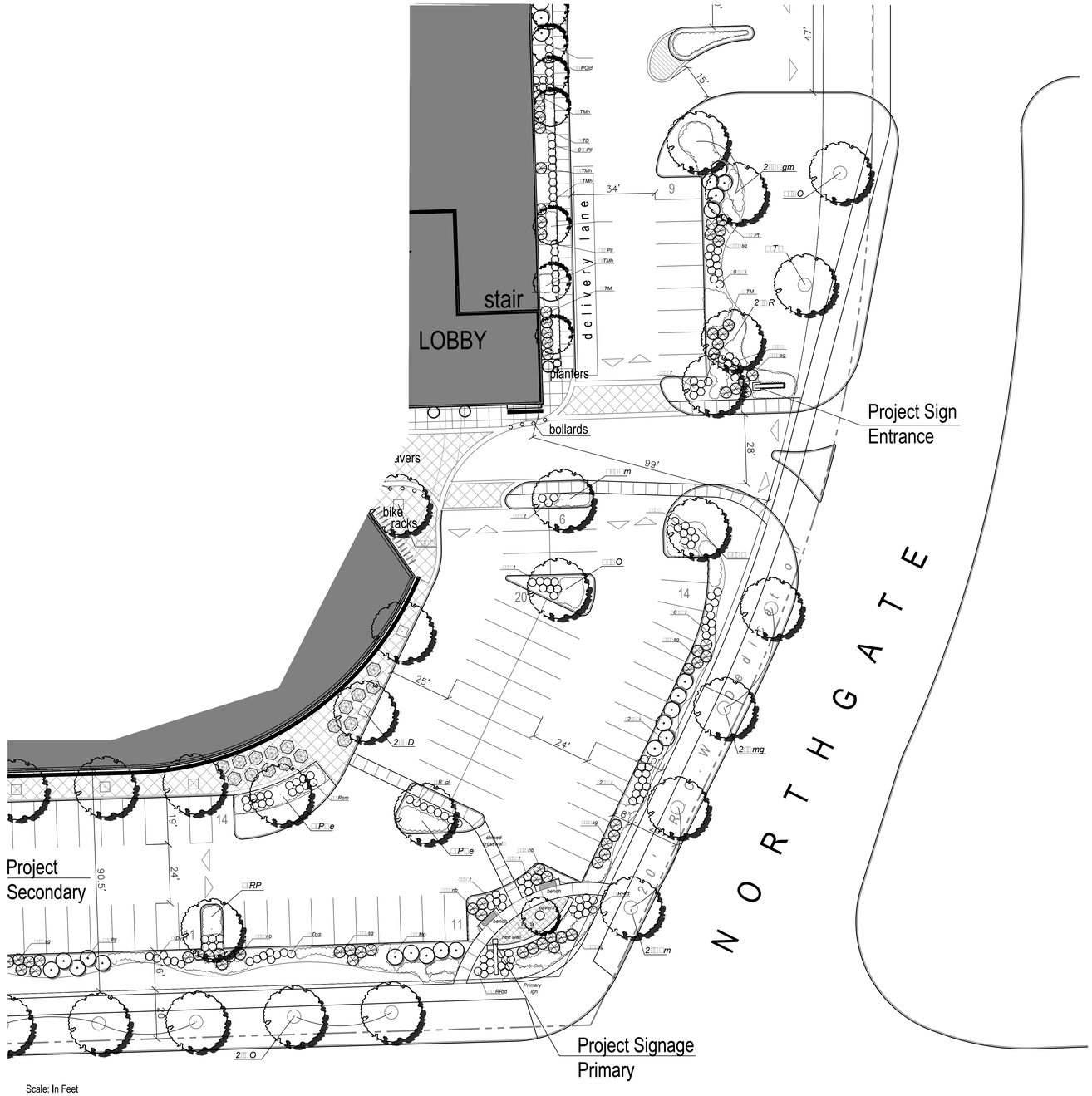

North

Scale: In Feet

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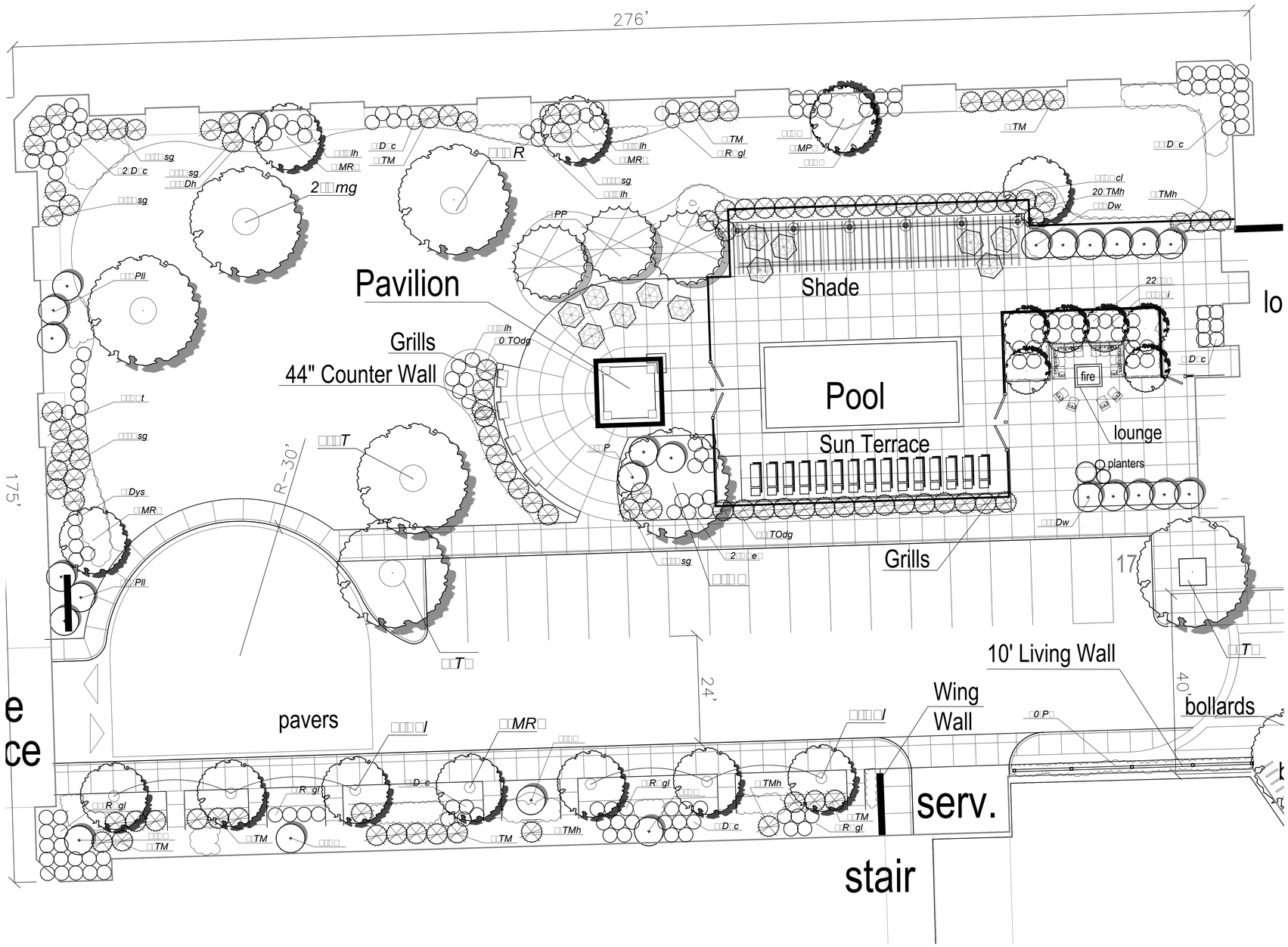

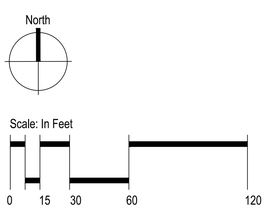

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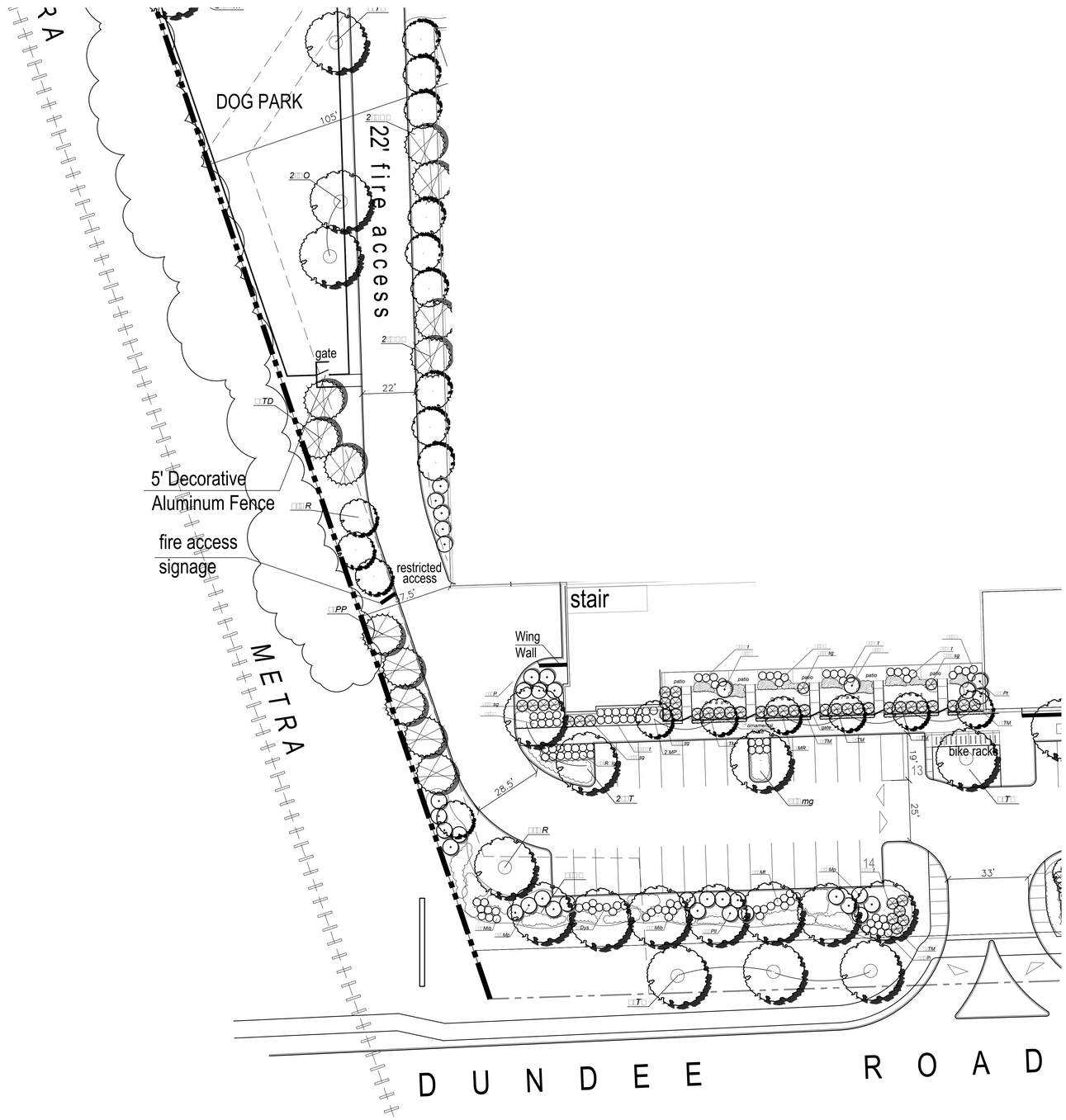

North

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60	pd	Sporabolis heterolepsis	Prairie Dropseed	1 QT Cont
24	scsn	Sedum kamtschaticum 'Tekaridake'	Neon Stone Crop Sedum	1 Qt. Cont.
21	scc	Schizachyriumscoparium 'Carousel'	Carousel Little Blue Stem	1 QT Cont

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LS-5
Planting Plan
Uptown 500

Wheeling, Illinois

Exhibit received October 5, 2017

October 4, 2017

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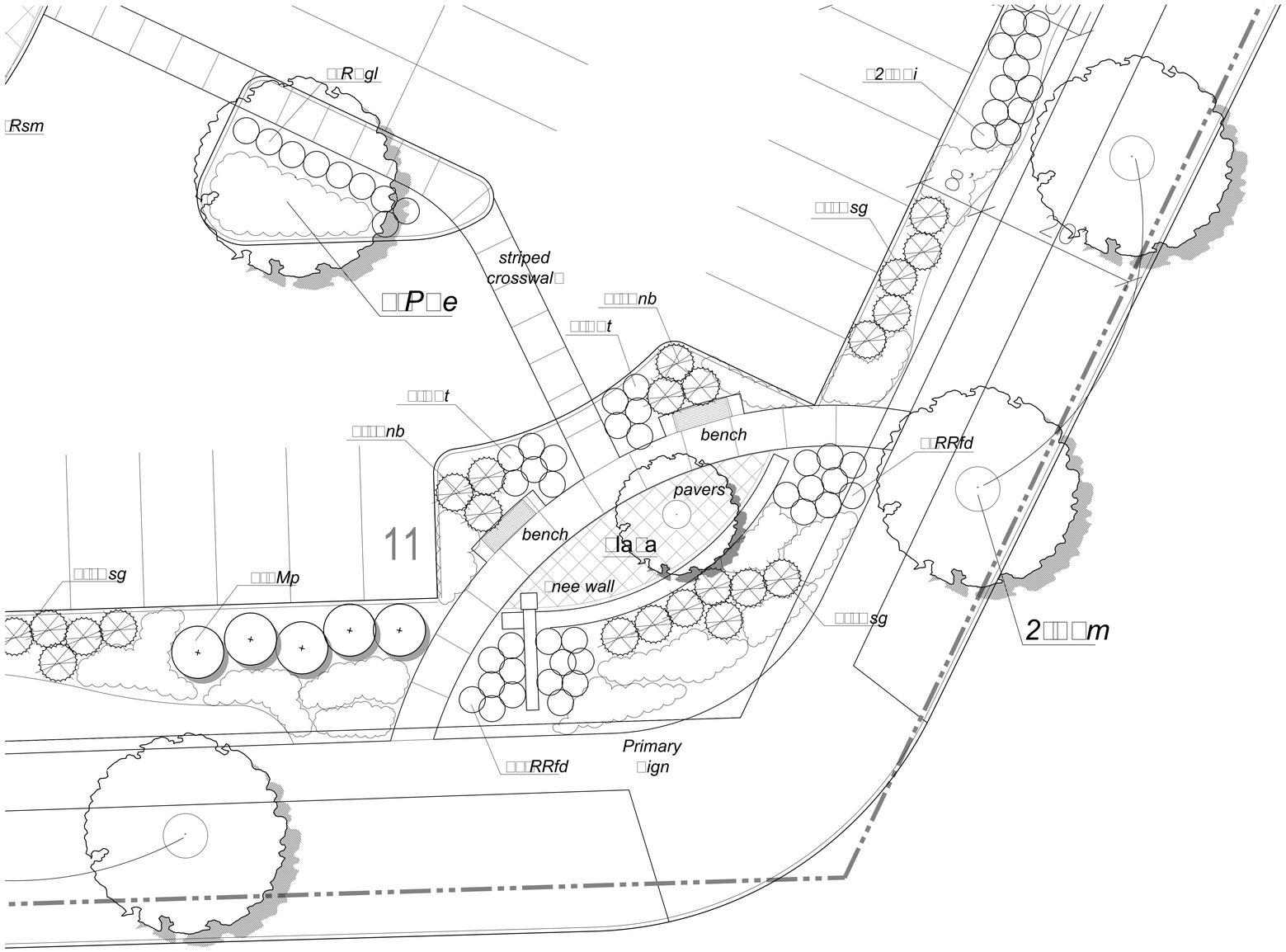

Scale: In Feet

0 15 30 60 120

PLANT LIST

SHADE TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
11	AFm	Acer x freemanii 'Marmo'	Marmo Maple	3.0" BB
4	ASgm	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0" BB
10	CS	Catalpa speciosa	American Catalpa	3.0" BB
8	CO	Celtis occidentallis	Common Hackberry	3.0" BB
3	LT	Lirodendron tulipifera	Tulip Tree	3.0" BB
2	PAe	Platanoides acerifolia 'Exclamation'	Exclamation Plane Tree	3.0" BB
3	QB	Quercus bicolor	Swamp White Oak	3.0" BB
4	QR	Quercus rubra	Northern Red Oak	3.0" BB
8	TD	Taxodium distichum	Bald Cypress	3.0" BB
8	TA	Tilia americana 'Redmond'	Redmond American Linden	3.0" BB
6	Umg	Ulmus 'Morton's Glossy'	Triumph Elm	3.0" BB

INTERMEDIATE AND EVERGREEN TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
3	AFl	Aesculus flavus	Yellow Buckeye	3.0" BB
3	AC	Amelanchier canadensis	Serviceberry	7' BB
1	BNcl	Betula nigra	Clump River Birch	10' CL. BB
9	CC	Cercis canadensis	Red Bud	7' HT. BB
6	CCi	Cratagus Crus-Gall-'Imermus'	Thornless Cockspur Hawthorn	8' HT. BB
4	CP	Cratagus Phenopyrum	Washington Hawthorn	8' HT. BB
24	HV	Hamamellis virginiana	Common Witchhazel	7' BB
3	MRJ	Malus 'Red Jewel' Crab	Red Jewel Crab	8' BB
3	MPF	Malus 'Prairie Fire' Crab	Prairie Fire Crab	8' BB
3	PP	Picea pungens	Blue Spruce	8' BB
11	VP	Viburnum prunifolium	Blackhaw Viburnum	5' CL. BB

SHRUBS

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
14	Aa	Aronia arbutifolia	Red Chokeberry	30" Cont.
0	CS	Cornus sericea	Redtwig Dogwood	36" BB
44	CSi	Cornus sericea 'Insantii'	Insanti Dogwood	30" Cont.
97	DLc	Diervilla carolina	Carolina Bushhoneysuckle	30" Cont.
28	Dys	Deutzia 'Yuki Snow'	Yuki Deutzia	30" Cont.
84	HA	Hydrangea arborescens	Smooth Hydrangea	30" Cont.
35	HPll	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	30" Cont.
6	HPt	Hydrangea paniculata 'Tardive'	Tardive Hydrangea	30" Cont.
27	IVlh	Itea virginica 'Little Henry'	Little Henry Itea	30" Cont.
78	JCsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	30" Cont.
5	JVmb	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	30" Cont.
15	POld	Physocarpus opufolius 'Diablo'	Diablo Ninebark	30" BB
16	Rsm	Rosa 'Scarlet Meidland'	Scarlet Meidland Shrub Rose	30" Cont.
23	RRfd	Rosa rugosa	Shrub Rose	30" Cont.
73	RAgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	30" Cont.
75	SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	30" Cont.
36	SMp	Syring meyerii 'Palabin'	Palabin Lilac	30" BB
89	TM	Taxus medii	Taunton's Yew	30" BB
48	TMh	Taxus medii 'Hicksii'	Hick's Yew	30" BB
25	TOdg	Thuja occidentalis 'Dark Green American'	Dark Green Arborvitae	6' BB
5	VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36" BB
5	VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	30" BB
1	VTh	Viburnum trilobum 'Hahs'	Hahs Amer. Cranberry Vib.	36" BB
0	WFc	Weigela florida 'Red Prince'	Red Prince Weigela	30" BB

PERENNIALS AND GROUNDCOVER

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
45	afr	Astilbe 'Fanal Red'	Fanal Red Astilbe	1 QT Cont
60	sid	Carex morrow 'Ice Dance'	Ice Dance Sedge	1 QT Cont
60	sp	Carex pennsylvanicum	Pennsylvania Sedge	1 QT Cont
35	cf	Echinacea purpurea	Purple Cone Flower	1 QT Cont
75	hg	Hosta 'Guacamole'	Guacamole Hosta	1 QT Cont
75	hhb	Hosta 'Hadsen Blue'	Hadsen Blue Hosta	1 QT Cont
48	dlmt	Hemerocallis 'Mary Todd'	Mary Todd Daylilly	1 QT Cont
40	cbpp	Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells	1 QT Cont
45	mf	Monarda fistulosa	Monarda Cultivar	1 QT Cont
100	nwl	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 QT Cont
60	fg	Pennisetum alopecuroides	Fountain Grass	1 QT Cont
60	amg	Sesleria autumnalis	Autumn Moor Grass	1 QT Cont
36	rsb	Rudbeckia neumanii 'Summer Blaze'	Summer Bl. Blackeyed Susan	1 QT Cont
24	smn	Salvia nemerosa 'May Night'	May Night Salvia	1 QT Cont
60	pd	Sporabolis heterolepsis	Prairie Dropseed	1 QT Cont
24	scsn	Sedum kamtschaticum 'Tekaridake'	Neon Stone Crop Sedum	1 Qt. Cont.
21	scc	Schizachyriumscoparium 'Carousel'	Carousel Little Blue Stem	1 QT Cont

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LS-6
Planting Plan
Uptown 500

Wheeling, Illinois

Exhibit received October 5, 2017

October 4, 2017

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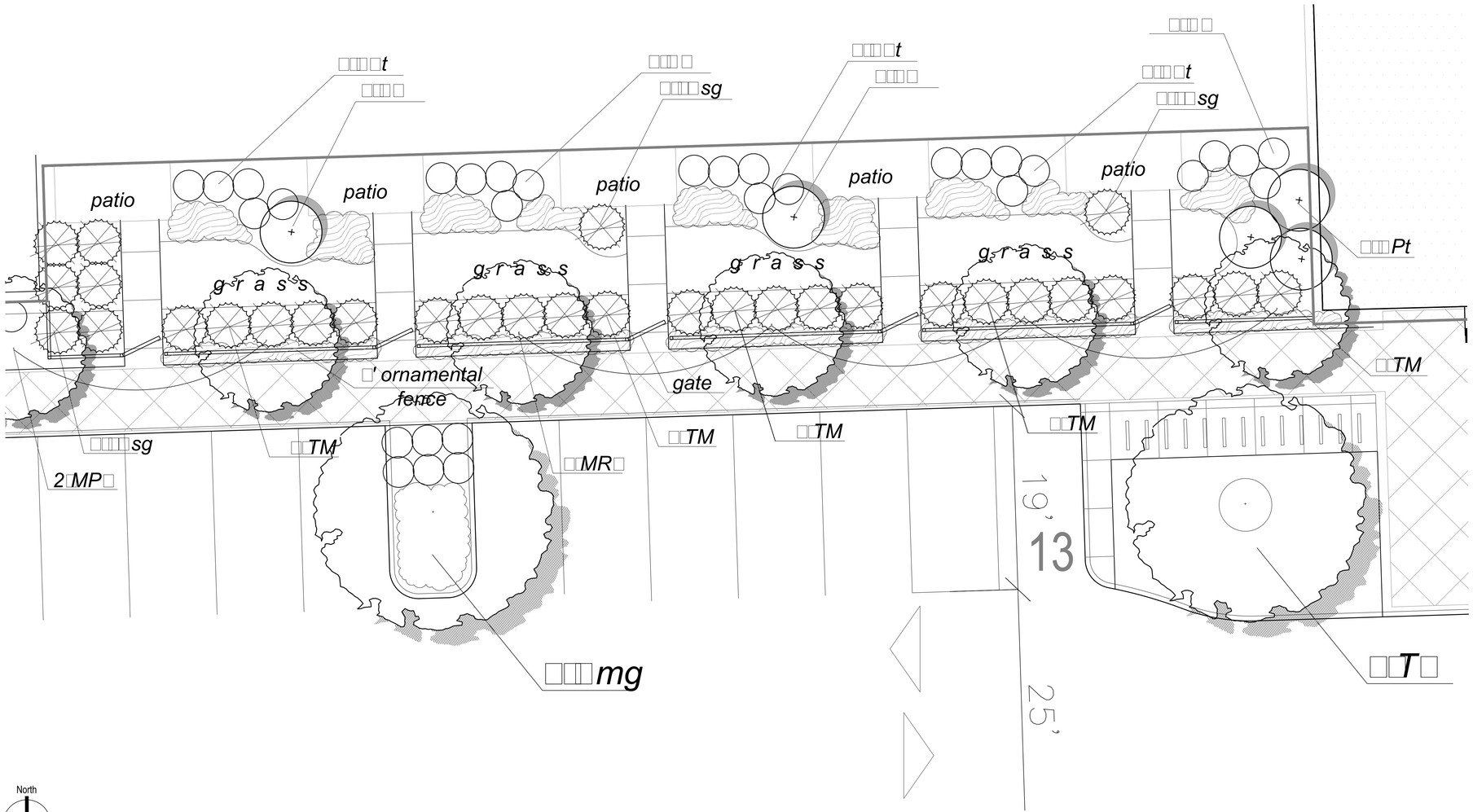

North

Scale: In Feet

0 5 10 20 120

PLANT LIST

SHADE TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
11	AFm	Acer x freemanii 'Marmo'	Marmo Maple	3.0" BB
4	ASgm	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0" BB
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8	CO	Celtis occidentallis	Common Hackberry	3.0" BB
3	LT	Lirodendron tulipifera	Tulip Tree	3.0" BB
2	PAe	Platanoides acerifolia 'Exclamation'	Exclamation Plane Tree	3.0" BB
3	QB	Quercus bicolor	Swamp White Oak	3.0" BB
4	QR	Quercus rubra	Northern Red Oak	3.0" BB
8	TD	Taxodium distichum	Bald Cypress	3.0" BB
8	TA	Tilia americana 'Redmond'	Redmond American Linden	3.0" BB
6	Umg	Ulmus 'Morton's Glossy'	Triumph Elm	3.0" BB

INTERMEDIATE AND EVERGREEN TREES

QTY.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
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3	AC	Amelanchier canadensis	Serviceberry	7' BB
1	BNcl	Betula nigra	Clump River Birch	10' CL. BB
9	CC	Cercis canadensis	Red Bud	7' HT. BB
6	CCi	Cratagus Crus-Gall-'Imermus'	Thornless Cockspur Hawthorn	8' HT. BB
4	CP	Cratagus Phenopyrum	Washington Hawthorn	8' HT. BB
24	HV	Hamamellis virginiana	Common Witchhazel	7' BB
3	MRJ	Malus 'Red Jewel' Crab	Red Jewel Crab	8' BB
3	MPF	Malus 'Prairie Fire' Crab	Prairie Fire Crab	8' BB
3	PP	Picea pungens	Blue Spruce	8' BB
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SHRUBS

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28	Dys	Deutzia 'Yuki Snow'	Yuki Deutzia	30" Cont.
84	HA	Hydrangea arborescens	Smooth Hydrangea	30" Cont.
35	HPll	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	30" Cont.
6	HPt	Hydrangea paniculata 'Tardive'	Tardive Hydrangea	30" Cont.
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78	JCsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	30" Cont.
5	JVmb	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	30" Cont.
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16	Rsm	Rosa 'Scarlet Meidland'	Scarlet Meidland Shrub Rose	30" Cont.
23	RRfd	Rosa rugosa	Shrub Rose	30" Cont.
73	RAgl	Rhus aromatica 'Grow-Low' (36" On Center)	Grow-Low Sumac	30" Cont.
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89	TM	Taxus medii	Taunton's Yew	30" BB
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25	TOdg	Thuja occidentalis 'Dark Green American'	Dark Green Arborvitae	6' BB
5	VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36" BB
5	VCc	Viburnum carlesii 'Compactum'	Compact Koreanspice Vib.	30" BB
1	VTh	Viburnum trilobum 'Hahs'	Hahs Amer. Cranberry Vib.	36" BB
0	WFc	Weigela florida 'Red Prince'	Red Prince Weigela	30" BB

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75	hg	Hosta 'Guacamole'	Guacamole Hosta	1 QT Cont
75	hhb	Hosta 'Hadsen Blue'	Hadsen Blue Hosta	1 QT Cont
48	dlmt	Hemerocallis 'Mary Todd'	Mary Todd Daylilly	1 QT Cont
40	cbpp	Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells	1 QT Cont
45	mf	Monarda fistulosa	Monarda Cultivar	1 QT Cont
100	nwl	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 QT Cont
60	fg	Pennisetum alopecuroides	Fountain Grass	1 QT Cont
60	amg	Sesleria autumnalis	Autumn Moor Grass	1 QT Cont
36	rsb	Rudbeckia neumanii 'Summer Blaze'	Summer Bl. Blackeyed Susan	1 QT Cont
24	smn	Salvia nemerosa 'May Night'	May Night Salvia	1 QT Cont
60	pd	Sporabolis heterolepsis	Prairie Dropseed	1 QT Cont
24	scsn	Sedum kamtschaticum 'Tekaridake'	Neon Stone Crop Sedum	1 Qt. Cont.
21	scc	Schizachyriumscoparium 'Carousel'	Carousel Little Blue Stem	1 QT Cont

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LS-7
Planting Plan
Uptown 500
Wheeling, Illinois

Exhibit received October 5, 2017

October 4, 2017

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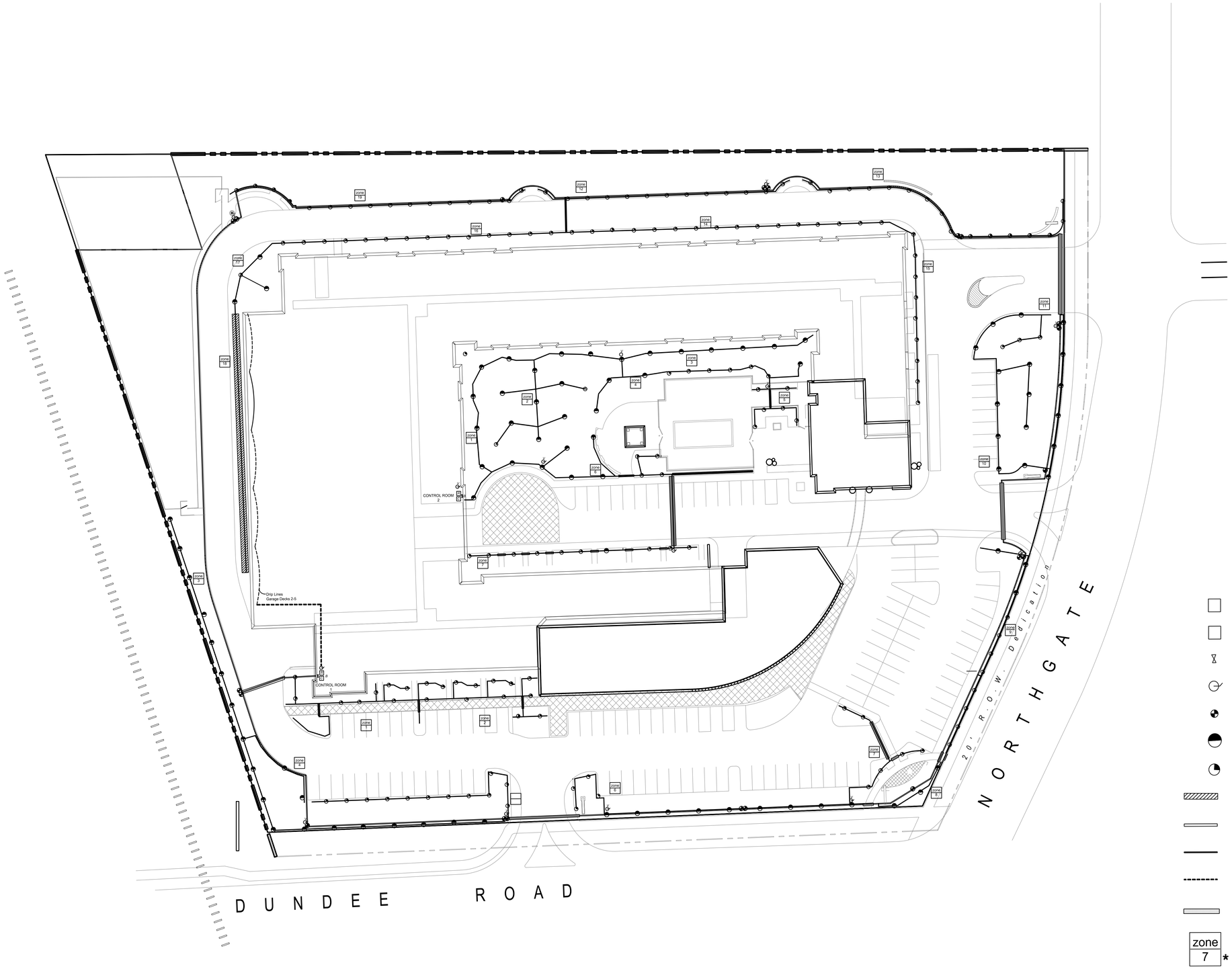

North

Scale: In Feet

0 15 30 60 120

- Controller
- Rain Sensor
- Backflow Device
- Quick Coupling Valve
- Electric Valve
- 12" Spray Head
- 8" Spray Head
- 12" Strip Head
- 1-1/2" Main Line
- 1-1/2" Lateral
- 1" Drip
- PVC Sleeve (CL200)
- zone 7 Zones (estimated)

*** For estimating purposes only Not for Construction**

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LS-10
Irrigation Plan
Uptown 500
Wheeling, Illinois

Exhibit received October 5, 2017

October 4, 2017

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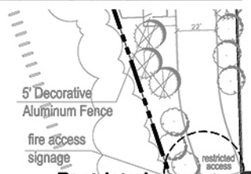
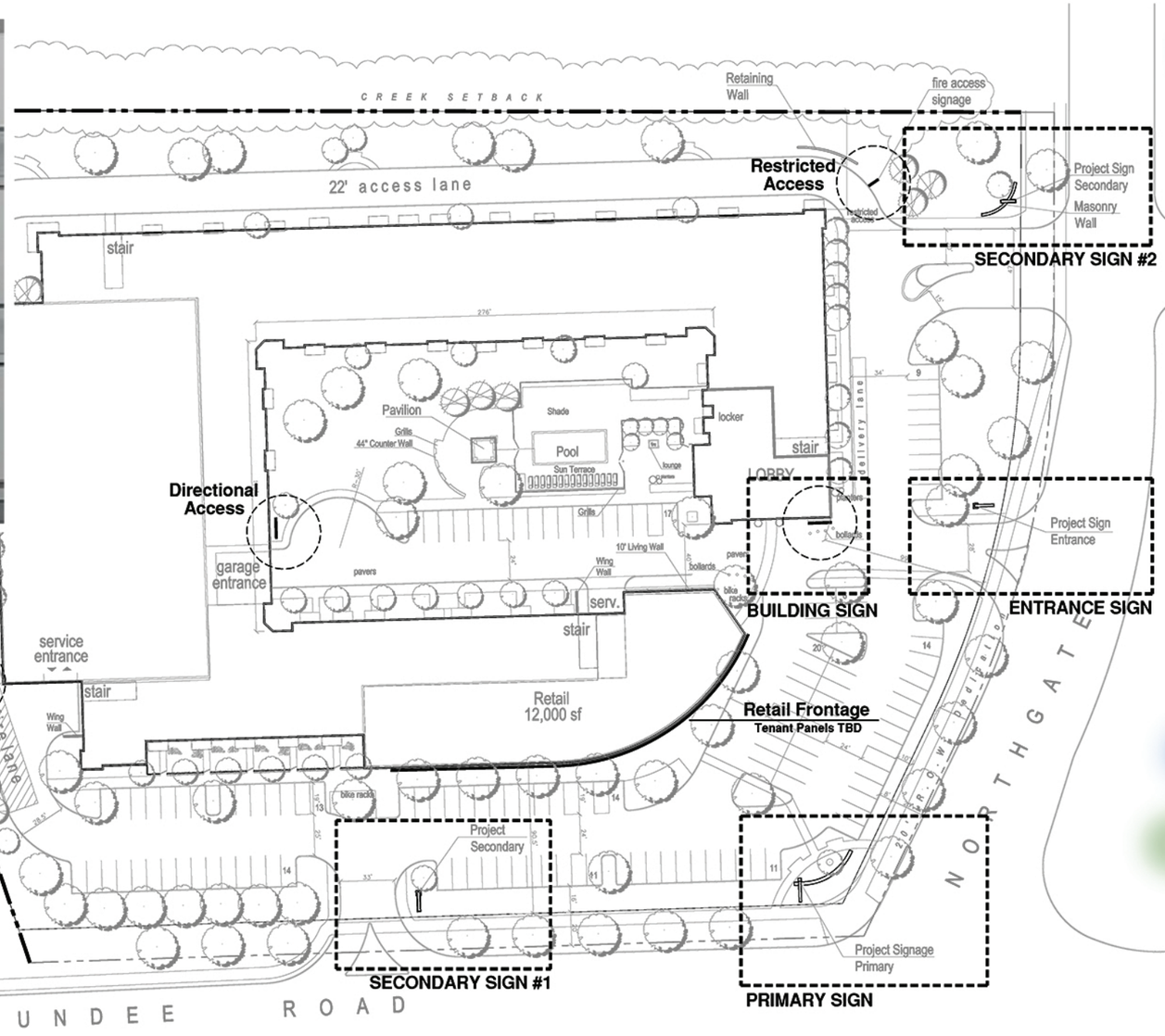
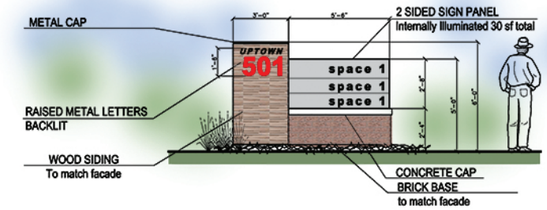
BUILDING SIGN
Located at Lobby

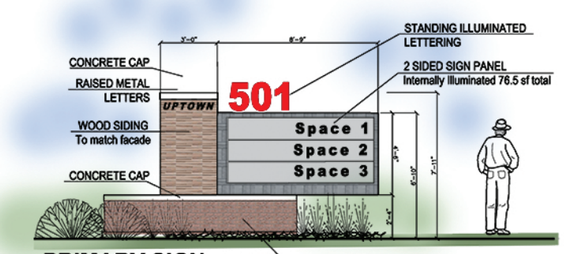






SECONDARY SIGN
Located at limited entrance at Dundee Road and northern Northgate entrance

ENTRANCE SIGN
Located at limited access Northgate entrance



PRIMARY SIGN
Located at Dundee Road and Northgate corner

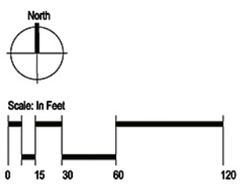


Exhibit received October 5, 2017

LS-8
Signature Plan
Uptown 500
Wheeling, Illinois

October 4, 2017

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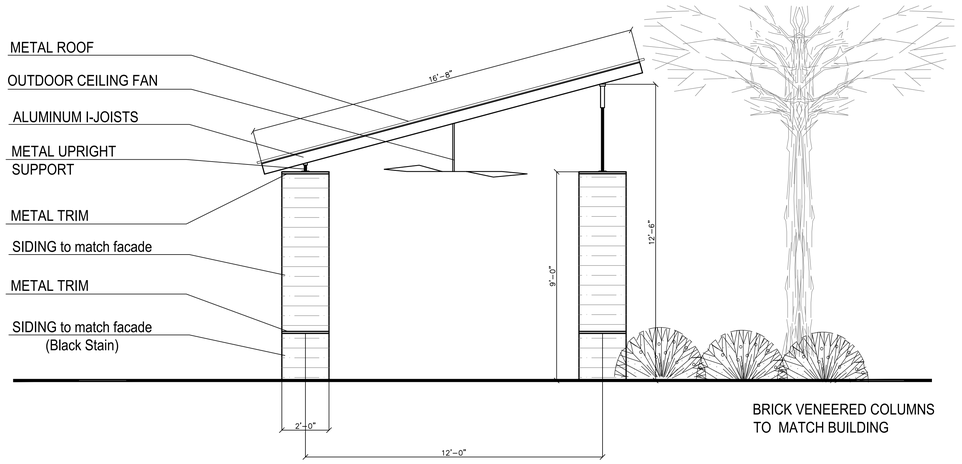
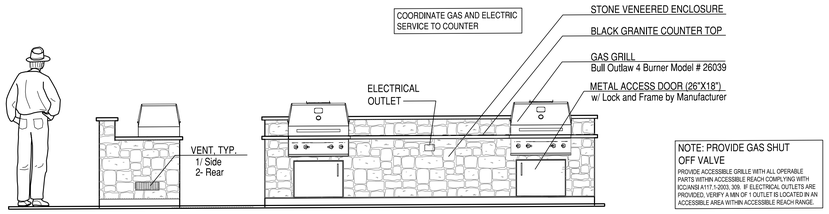
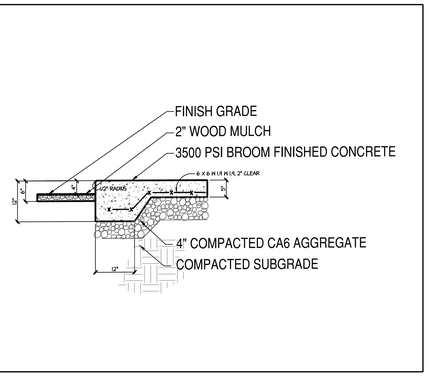


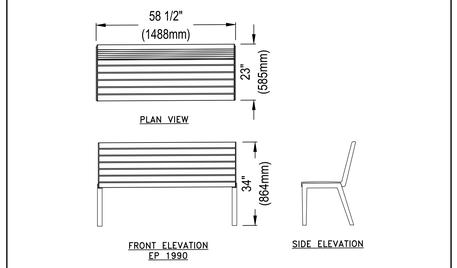
Pavilion



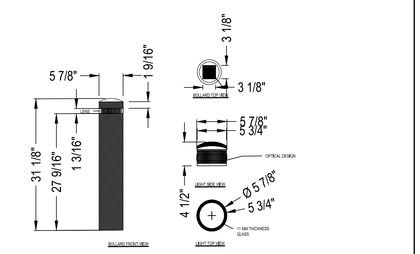
Grilling Wall



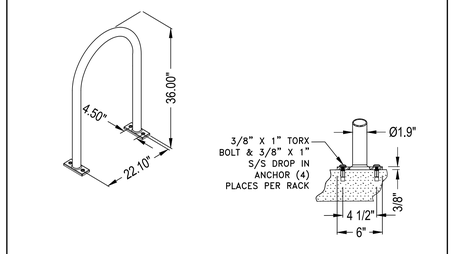
Pool Deck Detail



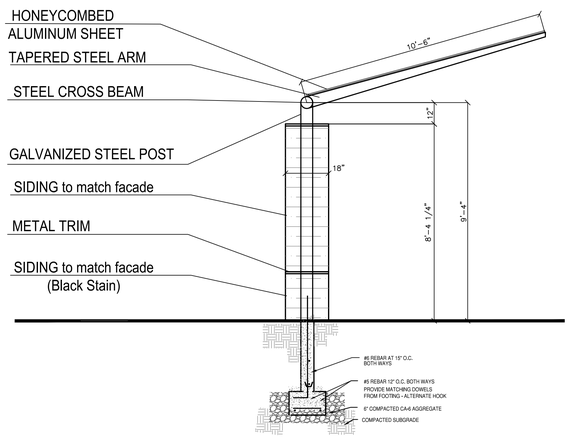
Public Bench Detail



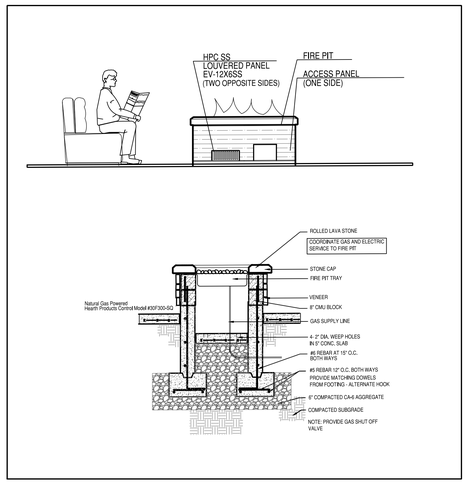
Bollard Detail



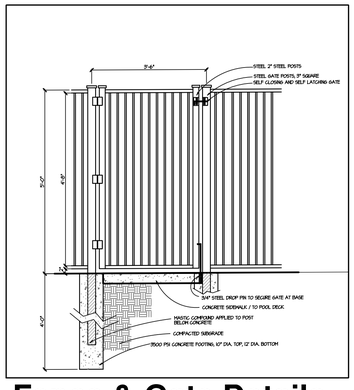
Bicycle Rack Detail

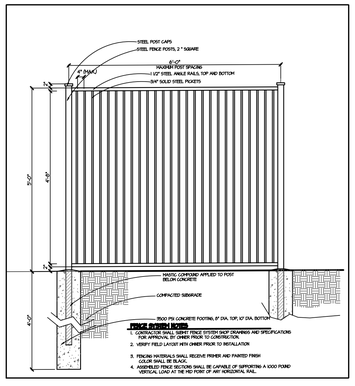


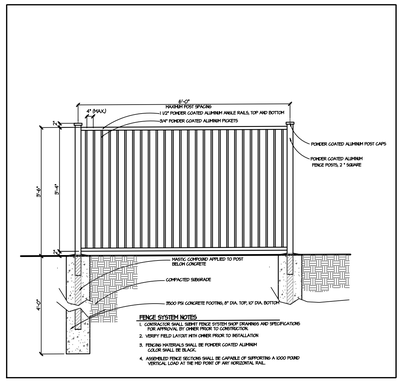
Shade Structure



Fire Pit







Fence & Gate Details

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LS-9
Details
Uptown 500

Wheeling, Illinois

Exhibit received October 5, 2017

October 4, 2017

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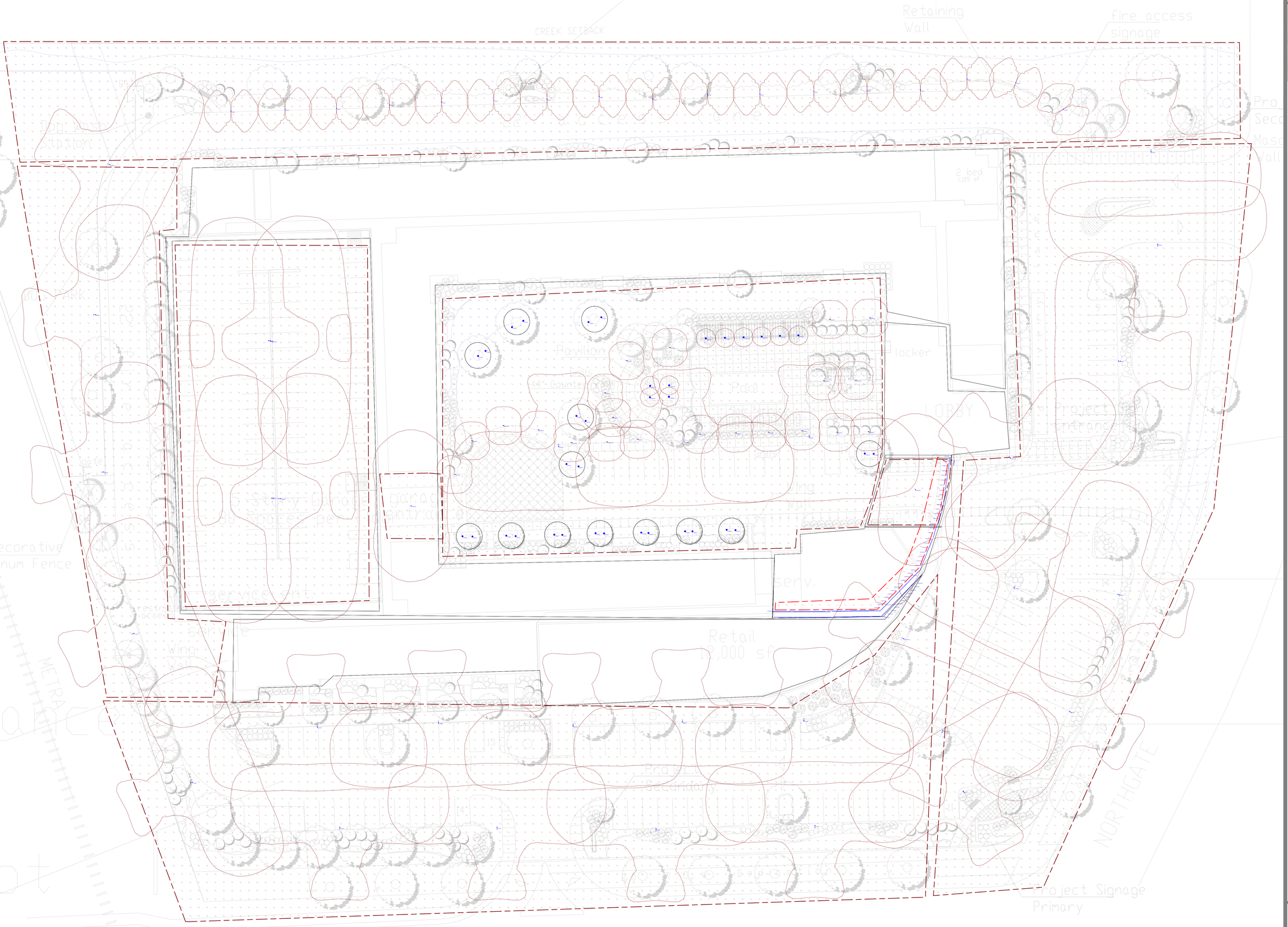


Plan View
Scale - 1" = 20ft

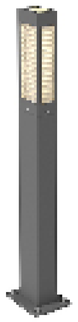
Exhibit received October 5, 2017

LEGACY DESIGNS,Inc.
FRANK GALLAGHER

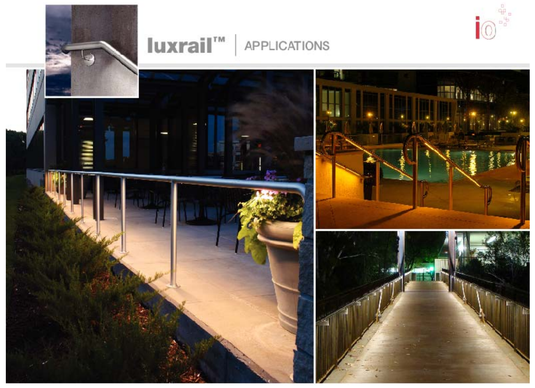
Uptown 501
Wheeling, Illinois

Designer
F.Gallagher
Date
9/28/2017
Scale
Not to Scale
Drawing No.

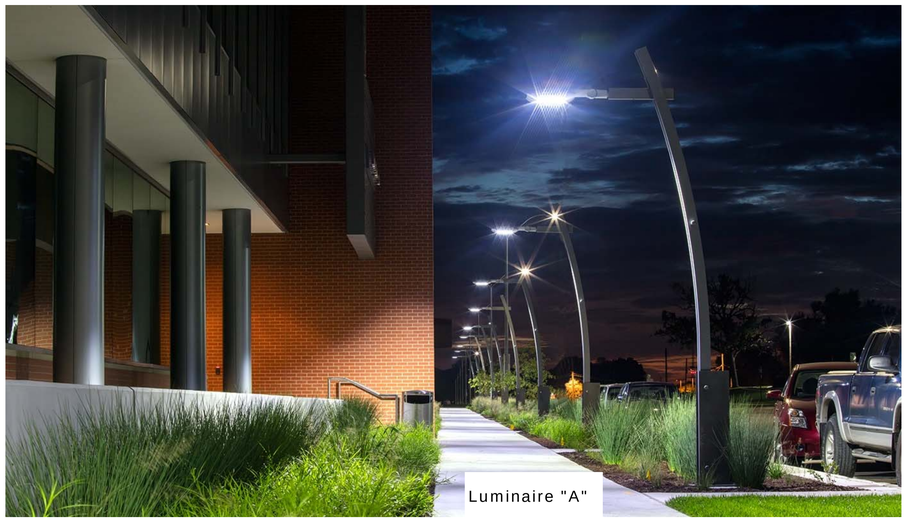
Summary



Luminaire "D"



Luminaire "F"

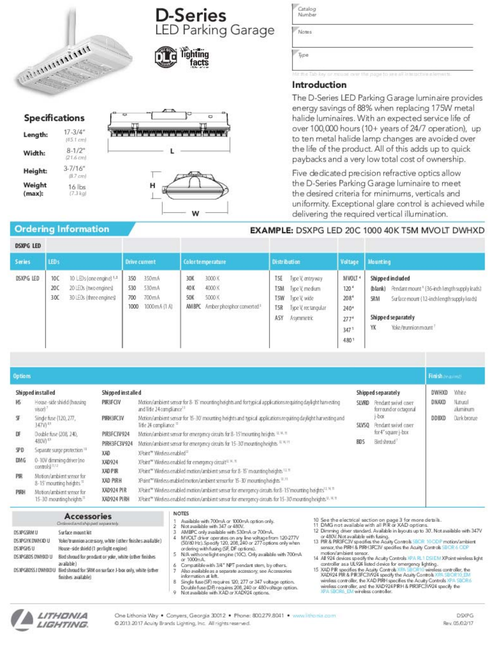


Luminaire "A"

ACCADIA R

Luminaire "E"

Luminaire "C"



D-Series
LED Parking Garage

Specifications

Length: 17-3/4" (45.1 cm)
Width: 8-1/2" (21.6 cm)
Height: 3-7/16" (8.7 cm)
Weight (max): 16 lbs (7.3 kg)

Introduction

The D-Series LED Parking Garage luminaire provides energy savings of 88% when replacing 175W metal halide luminaires. With an expected service life of over 100,000 hours (10+ years of 24/7 operation), up to ten metal halide lamp changes are avoided over the life of the product. All of this adds up to quick paybacks and a very low total cost of ownership.

Five dedicated precision refractive optics allow the D-Series Parking Garage luminaire to meet the desired criteria for minimums, verticals and uniformity. Exceptional glare control is achieved while delivering the required vertical illumination.

Ordering Information

EXAMPLE: DSXPG LED 20C 1000 40K T5M MVOLT DWHXD

DSXPG LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSXPG LED	10C 10 LEDs (one engine)[1,2] 20C 20 LEDs (two engines) 30C 30 LEDs (three engines)	350 350mA 530 530mA 700 700mA 1000 1000mA (1.0 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted[1]	T1S Type 1 entry way T5M Type 5 medium T5W Type 5 wide T5R Type 5 recangular ASY Asymmetric	MVOLT[4,5] 120[4] 208[4] 240[4] 277[4] 347[3] 480[3]	Shipped included (blank) Pendant mount[7] (36-inch length supply leads) SRM Surface mount (12-inch length supply leads) Shipped separately YK Yoke (mounts on mast)[7]

Options

Shipped installed		Shipped installed		Shipped separately		Finish (required)	
HS	House-side shield (housing insert)[1]	PIR1FCIV	Motion/ambient sensor for 8-15' mounting heights and for typical applications requiring daylight harvesting and Title 24 compliance[7]	SQWD	Pendant swivel cover for round or octagonal J-box	DWHXD	White
SF	Single fuse (120, 277, 347V)[3,6]	PIR1FCIRCIV	Motion/ambient sensor for 15-30' mounting heights and typical applications requiring daylight harvesting and Title 24 compliance[7]	SQSQ	Pendant swivel cover for 4" square J-box	DNHXD	Natural aluminum
DF	Double fuse (208, 240, 480V)[3,6]	PIR5FCIRV924	Motion/ambient sensor for emergency circuits for 8-15' mounting heights.[7,8,9]	BKS	Bird shroud[7]	DDBXD	Dark bronze
SPD	Separate surge protection[10]	PIR5FCIRCIRV924	Motion/ambient sensor for emergency circuits for 15-30' mounting heights.[7,8,9]				
DMG	0-10V dimming driver (no control)[11]	X40	XPoint™ Wireless enabled[12]				
PIR	Motion/ambient sensor for 8-15' mounting heights.[7]	X40P924	XPoint™ Wireless enabled for emergency circuit[8,9,7]				
PIRH	Motion/ambient sensor for 15-30' mounting heights.[7]	X40 PIR	XPoint™ Wireless enabled motion/ambient sensor for 8-15' mounting heights.[7,12]				
		X40 PIRH	XPoint™ Wireless enabled motion/ambient sensor for 15-30' mounting heights.[7,12]				
		X40P924 PIR	XPoint™ Wireless enabled motion/ambient sensor for emergency circuits for 8-15' mounting heights[7,8,9,12]				
		X40P924 PIRH	XPoint™ Wireless enabled motion/ambient sensor for emergency circuits for 15-30' mounting heights[7,8,9,12]				

Accessories
Ordered and shipped separately.

DSXPGSRM U Surface mount kit
DSXPGYKTRNKD U Yoke/transom accessory, white (other finishes available)
DSXPGS U House-side shield (1 per light engine)
DSXPGBDS DWHXD U Bird shroud for product in yoke, white (other finishes available)
DSXPGBDS LDWHXD U Bird shroud for SRM on surface J-box only, white (other finishes available)

NOTES

1 Available with 700mA or 1000mA option only.
2 Not available with 347 or 480V.
3 Not available with drive current of 530mA or 700mA.
4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with factory SF, DF options.
5 N/A with one light engine (10LC). Only available with 700mA or 1000mA.
6 Compatible with 3/4" NPT pendant stem, by others. Also available as a separate accessory; see Accessories information at left.
8 Single fuse (SF) requires 120, 277 or 347 voltage option.
9 Double fuse (DF) requires 208, 240 or 480 voltage option.
9 Not available with X40 or X40P924 options.
10 See the electrical section on page 3 for more details.
11 DMG not available with all PIR or X40 options.
12 Dimming driver standard. Available in factory up to 30'. Not available with 347V or 480V. Not available with fusing.
13 PIR & PIRCIRCIV specifies the Acuity Controls SENSOR TWO-COLOR motion/ambient sensor; the PIRH & PIRHCIRCIV specifies the Acuity Controls SENSOR TWO-COLOR motion/ambient sensor.
14 X40 PIR specifies the Acuity Controls XPI-W-R-1-700-DCH XPoint wireless light controller as a UL924 listed choice for emergency lighting.
15 X40 PIR specifies the Acuity Controls XPIR-SENSOR wireless controller; the X40PIRH specifies the Acuity Controls XPIR-SENSOR-HIGH wireless controller; the X40P924 PIR specifies the Acuity Controls XPI-W-R-1-700-DCH wireless controller; and the X40P924 PIRH & PIRHCIRCIV924 specify the XPIR-SENSOR-HIGH wireless controller.

LITHONIA LIGHTING.
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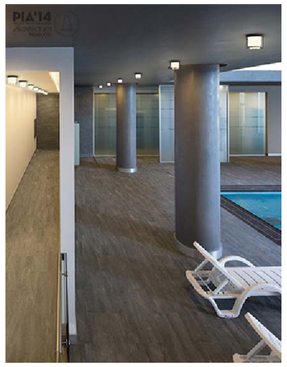
DSXPG
Rev. 05.02.17

Luminaire "G"



Luminaire "H"

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	31	Structura, Inc., 19922 W 162nd St., Olathe, KS 66062	Lineal	Structure Inc. - Pole mount roadway luminaire. Product ID: Lineal Black painted cast aluminum housing. 12 LEDs in 6 x 2 array with sheet of clear plastic individual lenses. One Philips Advance Xitanium LED driver. Model: XI055C105V052BNY1 Operating at 120 VAC and 60 Hz.		12	LIN-MXXX-TYPE III.IES	328	2.6	97
	B	0	Structura, Inc., 19922 W 162nd St., Olathe, KS 66062	Lineal	Structure Inc. - Pole mount roadway luminaire. Product ID: Lineal Black painted cast aluminum housing. 12 LEDs in 6 x 2 array with sheet of clear plastic individual lenses. One Philips Advance Xitanium LED driver. Model: XI055C105V052BNY1 Operating at 120 VAC and 60 Hz.		12	LIN-MXXX-TYPE III.IES	328	1	74.8
	C	17	Structura, Inc.	MAC II XL HO	Mac II XL HO	LED 20W Vero 10 COB array (700mA)	1	Mac-II-XL-96-L30SO.ies	2155	1	20
	D	21	HESS AMERICA		MK1100/4-LED		1	MK1100-4WIN-LED-3K.ies	1026	1	26.54
	E	26	HESS GmbH Licht + Form Copyright LUMCat	11.10120.0	Accadia R 300, LED 20W, 3000K/4000K, 350mA, asym, +20°Einstellung	1306 lm, 20 W	1	R300 ASYM_+20°.ies	1306	1	20
	F	93	EATON - IO LED (FORMER COOPER LIGHTING)	0.06.E.3KMO.90.06.2	IOLED LUXRAIL ASYM/SYM MID OUTPUT	[36] NICHIA 3000K LEDS	1	P23531 R2 0-06-E-3KMO-90-06-2.ies	222	1	8.3
	G	2	Lithonia Lighting	DSXPG LED 10C 1000 30K T5R MVOLT	DSXPG PARKING GARAGE FIXTURE WITH 1 LIGHT ENGINE, 1000mA DRIVER, 3000K LEDs, T5R OPTIC	LED	1	DSXPG_LED_10C_1000_30K_T5R_MVOLT.ies	3786	1	37
	H	10	EUREKA LIGHTING		TUMBLER-3409-LED308 1x FROSTED GLASS	4x NICHIA NSCW219 - 700mA - - 4x2W - 3000K	4	3409-LED308.ies	288	1	8

Exhibit received October 5, 2017

LEGACY DESIGNS, Inc.
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Uptown 501
Wheeling, Illinois

Designer
F. Gallagher
Date
9/28/2017
Scale
Not to Scale
Drawing No.
Summary

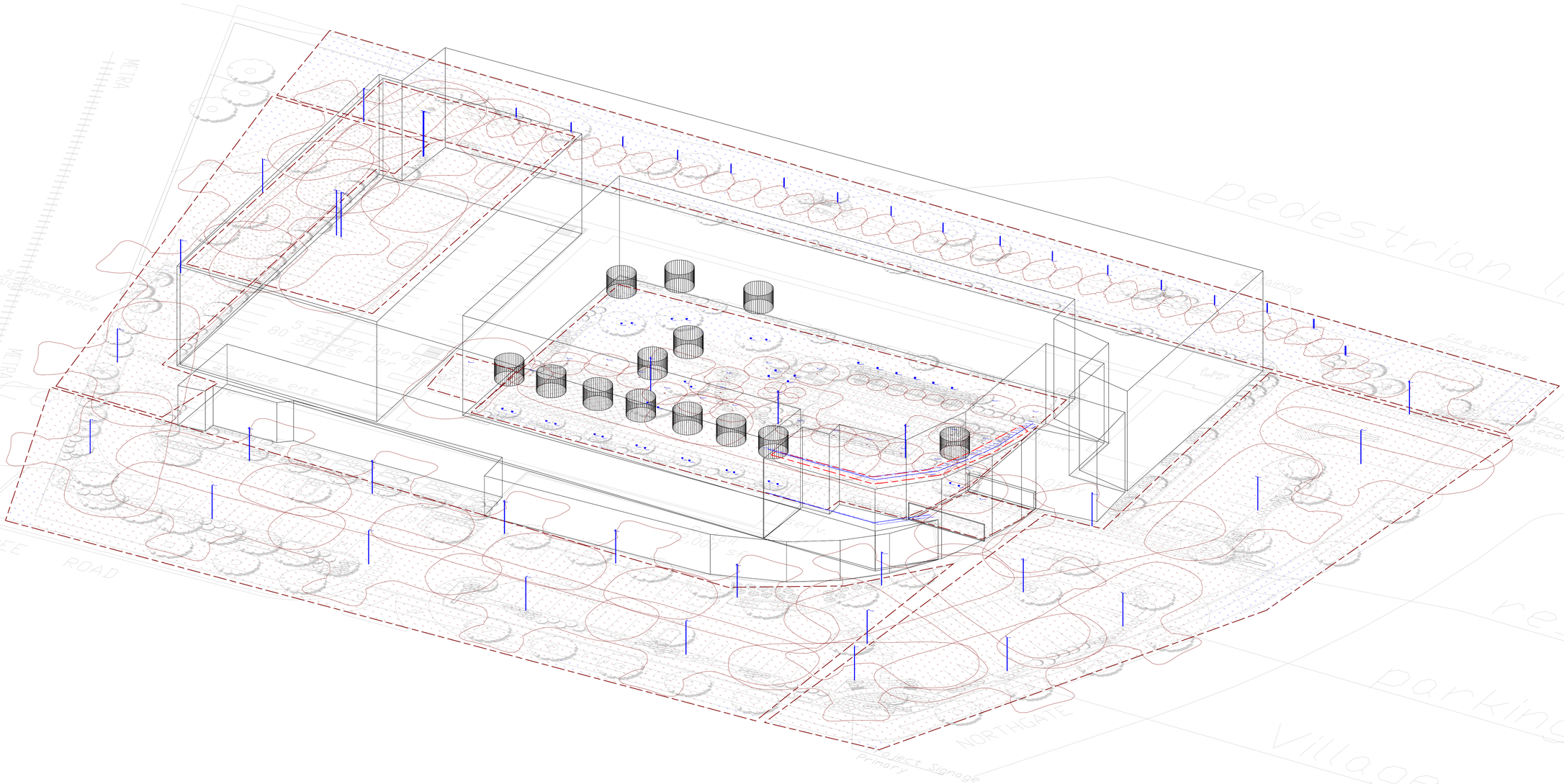

Exhibit received October 5, 2017

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Uptown 501
Wheeling, Illinois

Designer
F.Gallagher
Date
9/28/2017
Scale
Not to Scale
Drawing No.

Summary

Luminaire Locations

No.	Label	Location X	Location Y	Location Z	MH	Orientation	Tilt	Aim X	Aim Y	Aim Z
1	A	213.84	50.05	20.00	20.00	0.00	0.00	213.84	51.08	0.00
2	A	119.84	50.05	20.00	20.00	0.00	0.00	119.84	51.08	0.00
3	A	308.84	49.05	20.00	20.00	0.00	0.00	308.84	50.08	0.00
4	A	403.84	51.05	20.00	20.00	0.00	0.00	403.84	52.08	0.00
5	A	493.13	71.73	20.00	20.00	328.57	0.00	492.59	72.60	0.00
6	A	30.75	77.56	20.00	20.00	66.09	0.00	31.69	77.97	0.00
7	A	-4.25	166.56	20.00	20.00	66.09	0.00	-3.31	166.97	0.00
8	A	-22.25	263.37	20.00	20.00	87.71	0.00	-21.22	263.41	0.00
9	A	-27.25	357.37	20.00	20.00	87.71	0.00	-26.22	357.41	0.00
10	A	-18.56	447.49	20.00	20.00	116.20	0.00	-17.64	447.04	0.00
11	A	557.07	119.75	20.00	20.00	299.05	0.00	556.17	120.25	0.00
12	A	586.02	190.02	20.00	20.00	283.30	0.00	585.01	190.26	0.00
13	A	586.40	329.72	20.00	20.00	269.65	0.00	585.37	329.71	0.00
17	A	259.25	112.70	20.00	20.00	178.74	0.00	259.27	111.67	0.00
18	A	178.84	114.51	20.00	20.00	178.77	0.00	178.86	113.48	0.00
19	A	324.60	115.17	20.00	20.00	178.77	0.00	324.62	114.14	0.00
20	A	397.18	115.90	20.00	20.00	178.77	0.00	397.20	114.87	0.00
21	A	106.43	112.13	20.00	20.00	178.77	0.00	106.45	111.10	0.00
22	C	54.80	479.02	8.00	8.00	89.15	0.00	54.80	479.02	0.00
23	C	87.10	480.24	8.00	8.00	89.15	0.00	87.10	480.24	0.00
24	C	117.85	480.71	8.00	8.00	89.15	0.00	117.85	480.71	0.00
25	C	149.48	482.95	8.00	8.00	89.15	0.00	149.48	482.95	0.00
26	C	180.63	484.57	8.00	8.00	89.15	0.00	180.63	484.57	0.00
27	C	211.86	485.66	8.00	8.00	89.15	0.00	211.86	485.66	0.00
28	C	243.69	486.26	8.00	8.00	89.15	0.00	243.69	486.26	0.00
29	C	274.84	487.89	8.00	8.00	89.15	0.00	274.84	487.89	0.00
30	C	306.94	486.33	8.00	8.00	89.15	0.00	306.94	486.33	0.00
31	C	339.58	489.24	8.00	8.00	89.15	0.00	339.58	489.24	0.00
32	C	370.94	489.24	8.00	8.00	89.15	0.00	370.94	489.24	0.00
33	C	403.18	491.00	8.00	8.00	89.15	0.00	403.18	491.00	0.00
34	C	435.00	491.60	8.00	8.00	89.15	0.00	435.00	491.60	0.00
35	C	466.90	491.67	8.00	8.00	89.15	0.00	466.90	491.67	0.00
36	C	494.68	498.38	8.00	8.00	89.15	0.00	494.68	498.38	0.00
37	C	523.94	496.17	8.00	8.00	111.20	0.00	523.94	496.17	0.00
38	C	552.22	480.19	8.00	8.00	147.58	0.00	552.22	480.19	0.00
39	A	608.67	398.44	20.00	20.00	359.78	0.00	608.66	399.47	0.00
40	A	604.69	455.81	20.00	20.00	177.87	0.00	604.73	454.78	0.00
41	D	317.17	337.84	3.50	3.50	0.00	0.00	317.17	337.84	0.00
42	D	291.47	330.03	3.50	3.50	0.00	0.00	291.47	330.03	0.00
43	D	412.85	354.66	3.50	3.50	0.00	0.00	412.85	354.66	0.00
44	D	436.86	355.50	3.50	3.50	0.00	0.00	436.86	355.50	0.00
45	D	298.09	283.03	3.50	3.50	0.00	0.00	298.09	283.03	0.00
46	D	283.38	296.03	3.50	3.50	0.00	0.00	283.38	296.03	0.00
47	D	278.62	310.68	3.50	3.50	0.00	0.00	278.62	310.68	0.00
48	D	335.30	286.02	3.50	3.50	0.00	0.00	335.30	286.02	0.00
49	D	356.68	286.71	3.50	3.50	0.00	0.00	356.68	286.71	0.00
50	D	376.30	287.19	3.50	3.50	0.00	0.00	376.30	287.19	0.00
51	D	396.36	288.04	3.50	3.50	0.00	0.00	396.36	288.04	0.00
52	A	400.41	285.34	20.00	20.00	178.26	0.00	400.44	284.32	0.00
53	A	250.60	279.81	20.00	20.00	178.26	0.00	250.63	278.78	0.00
54	E	193.18	224.98	0.00	0.00	0.00	0.00	193.18	224.98	0.00
55	E	199.13	224.86	0.00	0.00	0.00	0.00	199.13	224.86	0.00
56	E	219.36	225.36	0.00	0.00	0.00	0.00	219.36	225.36	0.00
57	E	224.94	225.11	0.00	0.00	0.00	0.00	224.94	225.11	0.00
58	E	248.02	225.98	0.00	0.00	0.00	0.00	248.02	225.98	0.00
59	E	252.86	225.85	0.00	0.00	0.00	0.00	252.86	225.85	0.00
60	E	272.71	226.85	0.00	0.00	0.00	0.00	272.71	226.85	0.00
61	E	277.79	226.72	0.00	0.00	0.00	0.00	277.79	226.72	0.00
62	E	300.00	227.22	0.00	0.00	0.00	0.00	300.00	227.22	0.00
63	E	304.35	226.97	0.00	0.00	0.00	0.00	304.35	226.97	0.00
64	E	326.19	227.97	0.00	0.00	0.00	0.00	326.19	227.97	0.00
65	E	330.60	227.97	0.00	0.00	0.00	0.00	330.60	227.97	0.00
66	E	351.06	228.86	0.00	0.00	0.00	0.00	351.06	228.86	0.00
67	E	356.34	228.68	0.00	0.00	0.00	0.00	356.34	228.68	0.00
68	E	262.54	266.76	0.00	0.00	0.00	0.00	262.54	266.76	0.00
69	E	255.32	268.17	0.00	0.00	0.00	0.00	255.32	268.17	0.00
70	E	266.78	293.92	0.00	0.00	0.00	0.00	266.78	293.92	0.00
71	E	261.31	296.91	0.00	0.00	0.00	0.00	261.31	296.91	0.00
72	E	202.49	332.73	0.00	0.00	0.00	0.00	202.49	332.73	0.00
73	E	206.94	335.76	0.00	0.00	0.00	0.00	206.94	335.76	0.00
74	E	222.77	349.99	0.00	0.00	0.00	0.00	222.77	349.99	0.00
75	E	229.53	353.72	0.00	0.00	0.00	0.00	229.53	353.72	0.00
76	E	268.49	353.01	0.00	0.00	0.00	0.00	268.49	353.01	0.00
77	E	276.14	355.86	0.00	0.00	0.00	0.00	276.14	355.86	0.00
78	F	380.69	176.64	27.50	27.50	0.00	0.00	380.69	176.64	0.00
79	F	383.52	176.62	27.50	27.50	0.00	0.00	383.52	176.62	0.00
80	F	386.32	176.64	27.50	27.50	0.00	0.00	386.32	176.64	0.00
81	F	389.13	176.64	27.50	27.50	0.00	0.00	389.13	176.64	0.00
82	F	392.39	176.64	27.50	27.50	0.00	0.00	392.39	176.64	0.00
83	F	395.22	176.62	27.50	27.50	0.00	0.00	395.22	176.62	0.00
84	F	398.02	176.64	27.50	27.50	0.00	0.00	398.02	176.64	0.00
85	F	400.83	176.64	27.50	27.50	0.00	0.00	400.83	176.64	0.00
86	F	403.87	176.64	27.50	27.50	0.00	0.00	403.87	176.64	0.00
87	F	406.70	176.62	27.50	27.50	0.00	0.00	406.70	176.62	0.00
88	F	409.50	176.64	27.50	27.50	0.00	0.00	409.50	176.64	0.00
89	F	412.31	176.64	27.50	27.50	0.00	0.00	412.31	176.64	0.00
90	F	416.23	176.86	27.50	27.50	0.00	0.00	416.23	176.86	0.00
91	F	419.07	176.84	27.50	27.50	0.00	0.00	419.07	176.84	0.00
92	F	421.86	176.86	27.50	27.50	0.00	0.00	421.86	176.86	0.00
93	F	424.68	176.86	27.50	27.50	0.00	0.00	424.68	176.86	0.00
94	F	427.38	177.08	27.50	27.50	0.00	0.00	427.38	177.08	0.00
95	F	430.22	177.06	27.50	27.50	0.00	0.00	430.22	177.06	0.00
96	F	433.01	177.08	27.50	27.50	0.00	0.00	433.01	177.08	0.00
97	F	435.83	177.08	27.50	27.50	0.00	0.00	435.83	177.08	0.00
98	F	438.86	177.19	27.50	27.50	0.00	0.00	438.86	177.19	0.00
99	F	441.70	177.17	27.50	27.50	0.00	0.00	441.70	177.17	0.00
100	F	444.23	177.88	27.50	27.50	315.27	0.00	444.23	177.88	0.00
101	F	446.23	179.86	27.50	27.50	315.27	0.00	446.23	179.86	0.00
102	F	448.19	181.87	27.50	27.50	315.27	0.00	448.19	181.87	0.00
103	F	450.16	183.94	27.50	27.50	315.27	0.00	450.16	183.94	0.00
104	F	452.16	185.92	27.50	27.50	315.27	0.00	452.16	185.92	0.00
105	F	454.12	187.92	27.50	27.50	315.27	0.00	454.12	187.92	0.00
106	F	456.09	190.06	27.50	27.50	315.27	0.00	456.09	190.06	0.00
107	F	458.09	192.04	27.50	27.50	315.27	0.00	458.09	192.04	0.00
108	F	460.05	194.04	27.50	27.50	315.27	0.00	460.05	194.04	0.00
109	F	462.13	196.27	27.50	27.50	315.27	0.00	462.13	196.27	0.00
110	F	464.13	198.25	27.50	27.50	315.27	0.00	464.13	198.25	0.00
111	F	466.09	200.25	51.50	51.50	315.27	0.00	466.09	200.25	0.00
113	A	83.34	247.48	87.00	27.00	87.71	0.00	84.37	247.52	60.00
114	A	78.34	341.48	87.00	27.00	87.71	0.00	79.37	341.52	60.00
117	A	80.37	247.86	87.00	27.00	268.08	0.00	79.34	247.82	60.00
118	A	78.44	341.97	87.00	27.00	268.08	0.00	77.42	341.93	60.00
119	A	325.52	282.62	20.00	20.00	178.26	0.00	325.55	281.59	0.00
120	D	238.81	288.57	3.50	3.50	0.00	0.00	238.81	288.57	0.00
121	D	217.81	291.14	3.50	3.50	0.00	0.00	217.81	291.14	0.00
122	D	198.99	282.12	3.50	3.50	0.00	0.00	198.99	282.12	0.00
123	D	188.69	262.02	3.50	3.50	0.00	0.00	188.69	262.02	0.00
124	D	258.53	280.96	3.50	3.50	0.00	0.00	258.53	280.96	0.00
125	D	279.66	281.35	3.50	3.50	0.00	0.00	279.66	281.35	0.00
126	D	409.35	317.96	3.50	3.50	0.00	0.00	409.35	317.96	0.00
127	D	428.37	318.19	3.50	3.50	0.00	0.00	428.37	318.19	0.00
128	D	417.10	287.20	3.50	3.50	0.00	0.00	417.10	287.20	0.00
129	D	436.01	287.50	3.50	3.50	0.00	0.00	436.01	287.50	0.00
130	E	433.62	274.43	0.00	0.00	0.00	0.00	433.62	274.43	0.00
131	E	438.91	274.25	0.00	0.00	0.00	0.00	438.91	274.25	0.00
132	G	463.96	252.89	10.00	10.00	0.00	0.00	463.96	252.89	0.00
133	G	162.46	243.24	10.00	10.00	0.00	0.00	162.46	243.24	0.00
134	F	379.96	179.91	51.50	51.50	0.00	0.00	379.96	179.91	0.00
135	F	382.79	179.90	51.50	51.50	0.00	0.00	382.79	179.90	0.00
136	F	385.59	179.91	51.50	51.50	0.00	0.00	385.59	179.91	0.00
137	F	388.40	179.91	51.50	51.50	0.00	0.00	388.40	179.91	0.00
138	F	391.66	179.91	51.50	51.50	0.00	0.00	391.66	179.91	0.00
139	F	394.50	179.90	51.50	51.50	0.00	0.00	394.50	179.90	0.00
140	F	397.29	179.91	51.50	51.50	0.00	0.00	397.29	179.91	0.00
141	F	400.11	179.91	51.50	51.50	0.00	0.00	400.11	179.91	0.00
142	F	403.14	179.91	51.50	51.50	0.00	0.00	403.14	179.91	0.00
143	F	405.98	179.90	51.50	51.50	0.00	0.00	405.98	179.90	0.00
144	F	408.77	179.91	51.50	51.50	0.00	0.00	408.77	179.91	0.00
145	F	411.59	179.91	51.50	51.50	0.00	0.00	411.59	179.91	0.00
146	F	415.51	180.14	51.50	51.50	0.00	0.00	415.51	180.14	0.00
147	F	418.34	180.12	51.50	51.50	0.00	0.00	418.34	180.12	0.00
148	F	421.13	180.14	51.50	51.50	0.00	0.00	421.13	180.14	0.00
149	F	423.95	180.14	51.50	51.50	0.00	0.00	423.95	180.14	0.00
150	F	426.66	180.36	51.50	51.50	0.00	0.00	426.66	180.36	0.00
151	F	429.49	180.34	51.50	51.50	0.00	0.00	429.49	180.34	0.00
152	F	432.28	180.36	51.50	51.50	0.00	0.00	432.28	180.36	0.00
153	F	435.10	180.36	51.50	51.50	0.00	0.00	435.10	180.36	0.00
154	F	438.14	180.47	51.50	51.50	0.00	0.00	438.14	180.47	0.00
155	F	440.97	180.45	51.50	51.50	0.00	0.00	440.97	180.45	0.00
156	F	443.50	181.16	51.50	51.50	315.27	0.00	443.50	181.16	0.00
157	F	445.50	183.14	51.50	51.50	315.27	0.00	445.50	183.14	0.00
158	F	447.47	185.14	51.50	51.50	315.27	0.00	447.47	185.14	0.00
159	F	449.43	187.22	51.50	51.50	315.27	0.00	449.43	187.22	0.00
160	F	451.43	189.20	51.50	51.50	315.27	0.00	451.43	189.20	0.00
161	F	453.39	191.20	51.50	51.50	315.27	0.00	453.39	191.20	0.00
162	F	455.36	193.34	51.50	51.50	315.27	0.00	455.36	193.34	0.00
163	F	457.36	195.32	51.50	51.50	315.27	0.00	457.36	195.32	0.00
164	F	459.32	197.32	51.50	51.50	315.27	0.00	459.32	197.32	0.00
165	F	461.40	199.55	51.50	51.50	315.27	0.00	461.40	199.55	0.00
166	F	463.40	201.53	51.50	51.50	315.27	0.00	463.40	201.53	0.00
167	F	465.36	203.53	51.50	51.50	315.27	0.00	465.36	203.53	0.00
169	F	467.18	206.00	51.50	51.50	292.92	0.00	467.18	206.00	0.00
170	F	468.19	208.73	51.50	51.50	292.92	0.00	468.19	208.73	0.00
171	F	469.28	211.32	51.50	51.50	292.92	0.00	469.28	211.32	0.00

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1 North	+	0.6 fc	12.4 fc	0.0 fc	N/A	N/A
Calc Zone #2 East	+	1.5 fc	8.4 fc	0.0 fc	N/A	N/A
Calc Zone #3 South	+	1.8 fc	8.3 fc	0.0 fc	N/A	N/A
Calc Zone #4 West	+	1.5 fc	7.9 fc	0.0 fc	N/A	N/A
Calc Zone #5 Parking Deck	+	1.5 fc	5.9 fc	0.1 fc	59.0:1	15.0:1
Calc Zone #6 Core	+	1.1 fc	10.7 fc	0.0 fc	N/A	N/A
Calc Zone #7	+	1 fc	2 fc	0 fc	N/A	N/A
Calc Zone #8	+	1.3 fc	1.8 fc	0.1 fc	18.0:1	13.0:1
skybridge	+	2.48 fc	23.41 fc	0.05 fc	468.2:1	49.6:1

Luminaire Locations

No.	Label	Location X	Location Y	Location Z	MH	Orientation	Tilt	Aim X	Aim Y	Aim Z
172	F	470.34	213.92	51.50	51.50	292.92	0.00	470.34	213.92	0.00
173	F	471.41	216.77	51.50	51.50	292.92	0.00	471.41	216.77	0.00
174	F	472.51	219.36	51.50	51.50	292.92	0.00	472.51	219.36	0.00
175	F	473.56	221.96	51.50	51.50	292.92	0.00	473.56	221.96	0.00
176	F	486.94	268.82	51.50	51.50	279.11	0.00	486.94	268.82	0.00
177	F	482.03	254.02	51.50	51.50	279.11	0.00	482.03	254.02	0.00
178	F	482.36	256.91	51.50	51.50	279.11	0.00	482.36	256.91	0.00
179	F	482.80	259.69	51.50	51.50	279.11	0.00	482.80	259.69	0.00
180	F	483.21	262.46	51.50	51.50	279.11	0.00	483.21	262.46	0.00
181	F	483.57	265.49	51.50	51.50	279.11	0.00	483.57	265.49	0.00
182	F	484.02	268.26	51.50	51.50	279.11	0.00	484.02	268.26	0.00
183	F	484.42	271.04	51.50	51.50	279.11	0.00	484.42	271.04	0.00
185	F	477.95	234.11	51.50	51.50	286.88	0.00	477.95	234.11	0.00
186	F	478.66	236.93	51.50	51.50	286.88	0.00	478.66	236.93	0.00
187	F	479.48	239.62	51.50	51.50	286.88	0.00	479.48	239.62	0.00
188	F	480.26	242.32	51.50	51.50	286.88	0.00	480.26	242.32	0.00
189	F	480.81	245.30	51.50	51.50	279.11	0.00	480.81	245.30	0.00
190	F	481.25	248.08	51.50	51.50	279.11	0.00	481.25	248.08	0.00
191	F	481.66	250.85	51.50	51.50	279.11	0.00	481.66	250.85	0.00
200	F	474.95	225.51	51.50	51.50	286.88	0.00	474.95	225.51	0.00
201	F	475.66	228.33	51.50	51.50	286.88	0.00	475.66	228.33	0.00
202	F	476.48	231.02	51.50	51.50	286.88	0.00	476.48	231.02	0.00
203	H	338.64	343.28	10.00	10.00	0.00	0.00	338.64	343.28	0.00
204	H	350.01	343.59	10.00	10.00	0.00	0.00	350.01	343.59	0.00
205	H	361.18	343.90	10.00	10.00	0.00	0.00	361.18	343.90	0.00
206	H	372.02	344.32	10.00	10.00	0.00	0.00	372.02	344.32	0.00
207	H	382.87	344.74	10.00	10.00	0.00	0.00	382.87	344.74	0.00
208	H	393.93	345.05	10.00	10.00	0.00	0.00	393.93	345.05	0.00
209	H	305.33	314.88	10.00	10.00	0.00	0.00	305.33	314.88	0.00
210	H	316.70	315.19	10.00	10.00	0.00	0.00	316.70	315.19	0.00
211	H	305.17	308.06	10.00	10.00	0.00	0.00	305.17	308.06	0.00
212	H	316.54	308.37	10.00	10.00	0.00	0.00	316.54	308.37	0.00
213	A	479.86	107.91	20.00	20.00	23.34	0.00	480.27	108.85	0.00
214	A	523.29	195.09	20.00	20.00	206.33	0.00	522.83	194.16	0.00
215	A	519.94	272.42	20.00	20.00	128.58	0.00	520.74	271.78	0.00
216	A	455.98	164.25	20.00	20.00	117.44	0.00	456.89	163.77	0.00

LEGACY DESIGNS,Inc.
FRANK GALLAGHER
principal
www.legacydesigns.net

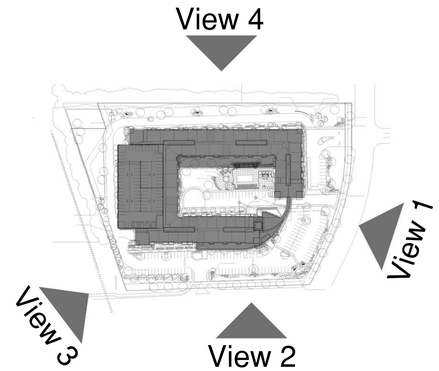
Uptown 501
Wheeling, Illinois

Uptown 501

Designer
F.Gallagher
Date
9/28/2017
Scale
Not to Scale
Drawing No.

Summary

Exhibit received October 5, 2017



View 1

Pedestrian View from Northgate Pkwy

View 2

Pedestrian View from Dundee Road - 1

View 3

Pedestrian View from Dundee Road - 2

View 4

From Neighbor Property to North

atlas residential

Mechanical Equipment Screening Exhibit

501 Dundee Road

Wheeling, IL

Exhibit received October 5, 2017

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

October 5, 2017

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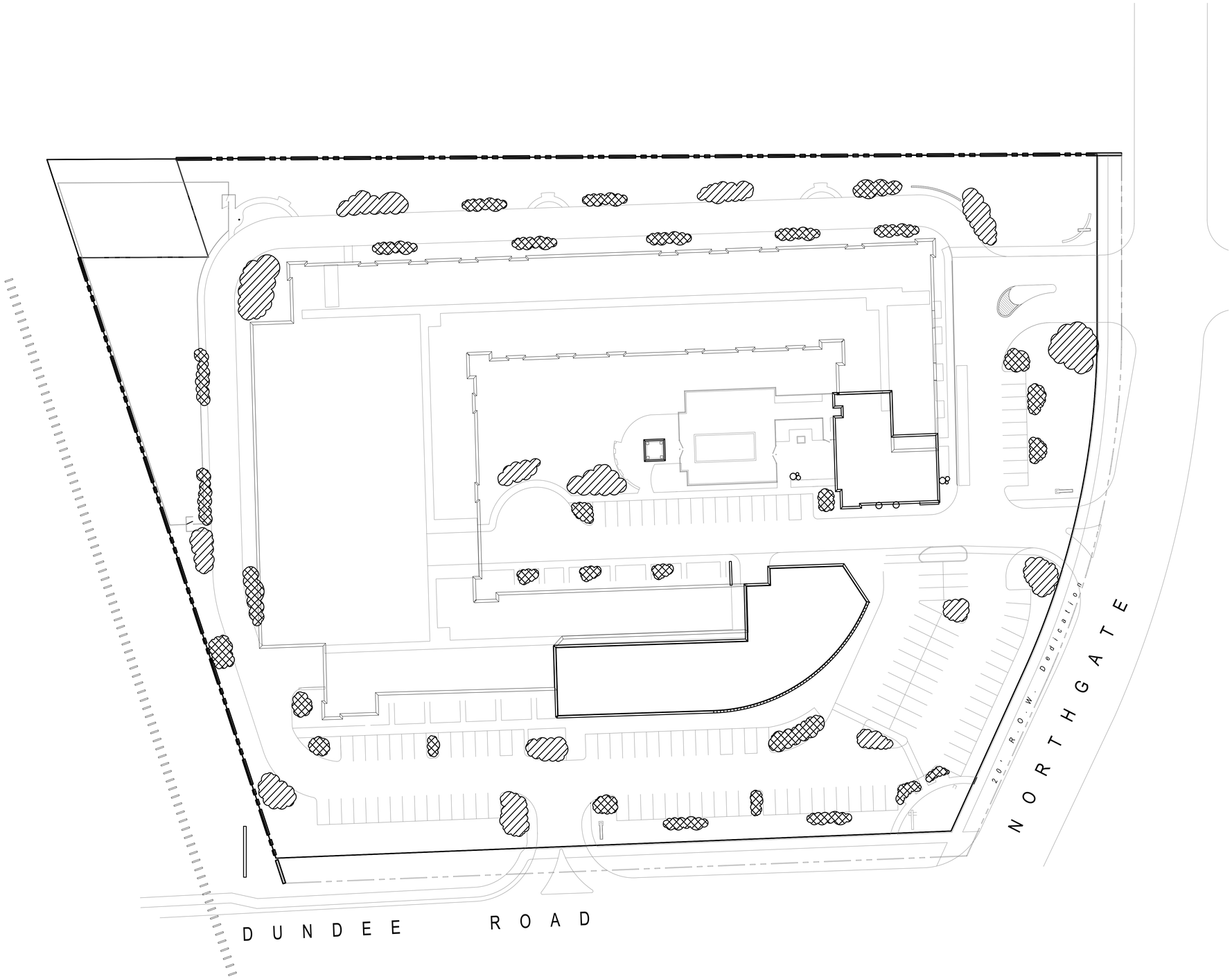

North

Scale: In Feet

0 15 30 60 120

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LS-11
Snow Storage Plan
Uptown 500

Wheeling, Illinois

Exhibit received October 5, 2017

October 4, 2017

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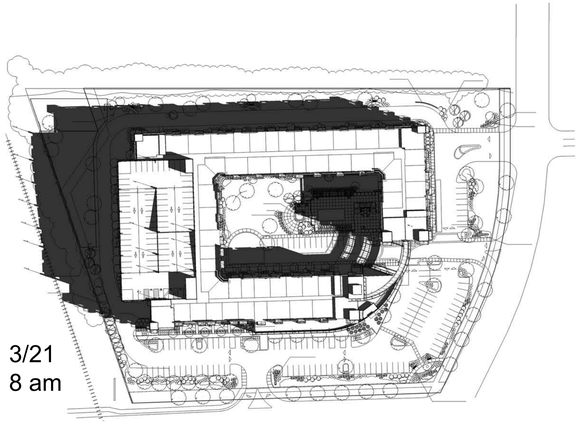
March 21st | June 21st | September 21st | December 21st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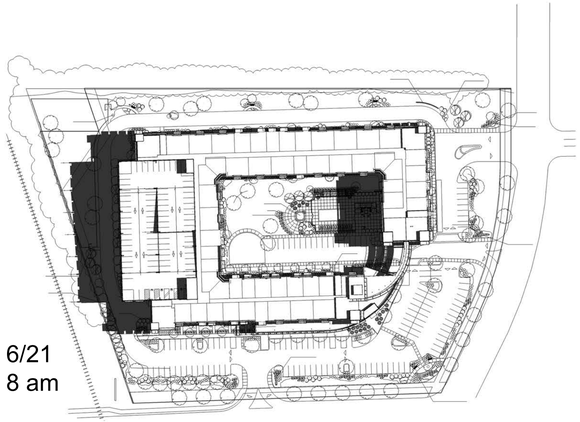
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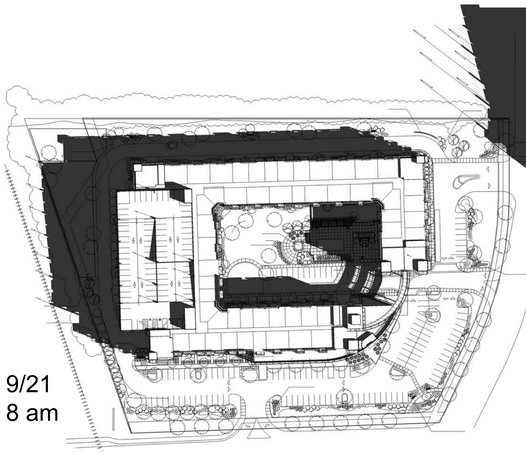
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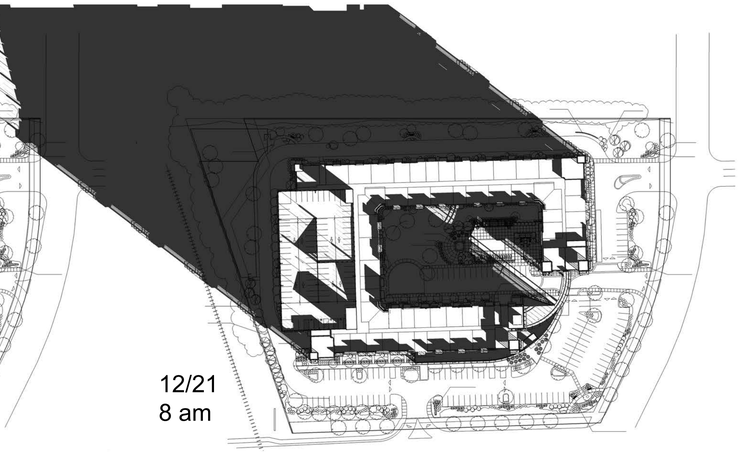
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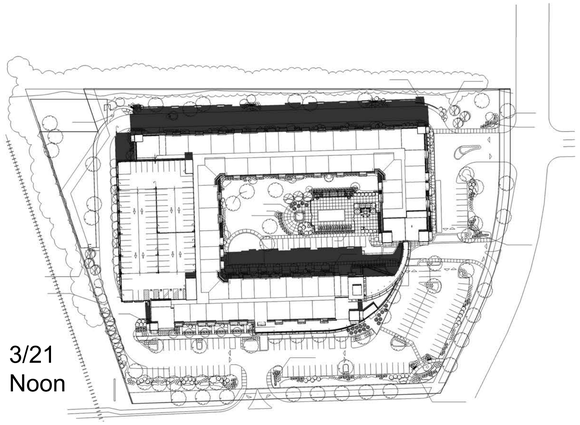
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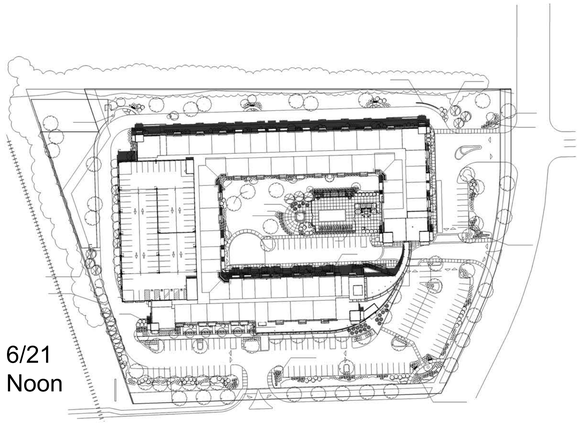
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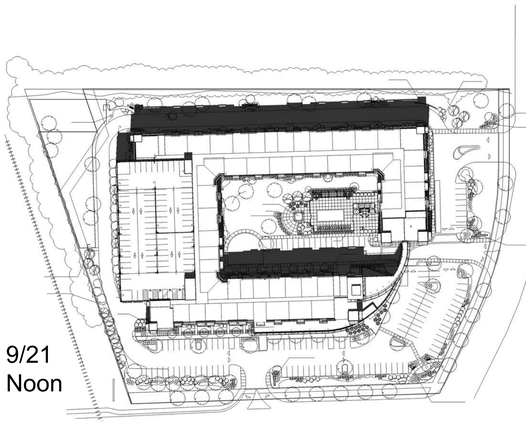
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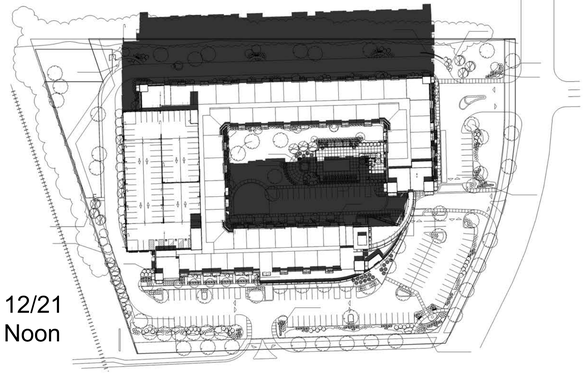
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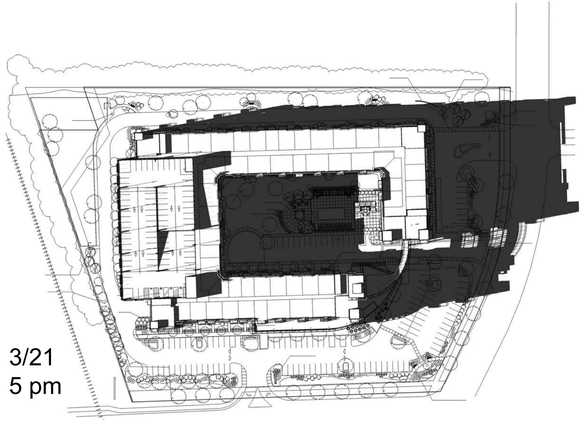
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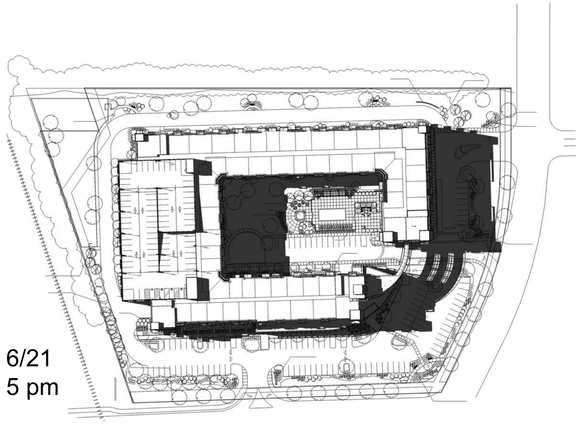
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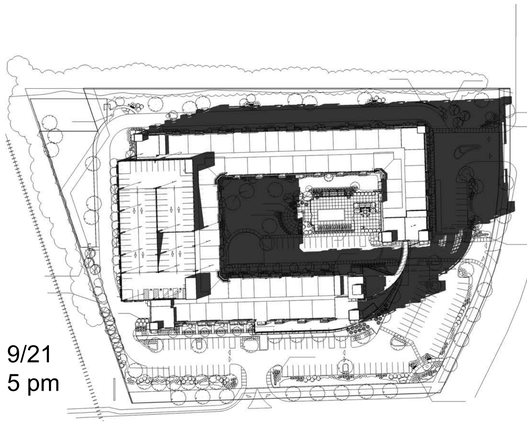
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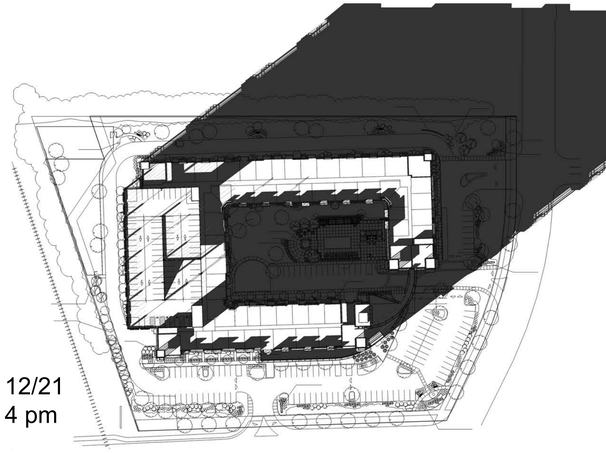
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Sun Shading Study

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

501 Dundee Road

Wheeling, IL

Exhibit received October 5, 2017

October 5, 2017

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UPTOWN

500 WEST DUNDEE ROAD
WHEELING, ILLINOIS

2017

GENERAL NOTES:

1) It shall be the responsibility of the developer (owner) and the contractor to abide by, adhere to and perform all work in accordance with the requirements, specifications, standards, practices, policies and codes of the Village of Wheeling which includes but is not limited to labor, materials, procedures and safety.
2) Underground construction shall comply with the applicable ordinances and requirements of the Village of Wheeling and the Illinois Department of Transportation "Specifications for Road and Bridge Construction", latest edition, and the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition. All construction shall conform to the Illinois Recommended Standards for Sewerage Works, latest edition, published by the Illinois Environmental Protection Agency (i.e.p.a.) except for conflicts with the Metropolitan Water Reclamation District of Greater Chicago (m.w.r.d.G.C.) Sewer Permit and Manual of Procedures Ordinances. In case of a conflict the most restrictive standards and requirements shall govern.
3) All paving and excavation work shall comply with the applicable ordinances of the Village of Wheeling and the Illinois Department of Transportation "Specifications for Road and Bridge Construction" latest edition. In case of a conflict, the most restrictive standards and requirements shall govern.
4) The contractor shall field check and verify all existing utility locations, dimensions and elevations in the field prior to the commencement of construction of the improvements or proposed work. All existing utility locations on the plans have been shown based on best available information. Notify the engineer immediately if discrepancies are found.
5) Any changes, revisions or substitutions to the plans, specifications, materials, requirements or work shall be submitted to the Village Engineer, in writing, with written approval by the Village Engineer received prior to beginning said work. All materials and construction whether implicitly or explicitly stated or covered within the requirements, codes or specifications, shall be approved by the Village Engineer, prior to commencing the installation and construction.
6) The contractor must contact j.u.l.i.e. at 1–800–892–0123 at least 48 hours prior to starting work. All other agencies shall also be notified as required.
7) The contractor shall notify the Village of Wheeling Engineering Division at (847) 459–2620 and the Metropolitan Water Reclamation District of Greater Chicago (708) 588–4055 two (2) business days prior to the start of construction.
8) It shall be the responsibility of the contractor to call the Village at 847–459–2620 at least 48 hours in advance and set up the necessary and proper inspection(s) for all work to be performed.
9) One set of stamped approved plans shall be on site at all times during construction of the project.
10) It is the responsibility of the contractor to maintain and keep at the job site, an up to date set of "Record Drawings" showing all changes from the original plans. The contractor shall deliver the "Record Drawings" to the engineer at the conclusion of the project, prior to any final inspections. The engineer will transfer the information to the original plans by incorporating the Village of Wheeling As–Built requirement list and furnish the Village three (3) sets of complete "Record Drawings," and, if required, one (1) set of electronic version of the Record Drawings and Site Information at the completion of the project.
11) The location of all service connections for sanitary sewer, storm sewer and water shall be shown from the closest manhole or valve vault. All B–boxes and cleanouts must be shown with tied dimensions. The elevation of all rims and inverts shall be verified by the contractor and shown on the "Record Drawings".
12) OSHA rules, regulations and requirements shall be strictly adhered to during the execution of all work to be performed under the approved drawings.
13) The contractor shall provide video tape(s) or still pictures as required by the Village Engineer prior to the commencement of work.
14) The contractor shall restore all disturbed off–site areas to at least a condition that existed prior to construction.
15) All unpaved areas of the right–of–way are to be sodded. Restore right–of–way with six (6) inches of topsoil and sod.
16) All existing field drainage tiles encountered or damaged during construction are to be restored to their original condition, properly rerouted and/or connected to the storm sewer system.
17) Storm and sanitary sewer lines shall be cleaned of all construction debris and silt prior to Village inspection.
18) All independent testing to be paid for by the developer. Testing to be conducted at the discretion of the Village.
19) All obstructions that are not approved by the Village and which currently exist in the right–of–way shall be removed, which include all rocks and boulders.
20) All septic and/or well abandonment's shall be in accordance with the requirement of the Village of Wheeling.
21) The contractor shall refer to mitigation or landscape plans for complete information regarding planting locations, wetlands, walkways, walls, and stream and pond shorelines, if applicable.
22) An iron pipe shall be found and located or set at each lot corner.
23) All elevations are based upon NAVD 88 datum.

GENERAL UNDERGROUND UTILITIES:

1) All sewer construction shall conform to the approved permit plans unless revisions have been approved by the Village, as well as any and all other Agencies.
2) Trench backfill shall be provided under and within two feet (2') of all existing and proposed pavement. Concrete Curb & Gutter shall be considered a part of the existing and proposed pavement. Trench backfill material shall be CA–6, Grade 8, Crushed Limestone, virgin material unless otherwise approved.
3) All manholes and catch basin structures must be a minimum of 48" in diameter, valve vaults must be a minimum of 60" diameter, unless approved otherwise.
4) All sewer construction requires stone bedding 1/4" to 1" in size, (I.D.O.T. equivalent CA–11, CA–13) with a minimum thickness equal to 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches, nor greater than eight (8) inches.
5) If required, all trenches shall be dewatered PRIOR to laying any pipe or jointing. Trenches shall be dewatered to maintain the water level below the base of the bedding.
6) Structures shall have a maximum of twelve inches (12") of adjustment rings with any combination up to a maximum of three (3) rings.
7) Concentric cone sections shall be used on all manholes, catch basins, vaults, etc. unless approved otherwise by the Village Engineer.
8) All storm, sanitary and watermain services to end at R.O.W. with proper termination for subdivision construction.
9) The contractor shall mark location of the ends, if necessary, of any sanitary, water, and storm services with buried 4" x 4" wood posts extending a minimum of three (3) feet out of the ground and painted red, blue, and green respectively, with appropriate signs attached stating "caution B–box do not remove until landscaping is complete."
10) A minimum ten feet (10') horizontal separation shall be maintained between watermain and sewer or drain lines unless precluded by local conditions. When the watermain is located closer than ten feet (10') horizontally or the invert of the watermain is located closer than eighteen inches (18") vertically above the crown of any sewer or drain line, then:
The sewer or drain line shall be constructed of pipe equivalent to watermain standards and shall be pressure tested to assure water tightness in accordance with the Illinois Environmental Protection Agency (I.E.P.A.) requirements.
11) When a watermain is crossing over a sewer or drain line closer than eighteen inches (18") vertically above the crown of that sewer or drain line, then that sewer or drain line shall be constructed according to the requirements listed in PROJECT NOTES & SPECIFICATIONS (SHEET 6 OF 7), SEWER AND WATER part, WATER MAIN section 4.G.(1)&(2).
12) If the watermain passes under a sewer or drain line, the following conditions shall be met: a vertical separation of eighteen inches (18") between the invert of the sewer or drain line and the crown of the watermain shall be maintained with support provided for the sewer or drain line(s) to prevent any moving or settling, rupture or breaking, and sewer or drain line shall be constructed as described in PROJECT NOTES & SPECIFICATIONS (SHEET 6 OF 7), SEWER AND WATER part, WATER MAIN section 4.G.(1)&(2).
13) The cost of all required testing of underground utilities shall be incidental to the construction cost of the same.
14) When connecting to an existing sewer main by means other than an existing wye, tee, or an existing manhole. The sewer shall be circular saw–cut by proper tools ("sewer–tap" machine or similar) and proper installation of hub–wye saddle or hub–tee saddle.
15) Sewer connections to an existing structure shall be machine cored.
16) A flexible rubber boot shall be used at all sanitary sewer manhole penetration connections.
17) Protect and/or cover all pipes and underground structures until final grading, paving and landscaping are complete.
18) For modification or repair of all sewers; addition of, or repair of, sewer clean outs, non shear couplings shall be used in connection of sewer pipes with prior approval from Village Engineering Division of Community Development Department.

SANITARY SEWER

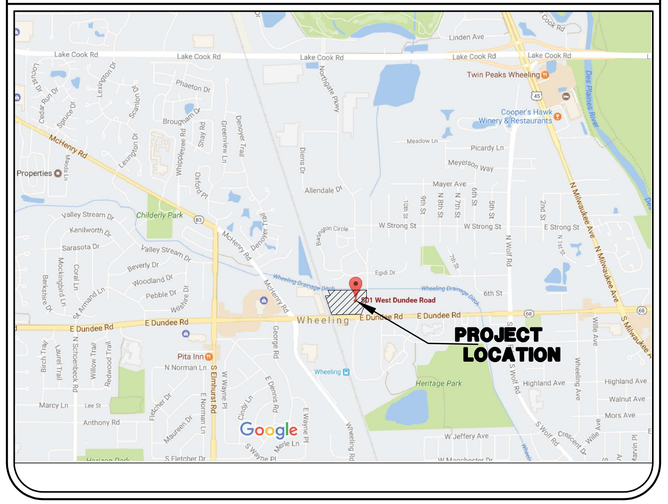
1. All sanitary sewers shall be P.V.C. pipe sdr 26 (min.) complying with astm d3034, with factory fabricated joints complying with astm d3212, and elastomeric gaskets complying with astm f–477 or as approved by the Village of Wheeling.
2. All sanitary sewer mainline must be a minimum of 8 inches in diameter. All sanitary sewer services must be a minimum of 6 inches in diameter.
3. All sanitary sewer service lines must have a depth of 3.5 feet to the top of the pipe.
4. Non Shear Couplings are to be used for all dissimilar pipe connections with prior approval by the Village of Wheeling.
5. All sanitary sewer and sewer joints shall conform to:

MATERIAL	PIPE SPEC.	JOINT SPEC.
DIP–CL 52	ANSI A–21.51	ANSI A–21.11
P.V.C.–SDR 26 MIN.	ASTM D–3034	ASTM D–3212 (Gasket)
A.B.S. (SDR 26)	ASTM D–2680	ASTM D–3212
SOLID (8"–15" TRUSS)	ASTM D–2680	ASTM D–3212

6. Flexible rubber boots shall be used at all connections and penetrations into sanitary manholes.
7. All sanitary manholes to be provided with external "Cretex" type chimney seals.
8. Manholes shall have steps sixteen (16) inches on center with step alignment to be perpendicular to the main pipe flow direction wherever possible.
9. Sanitary services to be 6" diameter D.I.P. Class 52 (min.) with a minimum slope of 1% prior to entering clean out, with a distance from outside of the foundation wall to be 5 feet. Sanitary services to be 6" diameter PVC pipe SDR–26 (min.) with a minimum slope of 1% after leaving clean out. Provide clean out on every lot near each single family house, at the change of pipe material, or as required.
10. All sanitary sewers shall be televised and air tested and manholes vacuum tested as required by the Village of Wheeling and the Metropolitan Water Reclamation District of Greater Chicago.
11. Sanitary sewer services shall be connected to the main by use of a fitting or manhole. Use of a fitting must be approved by the Village Engineer prior to commencement of any work. For service line of larger than 6 inches in diameter, a manhole shall be constructed at the point of its connection with the sewer main or lateral.
12. All service lines shall exit the foundation wall, as DIP CL–52 at a right angle (90°).
13. All floor drains shall discharge to the sanitary sewer.
14. All objectionable waste containing grease, fats and/or oils shall discharge to an exterior grease interceptor or grease basin, with "water–tight" covers, before discharging into the sanitary sewer, including but not limited to restaurant and food preparation facilities. Automatic dishwasher and effluent domestic waste shall not discharge through the grease interceptor.

LOCATION MAP

N.T.S.



SECTIONS 3 & 2, TOWNSHIP 42 N, RANGE 11 E.

ALL ROADWAY CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ALL AMENDMENTS THERETO AS ADOPTED BY THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION (I.D.O.T.)

STORM SEWER, SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (STANDARD SPECIFICATIONS). LATEST ISSUE

THIS DEVELOPMENT PROJECT DOES NOT INVOLVE ANY FLOOD PROTECTION AREA.

THE CONTRACTOR MUST CALL J.U.L.I.E FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND UTILITIES (GAS, ELECTRIC, TELEPHONE, ETC.) AT 1–800–892–0123 48 HOURS PRIOR TO DIGGING.

ENGINEER: KEVIN C. LEWIS DATE

ILLINOIS REGISTRATION NO. 062–055368 EXPIRATION DATE: 11–30–2017

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE, SEAL, AND EXPIRATION DATE OF THE SEAL OF THE ENGINEER.

INDEX

1 TITLE SHEET AND GENERAL NOTES
2 EXISTING CONDITIONS
3 GEOMETRIC PLAN
4 GRADING PLAN
5 UTILITY PLAN
6 COMPENSATORY CALCULATIONS & CROSS SECTIONS

LEGEND

EXISTING		PROPOSED
	SANITARY SEWER	
	STORM SEWER	
W	WATER MAIN	W
	STORM MANHOLE	
	SANITARY MANHOLE	
	CLEAN OUT	
	PAVEMENT	
X	FENCE	
	DRAINAGE FLOW	
• 723.45	PAVEMENT @ GROUND ELEVATION	× 723.45
662	CONTOURS	664
T/F=664.80	TOP OF FOUNDATION ELEVATION	T/F=664.80
F/F=665.97	FIRST FLOOR ELEVATION	F/F=665.97
g/F=665.97	GARAGE FLOOR ELEVATION	G/F664.30
11" TREE	EXISTING TREE	
	TREE TO BE REMOVED	11" TREE
	SILT FENCE	
	TREE PROTECTION FENCE	X

SITE BENCHMARK:
EAST BONNET BOLT OF FIRE HYDRANT ON EAST SIDE OF NORTHGATE PARKWAY, APPROXIMATELY 300' NORTH OF INTERSECTION OF DUNDEE ROAD AND NORTHGATE PARKWAY.

ELEVATION=651.68 (NAVD 88 GEOID12B)

Exhibit received October 5, 2017

REVISIONS

DATE	DESCRIPTION	DRAWN BY
10/04/17	VILLAGE REVIEW	S.R.M.

IG CONSULTING, INC.
INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215–1133 · FAX (847) 215–1177
e–mail: ig@igconsulting.net

TITLE SHEET & GENERAL NOTES

DESIGN: J.K. DRAFTING: S.R.M.
SCALE: N/A DATE: 05/24/17

FIRM NO. 184–001330

UPTOWN
500 W. DUNDEE ROAD
WHEELING, ILLINOIS

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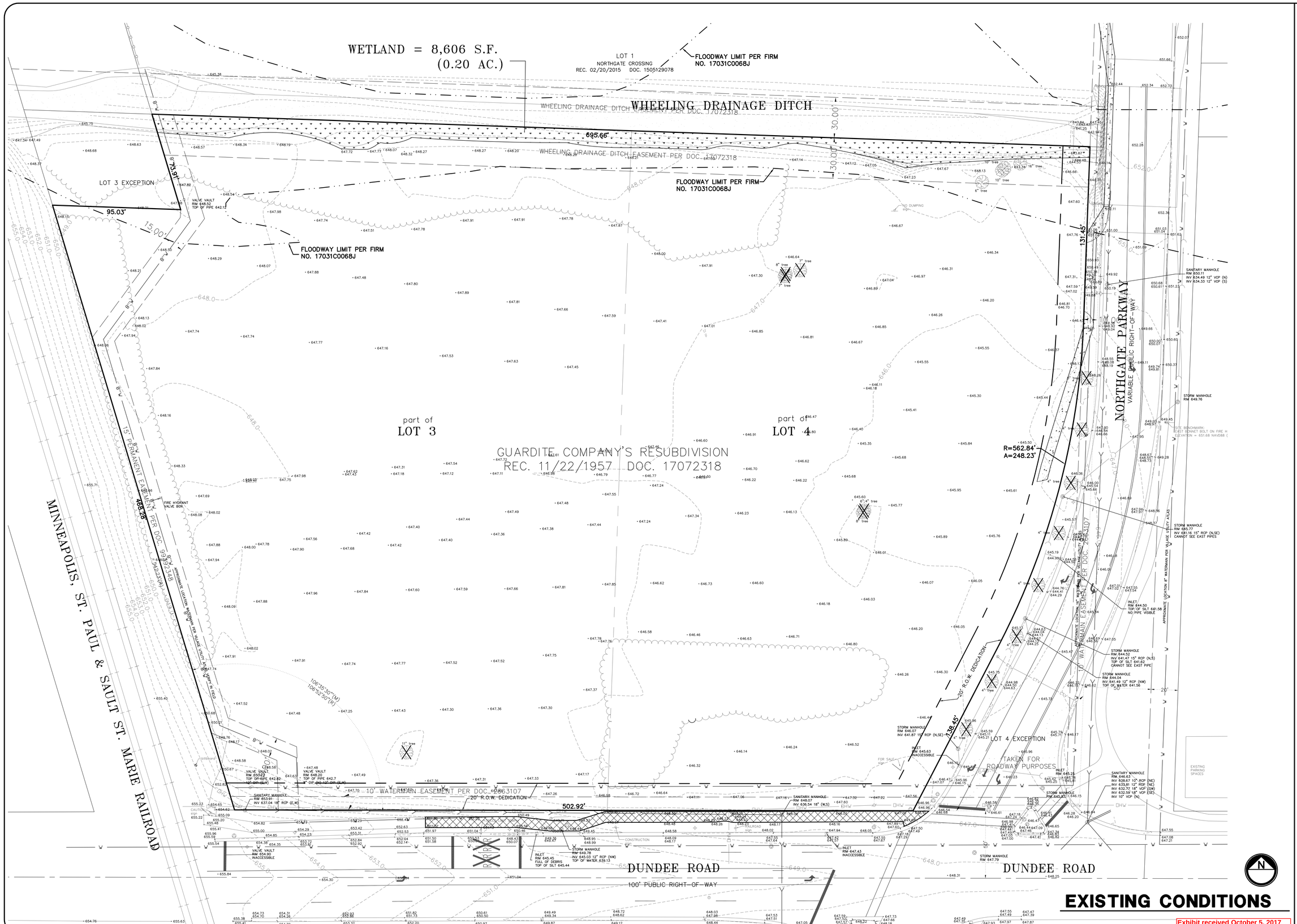
PROJECT No. 17207



EXISTING CONDITIONS

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EXISTING CONDITIONS

DESIGN: J.K. | DRAFTING: S.R.M.

SCALE: 1"=30' | DATE: 05/24/17

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UPTOWN
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PROJECT No. 17207

WETLAND = 8,606 S.F.
(0.20 AC.)

WHEELING DRAINAGE DITCH

WHEELING DRAINAGE DITCH EASEMENT PER DOC. 17072318

Retaining Wall

fire access signage

LIGHT POLE SEE PHOTOMETRIC PLAN FOR DETAILS

LOT 3 EXCEPTION

Dog Wash Station

gate

22' access lane

stair

F/F=650.00

DOG PARK

22' fire access

PROPERTY AREA = 7.7 AC.

Pavilion

Grills

44" Counter Wall

Shade

Pool

Sun Terrace

lounge

locker

stair

LOBBY

5' Fence

garage entrance

pavers

10' Living Wall

Wing Wall

bollards

bike racks

serv.

stair

service entrance

restricted access

Retail
12,000 sf
F/F=650.00

Project Secondary

Project Sign Secondary

Masonry Wall

DEPRESSED CURB

STRIPED CROSSWALK

NORTHGATE PARKWAY
VARIABLE PUBLIC RIGHT-OF-WAY

Project Sign Entrance

Project Signage Primary

LOT 4 EXCEPTION

TAKEN FOR ROADWAY PURPOSES

10' WATERMAIN EASEMENT PER DOC. 2663107

10' WATERMAIN EASEMENT PER DOC. 2663107

200' ROW DEDICATION

MINNEAPOLIS, ST. PAUL & SAULT ST. MARIE RAILROAD

DUNDEE ROAD

100' PUBLIC RIGHT-OF-WAY

DUNDEE ROAD

CCDOTH NOTE:

1. 6" SUBBASE GRANULAR MATERIAL, TYPE B UNDER NEW CURB AND GUTTER AND ALSO SUBGRADE TO EXTEND 1' BEHIND BACK OF CURB.
2. SIDEWALK THROUGH DRIVEWAYS BE 8" THICK AND 5" THICK ELSEWHERE, CONTINUE PROPOSED SIDEWALK THROUGH DRIVEWAY.
3. HMA DRIVES WITHIN CCDOTH ROW TO BE REPLACED SHALL BE 1 1/2" HMA SURFACE COURSE, 2 1/4" HMA BINDER COURSE OVER 10" AGGREGATE BASE COURSE.

FIRE LANE
2" HMA SURFACE COURSE
2" HMA BINDER COURSE
10" AGGREGATE BASE COURSE

ASPHALT PAVEMENT
(DRIVE ISLE)(LOADING AREA)
2" HMA SURFACE COURSE
2" HMA BINDER COURSE
10" AGGREGATE BASE COURSE

ASPHALT PAVEMENT (PARKING STALLS)
2" HMA SURFACE COURSE
2" HMA BINDER COURSE
8" AGGREGATE BASE COURSE

CONCRETE ENTRANCE APRON
8" REINFORCED CONCRETE PAVEMENT
W/4" AGGREGATE BASE COURSE CA-6

CONCRETE WALK, PATIO
5" PCC PAVEMENT, 8" THICK THROUGH DRIVEWAY
4" AGGREGATE BASE COURSE

GEOMETRIC PLAN

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GEOMETRIC PLAN

DESIGN: J.K. | DRAFTING: S.R.M.
SCALE: 1"=30' | DATE: 05/24/17

FIRM NO. 184-001330

UPTOWN
500 W. DUNDEE ROAD
WHEELING, ILLINOIS

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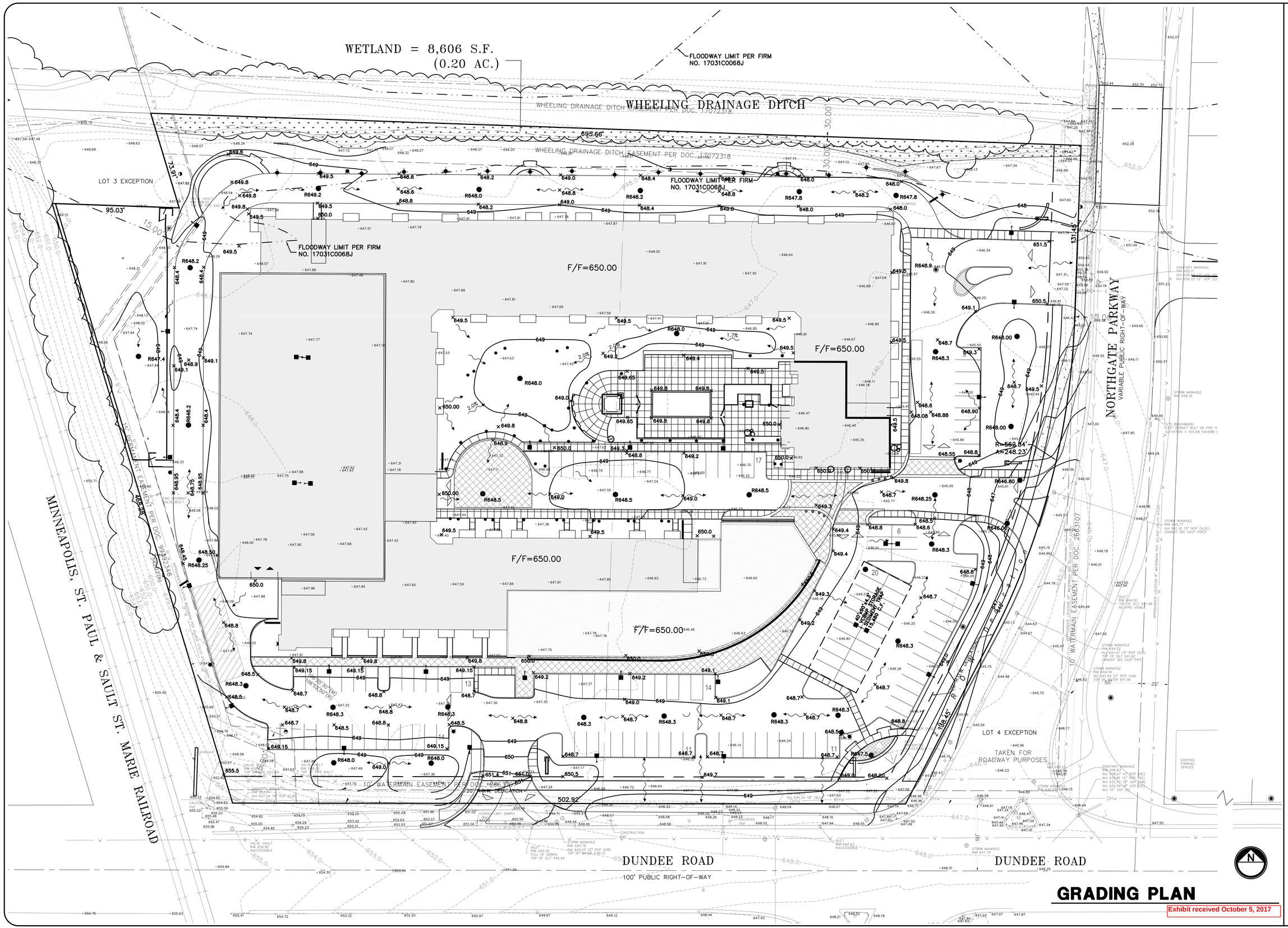
PROJECT No.
17207



GRADING PLAN

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UPTOWN
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WHEELING, ILLINOIS

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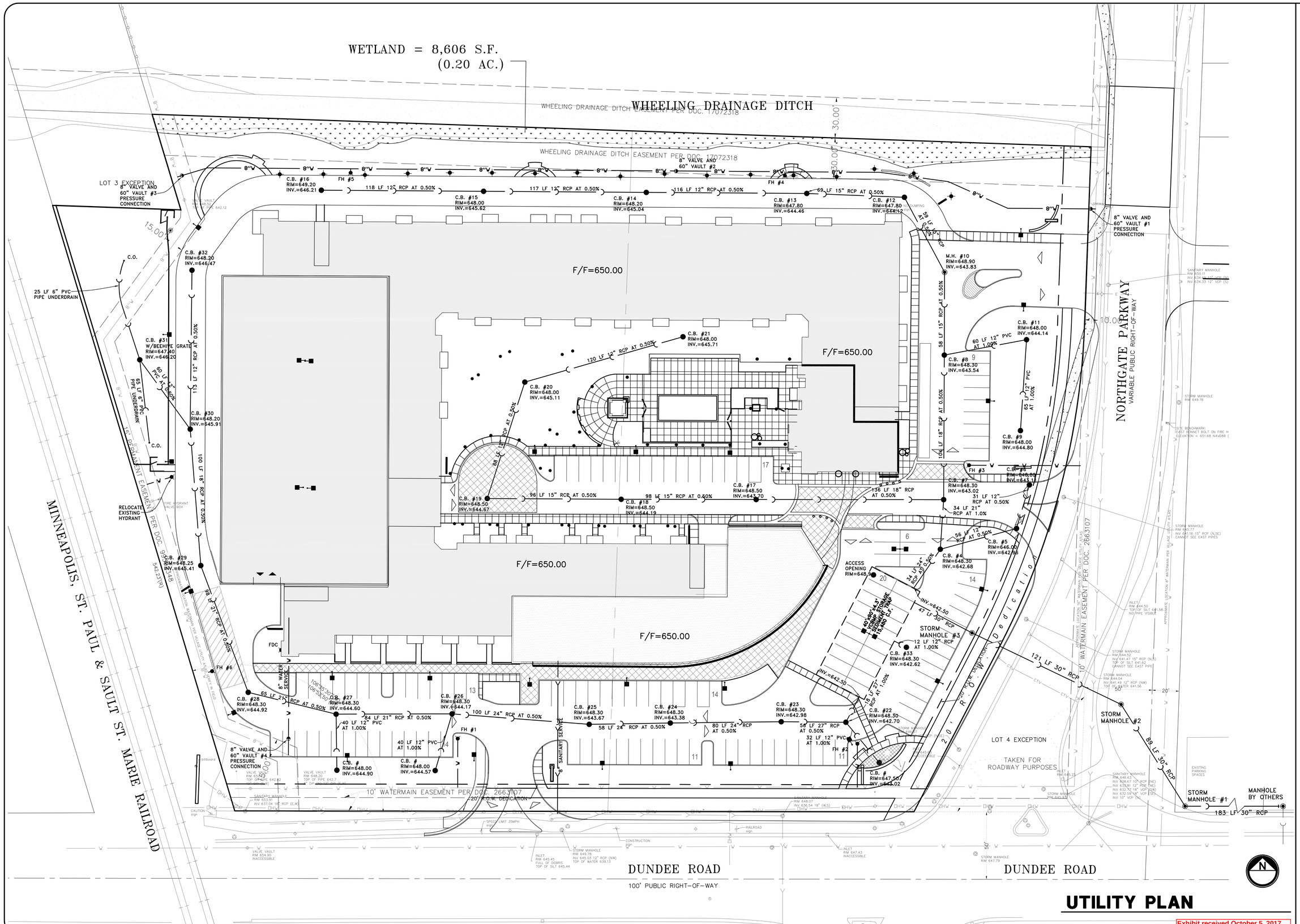

UTILITY PLAN

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UTILITY PLAN

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UPTOWN
500 W. DUNDEE ROAD
WHEELING, ILLINOIS

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PROJECT No. 17207

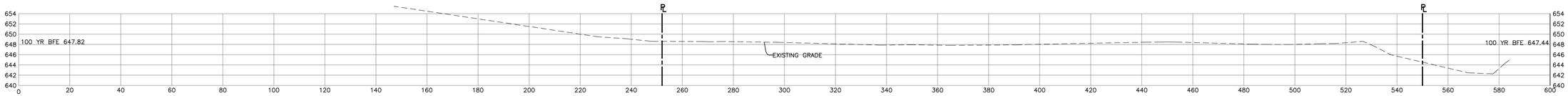
COMPENSATORY STORAGE CALCULATION: 10 YR BFE

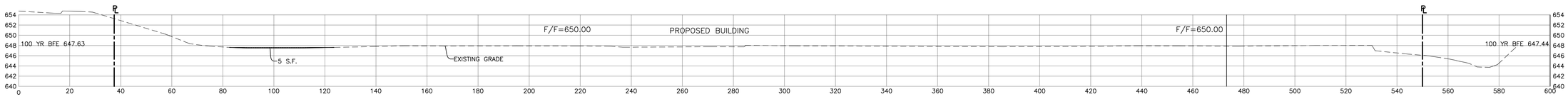
$\frac{A1 + A2}{2} \times L =$ VOLUME (cu.-ft.)

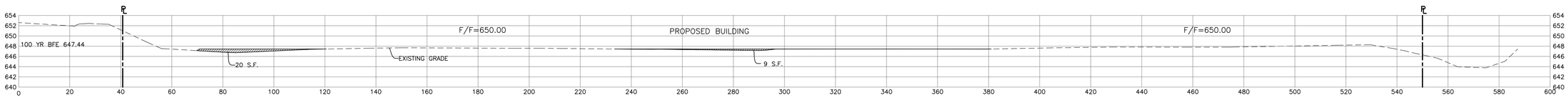
FILL

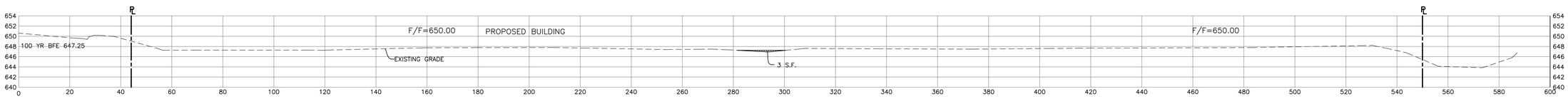
AREA		L	VOL
1	0		
		100	250.00
2	5		
		100	1700.00
3	29		
		100	1600.00
4	3		
		100	6400.00
5	125		
		100	14400.00
6	163		
		100	20650.00
7	250		
		100	12500.00
8	0		

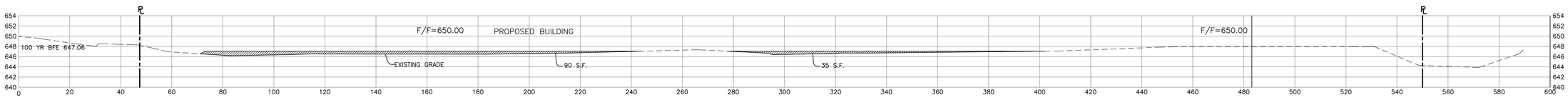
TOTAL FILL VOL 57500 CU-FT
2130 CU-YD

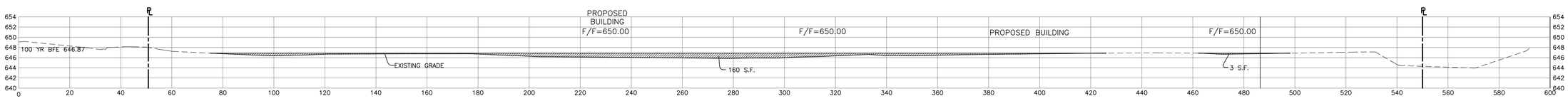


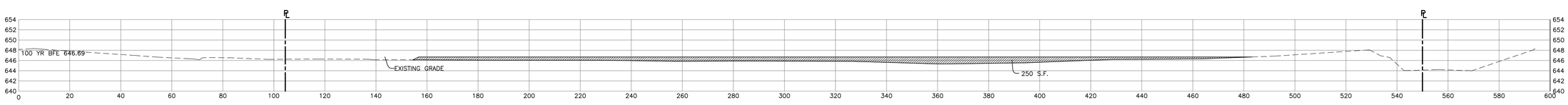


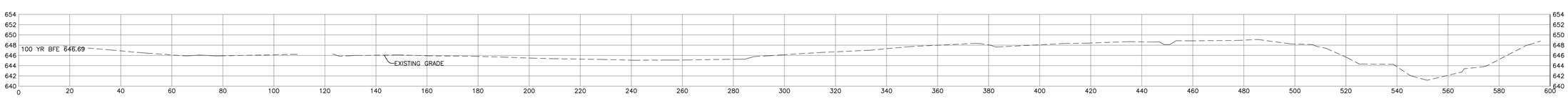












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e-mail: ig@igconsulting.net

COMPENSATORY CALCULATION & CROSS SECTIONS

DESIGN: J.K. | DRAFTING: S.R.M.

SCALE: 1"=20' | DATE: 05/24/17

FIRM NO. 184-001330

UPTOWN
500 W. DUNDEE ROAD
WHEELING, ILLINOIS

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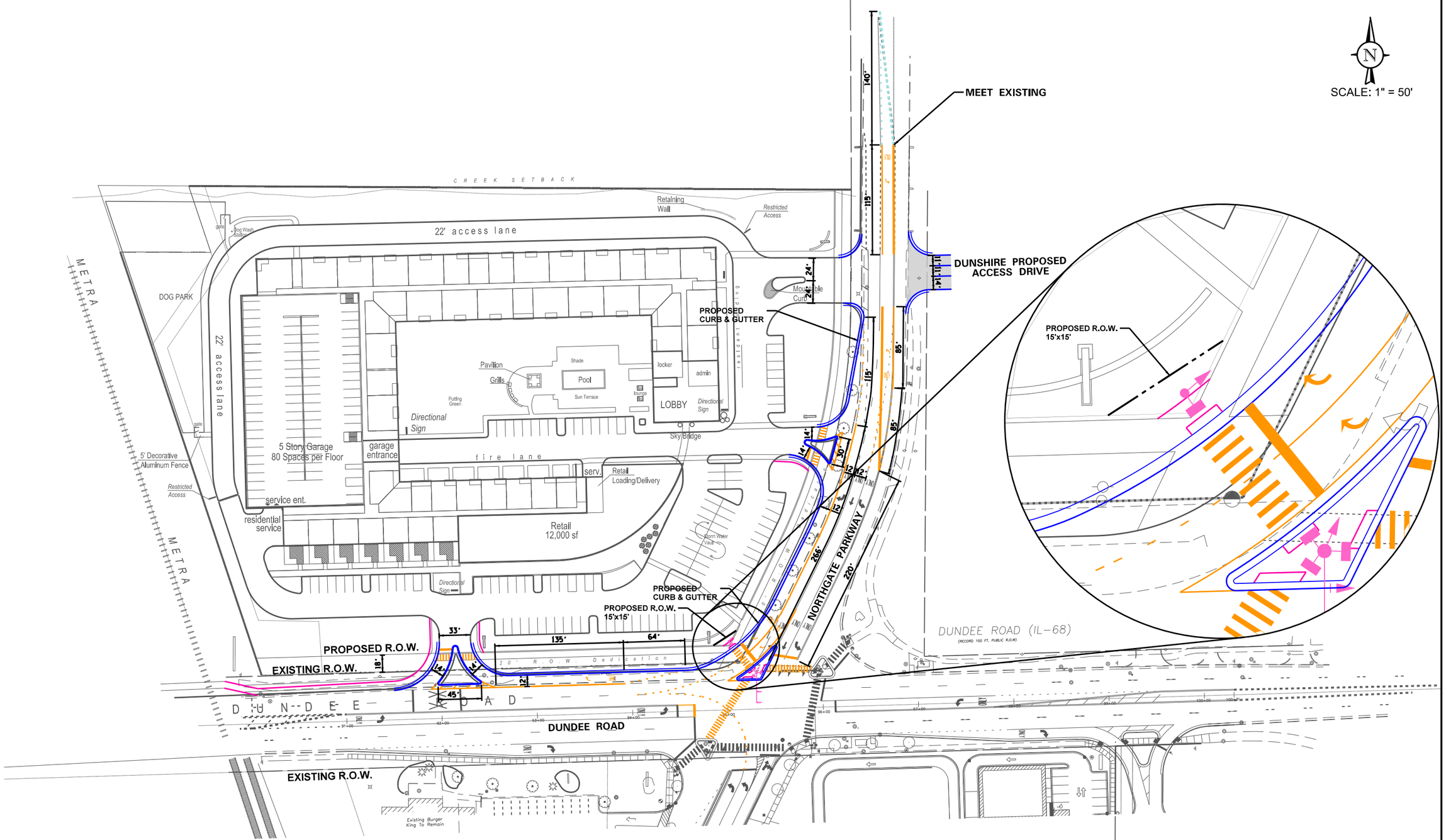

DUNDEE NORTHGATE
MIXED USE
WHEELING, ILLINOIS

PROPOSED ROADWAY GEOMETRICS

Exhibit received October 5, 2017

DRAWN: MD CHECKED: JM
DATE: 02-13-17 REV: 07-24-17
PROJECT # 17-017
FIGURE: A

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

SCALE: 1" = 50'

MEET EXISTING

DUNSHIRE PROPOSED ACCESS DRIVE

PROPOSED CURB & GUTTER

PROPOSED CURB & GUTTER

PROPOSED R.O.W. 15'x15'

PROPOSED R.O.W.

EXISTING R.O.W.

EXISTING R.O.W.

DUNDEE ROAD

DUNDEE ROAD (IL-68)

(RECORD 100 FT. PUBLIC R.O.W.)

NORTHGATE PARKWAY

METRA

METRA

DOG PARK

22' access lane

22' access lane

CREEK SETBACK

Retaining Wall

Restricted Access

Mountable Curb

Pavilion

Grills

Shade

Pool

Sun Terrace

Putting Green

locker

admin

LOBBY

Directional Sign

Directional Sign

Sky Bridge

5 Story Garage 80 Spaces per Floor

garage entrance

fire lane

serv.

Retail Loading/Delivery

Retail 12,000 sf

service ent.

residential service

5' Decorative Aluminum Fence

Restricted Access

Existing Burger King To Remain

DESIGN VEHICLE

SU-30

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

- BODY OF VEHICLE
- FRONT TIRES PATH
- REAR TIRES PATH

DESIGN VEHICLE

WB-50

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

- BODY OF VEHICLE
- FRONT TIRES PATH
- REAR TIRES PATH

DUNDEE NORTHGATE MIXED USE WHEELING, ILLINOIS

PROPOSED ROADWAY GEOMETRICS

Exhibit received October 5, 2017

DRAWN: MD CHECKED: JM
DATE: 02-13-17 REV: 07-24-17
PROJECT # 17-017
FIGURE: B

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

PLAT OF SUBDIVISION
OF
DAC SUBDIVISION

BEING A RESUBDIVISION IN SECTIONS 2 AND 3, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

VILLAGE SIGNATURE BLOCKS

STATE OF ILLINOIS}
COUNTY OF COOK}S.S.

ACCEPTED AND APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COOK AND LAKE COUNTIES, ILLINOIS, THIS _____ DAY OF _____ 201__.

BY_____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

STATE OF ILLINOIS
COUNTY OF COOK} S.S.

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF WHEELING, COOK AND LAKE COUNTIES, ILLINOIS, AT A MEETING HELD THIS _____ DAY OF _____ 201__.

_____
CHAIRMAN

_____
SECRETARY

STATE OF ILLINOIS
COUNTY OF COOK}S.S.

I, _____, VILLAGE COLLECTOR OF THE VILLAGE OF WHEELING, DO HEREBY CERTIFY THAT I FIND NO DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE PLAT HEREON DRAWN. DATED THIS _____ DAY OF _____ 201__.

_____
VILLAGE COLLECTOR

STATE OF ILLINOIS
COUNTY OF COOK} S.S.

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF WHEELING, COOK AND LAKE COUNTIES, ILLINOIS. DATED THIS _____ DAY OF _____ 201__.

_____
VILLAGE ENGINEER

OWNER'S CERTIFICATE

STATE OF ILLINOIS}
COUNTY OF COOK}S.S.

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THIS IS TO CERTIFY THAT _____, AS OWNER OF THE PROPERTY DESCRIBED AS KATIES' SUBDIVISION AND LEGALLY DESCRIBED AS THE PLAT OF THE SAME NAME, HAS DETERMINED TO THE BEST OF HIS/HER KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIES.

ELEMENTARY SCHOOL DISTRICT HIGH SCHOOL DISTRICT

DATED THIS ___ DAY OF _____, A.D., 201__.

SIGNED _____

NOTARY CERTIFICATE

STATE OF ILLINOIS}
COUNTY OF COOK}S.S.

I, _____ A NOTARY PUBLIC, IN AND FOR SAID CITY, OR COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____, PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE DESCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AT THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THERE IN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ___ DAY OF _____, A.D., 201__, AT _____,
_____

_____
NOTARY PUBLIC

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS}
COUNTY OF COOK}S.S.

THE FOLLOWING DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY IG CONSULTING INC., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY, ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

LOT 3 (EXCEPT THE NORTH 70.0 FEET OF THE WEST 90.0 FEET THEREOF) AND LOT 4 (EXCEPT THAT PART THEREOF TAKEN PER FOR ROADWAY PURPOSES) IN GUARDITE COMPANY'S RESUBDIVISION OF LOTS 1, 2, AND 3, AND PART OF LOT 4, IN OWNERS' DIVISION OF BUFFALO CREEK FARMS IN SECTIONS 2 AND 3, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 22, 1957 AS DOCUMENT 17072318, IN COOK COUNTY, ILLINOIS.

UPON COMPLETION OF CONSTRUCTION, CONCRETE MONUMENTS, AS SHOWN, AND IRON PIPES AT ALL LOT CORNERS AND POINT OF CHANGES IN ALIGNMENT WILL BE SET.

THE PROPERTY, AS DESCRIBED ON THE ANNEXED PLAT, LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF WHEELING, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN.

IN MY BEST OPINION, THE LAND IN THE ANNEXED LEGAL DESCRIPTION FALLS IN ZONES X (SHADED) AND ZONE AE AS SHOWN ON COMMUNITY-PANEL NUMBER 17031C0068-J DATED AUGUST 19, 2008 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

GIVEN UNDER MY HAND AND SEAL AT WHEELING, ILLINOIS,
THIS _____ DAY OF _____, A.D., 2017.

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2549
LICENSE EXPIRES NOVEMBER 30, 2018

WATERMAIN EASEMENT PROVISIONS

A PERPETUAL EASEMENT, DESIGNATED FOR UNDERGROUND, AND SURFACE PUBLIC UTILITIES IS HEREBY RESERVED FOR, AND GRANTED TO, VILLAGE OF WHEELING, THEIR SUCCESSORS AND ASSIGNEES, IN ALL PLATTED EASEMENT AREAS, STREETS, AND OTHER PUBLIC WAYS AND PLACES SHOWN ON THIS PLAT. SAID EASEMENTS SHALL BE FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL AND REMOVAL OF ANY AND ALL WATERMAIN FACILITIES AND RELATED APPURTENANCES IN, OVER, ACROSS, ALONG AND UPON THE SO DESIGNATED PROPERTY.

SAID EASEMENT SHALL INCLUDE THE RIGHT TO ENTER THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. AND THE RIGHT WITHOUT LIABILITY TO CUT, TRIM, ALTER, OR REMOVE ANY VEGETATION, ROOTS, STRUCTURES OR DEVICES WITHIN THE DESIGNATED EASEMENT PROPERTY AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN. WITHOUT CONSENT OF GRANTEES, NO BUILDINGS, STRUCTURES OR OTHER OBSTRUCTION SHALL BE CONSTRUCTED, PLANTED, OR PLACED IN ANY SUCH EASEMENT AREA, STREETS, OR OTHER PUBLIC WAYS OR PLACES, NOR SHALL ANY OTHER USES BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY.

SUCH EASEMENTS SHALL SURVIVE THE VACATION BY PROPER AUTHORITY OF ANY STREETS AND OTHER PUBLIC WAY AND PLACE SHOWN ON THIS PLAT, UNLESS OTHERWISE EXPRESSLY MENTIONED IN THE ORDINANCE OF VACATION.

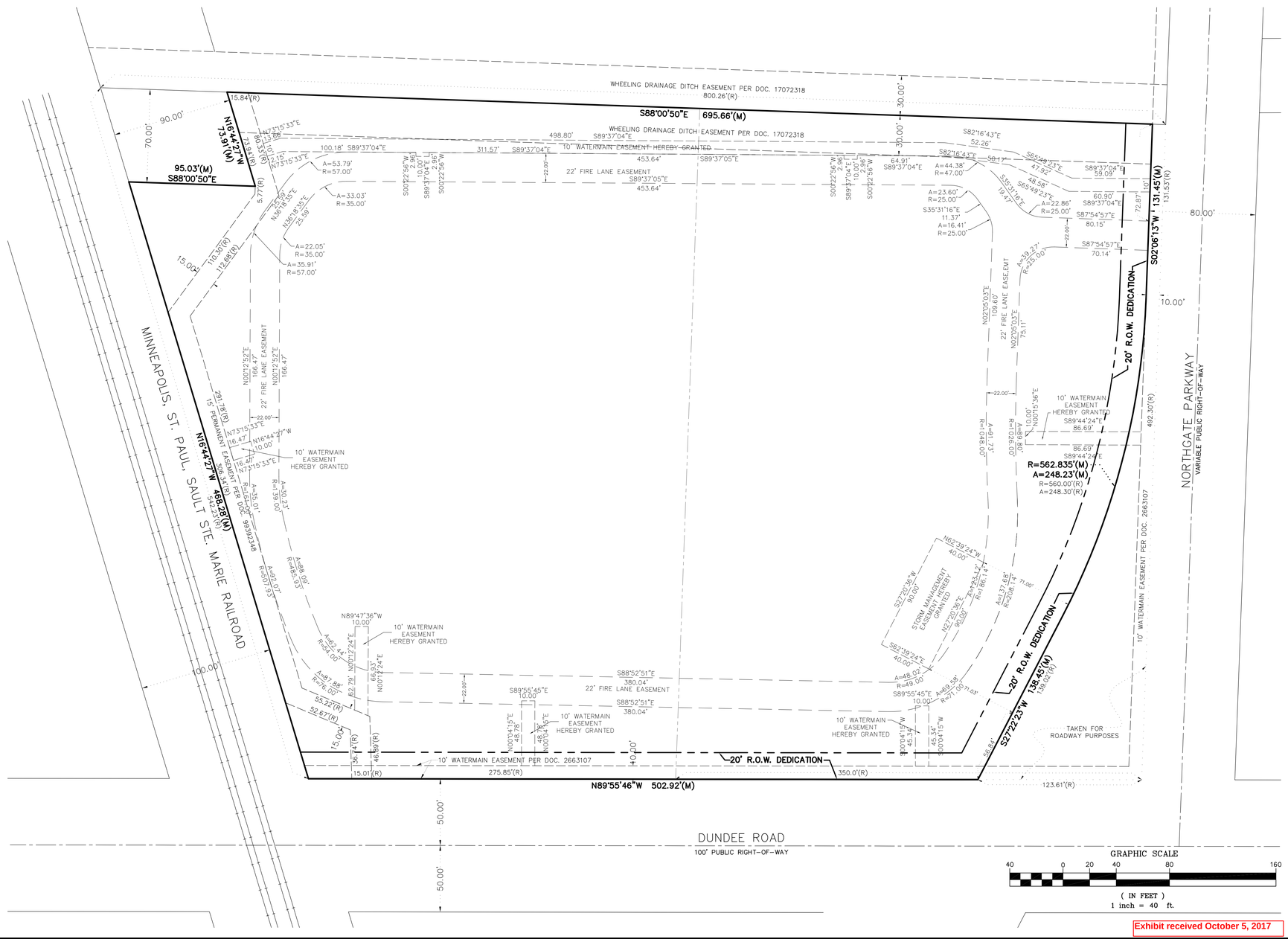

Exhibit received October 5, 2017

NORTH

MAIL NEW TAX BILLS TO:

MAIL PLAT TO:
VILLAGE OF WHEELING
255 W. DUNDEE RD.
WHEELING, 60090

DATE PREPARED: 10/04/2017
PAGE 1 OF 1

(R) & (M): RECORD & MEASURED DISTANCES RESPECTIVELY

BASIS OF BEARINGS: ASSUMED

PROPERTY CONTAINS 335026 SQUARE FEET, OR 7.7 ACRES.

MONUMENTS NOT SET PER CLIENT'S WRITTEN REQUEST.

ALL DISTANCES IN FEET AND DECIMAL PARTS THEREOF.
NO DIMENSIONS TO BE ASSUMED FROM SCALING.

COMPARE YOUR DESCRIPTION AND SITE MARKINGS WITH THIS PLAT AND AT ONCE REPORT ANY DISCREPANCIES WHICH YOU MAY FIND.

REFER TO TITLE REPORT FOR ANY EASEMENTS, COVENANTS OR RESTRICTIONS THAT MAY EXIST BUT ARE NOT SHOWN HEREON.

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INFRACON & GEOCON
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE WHEELING, ILLINOIS 60090 PH. (847) 215-1133 | FAX (847) 215-1177
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PREPARED FOR:	DAC DEVELOPMENT		SCALE: 1" = 40'
FIELD CREW: D.J./P.C.	FIELD WORK:06/12/2017	DRAFTED BY: J.H.	CHECKED BY:

FIRM NO. 184-001330

PLAT OF SUBDIVISION
VACANT LAND
500 DUNDEE ROAD
WHEELING, ILLINOIS

PROJECT NUMBER
17207

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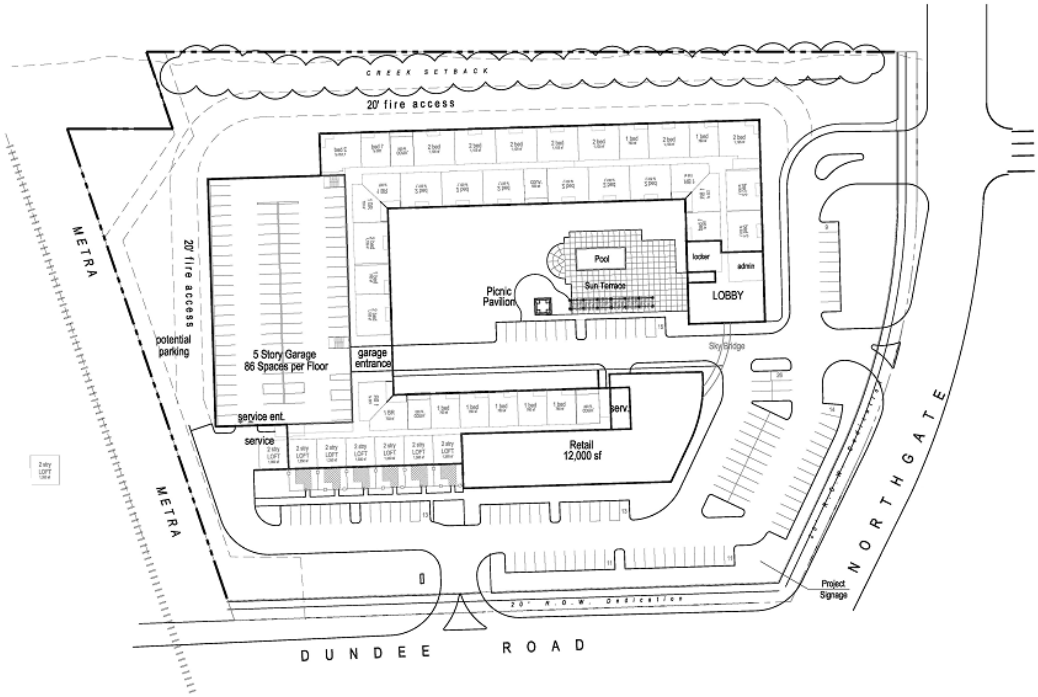
Traffic Impact Study
Proposed 501 Uptown
Mixed-Use Development

Wheeling, Illinois



Prepared For:

DAC Development

Prepared By

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

May 24, 2017

I. Executive Summary

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed 501 Uptown mixed-use development to be located at 501 W. Dundee Road in Wheeling, Illinois. The objectives of the traffic study are as follows:

- Determine the existing vehicular, pedestrian, and bicycle conditions in the study area to establish a base condition.

- Assess the impact that the proposed development will have on transportation conditions in the area.

- Determine any roadway or access system modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning, weekday evening, and Saturday midday peak periods at the intersection of Dundee Road with Northgate Parkway in order to determine the general peak hour of commuter activity during these time periods.

Within the vicinity of the site, pedestrian facilities such as sidewalks are generally provided and the intersection of Dundee Road with Northgate Parkway provides crosswalks and pedestrian countdown signals. Approximately one-quarter of a mile to the southwest is the Wheeling Metra train station.

As proposed, the site will be developed with 264 apartment units and approximately 12,000 square feet of specialty retail. The residential component of the development will provide approximately 443 parking spaces (400 spaces in a garage and 43 surface parking spaces) while the retail portion will provide approximately 69 surface spaces. Access to the development will be provided via a full-movement access drive and a right-in/right-out access drive off Northgate Parkway and via a right-in/right-out access drive off Dundee Road.

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening and Saturday midday peak hours for the existing (Year 2016), no-build (Year 2026), and future projected (Year 2026) traffic volumes. The Year 2026 no-build and future projected traffic volumes include the existing traffic volumes increased by a regional growth factor and the traffic projected to be generated by the proposed Wheeling Town Center as well as other planned developments. Additionally, the Year 2026 analyses reflect the proposed Dundee Road and Northgate Parkway intersection improvements associated with the buildout of the Wheeling Town Center as well as the provision of dual southbound right-turn lanes on Northgate Parkway.

With the addition of site-generated traffic as well as background growth and buildout of the various planned/approved developments, the following conclusions and recommendations are made:

- The proposed development, given the recommended roadway improvements, will not have a significant impact on the intersection of Dundee Road with Northgate Parkway with delays and queues being reduced from what they are under existing or Year 2026 no-build conditions.

- Providing access off Dundee Road and Northgate Parkway will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided for both phases of the development

- The proposed development will provide a sufficient number of parking spaces to accommodate the projected parking demand.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Dundee Road with Northgate Parkway

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning peak hour, LOS D during the weekday evening peak hour, and LOS B during the Saturday midday peak hour. It should be noted that during the weekday evening peak hour, the southbound approach operates at LOS F due to the high number of southbound right-turning vehicles and the limited amount of green time allocated to the southbound approach. It is important to note that due to the limitations of the capacity analysis software, the analyses do not take into account the impact the at-grade railroad crossing has on traffic conditions when a train crosses Dundee Road. As discussed previously, while the provision of an exclusive right-turn lane on Dundee Road at its intersection with Wheeling Road has helped moved westbound traffic more efficiently, additional improvements on Dundee Road should be considered to address the regional need to reduce queues and delays.

Under Year 2026 no-build traffic conditions, assuming the background growth, the traffic to be generated by the adjacent background developments, and the planned intersection improvements, this intersection is projected to operate overall at LOS C during the weekday morning peak hour, LOS D during the weekday evening peak hour, and LOS C during the Saturday midday peak hour. The southbound approach will continue operating at LOS F during the weekday evening peak hour with long queues. Furthermore, northbound and southbound left turns are projected to operate at LOS F during the weekday morning peak hour due to the limited amount of green time allocated to these movements and the operation of these movements under a protected phase only.

As part of the development, the southbound approach of Northgate Parkway will be widened to provide dual right-turn lanes. Under Year 2026 total projected traffic conditions and based on the results of the capacity analyses, the intersection overall is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening and Saturday midday peak hours, improving the operation of the intersection over the no-build conditions. Furthermore, the southbound approach is projected to operate at LOS E during the weekday morning and evening peak hours and at a LOS D during the Saturday midday peak hour. Additionally, the southbound right-turn movement will operate at a LOS D during all three peak hours. Further inspection of the capacity analyses indicates that the southbound queues on Northgate Parkway will be reduced by as much as 800 feet, providing a benefit to the area. As such, the proposed improvement in conjunction with the already planned improvements as part of the Wheeling Town Center will improve the traffic operation of the intersection. No additional improvements will be needed.

While the ultimate solution to improve the traffic flow along Dundee Road remains the regional improvement of providing a third westbound through lane, providing a deceleration lane at the proposed right-in/right-out access drive off Dundee Road (to be discussed in the next paragraph) together with the recently constructed right-turn lane on Dundee Road at its intersection with Wheeling Road will help facilitate this improvement.

Dundee Road with Right-in/Right-Out Access Drive

This right-in/right-out access drive is proposed to be located as far away as possible from Northgate Parkway while still maintaining approximately 250 feet of distance from the railroad tracks. As part of the proposed development and as previously indicated, an exclusive right-turn lane on Dundee Road with 135 feet of storage and 90 feet of taper will be provided at its intersection with the proposed right-in/right-out access drive. In addition, it should be noted that the proposed development will be dedicating approximately 20-foot of right-of-way along Dundee Road in order to accommodate a potential widening of Dundee Road to provide three westbound through lanes.

The results of the capacity analysis indicate that outbound movements from the proposed right-in/right-out access drive are projected to operate at LOS B during the weekday morning peak hour and at a LOS C during the weekday evening and Saturday midday peak hours. The provision of this access drive will enhance the ingress/egress flexibility of the development and reduce the number of right-turning vehicles on southbound Northgate Parkway as well as the number of vehicles turning left to the full-movement access drive. Given the results of the capacity analyses, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development. No additional geometric improvements will be necessary in conjunction with the proposed development.

Northgate Parkway with Full-Movement Access Drive

As previously indicated, the full access drive off Northgate Parkway will be located approximately 480 feet north of Dundee Road and will provide two inbound lanes and two outbound lanes with outbound movements under stop sign control. The proposed access drive serving the Dunshire development will be located opposite this access drive creating a four-legged intersection. The results of the capacity analysis indicate that outbound movements from the access drive are projected to operate at LOS C or better during all three peak hours. Outbound 95th percentile queues are projected to be one to two vehicles, which will not impact the internal circulation of the site. Furthermore, northbound left turns are projected to operate at LOS A during the three peak hours with 95th percentile queues of one to two vehicles, which can be accommodated by the proposed left-turn lane. Conversely, inspection of the capacity analyses for the intersection of Dundee Road and Northgate Parkway indicate that the southbound left-turn and through movement will not queue to or beyond the proposed access drive. As such, this access drive has been located far enough from the intersection of Dundee Road and Northgate Parkway that it will be adequate in accommodating the traffic projected to be generated by the proposed development thus providing efficient and flexible access.

Northgate Parkway with Right-In/Right-Out Access Drive

The results of the capacity analyses indicate that the outbound movements from the proposed right-in/right-out access drive will operate at a LOS B during all three peak hours. Outbound 95th percentile queues are projected to be one to two vehicles, which will not impact the internal circulation of the site. As such, no additional geometric improvements will be necessary in conjunction with the proposed development.

On-Site Circulation Evaluation

As proposed, the site will provide two-way circulation drive aisles on the east and south sides of the building with a 20-foot wide fire access drive surrounding the building to the north and west. The garage entrance will be located internally approximately 400 feet west of Northgate Parkway. Given the proposed two-way circulation drive aisles, vehicles will be able to maneuver within the site and access the site via all three proposed access drives. The service drive for the apartments will be located on the southwest corner of the building while the loading dock for the retail portion of the development will be located off the internal garage entrance. As such, all deliveries to either the residential or retail portion of the development will be made internally with minimal impact to internal circulation.

Parking Evaluation

The development is proposed to provide approximately 443 parking spaces for the residential portion of the development (a ratio of approximately 1.67 parking spaces per unit) and approximately 69 parking spaces (5.75 parking spaces per 1,000 square feet) for the retail portion.

Based on the ITE *Parking Generation*, 4th Edition, the residential component of the development will have a peak parking demand of approximately 337 vehicles and the retail portion approximately 56 vehicles. As such, the proposed number of parking spaces will be adequate in accommodating the projected peak parking demand.

6. Conclusion

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to assess the impact of the proposed 501 Uptown mixed-use development in Wheeling, Illinois. As proposed, the site will be developed with 264 apartment units and 12,000 square feet of retail space. The residential component of the development will provide approximately 443 parking spaces while the retail portion will provide approximately 69 surface spaces. Access to the development will be provided via a full-movement access drive and a right-in/right-out access drive off Northgate Parkway and via a right-in/right-out access drive off Dundee Road. 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 volume of traffic estimated to be generated by this transit-oriented development is modest when compared to the existing traffic volumes in the area and will be reduced given its proximity to the Wheeling Metra train station.

- The existing intersection of Dundee Road with Northgate Parkway currently experiences long delays and queues, especially during the evening peak hour.

- As part of the proposed Wheeling Town Center development, the intersection of Dundee Road with Northgate Parkway will be widened to provide an exclusive eastbound-to-southbound right-turn lane on Dundee Road. The south leg of Northgate Parkway will be widened to provide dual left-turn lanes and a combined through/right-turn lane while the north leg will be realigned and restriped to provide an exclusive left-turn lane, a combined through/right-turn lane, and an exclusive right-turn lane

- As part of the proposed development, the north leg of Northgate Parkway will be further enhanced by widening it to provide exclusive dual right-turn lanes. The provision of dual right-turn lanes on the southbound approach of Northgate Parkway will have a positive effect on the traffic operations of the intersection.

- Providing access off Dundee Road and Northgate Parkway will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided.

- Providing a deceleration lane on Dundee Road at its intersection with the proposed right-in/right-out access drive coupled with the proposed 20-foot right-of-way dedication will facilitate the regional improvement of providing a third westbound through lane along the Dundee Road corridor.

- The proposed development will provide a sufficient number of parking spaces to accommodate the projected peak parking demand.

Market Study

For the

Proposed Rental Apartment Building
Wheeling Station
Northwest Corner Dundee Road and Northgate Parkway
Wheeling, Cook County, Illinois

As of

May 2017

For

Mr. Daniel Rezko
DAC Developments LLC
2150 S. Canalport Avenue #4C-12
Chicago, IL 60608

Prepared By

Appraisal Research Counselors
400 East Randolph Street, Suite 715
Chicago, Illinois 60601

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EXECUTIVE SUMMARY AND CONCLUSIONS

Location: Wheeling Station – The north side of Dundee Road and the west side of Northgate Parkway, east of the train tracks, Wheeling, Cook County, Illinois

Concept: The subject is a proposed rental development that will include a 5-story, elevator building with 265 residential units and 443 parking spaces. It will be built on a vacant lot in Wheeling, a northwest suburban community which is approximately 30 miles from Downtown Chicago. We were provided with drawings dated April 25, 2017 identifying the unit type, square footage and unit tiers within the building but lacking the unit layouts. The architect is BSB Design. The following is the current development mix:

	Developer Unit Mix				
Unit Type	**No. Units**	**Percentage**	**SF Range**	**Avg SF**	**Total SF**
Convertible	28	11%	550	550	15,400
1BR	108	41%	700-760	741	80,010
2BR	121	46%	1,105-1,125	1,108	134,045
2BR TH	7	3%	1,350	1,350	9,450
3BR	1	0%	1,500	1,500	1,500
Total	**265**	100%	**550-1,500**	**907**	**240,405**

Conclusion: Based upon our review of the market, the unit mix and sizes appear well suited for the market.

Market rents in current dollars on a net effective basis have been projected to average approximately $1.88 psf in 2017 dollars (as of May 2017). We have not projected any rent growth at the time of occupancy in 2019/2020.

With 265 units, we have also projected the lease-up of the property within approximately 2 to 2 1/2 years (8 to 12 units per month).

Appraisal Research Counselors' Conclusions:

Property Location: The subject property is located in Wheeling, a community of approximately 39,000 persons located north of O'Hare Airport in the northwest suburbs of Chicago. The location is 30 miles from Chicago's central business district ("The Loop") and 15 miles from O'Hare Airport. Specifically, the subject is located in a transit oriented location across near the village hall, police department, post office and Wheeling park district community center, aquatic center and Heritage Park. The location is surrounded by commercial to the west of the train tracks, Northgate Crossing rental apartments to the north, and commercial to the east south. The proposed Wheeling Town Center mixed-use/rental apartment development is at the southeast corner of Dundee Road and Northgate Parkway.

The village is bordered by Buffalo Grove on the north, Prospect Heights on the south, Arlington Heights on the west and Northbrook and Glenview on the east. The closest interstate is Interstate 294 near the eastern border. The Village has a Metra stop approximately 1/3 mile south of the

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subject at Wheeling Road and Town Street and is within walking distance of the subject. It is served by the Metra North Central Line. The train service is only available on weekdays.

The average household income is estimated at $84,634 with a median household income of $64,877, according to 2017 estimates by Nielsen. Within the past 12 months, according to MRED LLC (the local multiple listing service), the 166 detached single family home sales in Wheeling have averaged $238,899, with a median house price of $215,000. Home sales ranged between $85,000 and $467,500.

Accessibility to the metropolitan area is a key advantage of this location, with Interstates 294 and 94 located just four miles east. There is an interchange at Lake Cook Road with northbound entrance and southbound exit ramps to I-94 and a four-way interchange to I-294. The southbound entrance ramp for I94 via the Edens Spur is five miles northeast at Deerfield Road. There is also a four-way interchange for I-294 at Willow Road, four miles southeast. Illinois Route 53 is four miles west and connects to I-90 and I-290 eight miles to the south. Cars are the main mode of transportation in the suburbs, but there is also a Metra station which is about a 5 minute walk from the subject site.

Retail amenities are extensive. Five miles from the subject property is Randhurst Village, a recently renovated mixed-use retail center with approximately 40 stores and restaurants, a multi-screen cinema, and hotel. Larger retailers include Carson Pirie Scott, Costco and Home Depot. Twelve miles southwest in Schaumburg is Woodfield Mall, one of the largest malls in Cook County. 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. Ikea, one of its two stores in the Chicagoland area, is also located in Schaumburg. 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. Deer Park Town Center in Deer Park is eight miles northwest. This lifestyle center features over 70 stores with 409,304 SF. Retail tenants include Crate & Barrel, Apple, Anthropologie, Chico's, Williams-Sonoma, Pottery Barn, Brooks Brothers and Lululemon and restaurants include Biaggi's, Stoney River Steakhouse, California Pizza Kitchen and Red Robin. There is also a 16-screen Century movie theater. Surrounding the lifestyle center are numerous national retailers including a Whole Foods market. There is an 180,000 SF mall under construction across the street from Deer Park Town Center that opened in spring 2017 with retailers including Nordstrom Rack and Nike.

At the southeast corner of Northgate Parkway and Dundee Road is the mixed-use Wheeling Town Center which is currently under construction. The development broke ground in late 2016. A total of 301 rental apartment units are planned plus 100,000 square feet of retail space. The residential development is similar to the subject in that it will be a wrap design with the residential units surrounding an interior courtyard or the garage. Architectural plans shown on the Village website for the typical floor indicate that most of the units will be one and two bedroom layouts, and there will also be some layouts of one bedroom plus den and three bedroom units. The amenities will include an outdoor swimming pool with sundeck and lounge areas, a fire pit, grilling areas, bocce ball area, putting green, clubroom with lounge, pool table, demonstration kitchen, and game room, business center with conference room and computer work stations and fitness center with separate yoga studio. Commercial tenants reported to have signed letters of intent and listed on the village's website include CMX Theaters, Terra Fiamma restaurant, Starbucks Coffee, Potbelly, Noodles and Company, Andy's Frozen Custard and AT&T. Since this development is already under construction,

it is expected to be in lease-up prior to the subject and some of the commercial space is also anticipated to be occupied. While the subject will compete with the residential units, the right commercial mix of tenants in this development is expected to help attract renters to the area and improve its desirability.

There has been limited large-scale rental apartment development in the northwest suburbs. Northgate Crossing opened in late 2015 in Wheeling. This project is located immediately north of the subject site. The 288-unit development includes a mix of one, one plus den and two-bedroom units. An additional 12 three-bedroom townhomes are currently under construction. Thus, once complete, this development will include a total of 300 units. Rents as of the 1st quarter 2017 range from $1,525 to $1,600 per month for one bedrooms, $1,700 per month for one bedroom plus den, $1,760 to 1,795 per month for two bedrooms with one bathroom and $1,965 to $2,070 per month for two bedrooms with two bathrooms. The property is still in lease-up and is reportedly leased 64.9% of the units, indicating an average absorption of 11.7 units per month. This development is a different style compared to the subject. There are nine three-story elevator buildings with built-in private garages spread out throughout the property. The amenities are in a separate clubhouse building.

Only two additional apartment buildings opened within the last several years in northwest Cook County. One Arlington in Arlington Heights is an adaptive reuse of a former hotel. The building opened in 2014 and includes 214 units with an average size of 936 square feet. The sizes of some of the units are larger than typical of new construction due to the adaptive reuse nature of the building. As of the 1st quarter 2017, rents are averaging $2.12 PSF and occupancy is reported at 94.9%. The building stabilized in early 2016 indicating an absorption of 9.6 units per month. North680 is the only other project recently opened in the Northwest Cook County submarket. This building opened in mid April 2017. A total of 180 units will be available including a mix of one, one plus den, and two bedroom apartments and two bedroom townhomes. The average size is894 SF and as of the 1st quarter 2017, rents are averaging $2.10 PSF. A total of 12.8% or 23 units are reported leased in approximately one month. Leasing staff indicated that demand has been greatest for the smallest one-bedroom layout with none of the townhomes leased as of early May 2017. This development is similar in style to Northgate Crossing. There are several buildings scattered throughout the site with built-in private garage and a separate clubhouse building housing the amenities.

There are two additional rental apartment developments under construction in the northwest Cook County submarket including Buckingham Place in Des Plaines and 101 W. Liberty in downtown Barrington. Buckingham Place is outside of the downtown area and lacks the walkability to the Metra station similar to the subject. 101 W. Liberty has a very good location in downtown Barrington and will have superior accessibility and walkability to nearby amenities and the train. Once the proposed Wheeling Town Center is complete and leased-up, the subject will have walkable access to downtown-type amenities including a movie theater.

Housing Inventory: Appraisal Research Counselors has been tracking apartment development in the suburbs for over 40 years. In total, 22,776 units (through 2016) will have been brought to the market since 1996 for an average of 1,085 units per year. Northwest Cook County, which is the subject property's submarket, has had incredibly little new apartment construction during this 21 year period, with only 574 units delivered. Combined with the number of condo conversions that occurred in the market, the supply of rental units has actually seen a notable decline since 1996,

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although there has been an increase in new development activity since 2013. There are an additional 3,240 units under construction as of the 4th quarter 2016 and planned for delivery in 2017 and 2018. 462 units of the 3,240 units are located in the Northwest Cook County market. There are an additional 1,878 units in various stages of planning for Northwest Cook County.

Renter Profile: The subject property is situated in a submarket which has experienced limited new rental apartment construction in recent years. Very little apartment development occurred in the overall Chicago suburban market between 2004 and 2012. Only within the last two years has new product come onto the market in the Northwest Cook submarket. These new developments include One Arlington in Arlington Heights, Northgate Crossing in Wheeling and North680 in Schaumburg. Additionally, there are two projects currently under construction. 101 W. Liberty is located in Barrington and Buckingham Place is located in Des Plaines. Thus, persons who are employed in the Northwest Suburbs had limited new Class A apartment options until very recently. Persons desiring a luxury apartment within close proximity of employment within Schaumburg or Rosemont would need to travel significant distances to find a newly constructed, Class A rental apartment development. We note that while Des Plaines' Kingston Pointe and River 595 are located in Northwest Cook, these buildings were originally planned as condominiums.

The subject's location in Wheeling is currently mostly commercial; however, the immediate area's improvements are changing. Wheeling Town Center is currently under construction and once complete will include an additional 100,000 SF of commercial space adjacent to a new 301-unit apartment building. Even though new Wheeling Town Center will improve access to entertainment, retail and restaurant amenities and the Metra station is within walking distance, this location would be most appealing to persons with use of a car. Thus, the location would be less appealing to the elderly empty nesters who would want a walkable suburban downtown location.

It is anticipated that the renter profile will 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 and north shore suburban market.

We also view that some of the demand for this location will come from persons who have a connection to Wheeling. 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.

Competition Overview:

The subject will compete with other developments also located within the Northwest Cook submarket and more specifically those located within Wheeling and the surrounding communities including Schaumburg, Arlington Heights and Des Plaines, the Lake County community of Vernon Hills and the North Shore communities of Glenview and Deerfield. The competition is driven by both location and age of the complex. If the subject property were completed today, its primary

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competitions would consist of Northgate Crossing in Wheeling along with Wheeling Town Center, a project which is currently under construction

Fourteen properties comprising of 3,103 units were identified as providing potential competition to the subject units.

The following is a summary of the competitive properties:

Rental Survey Summary – Existing Properties

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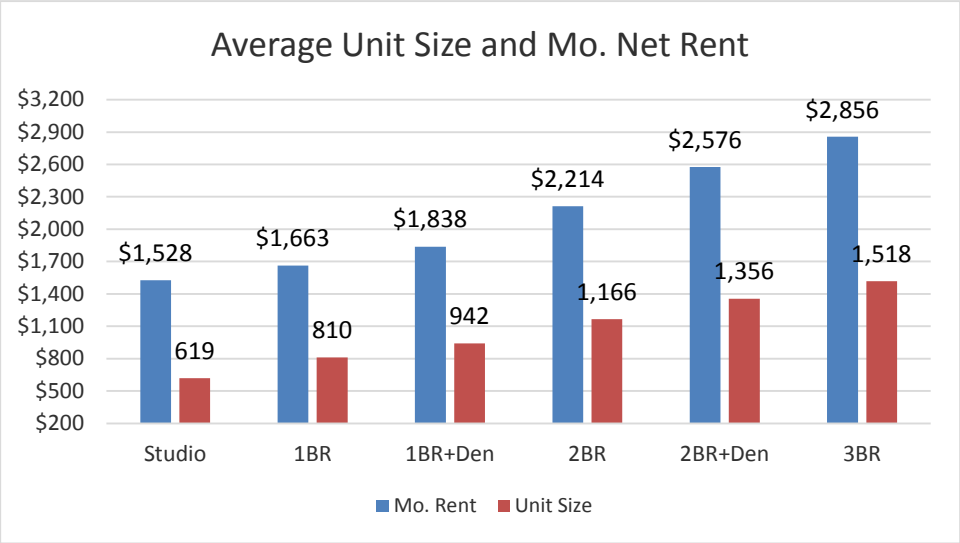
MD No.	Name	Address	Suburb	Total Units	Date Built	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Occup.
Subject	**Wheeling Station**	**NWC Dundee & Northgate**	**Wheeling**	**265**	**Proposed**	**907**		**$1.88**	
1	Amli at Museum Gardens	1155 N. Museum Blvd	Vernon Hills	294	2004	1,119	$1.67	$1.67	92.2%
2	Amli Deerfield	1525 Lake Cook Rd	Deerfield	240	2015	941	$2.26	$1.88	In lease-up
3	Commons at Town Center	1255 Town Center Rd	Vernon Hills	85	2010	1,256	$1.65	$1.52	96.5%
4	Kingston Pointe	1646 River St	Des Plaines	144	2009	1,203	$1.72	$1.58	89.6%
5	Midtown Square	998 Church St	Glenview	138	2014	920	$2.42	$2.22	92.8%
6	North680	680 E. Algonquin	Schaumburg	180	2017	894	$2.10	$2.10	In lease-up
7	Northgate Crossing	250 Northgate Pkwy	Wheeling	288	2016	899	$1.90	$1.82	In lease-up
8	Northshore 770	770 Skokie Blvd	Northbrook	347	2016	992	$2.62	$2.42	In lease-up
9	Oaks of Vernon Hills	103 Oak Leaf Ln	Vernon Hills	336	2014	1,037	$1.92	$1.77	93.5%
10	One Arlington	3400 W. Stonegate Blvd	Arlington Heights	214	2014	936	$2.16	$2.12	94.9%
11	Reserve at Glenview	195 N. Waukegan Rd	Glenview	239	2015	1,013	$2.30	$2.13	In lease-up
12	River 595	595 S. River Rd	Des Plaines	60	2011	1,397	$1.66	$1.52	90.0%
13	Tapestry Glenview	2550 Waterview Dr	Glenview	290	2014	887	$2.19	$2.19	93.8%
14	Woodview	15 Parkway North Blvd	Deerfield	248	2015	965	$2.52	$2.12	91.9%
	Total/Weighted Average			***3,103***		***998***	***$2.13***	***$1.99***	**84.5%**

				Quoted		Effective	
Unit Type	**# of Units**	**%**	**Avg. SF**	**Avg. Rent**	**Rent PSF**	**Avg. Rent**	**Rent PSF**
Studio	122	4%	619	$1,576	$2.55	$1,528	$2.47
1BR	1,305	42%	810	$1,791	$2.21	$1,663	$2.05
1BR+Den	221	7%	942	$1,968	$2.09	$1,838	$1.95
2BR	1,228	40%	1,166	$2,379	$2.04	$2,214	$1.90
2BR+Den	132	4%	1,356	$2,829	$2.09	$2,576	$1.90
3BR	95	3%	1,518	$2,933	$1.93	$2,856	$1.88
Weighted Avg.	**3,103**	**100%**	**998**	**$2,107**	**$2.13**	**$1,963**	**$1.99**



Of the 14 properties, seven are stabilized and five are still engaged in lease-up.

Northgate Crossing which is located directly north of the subject site will be the primary competitor for the subject until the Wheeling Town Station residential units deliver. Then both will be primary competitors. Northgate Crossing started occupancy in December 2015 and is currently 65% leased up. Overall, the absorption has averaged about 12 units per month which is considered around average for a building of its size and amenity level. However, this development is the first of the three Wheeling apartment projects that are located within a couple blocks of each other. Any pent-up demand, if not satisfied by Northgate Crossing, will most likely be satisfied by Wheeling Town Station which is also expected to deliver prior to the subject.

In Glenview and Deerfield, five total projects opened within a short time span; Midtown Square, Reserve at Glenview and Tapestry Glenview are located in Glenview while Amli Deerfield and Woodview are both located in Deerfield. The lease-up of these projects has been impacted given the number of units that came to market within such a short time span. Three of the five projects have stabilized and concessions are offered at all of them. We note however, that of the 14 comparables, the rents are highest in these suburbs. While these developments are located in two suburbs and spread out with different locations in each town, in Wheeling, the three developments, Northgate Crossing, Wheeling Town Station and the subject will be located in the same location. Differentiation amongst these three projects will be much more difficult and will have to come from the building design, finishes and amenities.

Northgate Crossing, Oaks of Vernon Hills, Amli at Museum Gardens and North680 have a similar development design, with several low-rise buildings with built-in garages and a separate clubhouse. The subject's wrap design is similar to Amli Deerfield, Reserve at Glenview, Tapestry Glenview and Woodview. These buildings feature an interior courtyard with the outdoor amenities and a multi-level garage with the units built along the sides of it. These buildings also tend to offer long hallways between garage and some of the units although the parking is located on the same floor as the residence.

The subject's location is currently car dominated. It is not within a traditional suburban downtown area. Upon lease-up of the Wheeling Town Station and with the right commercial tenant mix, the

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walkability of this location is expected to improve. The subject's location is within walking distance of the North Central Service's Wheeling Metra Station. This train line has more limited service compared to many of the other lines that run throughout the metropolitan area. There are fewer trains during the weekday and no weekend service. Northgate has a similar location as the subject. Kingston Pointe, Midtown Square, and River 595 are located within their towns' downtown areas and offer superior proximity and accessibility to restaurant and retail amenities as well as a Metra Station. While not within the downtown area, Reserve at Glenview is adjacent to a Mariano's grocery store and is across from the Golf Metra station.

Amli Deerfield is not close to a train station and is situated along a major commercial thoroughfare. Thus, this is not a pedestrian friendly location. Northshore 770 is located next to a Mariano's grocery store and while accessibility to the Edens Expressway is excellent, it is not within walking distance of a Metra station. This is similar to Tapestry Glenview which is also next to a Mariano's but lacks the walkable Metra access. One Arlington is also located in the western section of Arlington Heights. This location is outside of the downtown core and closer to Route 53. The location is within a 10 minute walk of a secondary (non-downtown) Metra station but the location lacks the walkable amenities within downtown Arlington Heights. None of the developments in Vernon Hills have walkable locations to the Metra Station. The train station in Vernon Hills is also the same line that stops in Wheeling. None of the other towns have stations along the North Central Service line and have superior service availability. Amli at Museum Gardens is located in Vernon Hills. This development is located across the street from Hawthorn Mall. This project has excellent proximity to shopping compared to the subject but similar to the subject it lacks the walkability. Commons at Town Center is located within a mixed-use development and offers some walkability to a few restaurants and retail amenities within the development. But overall, the walkability is similar to the subject. The Oaks of Vernon Hills is located ¼ mile northwest of the Commons. It is surrounded by corporate office buildings and is a more secluded location along a busy commercial street.

Kingston Pointe and River 595 offer more limited amenities. Kingston Pointe and River 595 were originally designed as condominiums which tend to offer more limited amenities compared to a rental building. Most of the newer developments include swimming pools. Midtown Square, One Arlington and Commons at Town Center as well as the two buildings previously discussed do not offer a swimming pool. The subject is planned to include an outdoor swimming pool with sundeck. This is a very desirable and marketable feature to residents. Many of the buildings include clubrooms with lounge areas or game areas and kitchens as well. These are also popular amenities. The subject is being designed with a "sky lounge" on the 3rd floor and fitness center. Game areas that include a billiard table are common in many of the developments. Northgate Crossing offers a ping pong table. The fitness center is planned to be located near the sky lounge. It is desirable for the amenities to be clustered together which is currently shown on the plans.

The outdoor amenities will be located within the central courtyard. The plans indicated a pool, sundeck and picnic area. Many developments offer lounge seating areas with couches, tables/chairs, grills and fire pits adjacent to the pool. These are all typical and very desirable among renters. It appears the sundeck may include some pergolas and this type of shade feature with added seating would be appealing to the tenants.

The current drawings show the leasing office on the 2nd floor, above the lobby. This office should be easily accessible and enhance the leasing experience for prospective tenants. The visit to the leasing office may be the first impression a prospective tenant has of the interior of the community. The

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access should also be controlled so that prospective traffic does not have access to the building for security purposes.

Overall, the rents at Kingston Pointe and River 595 will represent the lower end of the market due to their age and limited amenities. The unit sizes at both of these developments are larger than typical since they were developed as condominiums which results in rents on a per square foot basis well below the subject. Amli at Museum Gardens is also older and finishes are expected to be inferior to those at the subject. This development also has larger unit sizes and is more heavily weighted toward two-bedroom units due to zoning requirements by the Village at the time of development.

Northshore 770 and Midtown Square represent the upper end of the market range. These developments were recently constructed, have excellent locations and offer the latest finishes and good amenities. Additionally, the other developments in Deerfield and Glenview have superior locations in areas with higher rent levels compared to the subject in Wheeling. Thus, it is expected that the subject's rent levels will fall between the older/smaller projects and these developments in Northbrook, Glenview and Deerfield.

Garage parking is available at all the competitive projects. Parking is located within common garages at all the developments except for North 680, Northgate Crossing and the Oaks at Vernon Hills. These projects have individual garages built into the first floor of each building. North 680 also has detached garages. The parking rates at these projects are toward the upper of the range compared to the rest of the projects given the private garages.

A total of 443 spaces broken out as 400 garage spaces and 43 surface spaces are planned to be developed at the subject. This equates to a parking ratio of 1.67:1 and appears to be adequate. The garage is the same number of floors as the residential floors. It is typical for tenants to park on the same floor as their unit. While the exact location of the elevators has not been determined, the developer indicated there will most likely be an elevator in the lobby as well as the hallway behind the first floor retail.

The Oaks of Vernon Hills and North 680 offer two-bedroom townhouse layouts. At both of these developments, the townhouses are in separate buildings with attached two-car garages. The subject is planned to offer seven two-bedroom townhouse units that will be built into the first floor of the southwest side of the building. These units will not have private attached garages. These units will be more marketable if they have entrances/exits into the common area corridors for access to the garages in addition to the private exterior entrance. The townhouse units are planned to have a gated private yard/patio at the front of the unit. This is a nice feature and none of the other comparables offer this. The location of these townhomes; however, is next to the commercial space, they front Dundee Road and are the closest units to the train tracks. Overall, the location is not very desirable for a housing style that is considered superior to traditional multi-family housing. These units would be better located at the north side of the building overlooking the creek and Northgate Crossing development to the north. Northgate Crossing will also offer three-bedroom townhomes; however, they are not yet complete and not on the market. The townhomes at the Oaks of Vernon Hills appear to rent at a slight premium over the traditional two-bedroom units. None of the townhomes at North 680 are rented since the leasing program recently began. Given the style of townhomes at the subject which are built into the building and do not offer private garage parking, we would not expect much premium for these layouts.

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Occupancies are steady in the developments competitive with the subject property, with occupancies throughout the Chicago suburbs averaging over 95% and occupancies in the competing, stabilized survey properties ranging from 89.6% to 96.5%.

We have considered possible correlations between the average and median price of detached and attached housing in each of the primary competitive rental property towns to the effective rent per square foot at each of the competitive properties. The subject's location in the Village of Wheeling is a more affordable housing option when compared to the North Shore alternatives in Deerfield, Glenview and Northbrook. These communities have higher housing prices as well as higher median household incomes.

Attached and Detached Housing Prices and Median Income of Competitive Rental Property Communities

MD No.	Name	Suburb	Submarket	Net Rent PSF	2016 Avg Attached Sale Price	2016 Median Attached Sale Price	2016 Avg Detached Sale Price	2016 Median Detached Sale Price	2015 Median HH Income
Subject	Wheeling Station	Wheeling	Cook	$1.88	$171,510	$156,500	$232,547	$207,500	$56,110
1	Amli at Museum Gar	Vernon Hills	Lake	$1.67	$213,217	$178,000	$436,206	$403,750	$92,201
2	Amli Deerfield	Deerfield	North Shore	$1.88	$250,405	$236,000	$539,130	$492,500	$137,423
3	Commons at Town C	Vernon Hills	Lake	$1.52	$213,217	$178,000	$436,206	$403,750	$92,201
4	Kingston Pointe	Des Plaines	NW Cook	$1.58	$170,969	$159,000	$268,859	$251,250	$65,109
5	Midtown Square	Glenview	North Shore	$2.22	$305,573	$260,000	$627,752	$532,500	$93,240
6	North680	Schaumburg	NW Cook	$2.10	$164,483	$152,000	$314,177	$299,500	$74,086
7	Northgate Crossing	Wheeling	NW Cook	$1.82	$171,510	$156,500	$232,547	$207,500	$56,110
8	Northshore 770	Northbrook	North Shore	$2.42	$308,279	$301,250	$606,288	$545,000	$118,480
9	Oaks of Vernon Hills	Vernon Hills	Lake	$1.77	$213,217	$178,000	$436,206	$403,750	$92,201
10	One Arlington	Arlington Heights	NW Cook	$2.12	$187,340	$169,500	$404,973	$370,000	$81,059
11	Reserve at Glenview	Glenview	North Shore	$2.13	$305,573	$260,000	$627,752	$532,500	$93,240
12	River 595	Des Plaines	NW Cook	$1.52	$170,969	$159,000	$268,859	$251,250	$65,109
13	Tapestry Glenview	Glenview	North Shore	$2.19	$305,573	$260,000	$627,752	$532,500	$93,240
14	Woodview	Deerfield	North Shore	$2.12	$322,379	$262,500	$475,195	$418,000	$137,423

*Source of Sales Prices: MRED LLC

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The net effective rent per square foot appears to be higher in towns with higher detached housing prices such as Deerfield, Northbrook, and Glenview. Des Plaines and Wheeling show the lowest prices of detached housing and also the lowest rents on a per square foot basis. Thus, the subject's rent levels will fall before those communities along the North Shore which show higher housing prices and also higher median income levels.

Critique of the Unit Mix & Layouts: The property is proposed with a mix of studio, one, two and three bedroom unit types with sizes of 550 to 1,500 with an average of 907 SF. Overall, the building provides a good unit mix with a variety of unit sizes within the one and two-bedroom unit types. The interior unit layouts were not provided; however we suggest that all the two bedroom units include at least two bathrooms including one attached to the master bedroom. Split bedroom arrangements are also popular providing some privacy for each bedroom.

Open kitchen, living and dining rooms are desirable features and typical in newly constructed buildings. A kitchen island can double as additional eating or work space eliminating the need for a separate dining room. These are particularly desirable in the smaller layouts.

We suggest that the unit layouts include walk-in closets in at least the master bedroom and good closet space throughout the remaining bedrooms and near the unit entry.

Critique of the Unit Finishes: The unit finishes were reported to be consistent with Class A luxury developments. We agree with the level of finish and recommend the following finishes:

Kitchens: a contemporary cabinet, stainless steel appliances, granite or quartz counter tops, tile backsplash and undermount sink.

In-unit washer dryer: A washer and dryer in each unit, a necessity in the market. Typically, this will be a full-size, side by side or stacked unit.

Flooring: The current trend for the entry, kitchen, and living room flooring is some sort of wood finish, whether hardwood or a laminate/vinyl plan flooring (faux wood) that has the appearance of wood. Bedrooms are frequently carpeted although we are also seeing a recent trend towards using the same flooring throughout the entire unit, including the bedrooms.

Baths: Bath finishes should be upgraded ceramic tile/stone floor and tub/shower surrounds with contemporary finishes, which is what is standard in the market. Mirrors, vanities, and accessories etc. should be good quality and good design.

Balconies: Balconies are a standard amenity in nearly all suburban developments. We suggest balconies for all units which appears to be designed on the current plans.

HVAC: HVAC, water, sewer, and trash costs will be passed on to the residents.

Ceiling: Ceilings should have drywall finishes and be 9' in height. A 10' ceiling height is not necessary.

Overall, these finishes will meet the expectations of luxury renters in the market.

Recommendations for the Common Area Amenities:

We were not provided with a detailed list of amenities but rather architectural drawings indicating the area for some amenities. The amenities are reported to include a swimming pool with sundeck and picnic area, fitness center, "sky lounge" and outdoor terrace adjacent to the clubroom/sky lounge and an on-site leasing office.

We also recommend at a minimum that the clubroom include an open kitchen. In the outdoor space, we recommend a fireplace and/or fire pit area with seating nearby and grilling stations with tables/seating. Leasing staff at rental properties comment that business centers and conference rooms are highly desired by tenants, particularly for persons who work from home. We recommend that these amenities be included in the subject development.

We also note that within the fitness center, many properties are expanding the traditional cardio/free weight area and incorporating multi-purpose/yoga studios. Several of the competitive properties include multi-purpose rooms with on-demand fitness programs which are projected onto a large screen which can include cardio, weight training, bootcamp, pilates, or cycling workouts.

Many of the newer buildings are also now incorporating amenities such as, dog parks, dog washing facilities, and a golf driving range. Dog parks and dog washing facilities are also very popular, as they cater to pet-owners. The indoor golf driving range has a more limited and targeted market appeal and is recommended only in developments which already have all of the other more important amenities. This type of product is heavily used by golfers but typically not the majority of the tenant base. While marketable, they do not make it to the top of the list of "must have" amenities.

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These amenities should be clustered together rather than spread out throughout the building, as they provide a more substantial appearance. This appears to be the proposed plan on the drawings.

Indoor parking should also be provided, although it does not need to be a heated garage. This is a car-oriented location and it is expected that all residents will own a car. These spaces should be rented at an additional charge per month. The charge will ultimately depend on the number of spaces that are constructed. The architectural plans dated April 25, 2017, include 400 garage spaces and 43 outdoor surface spaces or a 1.67:1 parking ratio. It is recommended that spaces intended for the residential use and commercial use be labeled since during peak business hours it may become more difficult for a tenant or commercial patron to find parking. We could anticipate a higher demand than typical for the garage parking spaces given the more limited availability of surface spaces. An additional charge of $75 is suggested for indoor spaces.

Recommended Units and Rents (average): Based upon our survey of rental properties which provide alternatives to the subject units, we have recommended average rental rates on a per unit per month basis which equate to approximately **$1.88 psf in current dollars (as of May 2017)**. The actual rents on a chunk (per unit) basis is really what is focused on by renters in the market, and the monthly per unit rents which are projected below reflect the amenities, finishes, and new construction features of the proposed units.

We are not projecting any rent increases. While historically, there have been rent increases in the market overall, the subject development will be the third project to deliver Class A rental units near the intersection of Dundee and Northgate Parkway within a 2 to 3 year period and based on the trends shown in both the Deerfield and Glenview market, rent levels and lease-up patterns are affected when a large number of units hit the market around the same time. A total of 488 units opened in Deerfield in 2015 while 667 units opened in Glenview in 2014/2015. A total of 866 units are expected for the Wheeling market between late 2015 and 2018. Thus, we have not projected any rent growth.

	Developer Unit Mix					ARC Suggested Rent (current 2017 dollars)		
Unit Type	**No. Units**	**Percentage**	**SF Range**	**Avg SF**	**Total SF**	**Avg Rent**	**PSF**	**Total Rent**
Convertible	28	11%	550	550	15,400	$1,300	$2.36	$36,400
1BR	108	41%	700-760	741	80,010	$1,525	$2.06	$164,700
2BR	121	46%	1,105-1,125	1,108	134,045	$1,925	$1.74	$232,925
2BR TH	7	3%	1,350	1,350	9,450	$2,150	$1.59	$15,050
3BR	1	0%	1,500	1,500	1,500	$2,500	$1.67	$2,500
Total	**265**	100%	**550-1,500**	**907**	**240,405**	**$1,704**	**$1.88**	**$451,575**

These rent projections are on a net effective basis. It is also assumed that the utility charges will be paid by the residents, as is typical of newer properties in the overall market. Parking has also been estimated at **$75 per month** which is consistent with most of the buildings in the market. It is expected that these projections will be further refined as a development plan for the subject site is further refined.

Estimated Absorption: The subject will be facing direct competition from at least two other developments in Wheeling upon delivery; Northgate Crossing and Wheeling Town Center. There

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are several new developments proposed, under construction or in the early stages of lease-up in Wheeling and the surrounding areas. Northgate Crossing delivered in late 2015 and is 65% leased. This development is expected to be fully leased-up at stabilized levels by the time the subject delivers. While there will still be competition as this property is adjacent to the subject, we note that some leasing agents indicate that renters desire to be the first to live in a new unit. Wheeling Town Center is under construction and located south of the subject. This 301-unit development has a superior location which is across the street from the train station and is incorporated within a large mixed-use development. Depending on the timing of the subject, this development may still be in lease-up at the time the subject delivers.

Overall, we have projected the lease-up of the property at a pace of 8 to 12 units per month, achieving stabilized occupancy within approximately 2 to 2 1/2 years for a 265-unit development.

The following graphs show our rent and size conclusions in relation to the comparables. The subject is shown in Red.

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Dynamic Retail Space Available
Adjacent to Wheeling Town Center
NWC Dundee & Northgate | Wheeling, IL. 60090

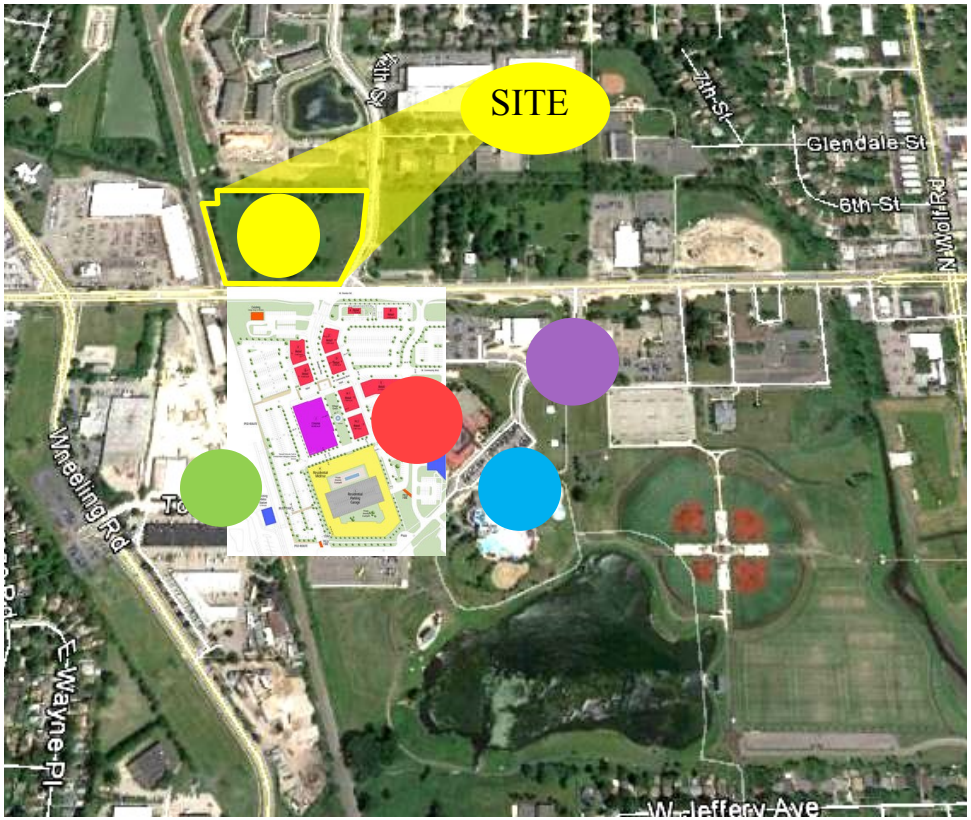
First In Realty Executives Inc is pleased to offer for lease

+/- 12,000-27,000 SF of Divisible Retail

Wheeling's Newest Proposed Lifestyle Center

Positioned Adjacent to Wheeling Town Center!

- Proposed 5 story 264 unit luxury condominium development
- 502' frontage on Dundee Road
- Across from Wheeling Town Center (2018 opening), a retail, entertainment, & lifestyle center showcasing:
- ~ 300 luxury apartments
- ~ 100,000 SF retail and restaurant
- ~ CMX entertainment cinema
- ~ 25,000 SF village green space
- Positioned by new Metra train station serving Downtown
- Walking distance to Wheeling Community Campus offering aquatic park, community center, village hall, and more
- Over 500 additional residential units coming available
- 45 Minute rail service to downtown Chicago
- 15 miles from O'Hare International Airport
- Ideal for lifestyle, restaurant, & fitness



- +/- 12,000-27,000 SF
- Divisible Retail

Mark Mielnicki
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Cell: 773.297.7718
mark@firstinrealtyexec.com

Traffic Counts:
+/- 26,900 VPD on Dundee Road

Demographics (2016 Est.):

	1MI	3MI	5MI
Population	13,774	97,453	265.692
HH Avg. Inc.	$72,671	$97,452	$109,843
#HH's	4774	37,940	101,334

- SITE
- Wheeling Town Center "Lifestyle Center"
- Metra Station - Direct to Downtown Chicago
- Arctic Splash | Indoor/Outdoor Aquatic Center
- Wheeling Community Campus

Information contained herein has been obtained by sources deemed reliable. First In Realty Executives, Inc has not verified the information and makes no representations, warranties, or guarantees. You and your advisors should conduct a careful and diligent review of the investment and information contained herein.

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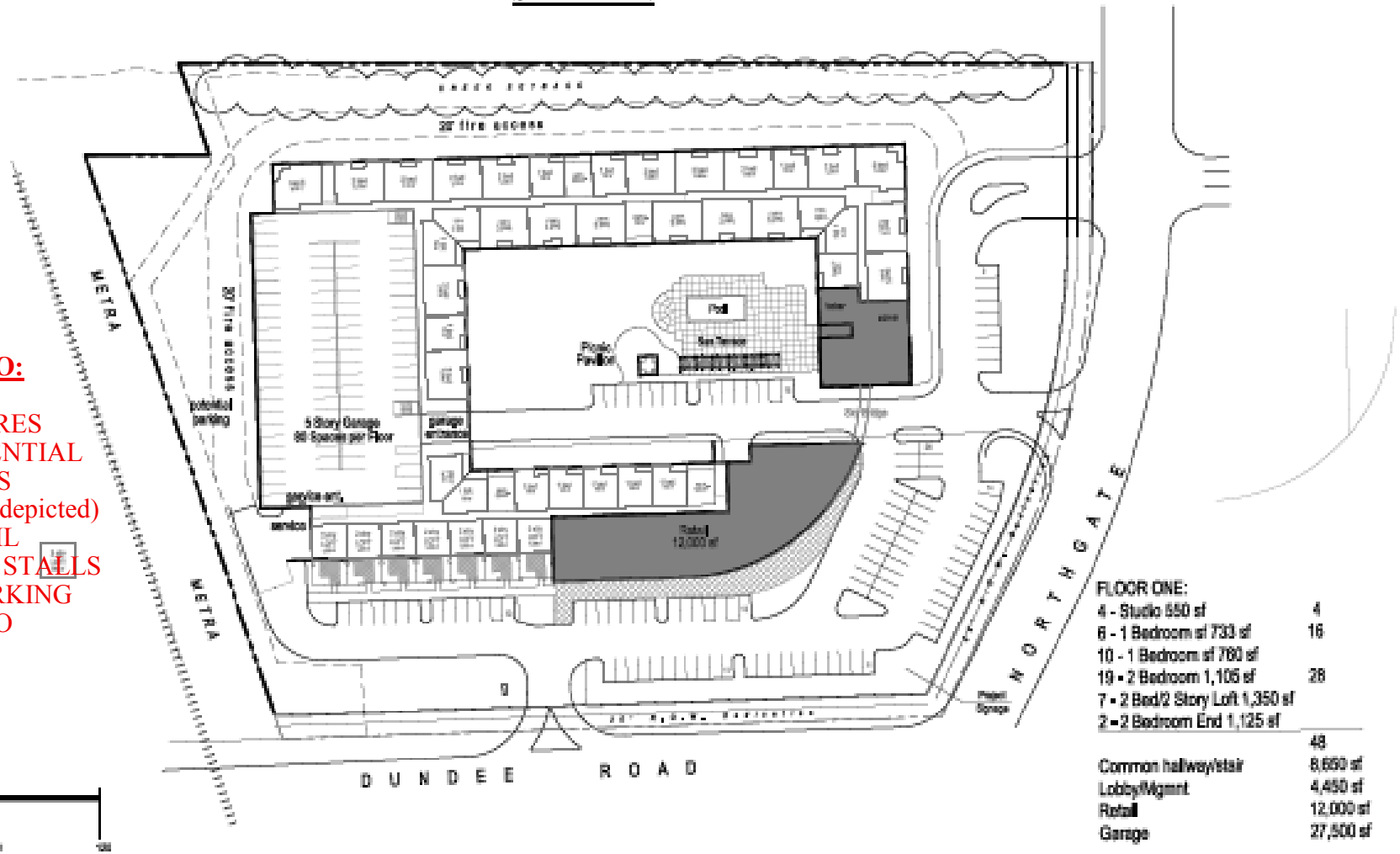
DYNAMIC RETAIL SPACE AVAILABLE
ADJACENT TO WHEELING TOWN CENTER
NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090

SITE PLAN



SITE INFO:

- 7.44 ACRES
- 264 RESIDENTIAL UNITS
- 12,000 SF (as depicted) RETAIL
- 69 SURFACE STALLS
- 5/1000 PARKING RATIO

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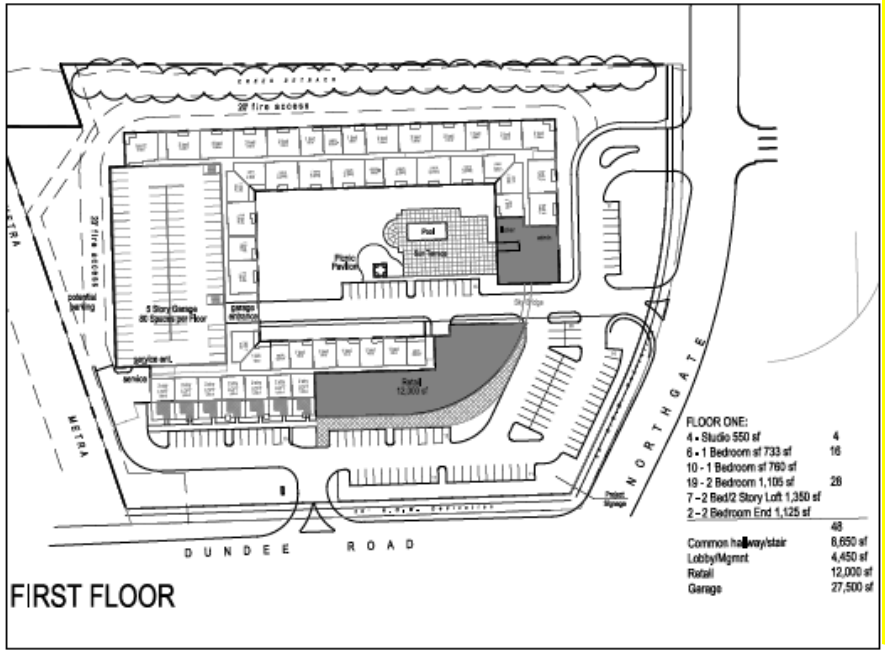

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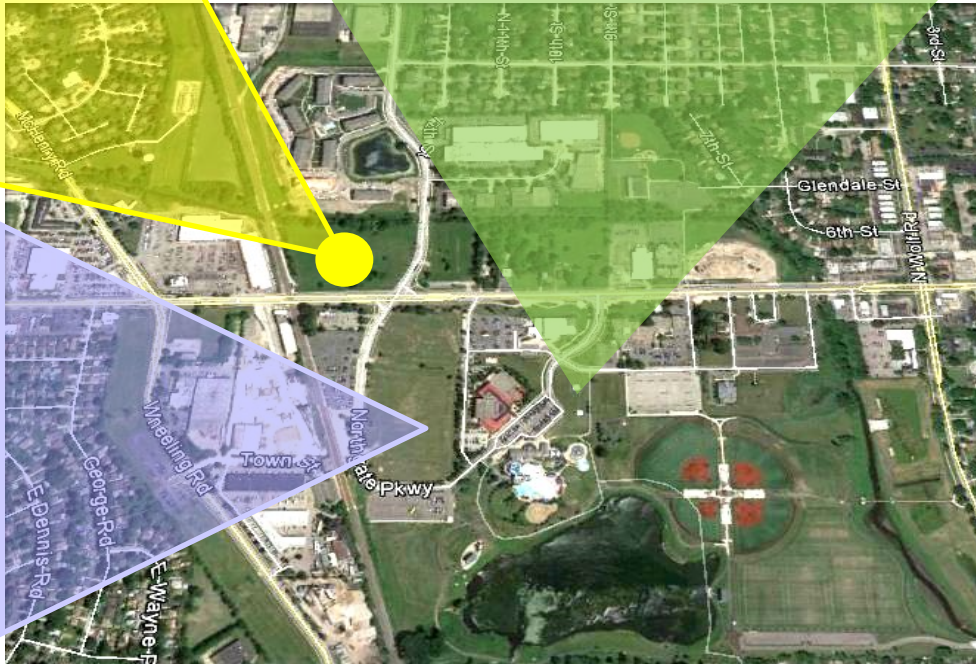

Wheeling Town Center

CMX | THE VIP CINEMA EXPERIENCE SM

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DYNAMIC RETAIL SPACE AVAILABLE
ADJACENT TO WHEELING TOWN CENTER
NWC DUNDEE & NORTHGATE | WHEELING, IL. 60090

RETAIL SALES PROJECTIONS

	1 MILE	3 MILES	5 MILES
Retail Sales: Total Sales	$192 464,341	$1,275,612,799	$4,889,329,856
Retail Sales: Potential Sales	$188,163,354	$1,899,512,453	$5,874,877,379
Retail Sales: Shortage/Surplus	($4,300,987)	$623,899,654	$985,547,523
Food and Beverage Stores:Sales	$23,840,320	$143,063,575	$703,557,975
Food and Beverage Stores:Potential	$29,346,454	$289,623,765	$887,249,189
Food and Beverage Stores:Shortage/Surplus	$5,506,134	$146,560,190	$183,691,214
Food and Beverage Stores:Businesses	8	43	137
Health/Personal Care Stores:Sales	$14,115,950	$98,210,048	$265,976,880
Health/Personal Care Stores:Potential	$10,108,679	$102,173,021	$317,374,529
Health/Personal Care Stores:Shortage/Surplus	($4,007,271)	$3,962,973	$51,397,649
Health/Personal Care Stores:Businesses	4	40	117
Clothing/Accessories Stores:Sales	$1,864,472	$31,905,792	$165,341,760
Clothing/Accessories Stores:Potential	$8,469,348	$84,560,300	$262,066,763
Clothing/Accessories Stores:Shortage/Surplus	$6,604,876	$52,654,508	$96,725,003
Clothing/Accessories Stores:Businesses	4	40	166
Sports/Hobby/Book/Music Stores:Sales	$901,308	$22,783,099	$118,009,897
Sports/Hobby/Book/Music Stores:Potential	$4,259,353	$42,227,048	$130,633,622
Sports/Hobby/Book/Music Stores:Shortage/Surplus	$3,358,045	$19,443,949	$12,623,725
Sports/Hobby/Book/Music Stores:Businesses	1	22	77
General Merchandise Stores:Sales	$2,696,344	$183,183,136	$844,327,702
General Merchandise Stores:Potential	$31,812,324	$316,694,574	$975,729,028
General Merchandise Stores:Shortage/Surplus	$29,115,980	$133,511,438	$131,401,326
General Merchandise Stores:Businesses	6	20	56

Data prepared by ESRI Inc.

Information contained herein has been obtained by sources deemed reliable. First In Realty Executives, Inc has not verified the information and makes no representations, warranties, or guarantees. You and your advisors should conduct a careful and diligent review of the investment and information contained herein.

Dynamic Retail Space Available
Adjacent to Wheeling Town Center
NWC Dundee & Northgate | Wheeling, IL. 60090

DEMOS

Radius	1 Mile	3 Mile	5 Mile
Population:			
2022 Projection	14,425	96,776	264,456
2017 Estimate	14,364	96,707	263,748
2010 Census	14,046	96,836	261,683
Growth 2017-2022	0.42%	0.07%	0.27%
Growth 2010-2017	2.26%	(0.13%)	0.79%
2017 Population Hispanic Origin	6,506	19,994	42,178
2017 Population by Race:			
White	12,158	79,481	221,249
Black	269	1,599	4,331
Am. Indian & Alaskan	315	813	1,345
Asian	1,369	13,333	32,932
Hawaiian & Pacific Island	13	61	139
Other	240	1,419	3,751
Households:			
2022 Projection	5,026	37,705	100,750
2017 Estimate	5,001	37,699	100,538
2010 Census	4,870	37,839	99,997
Growth 2017 - 2022	0.50%	0.02%	0.21%
Growth 2010 - 2017	2.69%	(0.37%)	0.54%
Owner Occupied	3,676	28,019	77,101
Renter Occupied	1,325	9,681	23,437
2017 Avg Household Income	**$74,344**	**$103,347**	**$114,493**
2017 Med Household Income	**$56,630**	**$79,805**	**$87,656**

Data courtesy of CoStar, Inc.

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