



Village of Arlington Heights
Plan Commission
Buechner Room, 1st Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
October 13, 2016
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Arlington Ale House - 8/24/16
- B. Kensington School - 8/24/16
- C. Potbelly Restaurant - 8/24/16

IV. PUBLIC HEARINGS

- A. Thomas Middle School - 1430 N. Belmont Ave. - PC#16-020
Special Use for a School, Multiple Variations

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: Arlington Ale House - 8/24/16

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 8/24/16 DRAFT

Type

Minutes

DRAFT

PLAN

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

COMMISSION

RE: ARLINGTON ALE HOUSE - 111 WEST CAMPBELL STREET, 3RD FLOOR
PC# 16-019, SPECIAL USE FOR RESTAURANT, LAND USE VARIATION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights
Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington
Heights, Illinois on the 24th day of August, 2016 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN LORENZINI: Okay, I'd like to call to order this meeting of the Plan Commission. Would you please all rise and say the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Sam, roll call please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. The next item on the agenda is approval of meeting minutes from YMA Taekwondo & Krav Maga from August 10th, 2016. Any comments or approval recommendation?

COMMISSIONER GREEN: Motion for approval.

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good.

COMMISSIONER DROST: I wasn't there.

COMMISSIONER DAWSON: Yes, I was not present.

CHAIRMAN LORENZINI: Commissioners Drost and Dawson, all right. The next item on the agenda is the public hearing for Arlington Ale House, PC# 16-019. Sam, have all the proper notices been given?

MR. HUBBARD: They have.

CHAIRMAN LORENZINI: Is the Petitioner here?

MR. OLSON: We are.

CHAIRMAN LORENZINI: Would you please, anybody who is going to testify, would you please come forward and I'll swear you all in? Come up to the stand please. Please raise your right hand.

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(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Who's going to make the presentation? Would you please state your name, and spell it for the court reporter please?

MR. OLSON: My name is Len Olson, that's L-e-n, last name is Olson, O-l-s-o-n. I'm the project consultant.

CHAIRMAN LORENZINI: Okay, and sir, are you going to testify also?

MR. McCASKEY: My name is Kevin McCaskey.

CHAIRMAN LORENZINI: Would you spell the last name for us please?

MR. McCASKEY: McCaskey, M-c-C-a-s-k-e-y.

CHAIRMAN LORENZINI: Okay, very good. Has the Petitioner read all of the conditions given in the Staff report and do you agree to them?

MR. McCASKEY: Yes.

CHAIRMAN LORENZINI: Please give a brief overview of your project. Well, before we get started, there's quite a few people in attendance here. So, just to explain how this works, the Petitioner will explain his project. Sam will give the Staff report on the project. Each Commissioner will ask questions. Then we'll go to the public for questions and comments. Then we'll come back to us for final deliberation and a vote.

Okay, go ahead, sir.

MR. OLSON: Sounds good. For a summary of the project, that's what this presentation is about, to give a little bit of a wrap-up on how we started and where we're going.

CHAIRMAN LORENZINI: Just keep it to the project itself please.

MR. OLSON: It is. Okay, so when we started this, what we're looking for is to move forward with the project. It will make Arlington Heights proud. We're going to draw from the surrounding suburbs in providing great friendly atmosphere for the Arlington Heights residents to make what is here already better.

So, the ale house definition translates to drinking beer. The preferred translation in Great Britain and across Europe is the center of town life, a place to relax, refuel body and spirit, share news and be entertained. Our translation is basically a family environment for people to get together for conversation and food and to walk around and socialize.

We found this opportunity, it was an unused space, in agreement with the Village and its residents from what we've talked to and people we've talked to, wanted to develop this venue to complement again the Village of Arlington Heights. When we first saw it, our first impression was this is beautiful. It's a friendly space, it's got great atmosphere, has so many possibilities. People would want to be here, it would be more fun for Arlington Heights residents and another place in Downtown Arlington Heights for people to go to.

You guys can't see it but I did put a little floor plan up there but you probably see --

COMMISSIONER DAWSON: We can see it.

COMMISSIONER DROST: We can see it in our monitor here.

MR. OLSON: Okay, okay. So, this is a little floor plan of the area that we have. If you notice, we have this community meeting room where we're anticipating that we can do community meetings, we can have the comedy nights, we can have corporate training, even bingo. I like computer competitions, but a great revenue stream that will complement and not compete with the Metropolis Theater.

So, again we are basically offering atmosphere, a place for people to

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go to, another fun place. You know, games, we're going to have some food, we'll have food, entertainment with the theater. The games that we're looking at are, you know, family-oriented type games, some pool tables, family board games, shuffleboard table.

So, this is kind of, I tried to put a couple of pictures of the inside so you can get a feel for the atmosphere that's in here. So, it's got a lot of nice areas that just lends itself to congregate, and a lot of open spaces that's just overall friendly.

Again, a few more pictures here which I can hardly see, I hope everybody can see. You can't really appreciate it, I wish I would have made them bigger now so you could appreciate the space that's it's in now if you've never walked through this. There is a patio, right now it's a small patio. We'd like to expand that and work on that patio, whether it's this year, next year, wherever this kind of fits in.

We've been doing some research and talking with people and some neighbors and neighboring buildings in this area. If you get the idea, it's again built around this atmosphere where people are sitting and congregating and socializing. Even the furniture that we're thinking of putting up here, it's going to be that soft, comfortable group setting that you might have in your own backyard.

The food supplier processes, obviously we've given this a lot of thought and worked with a lot of people on this. It's a nice concept that we really think is going to work where the neighboring restaurant community is going to be supplying the food. A catering company who we've got in line is going to be for the larger events, the corporate events and the larger, however we want to use it when it comes in. The patrons are going to be ordering their own food.

So, our target audience, we're looking for the surrounding suburbs. We'd like to draw people in. The downtown residents, we got a lot of input from the residents that want to come to this. Corporate training and team-building accounts, we've got a corporate planner and she does a lot of these meetings where she brings people in, they have their team training, and then they go do their team build-outs, and a lot of community organizations in lending this auditorium. It's a great auditorium space, it seats about 125 people, and it's not only a great place to meet and everything but it's a great place for us to market.

Where we are right now, we think we've covered just about 99 percent of all the bases with the guidelines and with the Village and the questions that could be coming up. We do have a venue planning manager. We have a general manager identified. We don't have any people contractually hired yet, it's not where a little bit, we don't want to put the horse before the cart here. But we've more than just thought about it, we've acted on it and moved on it, so we're ready to get things into full gear and get started if we want to make our time commitments that we want to do.

So, the architect is selected. The construction firms, we're entertaining different proposals. We were kind of surprised at the wide range of prices. As far as the furniture, I just want to note that we're looking at furniture but we will be definitely looking at the guidelines and requirements of the furniture that goes in there so we have that.

So, the timeline, we'd like it as early as possible, depends on how far we take this build-out. But ideally, we're looking at before the end of the year to get this rolling and be open. So, on that point, we're open to questions.

MR. McCASKEY: We have two speakers.

MR. OLSON: Oh, we do have two speakers. Do you want our two speakers up now?

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MR. McCASKEY: They're going to make a quick comment if that's all right.

CHAIRMAN LORENZINI: Is it part of the presentation?

MR. McCASKEY: Yes, absolutely.

MR. OLSON: Yes, it is, yes.

CHAIRMAN LORENZINI: Then come up. State your name and spell your last name.

MR. KEEFE: Thank you. Hi everyone, I'm Joe Keefe, the last name is K-e-e-f-e. I'm executive director for our Metropolis Performing Arts Center in Downtown Arlington Heights, home of the hit show Ring of Fire which closes September 3rd, so get your tickets right away.

I've met with Kevin and his team half a dozen times and I've been continuously impressed with their vision, their plans, their dedication to this very important space. In my research regarding our own building, the very purpose of Metropolis was to attract a wide range of people to our downtown, spiraling positive economic impact throughout the shops, restaurants, events and attractions in the area. Arlington Ale House perfectly suits that mission.

Our theater is in its own powerful growth phase with patron attendance up more than 30 percent in the past 18 months, now about 35 percent. We view Arlington Ale House as a perfect complement to that growth. The ale house will attract thousands of potential new customers, and the demographic they are targeting is an unbelievably valuable patron base for us.

I fully support Kevin and his team in their efforts. Thanks for your time and consideration. I can also answer questions, too, just relative to the theater and the building and my experience in there and my experience with many of you as well. If that would be helpful, I'll just stay up here.

CHAIRMAN LORENZINI: Okay, thank you.

MR. KEEFE: Thank you.

CHAIRMAN LORENZINI: State your name and spell it please.

MR. ROGINSKI: This is Brian Roginski, R-o-g-i-n-s-k-i. I am the owner of Courtland's Garage, it's right on 1 North Vale here. I also think it's going to be, you know, it's a great place for the community and that it is building up a better place for Arlington Heights.

CHAIRMAN LORENZINI: Thank you. Anything else from your presentation?

MR. OLSON: That's it.

CHAIRMAN LORENZINI: Okay, why don't you just have a seat while Sam gives us his Staff presentation? Sam?

MR. HUBBARD: Good evening and thank you, Chairman Lorenzini. So, as you've heard, the Petitioner would like to establish the Arlington Ale House on the third floor of the Metropolis building in Downtown Arlington Heights. The building is part of the Metropolis Development PUD which also includes the condo building abutting to the west, the subject property which contains the theater, and the two-story commercial building to the east.

Relevant to this request is a recent amendment to the liquor code to create a new classification of liquor license eligible to restaurants located on the second floor and above in the Downtown B-5 Zoning District in which establishments must serve food but which food to be prepared offsite and delivered to the establishment. This is the liquor license that the Arlington Ale House is potentially targeting.

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So, the Applicant's request is for a special use permit to allow a restaurant. All restaurants in Arlington Heights require a special use permit approval if they're greater than 1,500 square feet. The Petitioner is also requesting a land use variation to allow a restaurant without a kitchen. As you've heard, the food will be delivered from neighboring establishments and brought up to the patrons within the Arlington Ale House. That's without a full kitchen and creates a need for this land use variation.

Additionally, due to the fact that the Applicant has indicated he would like to have up to 20 amusement devices, it classifies the use as a "Restaurant, Amusement Device Arcade." Just for clarification, these amusement devices are like ping-pong tables, the baggo courts, the pool tables and so forth. So, the classification as a "Restaurant, Amusement Device Arcade" does require a land use variation in the B-5 Zoning District.

Additionally, the Applicant has petitioned for a variation to waive the requirement for a traffic study prepared by a licensed traffic engineer. Staff is supportive of this request. We believe that the downtown area provides sufficient means for circulation for traffic.

I would like to point out that the Comprehensive Plan does designate this property as mixed use, and the proposed use is compliant with that classification.

I'd like to point out probably the most pressing issue related to this proposal, and that's the occupancy of the space. So, based on the information that Staff has to date, the building code would allow up to 597 individuals to occupy the space based on the uses as proposed on the inside and the exterior patio. However, based on the egress requirements as contained in the building code, only 313 occupants could safely exit the space in case of emergency. There are two interior stairways that would provide this egress. But given the amount of people that could potentially occupy the space compared to the amount of people that can safely exit the space, we do have some concerns that the space could become occupied without a means for all these occupants to safely exit in the case of an emergency.

So, the Applicant has shown the possibility of a connection to the neighboring Vail Avenue Garage located to the south, and this connection could provide for an additional means of safe egress. I say potentially because we don't know the feasibility of that at this time, we're not sure if it could even qualify as one of the required means of egress. But according to preliminary calculations, if this bridge was built, at least 625 individuals would have the ability to safely exit the space in case of emergency. So, this may ameliorate Staff's concerns on the occupancy, but again we don't know if this bridge connection is feasible. So, we have recommended a condition of approval that would require the Applicant to provide the Village with information in order to determine if this bridge is feasible and what impact it would have on the parking garage so that, you know, we can determine if it's something that the Village would even permit. As the owner of the garage, we would have the oversight and authority to allow something like that.

While we're talking about the garage, I'd also like to talk about parking. When the original Metropolis PUD was approved, a variation was granted to relieve the site of any onsite parking requirements. So, technically, the Applicant doesn't need to provide any onsite parking which is because the Metropolis building does not provide any onsite parking. But per our code, we would require 32 spaces based on the restaurant use proposed. Of course, this doesn't mean that people aren't going to park their cars in downtown and patronize the establishment.

So, we have analyzed the capacity of the Vail Avenue Garage to see if it could accommodate for the expected patrons of the Arlington Ale House. We sent our

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dedicated police officers on several days and evenings of surveys of the parking lot to count the available spaces at various times in the evening. Without getting into the minutia of the details there, they have verified that during the peak hours of operation for the, as will be expected for the Arlington Ale House, the garage certainly has adequate available capacity to accommodate for the expected number of customers for the ale house.

I would also point out that the Applicant has proposed an expansion to the exterior patio area. This expansion would be located on a common element of the Metropolis building, so it would require approval from the condo board of the Metropolis building. The Applicant has provided a conceptual rendering of how this patio would look but has not yet finalized plans for the exact furniture and orientation, amusement devices and so forth, that would be contained on this patio.

Any exterior patio is required to receive exterior café permit from the Village, and this exterior patio café is no exception. So, it would have to be approved through the Village for this type of permit. At that point, the Village could and has reserved the authority and oversight to regulate a lot of the elements on this patio such as the style of the furniture and the number of amusement devices, any sound or lighting, any screening and so forth. So, this is a condition of approval that Staff has recommended and is included in the report which would give the Village the authority to regulate these elements.

With regards to Metropolis Theater which is located just below the subject unit, we've also recommended a condition of approval that would require the Applicant to get certification from a sound engineer or acoustic consultant that verifies if the proposed exterior patio would have any detrimental noise impact onto the theater. Furthermore, if an impact is felt by the theater, this condition of approval would require the Applicant to add sound suppression elements that would eliminate the impact.

So, Staff is essentially asking the Plan Commission to evaluate this proposal on the suitability of a restaurant at this location. There are a lot of unknowns at this point, but oversight on these details such as the overall occupancy, the details of the exterior patio, the effects on the parking garage and the effects on the theater building below are conditions of approval to accommodate these elements and we believe that it gives the Villages the proper authority and oversight to understand and regulate them. Some of these would have to be determined prior to bringing this proposal before the Village Board for final approval, they would be determined before building permit could be issued for the space.

But that concludes my slide and request. We are supportive of the application subject to the conditions as listed in the Staff report. It's a complex project and it is a detailed Staff report. I probably wouldn't be able to summarize every aspect this evening without taking up a lot of time, but you know, I'd like to turn the floor back to you, Chairman, and happy to answer any questions.

CHAIRMAN LORENZINI: Thank you, Sam. Do we have a motion to accept the report?

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

CHAIRMAN LORENZINI: Second?

COMMISSIONER ENNES: I'll second it.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Thank you. Okay, Lynn, would you like to start?

COMMISSIONER JENSEN: Just a few general questions. I do have a few

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more but I'll just stay with the general questions. Do we have any examples anywhere of where this concept has worked successfully?

CHAIRMAN LORENZINI: Would you mind coming back up and answering the question, one of you?

MR. McCASKEY: It does work quite well in a lot of places. To be specific, I was just last week at Crystal Lake Brewery in Crystal Lake. It was right off the train. Unfortunately, I saw people from Arlington Heights there which surprised me, but they said they had a lot of fun, to actually get on the train in Arlington Heights to take it to Crystal Lake, hop off.

It's a family environment. I looked around, and what they do is they brought their own food in or had food delivered. There were menus all over on the tables. But when I looked around, I saw a lot of board games and it was a family atmosphere. Parents were playing Battleship or Candyland with their kids and it was a great time. A little bit of live music in the corner. I talked to management there, and they said it works great. They love it.

COMMISSIONER JENSEN: Well, I guess it didn't sound like that was a great example of where -- is there anything we could look at to see whether this concept would work? The reason I'm asking that is I think the logistics of this are quite complicated. Just to give you an example, if you have over a two-hour period three tables of four people come in 30 minutes apart or so, and three people from each of the tables order a separate meal from a different kind of restaurant, the question is how do you basically get all the food there at the right time and you get it there at the right temperature and fresh enough is one part of the question. The other is how are you going to handle the logistics of all of these people coming in from the three or four restaurants that are going to be providing services when you have different timeframes of people ordering.

I say all that because it's a complicated logistical challenge. So, that's why I began with the question do we have an example anywhere of where this has worked, where it's worked successfully for some period of time.

MR. McCASKEY: That's a great question. It does work, it will be complicated. There will be some variation. This is going to be something that's available with trial and error. We're looking at an unfortunate building that's been vacant ten years, and the reason why it has is not because of the price, it's because of the challenge. At this point, we're trying, we're accepting that challenge and I think we'll be successful. But there will be some bumps in the road, but I think people are going to know when they're going to order a pizza, the pizza might come at a certain time. If they're going to order burgers from around the corner or across the street, there will be a variation in time. But I'm working hand-in-hand with the neighboring restaurants and we definitely think this is something that's capable of doing.

COMMISSIONER JENSEN: I think the concept is good but you really don't know of any place that this has successfully worked before, is that what you're telling me?

MR. McCASKEY: Off the top of my head, no. But I do know there are various places that do do it, and I apologize for not having an example.

COMMISSIONER JENSEN: I do want to ask Sam to clarify one thing. If this entity didn't have some form of food, it would not be able to be established in Arlington Heights. Is that correct?

MR. HUBBARD: Correct. In fact, it would have to provide food at every single hour that it's open. So, even at 1:30 a.m. if it's open, it would have to provide it.

COMMISSIONER JENSEN: So, they need to have some, so the food is a

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very important part of this whole proposal even with the change in the liquor code.

Just a couple of other more general questions. You clearly had a good oral recommendation from the Courtland's Garage. Do you have any written expressions of interest or agreement from any other partner restaurants in the area? And have they suggested to you about how they might handle your business?

MR. McCASKEY: Absolutely. I spoke with Elegance Catering, and they are in the Metropolis building as well and he's more than excited. I don't like speaking for them. I wish I had something in writing that they could agree to or would agree to. But he's more than happy to work in the catering department for food venue. I spoke with Mago which is downstairs who is now expanding, and they are more than happy to work on a menu. We had even gotten to detail as far as what type of menu we're going to be working with, and we want to find a way that we can find a way that we can expedite food that's quality, that's going to be fresh and warm and easy for them to deliver and serve, and not get in the way of the work that he's doing. When I'm trying to order at 8:00 o'clock and he has a table at 8:00 o'clock in his restaurant, that it's not conflicting and we've found ways to do that.

COMMISSIONER JENSEN: So, you mentioned two. Are there going to be other restaurants in the area that you can name -- or maybe others that you talked with?

MR. McCASKEY: I spoke with Courtland's, they were here today. They're excited to work with me as well on the food venue. Armand's as well, I spoke with them, and they're excited to deliver all types of food as well.

COMMISSIONER JENSEN: Are you going to sell things at roughly the same price as the originating restaurant would or is it lower, the same, higher? What kind of prices do you have? It's going to have some extra labor involved in basically transporting the food.

MR. McCASKEY: It will be the same. Essentially, our customer will be ordering the food through menus that are provided, or many menus that we're going to create. They're going to place the order. Now, whether we do it upscale and do it through iPads and whatnot, I don't know how the Village will be responsive to that. They may want to just pick up their phone and dial. But they will be paying for the food from Mago or from Courtland's when it's delivered.

COMMISSIONER JENSEN: So, who bears the cost of the extra people needed to basically transport the food? Would that be the restaurant or you?

MR. McCASKEY: The restaurant will. The restaurant, they will be in control of food and food quality.

COMMISSIONER JENSEN: At this point, I don't really have any other questions, although after the Commissioners have asked their questions, later on I may have some more.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: Yes. In the packet that I received, we were notified that there was to be a meeting held with the residents of the Metropolis Place Condos. We were going to get some write-up of that meeting, and I don't believe we got that write-up or any type of verbal presentation tonight. Can you tell me what happened at that meeting and some comments that were made by the residents?

MR. McCASKEY: Absolutely. We did follow up with a short reply after the meeting, and I did send that to the Village. I don't know if that transposed to this group.

It went well. I wish, I think, I'll be honest, I think there was a

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misunderstanding where the board was invited. I wish residents and renters were there as well. But I think once we realized that, the board members that were there who are here this evening could attest that I think it was a productive conversation that still needs a lot of work.

COMMISSIONER WARSKOW: Are there any particular issues that were raised by the board member that you can convey to us?

MR. McCASKEY: I think if I were to address two bullets, it would be, the first one would be garbage. I did walk the area and I do realize that the garbage is in the lower area between the two buildings of 1 South Highland and Metropolis. During the summer, depending on what garbage is in there, there can be smell that could come from there.

I think with the policy that we're trying to implement, we're not making food so we're not going to necessarily have food waste. I hope the people that eat the food finish their food or bring it home. So, I think what we're going to be doing is dealing with garbage.

I spoke with the Metropolis condo association, and it's community garbage. I am going to try my best to keep the garbage contained in that area and hopefully not make a change at all in what's going on now. I do not plan on expanding the garbage and making the garbage area bigger. I plan on working with our building, with what the existing structure is.

The second bullet which is obvious would be the noise from the patio. There is a concern as far as what's going to be out there and to what level. I live in Arlington Heights. I want to stay in Arlington Heights. So, I don't want to have the ale house with a lot of noise and walk to Jewel or Mariano's and get a stinky eye from someone because they weren't able to sleep or whatnot. So, I plan on working hand-in-hand with the board and residents if they wish to find something that everybody can enjoy.

COMMISSIONER WARSKOW: Okay, I appreciate that summary. Addressing the garbage, I think you're rather optimistic in your plan for no food waste. I don't see that happening, and I do have to comment that recycling was mentioned a number of times throughout the report. Any material that has been contaminated with food cannot be recycled as far as I understand, so it will be only garbage that you will be producing. I can imagine there will be quite a lot of it.

My other question is, in terms of the logistics is getting up and down to the third floor. That's the two elevators that are in the main lobby of Metropolis, right? That's how people get to and from the establishment, yes?

MR. McCASKEY: Correct.

COMMISSIONER WARSKOW: So, that elevator is going to be used by patrons of the establishment, by the food deliverers, and by Metropolis staff, and by students who attend the Metropolis school, correct?

MR. McCASKEY: Correct.

COMMISSIONER WARSKOW: Do you see there being a limitation there for the capacity for those two elevators to handle all that traffic? So, I don't know if there can be some study done there as to what the capability of those two elevators to handle all of that is, but that would be a concern of mine.

MR. McCASKEY: We addressed that as well. The food will be, probably if it's allowed, we'll be delivering the food via the stairs.

COMMISSIONER WARSKOW: Okay.

MR. McCASKEY: Fourth floor, when we are open, will not be open. So,

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there will be no need for anyone to use the elevator to go to the fourth floor. Metropolis patrons are on the first floor already as well as Mago's. So, the only people using the elevator would be the second floor and third floor. Generally, in the evening, the second floor will not be utilized.

COMMISSIONER WARSKOW: Boy, I hope you get some really fit people delivering that food because up and down three flights of stairs multiple times a night, that's a tall order. But I'm not saying it's not doable. Okay, those are my preliminary questions. I'll let some of the other Plan Commission members ask others.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: Sam, I have a question in regard to the liquor license where the amount of food that is served is tied to the liquor license. Is that going to be the case in this situation?

MR. HUBBARD: What do you mean by the amount of food?

COMMISSIONER ENNES: Dollar/volume, that they have to sell a certain percent, a certain percent of their overall revenue has to come from food?

MR. HUBBARD: I do not believe that was part of the liquor license.

COMMISSIONER ENNES: We do that with other establishments, do we not?

MR. HUBBARD: If it's a requirement within the liquor license, then absolutely the Petitioner would have to adhere to it, yes.

COMMISSIONER ENNES: If they're not doing any volume on the food, if the food is being sold directly by these other establishments, how can we control that? That would be a concern of mine, if you're not involved in any of the food transactions. Instead of coming from you, being billed from you, you're going to have outside vendors dropping off the food, collecting for the food. They're going to collect when they drop it off at the tables I guess?

MR. OLSON: We probably wouldn't have an accounting verification.

CHAIRMAN LORENZINI: Could you speak in the mic please so everybody can hear you?

MR. OLSON: We probably wouldn't have an accounting verification as it goes. We could sit there and do some estimates, but that's not really going to be there. So, as far as that requirement which we're really not familiar with at this point so we haven't given a lot of thought to that, the thought was given to us not acting as the middleman and processing the food for a number of reasons. Some of them were food handling license and some things like that that went along with that. We were providing the atmosphere and space. So, it was up to the patrons with our guidance and our help to order the food. We were working on the processes to get it to them in a timely manner. But this manner, it wouldn't mean that everybody at the table is going to get their food at the same time, nor is it even desired. So, it was looking for some place to sit and eat and order from a variety of different sources.

As far as the percentages of it, getting back to your question, you know, if it's, I mean you would know in approximately, let's say if it was 20 percent or something like that, we would know if we're 40 percent or 10 percent. But we wouldn't know if we're 20 or 21, if there is some variance in there, you know, without us being the middleman of the transaction.

COMMISSIONER ENNES: I don't obviously know the liquor license requirement but I know we have had a number of establishments in town that have had issues and problems with the percent of food, because Arlington Heights does not allow just bars or taverns to exist. There is a level of food required and it isn't small. We don't want people just to

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sell potato chips and say, oh, we sell food. So, that is an issue that I think needs to be addressed, although I don't know that it's really under our purview.

In regard to the patio, some things that I noticed that were of concern. I realize the patio portion of your proposal is really just a suggestion. How would that be controlled, Sam? Because obviously there's a lot of variables with that, the walkway, the fencing, how the fencing would be clear, if there's grass put out there, how is that drainage going to affect the building's drainage. What do we have in our conditions that will, would we require the whole patio project to come back for approval once these things are finalized?

MR. HUBBARD: Sure. Certainly, as I mentioned, any outdoor patio has to be approved through an outdoor café permit process. So, as part of that process, you know, we're going to look at screening, lighting, sound, furniture and so forth. That's regulated, that's one of the conditions. Furthermore, any addition to the roof such as the green roof portions that are proposed would be required to receive a building permit.

As part of that process, it has the common element of the Metropolis building with which the Village is, it's either a 49 or 51 percent member of that condo building, you know, we'd have the oversight in that sense to review any expansion onto the common area. As part of the building permit process, we're going to require certification from a structural engineer that would certify that this roof is capable of supporting any additional weight that's being proposed. As far as drainage, that's going to be contemplated during the permit process for any expansion onto the roof.

COMMISSIONER ENNES: So, am I correct to assume that the patio, the decking, that is not part of the approval process tonight? If we were to vote to approve this, that's not part of it, it's something they're going to have to come back in at a later date?

MR. HUBBARD: No, the expansion to the patio area is contemplated this evening, yes. They would not have to come back before the Plan Commission for that. It's part of the site plan that they're asking for approval.

COMMISSIONER ENNES: But there are so many variables, how can we approve that?

MR. HUBBARD: Well, there are a lot of variables and, you know, portions of that would have to be determined prior to moving forward to the Village Board. Other portions could be determined during the building permit process. But you know, there are a lot of unknowns.

COMMISSIONER ENNES: One other question. What are the planned hours of operation and days of the week that you would be open?

MR. McCASKEY: We did state them, I did send them to the Village. But generally speaking, I don't have it in front of me, but I would assume Monday through Friday, opening at 4:00 in the afternoon. Depending on, I've been walking the area and living in the area, there's a lot of times the downtown closes and becomes quite quiet at 10:00 or 11:00 during the week. So, we may close earlier than that. But on a Friday and Saturday, we would expect to be open earlier, say 12:00 o'clock noon, and stay open until 1:00 o'clock in the morning.

COMMISSIONER ENNES: On the patio, what kind of music, are you considering having bands out there? What's the plan?

MR. McCASKEY: That's a very good question. When we saw the property, we knew that in order to make it work, you would essentially need a kitchen. Food would need to be provided because people, young or old, when they drink they get hungry and they want to

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eat. If there's not food they're going to leave, and we don't want them to leave. I had numerous groups come in and tell me it just isn't financially feasible to put a kitchen on the third floor. There's really no proper way to vent it. Therefore, that's why really no one has come in there and opened up a business.

So, we're doing the food brought in. We're trying to incorporate a way to make money so this business can stay open. With that, with some sort of entertainment working with Metropolis and bringing people back and forth or doing family games, pool table, ping-pong, shuffleboard, board games. But one of my ideas when I was with the Village was to expand the patio, that was my envisionment of what I would want to do.

We went to HKM Architects and did some brainstorming of what would be a great idea and what other patios have worked. So, we did some drawings, we showed them to the Village. They didn't like them, we changed them a little more. This is by no means our final decision. This is something that I want to work hand-in-hand with 1 South Highland and I want their blessing. This is something I want to do in my life because I think it can be a challenge, I think it would be fun, and I think it would be good for Arlington Heights. The last thing I want to do is create something that gives myself, my family a bad reputation.

COMMISSIONER ENNES: Okay, that's all I have right now.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: Maybe I can help you, Terry. When it comes to the patio, we're dealing with the zoning part of this, to have this. As far as the issues and what's going to hold it up and is it strong enough to be held up is just building code requirements. So, whatever it is, if we like the concept, I think we can vote for the concept. But the nuts and bolts of this go to the Building Department, you know, architecture plans. We shouldn't have to worry about the patio, you know, falling.

COMMISSIONER ENNES: But there's a lot more issues than just that.

COMMISSIONER GREEN: Oh, yes, sure. There's a lot of safety issues and everything else. Anyway, sitting on the Plat and Sub, I think it's a great concept. I think there's a lot of difficulty involved as Lynn mentioned here. I agree with that, it's going to be a tough thing to work out the logistics of it.

From what I'm hearing, I think that you are up for the challenge. So, I have no other comments. I want to hear what the audience have to say and then we'll come back.

CHAIRMAN LORENZINI: Thank you, Bruce. Jay?

COMMISSIONER CHERWIN: Yes, you know, I was also in that Plat and Subcommittee, and a lot of the initial questions were answered like Mr. Green said. Some of the issues that I had were going to be around the neighbors and neighboring properties. It sounds like you had some meetings. Certainly, you know, I feel like the garbage issue is certainly something that absolutely has to be addressed. But we should be able to find something, we're in downtown with all the restaurants and this is, whether third floor or somewhere else, there's a potential for it. So, I feel like there would be a solution out there to address it. You don't know maybe what it is right now but I just don't see that as something you can't address.

The noise, you know, we are again in the downtown area. We have other outdoor venues. So, I feel like again if we take the right precautions and do it properly, again this is something that we should be able to mitigate.

Mr. McCaskey mentioned, I don't think we talked a lot about it, but it probably is worth talking a bit. This space did you say has been open and vacant for ten years?

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Is that right around there or is that --

MR. McCASKEY: Sam, has it been about ten years?

MR. HUBBARD: About ten years, yes.

COMMISSIONER CHERWIN: So, I mean we are really talking about a space that, you know, there's not like a bunch of folks here trying to get into the space. There aren't a ton of alternatives. So, I actually think it is a pretty novel concept, not too off the wall but something a little bit different. I think it's, I guess I would applaud the Petitioner for thinking outside the box and trying to bring people from outside of the Village in, also helping I guess with synergy to the existing businesses and serving the community. So, I actually like the thinking outside the box. I think there's plenty of plans that are in the box that fail, and we can't control that. You know, these are a lot of variables and that's part of taking on a new business and taking risks in doing something new. There is a risk and, but that's, Mr. McCaskey and his group I'm sure are well aware of that, so that doesn't concern me.

I guess what I would ask is, you know, it seems like the space is already in a lot of ways geared towards this type of use with the existing build-out. So, I guess I'm looking at it from the risk. This type of use, although it requires several variations, if we can get to the point where, you know, especially about the structural issues, that would be one that we haven't really discussed, but if we're reusing or a more intense use of this roof is going to require structural engineering, you get that, it's going to require approval through the condo process, you get that. But I think, you know, conceptually, I'm comfortable with it. I would reserve judgment pending some of the comments from the public. But you know, I think overall it's a good project. It has a lot of variables that have to be addressed. But from a conceptual perspective, you know, I'm comfortable with it.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: Yes, I have a few questions. Will you be purchasing this space or leasing it?

MR. McCASKEY: I purchased it.

COMMISSIONER SIGALOS: Oh, you have already purchased it or in the process of purchasing?

MR. McCASKEY: Excuse me, we will be closing the first week of September.

COMMISSIONER SIGALOS: It's a very interesting concept and I'd certainly like to see this space, it's been vacant for ten years, brought to life with that. Just last week, my wife and I were in Long Grove at a wine bar with a very similar concept. I think it's called Broken Elements where they pair a limited menu from restaurants in the area and you order off of it, they bring it up and you pay them directly. But when we were there, everybody ordered the same thing, we all ordered a pizza for instance. So, the pizza, the restaurant delivered it and we paid for it. I'm not sure how this logistics is going to work if say somebody orders from Peggy Kinnane's, somebody orders from Courtland's, somebody orders from a different restaurant and then it all gets there at the same time. I mean that's logistics to be worked out but it seems pretty difficult.

MR. McCASKEY: That won't happen. Realistically they won't all come at the same time.

COMMISSIONER SIGALOS: They won't come at the same time?

MR. McCASKEY: No.

COMMISSIONER SIGALOS: To me that seems problematic when you're

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there and somebody starts eating, others are talking. If you had a table of four or six people or what have you --

COMMISSIONER CHERWIN: John? Maybe, so this is something, I think conceptually the way they're setting this up, it's not like a sit-down restaurant, correct?

MR. McCASKEY: Correct.

COMMISSIONER CHERWIN: I mean if you're not planning on people coming in as a group and kind of putting in everything else aside, sitting down and eat, they're going to be wandering around, playing ping-pong, doing shuffleboard. I think that may be, you know, worth a clarification. If I'm going there, I'm probably going there for several hours and I'm going there with some friends and maybe ordering from somewhere, maybe we do get different things. But I'm not, in this environment, maybe I'm watching TV as I'm playing pool, I'm not concerned about sitting down and having a sit-down meal. Is that accurate?

MR. McCASKEY: A hundred percent accurate. If you want a good Mexican meal, you go downstairs to Mago's. If you want to have three baby burritos or some quesadillas, you'll be upstairs and we'll have it delivered in a few minutes.

COMMISSIONER SIGALOS: The other question I have is in your report here, it says your times that you'll be open will be until 1:00 a.m. on Monday through Thursdays and Sundays, until 2:00 a.m. on Fridays and Saturdays. Now, if I understood correctly, you'd have to serve food at all times that your establishment is open. I don't think these restaurants are open that late, are they?

MR. McCASKEY: That's a great question, and yes, they are.

COMMISSIONER SIGALOS: At 2:00 a.m.?

MR. McCASKEY: Correct. It will be a limited menu. Between 6:00 and 10:00, you will have a wide variety of food. But just like anywhere in Arlington Heights, once it gets to be 11:00 or 12:00, at 1:00 in the morning, your options might be limited to pizza. It will be the same thing at the other restaurants in the same area. If I'm working with the restaurants in the area and they're serving alcohol, I will be able to acquire their food for our establishment.

COMMISSIONER SIGALOS: I didn't realize there are restaurants open until 2:00 a.m. I frequent the restaurants but earlier than that.

MR. OLSON: If it fits into their property and into their margins, these restaurants might stay open that extra hour or two hours to be able to provide food or coffee.

COMMISSIONER SIGALOS: The other concern I have is the outdoor patio, and the sound that's going to be generated, the lighting that's going to be generated and so forth, and the effect on the residents in the surrounding condominiums and apartments and so forth. I don't know how you're going to control that. The sketches that I've seen doesn't look like they have any sound attenuation out there.

I see you want to have a green roof, and I don't see, I'm assuming, and again this will be all determined by the Building Department, you may have to put a railing around the building at the roof level if you have some areas up there that may be accessible. I'm not sure, but I mean these are just thoughts I'm throwing out there that are concerns of mine.

MR. McCASKEY: No, I agree with you. I've got a daughter and I would want the same safety for her out there. I know the Village won't allow anything without strict guidelines.

As far as sound-deadening items, we are talking about doing foliage as well, trees, bushes and whatnot between the outdoor area and 1 South Highland. That's not in the drawings but we do have estimates on that. That's once again something we're going to

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be working with 1 South Highland for something that they would want.

COMMISSIONER SIGALOS: Okay, my last question is I was also at the Plat and Sub meeting, and at that meeting there was no mention of a bridge connection to the Vail Avenue parking garage. Is this strictly being contemplated for additional emergency exiting for the space?

MR. HUBBARD: No, I think it was part of the original concept. I think that it was kind of more like, you know, an idea of something that maybe he'd like to do. As the occupancy issues continued to flesh themselves out, it's become quite apparent that it's going to be necessary to do unless there are, you know, some limitations on use of the space or expansion of the patio. So, without that bridge extension, there will have to be additional restrictions placed on the use of the space.

COMMISSIONER SIGALOS: But that bridge will only be for emergency exiting and not entry?

MR. McCASKEY: Well, it would be used for entry as well. I think it would be something nice that would work with the downtown area. But if someone can park on the fourth or fifth floor which is open parking and they walk across the patio and then downstairs into Metropolis and go to the theater, it would be utilized by the building, not just the patio use for the ale house.

COMMISSIONER SIGALOS: That's all I have right now.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: Well, so most of my questions have already been asked. I'm hearing, if you can't get approval for the patio, will you still open?

MR. McCASKEY: I bought the building, I have to.

COMMISSIONER DAWSON: I know, but I mean feasibility and financial setting in this concept, would you still open without the patio?

MR. McCASKEY: I would have to, I would give it a try. But quite honestly, there is going to need to be a draw for that establishment. It won't be our chef because we don't have one.

COMMISSIONER DAWSON: Yes, but it will be the setting. So, I'm very familiar with the setting.

MR. McCASKEY: It will be the setting. So, my point is if we can extend the patio, I think it would be a great addition for Arlington Heights and its residents. I think it has to be done properly. I think it has to be done aesthetically pleasing to, I keep saying 1 South Highland because it's really the only people in my opinion that are affected directly. I want them to be able to look out and see something nice, and I want them to be able to go to bed at 9:00 or 10:00 at night and be able to leave a window open and still be able to sleep.

COMMISSIONER DAWSON: Sure. So, I was curious about that because you're coming to us and you've left it looking, what I'm looking at, almost completely up to the condo association as to whether or not you're going to have a patio. So, usually, I mean that's the first condition, right? You don't get a patio unless they approve it?

MR. McCASKEY: Well, I do have a patio right now.

COMMISSIONER DAWSON: No, no, no, you can't expand the patio.

MR. McCASKEY: Correct.

COMMISSIONER DAWSON: The patio that's out there is very small.

MR. McCASKEY: Correct.

COMMISSIONER DAWSON: Correct. So, you can't expand it without the

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condo association approval. So, I was curious why you're coming now, why you haven't waited until you worked out many of these terms so that we are making the decisions, I mean I'm not overly concerned with many of them. Staff is very competent and they're going to be able to figure out, I can't figure out safety. I'm a lawyer, I can't do construction, right? I don't know, you know, the Staff can figure that out. I usually count on you guys up here for those things.

But usually we're approving and we're working with you, but you're putting all the power in their own hands as to whether or not you have an expansion. Are you familiar or are you understanding that?

MR. McCASKEY: Well, the true power comes from our condo building itself. I have to get approval from our condo building.

COMMISSIONER DAWSON: Okay.

MR. McCASKEY: It's my understanding that our condo building would like the blessing, as well as I agree with them, from 1 South Highland. So, instead of trying to shove something into the board or the residents facing it, this is what we're going to do, take it or leave it, I want to start from ground level. This is what we want to do, we're thinking this kind of trees. I had a great comment the other day about a fence. I said we were going to put a fence here, and they said, well, won't they cast a shadow when the sun is coming up in the east? Won't they cast a shadow on the building on the west side? No.

COMMISSIONER DAWSON: And that's fine.

MR. McCASKEY: That's a great point, and these are things I want to work with.

COMMISSIONER DAWSON: Okay, I'm just concerned you're not going to get your expanded patio under these terms. I appreciate the sentiment and where you're coming from, that if they're not on board with it you don't want it. But I am concerned about that.

So, in terms of the space itself, I'm very familiar with it. Back when it was open, I hosted on behalf of charitable organizations many events up there for fund raisers. It is the hands-down, no offense to Courtland that's here and any other facility, is the just most phenomenal space in town that most people don't even know is there. Any time anyone was out there, they would just think about, oh, if only this space could be open to the public, right? So, you're going to have a huge draw to that space just because it's a fabulous space.

I'm not concerned terribly about the food issue. I think you'll work it out, you'll figure it out. Again, logistically it sounds like it's a nightmare, but it's your nightmare, not mine. So, I don't have to worry about that.

I think people would definitely come. I mean as soon as I heard about it, you know, I was thrilled that it was going to open back up because I haven't been there in years. I'd love to go back. I believe lots of people would come and frequent the facility.

I'm familiar with the elevator issue because we would have events, they'd start at 7:00, everyone would arrive at 7:00, everyone had to get up the elevator. The school was still open. We had people coming up and down for our parties. So, I'm not overly concerned about that. You've got the Metropolis who seems to be on board.

The sound is going to be a big issue. I'm sure the residents are going to speak to that tonight. So, again I don't, and it's in their hands, they can talk all they want. But you don't get a patio, expanded patio if they don't approve it. So, if we approve it tonight, it's out of my hands. I go great idea, good luck with you and the condo board.

So, I think it's great. I'm excited about it. I'd love to have the space open again. I'd love, you know, commenting on the innovation, what you're coming up with is

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fabulous. It's like the reverse of a BYOB establishment, like bringing your own but you're kind of in control, you know. If I don't feel like going where my husband wants to go to eat, I could go there where we could each get what we want.

So, I'm very excited about it. I just, you know, I'm just curious that you might be rushing a bit. But it's your call.

CHAIRMAN LORENZINI: George?

COMMISSIONER DROST: Great idea. The devil is in the details, that's the essence of it. From a legal standpoint, I'm going to go back to my legal pad here, who is going to be the owner? Who is going to be the tenant? Who is going to be the operator of the establishment?

MR. McCASKEY: Kevin, Kevin, Kevin.

COMMISSIONER DROST: In what form, Kevin? Are you going to be an MBM LLC? Or is it Kevin, Kevin, Kevin?

MR. McCASKEY: Well, no, I own the property.

COMMISSIONER DROST: This is through your LLC?

MR. McCASKEY: Correct.

COMMISSIONER DROST: You're the owner, the principal unit member?

MR. McCASKEY: The sole owner.

COMMISSIONER DROST: Okay, and then you're going to lease it to another entity?

MR. McCASKEY: To myself.

COMMISSIONER DROST: As an individual or in another entity, another form?

MR. McCASKEY: It's just going to stay in tact. Legally, I will have to talk to my lawyers on how it will be done. But essentially I own the building.

COMMISSIONER DROST: I'm just wondering for the separation because, you know, I just want to get sort of a sense of --

MR. McCASKEY: I'm going to be the owner and manager.

COMMISSIONER DROST: Owner and manager.

COMMISSIONER DAWSON: There's a realty company, right? Are you buying it for your realty company? There's a realty company listed.

COMMISSIONER DROST: Well, there is one listed on the correspondence.

MR. McCASKEY: Absolutely. Well, what that is is it's a limited LLC and I've got multiple properties there, and this is one of the properties in that LLC.

COMMISSIONER DROST: One in a series of LLCs.

MR. McCASKEY: Correct.

COMMISSIONER DROST: Who is going to be the operator? Who will be actually doing the functions?

MR. McCASKEY: The day-to-day?

COMMISSIONER DROST: The day-to-day, ordering the ale, ordering the potato chips, dealing with Brian Roginski, or dealing with Derrick Hainley, dealing with any. You know, who is going to be doing that? Then how do you execute on that permit?

MR. McCASKEY: That's a great question. Unfortunately, we can't disclose that because the people we have in place for these jobs don't want to leave their jobs until this is approved.

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COMMISSIONER DROST: There is a plan, the devil is in the detail again.

MR. McCASKEY: Absolutely. It's a lot of work.

COMMISSIONER DROST: I'm just wondering because, you know, from the standpoint of getting to this issue of accountability, who is the person that's going to be running it? You're going to outsource some of these services, is that correct?

MR. McCASKEY: Absolutely.

COMMISSIONER DROST: Because that would probably give people confidence that, you know, well, the question was asked that you've never done this before. You don't have any examples. So, I'm a neighbor there and I'm just going to go here is the nuclear reactor, Kevin, fix it, work on it. Well, I haven't done it yet or I haven't done an operation yet, I haven't done a real estate closing yet, I haven't, you know. We want to get some sort of sense that you've got some depth to the team here.

MR. McCASKEY: I do have depth. I have a lot of money into it and a lot of time, so I want this to work, and being a resident. So, I'm going to hire the right people and put them in the right places.

COMMISSIONER DROST: So, you have that plan.

MR. McCASKEY: Absolutely.

COMMISSIONER DROST: You've got the outsourcing, because I think that would make me as your neighbor more confident, you know, in yes, I think it's a great idea. With Commissioner Dawson's point, it's a great space. Once you turn over the bushel basket, they will come. If you've got to execute, you've got to have a plan, and that's what I'm getting at, that you do have a plan and that those that will vote for it would have a sense of comfort in your ability to not only own it but to manage it and to do it in a way that's consistent with the rest of the other establishments in the community.

So, the point is, for you, Sam, what's the ratio that you're looking for or the Village is looking for, what we're looking for between the food and the liquor sales? Is there some way to monitor that where, oh, we can't get the food up, we can only get 10 percent of revenues coming from food, 90 percent from alcoholic beverages and potato chips?

MR. HUBBARD: Yes, I'm not sure if there is a specific ratio. If there is a ratio, that's spelled out in the liquor code. You know, he's subject to compliance with that.

COMMISSIONER DROST: But there would be a comfort, I know that we have, in our ordinances, have limited the amount of alcohol to be served, that we are a food community basically, and that the alcohol beverages are more or less ancillary to the establishment. But we'd like to get those volumes and sales revenues. So, that's an issue or that's a point that I'd like to kind of let out.

The other questions I've got, on the arcade devices, are there going to be any electronic devices? Or are they just going to be physical? You know, are you going to have machines there that punch buttons and you see lights go on? Or is this going to be just baggo and ping-pong?

MR. McCASKEY: No. Pinball machines?

COMMISSIONER DROST: Electronic arcade devices.

MR. McCASKEY: People don't know what those are, but I'd like to bring back some pinball machines.

COMMISSIONER DROST: Pinball machines. But then what we're looking at is these video games that, you know, sometimes come up for discussion before us and whether or not there's any contemplation of those kinds of entries into this space.

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MR. McCASKEY: As far as gaming meaning video games?

COMMISSIONER DROST: Gaming, games, yes.

MR. McCASKEY: Or gambling gaming?

COMMISSIONER DROST: Yes.

MR. McCASKEY: We would not be doing gambling gaming, no.

COMMISSIONER DROST: What's our ordinance on the video games?

We have not adopted an ordinance, but there was a time that there was some interest in expanding the gaming device that were, certain of the dumbed-down units that weren't technically gambling but they were sort of entry level into the electronic devices.

MR. HUBBARD: Sure. Yes, I'm not specific of what the --

COMMISSIONER DROST: Yes, but that's a question that I think we're sure that you can address later if we're doing further research.

The question on the kitchen and none on the site, I think we've had a couple of examples that have been pretty successful. That was Big Shots. Does anybody remember that? Where they didn't have a kitchen, they have one now. Then to some extent, we've had a little bit of the same logistics at the Star Theater. Have you talked to those folks, how they serve at the theaters?

MR. McCASKEY: Not at this point, no.

COMMISSIONER DROST: Yes, I think that might be a good discussion for you to do. I think they've done a pretty good job and they would be a support for this petition. So, those are the only comments I have. I was waiting for Chairman Lorenzini to pipe in.

CHAIRMAN LORENZINI: Thank you, George. Market demographics, what age group are you looking at? What do you see the mix to be?

MR. McCASKEY: That's a very good question. They're all good questions actually, but during the day and afternoon, Saturday afternoon, I'd like to see families get together, hang out together, have fun. Probably just like a lot of other establishments in Downtown Arlington Heights, about 8:00 or 9:00 o'clock, the kids go home, the adults come out, and there's a small transition. But as far as the age demographics, my goal or my target would probably be 35-40 and up.

CHAIRMAN LORENZINI: I guess where I'm going with this, is there going to be like an age limit or cover charge? Just so it doesn't turn out to be a hangout place for whoever that you may not want hanging out there?

MR. McCASKEY: We don't plan on doing a cover charge, but we don't plan on having a problem with anyone in there as well. We're in a good community and I think we've done a real good job patrolling this community to keep it a good safe environment.

CHAIRMAN LORENZINI: Is there any other revenue generation other than beer sales?

MR. McCASKEY: Absolutely. We will be going into corporate events in this small area of the theater. We could be doing wine tasting seminars, educational seminars. We could be doing, neighboring condo buildings could do their board meetings there as well. But no, it would not be generating just from that. We'd be working with Metropolis, we're going to be doing small, something to complement the downstairs and doing small improv upstairs. At that point, we might charge a cover charge.

CHAIRMAN LORENZINI: Sam, has the liquor license been approved for this?

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MR. HUBBARD: No.

CHAIRMAN LORENZINI: No, and so, I think there's a lot of good questions that the Commissions have had and I've got the same questions as to do they meet the rule of the law for this liquor license. But that's ultimately up to the Mayor who is going to issue the license.

MR. HUBBARD: Correct.

CHAIRMAN LORENZINI: So, he'll determine whether or not you meet them all. I mean, you know, we've all got questions about it. I guess it's really his final say-so.

The other thing about the patio expansion, the noise and the sound and how it's going to be constructed and whatnot, usually when somebody comes before us, that's all generated and everything, we'd be at least looking at it. But what we're doing here is we're kind of, we're just going to approve the idea, and then ultimately the rest of the Village obviously will have to approve the final design of it.

MR. HUBBARD: That's what the Petitioner has proposed out of a conceptual plan, yes.

CHAIRMAN LORENZINI: Okay, and the food being ordered, you may have two or three restaurants or four that you could order from. But the logistics of that will still have to be worked out?

MR. McCASKEY: We're pretty good hand-in-hand with the existing neighbors right now to be working on menus as we speak as far as what would work best to expedite the food quick and fresh.

CHAIRMAN LORENZINI: I appreciate what you're saying about, you know, people eating their food or taking their home. I mean even if somebody eats all their food, there's still going to be some garbage left, right? There's still going to be a few plates or whatever. If people take things home, they're going to need doggy bags. Where are they going to get the doggy bags from?

MR. McCASKEY: That would be paper, so that could be provided in an area that they would grab and use themselves. But we also have to remember, this is an establishment on the third floor of Metropolis. Whatever goes there, whether it's a business, they're going to have garbage. Whether it's paper, whether it's restaurant material, it's going to be an issue and that's something that I will happily address.

CHAIRMAN LORENZINI: So, you'll take care of any cleanup then is what you're saying?

MR. McCASKEY: Yes.

CHAIRMAN LORENZINI: All right. I guess on the conditions about providing food service, again that goes back to the liquor license, but that's an issue that will have that requirement.

MR. HUBBARD: Correct.

CHAIRMAN LORENZINI: Now, also for the patio, you've got a tentative Metropolis condo board approval. Does that come from all the buildings on either side of you? So, anybody you would be affecting is part of this condo board?

MR. HUBBARD: No, it's just the Metropolis building which has the theater and the Mago's on the first floor, and then the --

CHAIRMAN LORENZINI: So, the Metropolis Place is not part of it?

MR. HUBBARD: That is not part of their condo association.

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CHAIRMAN LORENZINI: All right. So, if he gets the condo approval, it may not be, it doesn't give him the approval of Metropolis Place.

Okay, that's all I have. So, why don't we go to the public comments, questions next?

COMMISSIONER CHERWIN: Joe, could I ask one question real quick?

CHAIRMAN LORENZINI: Sure.

COMMISSIONER CHERWIN: I want to follow up on that. So, you had mentioned before, Commissioner Dawson had asked about condominium approval, so, Mr. McCaskey, you're purchasing, are you aware of the percentage interest in the condo that you would be acquiring with this?

MR. McCASKEY: Yes.

COMMISSIONER CHERWIN: What is that?

MR. McCASKEY: I believe 22 percent.

COMMISSIONER CHERWIN: Okay, and then the Village also owns in this condo how much?

MR. HUBBARD: I'm not sure of the specific percentage. I believe it's around 50 percent approximately.

COMMISSIONER CHERWIN: So, between the Village and Mr. McCaskey's acquisition, it would be in excess of 50 percent.

MR. HUBBARD: That's correct.

COMMISSIONER CHERWIN: Thank you.

CHAIRMAN LORENZINI: All right, let's go to the public questions and comments now. We'll start on this side of the room, my right, your left. Anybody in the first row have any questions? Next row? Anybody on that side of the room have a question, raise your hand. Yes, sir, come forward. Please state your name and spell it.

QUESTIONS FROM AUDIENCE

MR. SCHLAPIA: Hello, my name is David Schlapia, S-c-h-l-a-p-i-a. I'm a resident of the condo building and I saw them walking around yesterday, I was going to ask them for coffee, they were so close to me. I was like, I was very concerned, so when I saw the meeting, I'm like I need to come here.

One of the comments was they're open until 1:30. Now, if I remember right, isn't the outdoor area only open until 11:00-ish, is that correct?

MR. HUBBARD: Correct.

MR. SCHLAPIA: Okay, because that's obviously one of my extreme cautions there. I see the patio, I see the rendering, I see like the grass, but still I have a vision in my mind of them walking around close enough for me to have a conversation and see if they want coffee or whatever. I was, that was a little unnerving. I'm on the second floor and I'm looking up right into them. So, you know, whoever is on that patio has got front line access to my building, my condo.

So, I'm a little concerned, I'm very concerned obviously, I'm here. But the courtyard area right now is very soothing, it's quiet. The only thing it might have would be Mago's taking their garbage out or a snowblower, I don't want to use the S word, but we have

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that, and the garbage. The garbage, I understand the idea of the garbage and I'm not really thrilled with it but it will happen. I'm just really concerned about the noise and just the complete feeling of exposure that I'm going to have.

CHAIRMAN LORENZINI: Okay, thank you. Anybody else on this side of the room? Okay, let's go to my left, your right side of the room. Anybody in the first row? Second row? Third row? Yes, ma'am, come. Please state your name and spell it.

MS. HARP: I'm Laurie Harp, spell the last name H-a-r-p. I would like to comment to the Petitioner that there are many buildings in the downtown area, it's not just 1 South Highland. I moved downtown 16 years ago, I'm one of the first residents in the Vail building. I'm one of George's neighbors.

Whatever happens downtown affects all of us, whether it's our little private parking lot that people use as a street to cut through from Campbell to the Jewel, the noise affects us. I don't even have to go to Harmony Park, I can sit on my balcony, I face west, and I can hear the concert great. So, whatever they do over there is going to affect Chestnut, Campbell, Vail, Highland, Wing, it affects all of us. I think the parking is going to be ridiculous.

I agree with Commissioner Dawson. I've been in that space, it's a fabulous space and I would like to see it utilized.

The other thing that I haven't heard commented, and maybe it's not in your purview, is signage. I don't know how they're going to let people know they're there. But if there isn't great signage, I've been a part of the Metropolis board, the first Metropolis board many years ago, and we've always had a problem with identifying our facility and letting people know that we were there. I know they're on the third floor and I'm hoping that that's not something that's going to be in a window, because again we're very close down there and it's going to affect all of us.

So, again I wish them luck, but I do think there are some major issues that haven't really been thought through. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else in this, yes, sir, come forward. State your name and spell it please.

MR. BURRAGE: Yes, good evening. I'm Dave Burrage, the last name is spelled B-u-r-r-a-g-e, rhymes with courage.

So, I am a resident of 1 South Highland, so that's the Metropolis Place. I also represent the board of our building as president. We have had to date just mainly one meeting with Kevin, and it's very positive actually. I think we're very excited about the possibilities for this space. It is a fantastic area and we do look forward to seeing some of this developed.

The existing patio area, as you know, has been vacant for about ten years and it has become somewhat of an eyesore. So, we welcome some of the changes that he's talking about to potentially make this a much more visibly appealing area.

As has been pointed out before, you know, one of the concerns we of course have as residents, particularly those of us on the east side of the building, you know, would be the level of noise, maybe the light pollution in the evening, that kind of thing. You know, that said, I think in my conversations with Kevin, he's shown a great deal of willingness to work with our condo board to find solutions that will work. My hope is that he'll live up to those expectations, particularly when it comes to trying to manage some of these things, like privacy as was expressed earlier by one of the other residents. Also, in terms of the sound mitigation, he has talked about adding, what's not shown in the conceptual view is some amount of foliage or

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whatnot that could be put in front of that to, you know, assist with both privacy and perhaps some of the sound deadening.

I think though what I would say is that with projects like this out there, there is generally, you know, our vision or his vision can somewhat eclipse maybe the available budget. So, just in terms of priority, you know, when that space is addressed, I think it would be our hope that, you know, a high priority would be placed on that existing, on the first partition there in between our building and the patio space. In other words, just make sure that whatever barrier is put there is suitable for the purpose that it's intended, namely, privacy and sound dampening and so forth. So, a lot of projects tend to go through some level of value engineering, and we would expect and even require that there would be some amount of budget that would always exist for that particular purpose.

I think it's been mentioned before that waste management was one of the other concerns that we had. I think enough has been talked about that already. I think as has been pointed out also, there is a lot of details yet to be figured out. But I don't think at this point that's a reason to not move forward with, you know, the next step.

I think that, you know, as a condo board, we are very excited about the possibilities for the space and some of the things that could be done with it. I think that, you know, a lot of the issues that the rest of the panel here has brought up are items that we've also discussed as part of the board. But in general, I think we're in favor of, you know, going to the next step. What we would simply ask is that there would be appropriate attention to some of the concerns that we have about the refuse, about sound, about privacy. To the extent that we continue to work together, I think this could be a potentially great thing for us.

CHAIRMAN LORENZINI: Thank you. Anybody else on this side? Yes, ma'am. Please state your name.

MS. GARRISON: My name is Shirley Garrison, I live at 1 North Chestnut downtown here.

CHAIRMAN LORENZINI: Could you spell your name?

MS. GARRISON: G-a-r-r-i-s-o-n. I support this proposition from Mr. McCaskey. I have known him for only ten years now, but I know him to be a very quality person, to be very concerned about the future of Arlington Heights, and a contributor in many ways. I think that anything that will have a new buzz to it will draw a different audience again, and that's comparatively what happens.

The parking situation was bad ten years ago and it's not going to get any better, but it's what brings people here. I sincerely hope that, I think you would find Mr. McCaskey an extremely cooperative person. He's not going to be involved in anything that doesn't speak quality. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else have a comment, questions? Yes, ma'am. Please state your name and spell it.

MS. GALLAGHER: Bonnie Gallagher, I live at Metropolis 1 South, Apartment 803.

CHAIRMAN LORENZINI: What's the first name?

MS. GALLAGHER: Bonnie Gallagher. This is where I live, okay, and this is where Mr. McCaskey would like to put his new business which actually I think is a great idea. The only thing I'm concerned about is the noise. Now, I'm sure he's looked at this which is right here with all the noise from the Mago air conditioners, furnaces, cooking, whatever, which also has many times smoke and a lot of smoke. Like I felt at one point it was on fire which I think just

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for a moment it was.

CHAIRMAN LORENZINI: Can I ask you to maybe give those to Sam? Sam, can you pass them out please?

MS. GALLAGHER: In the meantime, Mago has made many changes. In the last few months, I have seen workers, contractors up there working with the furnaces and any of the other air conditioning. But I do have to tell Mr. McCaskey, and I'm a Packer owner, that's okay, they are fixing that situation which I think will help enormously, but it's extremely loud. The noise during the summer months is unbelievable, very, very noisy. Almost, I just want him to know that because that noise from those machines will make a very loud noise on his patio.

Kevin, have you been up there?

MR. McCASKEY: Yes.

MS. GALLAGHER: Okay, have you heard it?

MR. McCASKEY: Yes.

MS. GALLAGHER: Okay, then you know. So, if you're sitting out there, I don't smoke a cigar but my boyfriends happens to, he'll be there, you really don't hear anything because of the noise.

Now, if he brings a band out there, I don't have a problem with that. I love music, love to dance, love to hear it. But I don't want to have to listen to music after the probably 10:30-11:00 o'clock.

Now, I had my 70th birthday at the Metropolis ballroom in March. It was fabulous. I love that area and I know that this is not anything to do probably with that, but I am very excited about this new situation. I think it's great. But he has to know the sound barrier is a lot, and I am very concerned about that.

I'm concerned about the elevators not working in the garage which many times they don't. Right now, I try to get on the elevator, hello, the button is up, the button is down, both lights, nothing works. I asked one of the contractors the other day that was working on the elevator and I said what is up with these elevators? He said they got the worst contract on these elevators, the cheapest thing they could buy. I don't really care to hear that.

Not only that, but our garage there, if you're going to have a lot more people there, it's like Indy 500, no speed bumps. There's nobody there to help the senior citizens figure out where they're going. I think we need to do something about that. I would love to have Mr. McCaskey have his venue there, but how are we going to do that if nothing else is fixed? I'm just telling you the way I feel.

I am also concerned about parking for food. Okay, somebody is going to deliver their food. Where will it be? Are you going to have lights blinking that this is where the food is delivered? Where will this food be delivered? Will that take up a lot of parking from the rest of the city or the rest of the, are they going to come to the garage and deliver it? Is it going to be warm? I understand that.

That's all I have to say and good luck, and I hope the Packers beat you.

CHAIRMAN LORENZINI: Thank you for your comments. Anybody else wishes to speak and have comments? Okay, if not, we'll close the public hearing portion of this meeting and go back to the Commissioners for final deliberation and questions. Lynn, you want to, anything further?

COMMISSIONER JENSEN: Several people have expressed that we

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usually have a little more detail on things. It's a little unnerving to vote on this with the lack of detail that we have. Our Petitioner has a lot of faith, I hope that faith is fulfilled. I probably would have taken a more negative view if I hadn't heard so much positive from the folks in the audience. So, I would be willing to support this project but I can't say enthusiastically.

CHAIRMAN LORENZINI: Thank you. Mary Jo?

COMMISSIONER WARSKOW: Yes, I'm just going to kind of mirror Commissioner Jensen's statement that, you know, we've held other businesses, the Park District, to very fine details on their project. In this, we're just giving an okay to a very broad concept. It's a wonderful concept. If you're successful, I'll be there with my family. But the amount that is still unknown to us and we're responsible for saying that this is a good project is, I don't know, I'm very hesitant. I'm very positive but hesitant on the same hand.

So, honestly, I can't even tell you when the vote comes up how I'm going to vote because I'm very conflicted.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: Well, I know how I'm going to vote. I feel like from the beginning when I first heard about this, that it's a great idea. It is a great facility and I think your proposed idea will hopefully flourish there. I am concerned about the lack of detail here, but I trust with the investment that you're going to be engaged in, that you'll take care of that detail. So, I don't have a problem with it.

I do have one further question. If the patio, and from what I heard the patio is going to close at 10:30-11:00 o'clock at night?

MR. McCASKEY: The outdoor eating requirements require it to close by 11:00.

COMMISSIONER ENNES: Yes, okay. If that's closed at 11:00, you had mentioned you wanted this bridge to the garage to be ingress and egress. That would have to be eliminated from the people that stay late. They would have to go downstairs and walk their way out to the garage?

MR. McCASKEY: Correct. If that's what 1 South Highland desires and there is noise pollution, then we would have that shut down and that will only be open for emergency reasons.

COMMISSIONER ENNES: I support the project. I think it would be a great facility and space.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: Just for clarity, the bridge would be an exit, so you could get out there and in time, you know, there's just so much hanging out in the patio. So, I think it's a great idea and I am used to a little more detail. But I know these things have to be worked out and it will be worked out, and we have a good Village Staff to make sure they're worked out properly. So, I think it's a great project.

CHAIRMAN LORENZINI: Jay?

COMMISSIONER CHERWIN: I would agree. I would agree what my colleagues here have said. I think the public had some very good comments. I think they are being addressed. We talked about noise, it sounded like Ms. Gallagher's comments about the noise would lend itself to, you know, I mean maybe not as much incremental noise given that there's already noise back in there. But it probably is every bit as much incentive to have some noise barrier not just to keep noise from going out but noise from coming in. So, I think if there's already noise there, maybe that mitigates any incremental noise.

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But you know, parking, we talked about the capacity in the garage. You know, this is the downtown space, so if there is some incremental noise, it's probably what would be expected than in a residential subdivision.

But you know, generally, I do support it. I think a lot of detail is, like you said, that's why we have Staff and Engineering, so I think most of the unknown would fall into code compliance and Engineering and Staff to take care of. I am comfortable supporting it.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: I'd like to also say I like the concept. I am supportive of it. I like the idea of getting that space finally occupied. I just wish there was more detail and not so much left to the imagination right now. I know you'll work these details out.

The one that I'm still not certain of is this bridge. Is that still something to be contemplated, not necessarily a part of this project? I saw somewhere it isn't determined yet it will be built or can be built.

MR. HUBBARD: I mean I suppose the Petitioner could go either way. If he does not wish to undertake the construction of that bridge connection, then he would be subject to a lot of limitations on the occupancy of the space, because the current exits do not provide sufficient capacity for egress. The bridge connection is shown on the site plan. It is contemplated during the approval process, so it's not like he would have to come back before the Plan Commission for approval of the bridge.

COMMISSIONER SIGALOS: I understand. The only thing is if the bridge is not constructed, then it would reduce his occupancy level.

MR. HUBBARD: Granted, those are some of the details that we'll absolutely going to have to figure out before we bring this before the Village Board because we're not going to move forward, you know, without any restrictions on occupancy if we don't know for certain the bridge can be built.

COMMISSIONER SIGALOS: It seems like there's a lot of details that have to be worked out before it goes to Village Board. The ball is in your court. So, that's all I have. Thank you.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: So, I have to clarify, I misunderstood. When this said Metropolis condo board, I thought it meant the Metropolis Place. So, that was my misunderstanding. You mean the Metropolis building that you're in. So, you know, clearly that was a complete misunderstanding and I would have asked more questions regarding the sound barrier at that time.

I'm just curious with my colleagues up here in construction, what are the options to keep sound barriers out? Is there a viable option to help? Mr. Engineer? Mr. Architect?

CHAIRMAN LORENZINI: Well, my comment was, I'll go on to my closing comments then and go back to you, Susan. My comment is a lot of the unknown issues are really a business issue for Mr. McCaskey to be successful. So, most of the unknown issues, I'm assuming you'll work them out just to make your business viable.

The only thing that I was concerned about was the noise from the patio area because sometimes, no offense to anybody, but sometimes developers don't care about that part of it. So, I would strongly suggest that the Village look at the acoustical design of the barriers that may be proposed to expand the patio. But also, since there didn't seem to be a lot of problems with the residents who are here, that doesn't seem to be a big concern on their

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part. So, I would just leave it up to the Village to make sure that they do a good job with their screening.

But yes, as far as noise goes, you can do all kinds of acoustical work to mitigate it. But unless you're right up against the sound, it isn't a hundred percent fool proof. So, that's why I'm depending on the Village to do a review as best they can to mitigate the noise. If need be, well, I'm glad to hear that the patio has to be closed after a certain time, so my other suggestion was going to be close the patio after a certain time. But since it's already a rule, I'm not so concerned.

So, to summarize, my biggest concern was the noise from the patio, but there doesn't seem to be a lot of outcry against it. He's got to close by a certain time anyways, and I'm just depending on the Village to do a good job with whatever acoustical treatment that they're going to do for the patio.

COMMISSIONER DAWSON: So, I guess my thought is, you know, it would kill me to vote against this because I really want this project to go forward. But you know, agreeing with what everyone is saying, I don't recall ever approving anything that was this vague before. No offense to you, but it's troublesome to me to hear that, oh, before the Village Board we'll get this figured out, but you don't feel that you need to get it figured out before you come before us. You know, I've represented clients trying to go to the Planning Department that have been wrung over the coals that can't come unless they have every detail worked out, and this is coming and there's no details. So, it's really very troublesome to me that we couldn't avoid it until the next meeting so that there was more plan in place.

In terms of the approval, we've had other approvals where we've said things right in here, I don't know how much effect it has, but it says right in here if the neighbors complain, the Village could come in and require that your hours outside be changed. We don't have that in here.

MR. HUBBARD: We do, yes.

COMMISSIONER DAWSON: Is it? I don't see it.

MR. HUBBARD: Condition 6 relative to the exterior patio.

COMMISSIONER DAWSON: Oh, that's on the other side. I have to turn the page to see it. See, how complicated this is? I don't think I've ever had to turn a page. How many years have we been up here? When have we ever had to turn a page?

CHAIRMAN LORENZINI: There's always a first time.

COMMISSIONER ENNES: That's a lot of conditions.

COMMISSIONER DAWSON: That's a lot of conditions. So, and you know, again I ask why can't we wait two more weeks so you can have less conditions? You're really putting us in a bind here. Everyone wants to approve it, and you're hearing a lot of people saying they're on the fence. I'm asking you a question, you have to stand up and answer the question.

MR. McCASKEY: I didn't know if that was a question but didn't need answering.

COMMISSIONER DAWSON: That's okay. Why are we, I mean, I don't know why you have to be on this agenda, but why did you have to get on this agenda? Is there, give me a reason why we have to allow this to go forward to the Village Board with us agreeing to something completely vague?

MR. McCASKEY: I'm confused. What would be vague? My business plan or the patio?

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COMMISSIONER DAWSON: Usually we have specifications on the exact landscaping and what mitigation factors are being put in place. Here it's saying mitigation factors will be agreed to later. So, usually you would have landscape designs for us. We would have all these drawings where we would know exactly what materials are being put in place for mitigation. Does that make sense? You know, there's just a lot of --

MR. McCASKEY: Can I address that?

COMMISSIONER DAWSON: And is it just me? Am I the only one picking? Because believe me, this is killing me, you have no idea how much this is killing me. I'm so excited about this project. I'm just asking why we couldn't have more detail, why we have to have it today.

MR. McCASKEY: Well, the reason for the patio is it's in it's infancy stage. This is an idea, this is a concept, this is a big picture of what I want to do.

COMMISSIONER DAWSON: Not why you have to have a patio. Why do we have to have it before us today? Why couldn't we have waited two weeks and fleshed out more of these details?

MR. McCASKEY: Well, if it's the detail on the patio, I won't have an answer in two weeks.

COMMISSIONER DAWSON: Okay, that's what I'm asking, that's the information I'm asking for.

MR. McCASKEY: Because I would have to work with Metropolis Place on fencing, on the types of plants and trees. They would want trees, evergreens for year round, bamboo which is environmentally friendly.

COMMISSIONER DAWSON: I'm really not trying to pick at you at all but usually we have landscaping plans --

MR. McCASKEY: I have to --

COMMISSIONER WARSKOW: This is why we ask everyone else to come forward.

COMMISSIONER DAWSON: I just want you to understand usually we would literally have a landscaping plan up here that would tell us exactly what tree is being planted in exactly what spot. So, I'm not picking on you, I'm just saying that normally these are the things we normally see. So, you're seeing a lot of people sitting up here going we don't have any of the info. And everyone, from what I'm hearing, every single person up here wants to say yes, and the only people that are on the fence are saying, well, why are we making an exception here when, you know, we had a restaurant come through a couple of years ago and we were talking about odor decibels, and getting specialized, you know, studies coming in on smell tests. This was just this teeny tiny little restaurant that wanted to stay in this kitchen.

So, I don't know, I really don't want to fight this project because I really want it to go forward. I don't know, I just am struggling because I sit up here and I have to vote, and then the next time someone comes, I have to explain why I made an exception for you. Does that make sense to you? That's just the general conflict that I have.

MR. McCASKEY: It does. But I want you to understand this business concept will have to be developed. Two weeks from now, I won't have a better answer. This is going to be something that's going to be an incredible challenge. We all know that.

Arlington Heights is one of the greatest towns, and I'm not just saying that. It's been voted that way. Why has 10,000 square feet of usable space in Downtown Arlington Heights not been utilized in ten years above the Metropolis Theater?

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COMMISSIONER DAWSON: I agree with you.

MR. McCASKEY: It's some of the hottest real estate in Arlington Heights.

COMMISSIONER JENSEN: Mr. McCaskey, what I think Commissioner Dawson is saying is we require all of the other petitioners to be much further advanced than you are before we would actually give an approval. As has been said, we're all very positive about the concept. I was positive when you brought it to Plat and Sub. But you haven't worked out enough of the details to actually meet the standard that we have demanded every other petitioner since I've been on the Plan Commission in my six or seven years, and some of the people have been here a lot longer. So, it is very disturbing to me.

At best I can give you a very reluctant positive vote. I'm not going to feel very good about it because I know that somebody is going to come six months later and I'm going to, what am I going to do? Am I going to relax the standard and say this precedent is why I should do this? So, this is very problematic for quite a few of us.

Your market study is totally inadequate. I didn't get into any of that at all. You told me what you're going to do on the supply side. You never showed me how much demand there was, the kind of demand for restaurant services and for entertainment services and theater services. So, you gave me half of a market study, you gave me the supply side, you didn't give me the demand side. I don't know if there is enough demand out there for your business to be, you know, to actually make it.

So, we all have a lot of concerns and we'd like you to make it. But the standard we're now holding you to is so much lower than what we've held almost every other petitioner to and we're very disturbed by it.

COMMISSIONER WARSKOW: I echo that.

COMMISSIONER CHERWIN: Joe, can I just, I think one of the things maybe that will clarify, too, and just to be fair here is when we do review significant landscape plans and some of these other, you know, whether it's elevations and stuff like that with other projects, that's always part of the ordinance, right? They have to come to us with a landscaping plan, they come do it and Staff looks at it. I think we're in a situation where that's not a requirement in this particular space. So, to hold Mr. McCaskey to the standard that is above and beyond what's required under the code I think is holding him to the standard that isn't applicable to this particular property.

COMMISSIONER JENSEN: We require people to do a market study in many, many cases.

COMMISSIONER CHERWIN: No, I understand. I understand, you know, the market study can be done and it needs to be done. Whether, you know, the level of rigor we hold the market study, that's probably not exact, and we are dealing with a somewhat new concept without a lot of, you know, track record. But again it goes back to this is a zoning commission and we are looking at it in terms of land use. There are business risks that Mr. McCaskey and his group are going to undertake, and if they happen to be on the forefront of the concept, that's not, I don't believe that it's my position to sort of hold that against them.

But going back to the landscaping plans and all these other standards, I think we're holding Mr. McCaskey to the same requirements, this is a bit of a different use. It's located on a higher floor so the landscaping isn't there. In terms of noise, are we, you know, if Mr. Hubbard could just clarify for us here, you know, the noise standard, the ordinance, is there a particular ordinance that we're applying? I guess I'm looking at this and we're putting in these provisions that say, well, you know, and first of all I would say that we don't

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have an overwhelming public outcry about the noise that we have with some tenants, but we have a safety valve in here in terms of detrimental to the health, safety as well as the noise where we can pull that back.

But Mr. Hubbard, if you could speak a little bit to the particular application of the noise ordinance and how it's, would you mind, Joe, if I could just get a little bit of information from Staff on that?

CHAIRMAN LORENZINI: It's fine.

MR. HUBBARD: Sure, yes. The Petitioner would be required to meet any noise ordinances within the Village as regulated by the Police Department as well.

COMMISSIONER CHERWIN: Right.

MR. HUBBARD: So, you know, to your point, I think the same level of scrutiny is going to be applied to this as it would be applied to every other case. It's just, you know, usually we get that level of detail up front. In this case, we still will be scrutinizing that, it just won't be at this exact juncture.

COMMISSIONER CHERWIN: Right. We don't necessarily know, you know, I mean there's a uniqueness to the space as well where it's located. So, we don't have a good track record to go on and say, well, the restaurant down here with a patio of so and so square feet generates this. We've got all this other HVAC and everything else that is on top. So, I think there's just some variables here that may --

CHAIRMAN LORENZINI: Commissioner Dawson, anything else?

COMMISSIONER DAWSON: No, I think I've said plenty.

CHAIRMAN LORENZINI: George?

COMMISSIONER DROST: The concept is great. I think there's a couple of things that might give Lynn a little more assurance. I look at it from the standpoint from the composition of the condominium association. We've got the Village involved in it and we've got an upstairs tenant which runs a commercial office building. So, you have to work within the context of what's in the interest of the Village, and hopefully the Village would be representing all the citizens at large.

The other piece is that I think we have an owner, a manager, and a person occupying that space or an entity occupying that space that is in our community so that there might be a little bit more investment here and a little bit more, let's say neighborhood pride, you know, walking to the Jewel. It's probably not like Arlington Heights but it is an important thing that you take a risk that way. Plus, you're taking a risk of capital. All of these projects really boil down to really what I call the three S's, and that's sound, smell and safety. The question is the enforcement, and then from the standpoint of the operator, the ability to execute on the plan.

I've always taken a position in this Village that we have to distinguish ourselves in some way from the rest of the other neighboring communities. These are unique opportunities for us and we have to make entering into the business community accessible. We cannot be overly restrictive. We have to find that balance, and I think that balance would be dependent upon the good faith of Mr. McCaskey and how he is going to spend his capital and reach out to the community. I'm sure he's going to offer many opportunities to involve the community in partnering with agencies and some of our fine organizations to be able to use that space for the auditorium and do something not only for himself but also for the community.

So, I'm generally, I'm in favor. I don't have as much trepidation with the execution because I think we've got a pretty good Planning Department, we've got a good

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Engineering Department. I'm also kind of amazed that none of the audience came rushing out saying this is going to amp our property value. Commissioner Ennes, we'll save you an opportunity to opine on that, and that's good.

The last question, I'm going to ask you a question. Do you have a brother that graduated from North Park College?

MR. McCASKEY: I have an uncle.

COMMISSIONER DROST: Uncle, okay, so you're in.

CHAIRMAN LORENZINI: All right. Just my final thoughts. Again, there's unknowns, but as far as the food distribution goes, if they get the liquor license and they meet the requirement, as far as the overall operation of things, if there's some unknowns, well, that's the business risk and I'm sure you're going to do everything you can to make this business a go. Again, the outdoor patio, the landscaping out there, when we do a parking lot, you're adding so many trees and so many landscape islands. There's a written code. When you do a business, you're going to have so much shrubberies per code.

This is a different animal. So, I'm relying on the Village to do a good job with the final approval. But there is that safety valve on the second page that says the Village can put further restrictions if the patio gets abused.

So, do we have a motion? Any other comments or a motion?

COMMISSIONER DROST: Yes, I'll make the motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-019, a Special Use Permit to allow a restaurant within the B-5 District; a Land Use Variation to allow a restaurant with no on-premise kitchen facility; a Land Use Variation to allow a "Restaurant, Amusement Device Arcade" of up to 20 amusement devices within the B-5 District; and a Variation to waive the requirements in Section 6.12-1 to eliminate the requirement for a traffic and parking study prepared by a qualified professional engineer.

This approval is subject to the following conditions:

- 1. Prior to consideration by the Village Board for final approval of this application, the Petitioner must provide a capacity analysis of the maximum number of individuals permitted to occupy the space based on all building code regulations. Upon receipt and review of this information, additional restrictions and limitations may be imposed on the use of the space, which may result in modifications to the floor plan.**
- 2. The Petitioner shall provide food service from Arlington Heights restaurants and/or catering establishments for customers within the restaurant in accordance with liquor license requirements.**
- 3. Maximum occupancy of the space shall not exceed 313 persons and must be in accordance with all building code requirements, which maximum occupancy may be increased in the future in accordance with all building code requirements.**
- 4. The outdoor dining patio shall be subject to the following:**
 - A. Prior to issuance of a building permit to allow the expanded patio and associated improvements, the Petitioner shall obtain Metropolis condo board approval and shall be subject to any conditions required**

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- by the condo association.
- B. Prior to the issuance of a building permit for said expansion and associated improvements, construction details and material specifications shall be provided for review. The Petitioner shall provide a review and certification from an acoustical consultant/engineer stating that the expanded patio design will not create noise that may impact the Metropolis Theater operation. Upon completion and use of the patio area, should any negative noise impact be experienced by the Metropolis Theater, the Applicant will be required to add additional noise suppression materials to eliminate the noise impact to the theater.**
- C. Compliance with outdoor eating café code requirements as part of the outdoor eating café permit process and building permit process, the applicant must provide complete details on all screening and railing around the patio, all furniture and equipment on the patio, all lighting elements on the patio, and any sound/speaker elements on the patio, all for review and approval by the Village.**
- D. The Petitioner must provide documentation from a licensed structural engineer certifying that an expansion of the patio, including all proposed improvements to the rooftop area, will not threaten the structural integrity of the roof. Upon receipt and review of this documentation, the Village has the sole right to approve or deny any proposed expansion to the rooftop patio and/or any associated improvements to the roof.**
- 5. The proposed bridge connection between the Metropolis building and Vail Avenue Garage shall be subject to the following:**
 - A. Documentation from a licensed structural engineer indicating the structural ability of the Vail Avenue Garage to accommodate said bridge connection (all costs to be incurred by the Petitioner).**
 - B. An analysis of the impact of said bridge connection to the parking within the garage.**
 - C. Acceptance of a maintenance and liability agreement for said bridge connection.**
 - D. Upon receipt and analysis of the info outlined in items 4A through 4C above, the Village reserves the right as the owner of the garage to approve or deny said bridge connection at its sole discretion.**
- 6. The exterior patio area shall not be detrimental to the health, safety, morals or general welfare of persons residing or working within the vicinity. As such, the Village, at its sole discretion, reserves the right to impose additional restrictions on the exterior patio or revoke the portion of this special use permit that authorizes use of the exterior patio.**
- 7. The Petitioner is required to hold a neighborhood meeting with the residents of the Metropolis Place condo building. Prior to the Plan Commission hearing, the Petitioner must provide a summary of this meeting to Village Staff, which summary shall outline any concerns raised during the neighborhood meeting. Based on this summary, the Village may add**

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additional conditions of approval prior to appearance before the Village Board for final approval.

- 8. The Petitioner shall obtain the appropriate number of parking permits for employees to park in the Municipal Garage subject to availability.**
- 9. The Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.**

COMMISSIONER CHERWIN: I'll second.

CHAIRMAN LORENZINI: Roll call vote please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes, with comment.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Commissioner Dawson, comment?

COMMISSIONER DAWSON: So, I just feel it's really important that I put on the record why I'm making an exception in this case so that it's not establishing precedent. The reason in my mind, the deciding factor for the yes vote is the extreme length of time in which this property has been vacant to the point that there really is, this is the best use for it. I would hate to be a stumbling block.

I do trust Staff. I never meant to imply that I did not. I've just never seen in all my years up here this much ambiguity. But I'm very much in favor of the project and I trust that it will all be resolved before the Village Board hearing.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. I voted yes and it's because I don't have another opportunity to vote on this. This is my only opportunity, and as I said I am very supportive of the project. But I do want it also noted that I feel like we are making an exception in your case. We are not requiring specific details on how you would mitigate any noise that it might incur with your operations on the patio, and I know we would require that of another Petitioner if they came forward with the same type of plan. So, I'm saying yes because this is the only vote I have, but I really don't want to see this ambiguity come before the Commission again.

CHAIRMAN LORENZINI: Congratulations, you received a unanimous approval. But this is only advisory to the Board of Trustees. Is this going to the Board any time?

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MR. HUBBARD: We're going to have to work with the Petitioner on some of these details, so we don't have a target date.

CHAIRMAN LORENZINI: So, the Board of Trustees have final approval on this. Congratulations. So, we've got another hearing, so if you have any other business, would you please take it outside? Thank you.

Why don't we take a five or ten-minute bathroom break?

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 9:22 p.m.)



Item: Kensington School - 8/24/16

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 8/24/16 DRAFT

Type

Minutes

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PLAN

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

COMMISSION

RE: KENSINGTON SCHOOL - 840 EAST KENSINGTON ROAD - PC# 16-007
SPECIAL USE FOR DAYCARE, AMENDMENT TO PUD ORDINANCE

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights
Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington
Heights, Illinois on the 24th day of August, 2016 at the hour of 9:22 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN LORENZINI: The next item on the agenda is the public hearing for Kensington School, PC# 16-007. Sam, have all the proper notices been given?

MR. HUBBARD: They have.

CHAIRMAN LORENZINI: Is the Petitioner here?

MR. MARLAS: We are.

CHAIRMAN LORENZINI: Anybody else going to testify?

MR. MARLAS: Yes.

CHAIRMAN LORENZINI: Please come forward, raise your right hand, and we'll swear you in.

(Witnesses sworn.)

CHAIRMAN LORENZINI: You want to give us your name please and spell it?

MR. MARLAS: Sure. My name is Charles Marlas, M-a-r-l-a-s. I'm one of the owners of Kensington School. This evening, I am joined by my mother, Barbara Marlas, the founder of Kensington School; my architect, John Hague; my civil engineer from SPACECO, Jim Kapustiak; and my traffic consultant from KLOA, Javier Millan.

CHAIRMAN LORENZINI: Have you, the Petitioner, read all the conditions and do you agree with them?

MR. MARLAS: No, we'd like to discuss further items one, five and six.

CHAIRMAN LORENZINI: You want to give your presentation and go into the exceptions?

MR. MARLAS: Sure. My mother will start with a few words and then, following up Barbara, my architect John Hague will be going through the slides a little bit, and then we can answer the questions.

CHAIRMAN LORENZINI: Okay, all right. Please state your name and spell it.

MRS. MARLAS: Good evening. My name is Barbara Marlas, M-a-r-l-a-s. It's a pleasure to be with you this evening. Kensington School opened its doors in 1969 and has since then grown into a group of nine schools in La Grange, La Grange Park, Elmhurst, Wheaton, St. Charles, Geneva, Naperville, and South Naperville.

We are very proud of our concept. It's one that's been worked on for many years. We have a home office in Burr Ridge in which nine different departments continually improve and coordinate a wonderful program that is very well received by the communities in which we serve. We currently serve 2,500 children and their families. So, it has been well received.

We are very proud to be bringing it to your wonderful village. We think that the demographics really work beautifully, and I think it will be extremely well received. In our last two schools, Elmhurst and Wheaton which opened in the last three years, they opened to full waiting lists by communities that were really very desirous of our coming to town.

We strive very hard to provide a program that serves children three months through five years, Kindergarten if the community wishes. It is a program that has proven to set the stage for all future school experiences and is a wonderful beginning for young children. I invite your questions as well, thank you.

CHAIRMAN LORENZINI: Thank you.

MR. HAGUE: Hi, I'm John Hague, architect, H-a-g-u-e. I'll just walk you through our project.

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So, we've got a 15,000 square-foot, single story masonry and frame construction building that fronts Kensington Road. Our parking is out in front. This is our landscape plan. Obviously we've got, you know, a variety of different materials, plants, everything is worked out.

I will back up one second. This property as well was vacant for ten years, and I believe the use was originally a retail use. We feel that I think we've all vetted this through with Staff and the Design Commission about the use of the project and the architecture itself.

I'll kind of flip through a little bit of our, we've got our civil plans here with our driveways because I think we want to discuss a few of the issues of our grading plan and our utility plan. There is also, if you notice, there is a shaded area on the front there. That's an existing underground detention which prohibited us from rotating the building on Dryden which, you know, reinforces the reason that our building fronts Kensington.

These are some elevations with the traditional looking architecture with our brick and our framed entries and dormers and windows. That kind of reinforces what the school brings forward and Barbara kind of mentioned that, the values that they bring in. It's a, you know, it's quite a refined project at this point in time. They've spent lots of years refining it and getting it to this design and complexity.

Now, these are just some photos of the existing, the last one that was built in Elmhurst.

So, I think, Chuck, do you want to talk about our, so we want to come talk through, I don't know if this is the thing to bring up, the one, five and, you know, the trash, or should we just open up to questions at this point?

MR. HUBBARD: I think Staff can give our report and then you can certainly address those items after Staff gives our perspective.

MR. HAGUE: Okay.

CHAIRMAN LORENZINI: Are you done with your presentation then?

MR. HAGUE: Yes.

CHAIRMAN LORENZINI: Okay, Sam?

MR. HUBBARD: Thank you, Chairman Lorenzini. I'd like to start by giving a little background on the subject property which is zoned B-2 and part of the Arlington Market PUD which was approved in 2006. The 2006 approval authorized an approximately 23,000 square-foot multi-tenant commercial shopping center which was to have an anchor tenant being a grocery store. As part of that development, a 25-foot wide pedestrian access easement was to be constructed along the western edge of the property which would act as a link between the commercial developments on the southern side of the PUD and the residential areas to the north. The pedestrian easement area was to contain a small plaza and landscaping and it was going to act as an outdoor seating area for customers within the commercial developments on the south side. For various reasons, the 23,000 square-foot retail commercial development was never realized. So, therefore, the Petitioner is appearing before you and requesting several approvals needed for the Kensington School.

The first one is an amendment to the Arlington Market PUD which is needed because they're completely revising the site plan for this property. Their site plan would contain a daycare. The second is a special use permit which is required for any daycares within the B-2 Zoning District. Third, there are four variations requested, and I'll provide further details on those in a little bit, relative to the use of the property as a daycare, an amendment to the PUD

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to allow a change from multi-tenant commercial development to a single service use.

The Plat and Subdivision Committee asked Staff to reach out to some real estate brokers to understand the viability of the site as a 23,000 square-foot multi-tenant commercial development. Subsequently, we did reach out to brokers. We got two opinions. The first one opined that the site was, given the market, the asking price was cost prohibitive for this development, and further opined that the site was maybe more suitable for about 12,000 square feet as opposed to 23,000 square feet. The second opinion was that potentially 23,000 square feet could be viable in this location, but that it would likely have to be built on spec. Given the financial requirements, the lending requirements, it's pretty tough to build a spec building, so they thought that we as a Village may be holding out for a long shot case.

Therefore, in light of this, Staff is supportive of the proposed use as a daycare which will also help generate TIF increment so that TIF gets established in this area. We believe the necessary standards for approval have been met.

Regarding the aforementioned variations, the Petitioner has requested three. One is for a four-foot tall fence which would enclose the outdoor play area where code requires a three-foot tall fence. Given the use of the site and DCFS requirements to close the outdoor play area for children, Staff is supportive of this variation.

Second is a variation request to allow a landscape island without a shade tree. As you saw earlier in the presentation, there's a large underground stormwater detention vault. This particular parking lot island is located on top of that vault. Therefore, planting a tree there would be impractical. Again, we support this variation.

Third, accessory structures are required to be located in the rear yard. The proposed facility has an accessory play area located in the front yard along Dryden. Again, given the use of the site as a daycare, we think that this is appropriate and are supportive of this variation.

Similarly, a dumpster enclosure is also proposed to be located in the front yard along Dryden. Staff is not supportive of this variation. We are recommending that the dumpster enclosure be moved, as shown in your Staff report in Exhibit C, to an area that is attached to the building. This will remove it a little bit outside of that prominent location along Dryden, and this location is shown on Exhibit C. I will mention that the Design Commission did discuss this and they were comfortable with the dumpster enclosure location as proposed. However, site element locations are under the purview of the Plan Commission, so it is up to your discretion as to the location of the dumpster enclosure.

Relative to site design, I would also like to highlight some items. The Petitioner has incorporated the aforementioned pedestrian connection within their development albeit a little bit smaller. The previous pedestrian connection was a 25-foot wide area that was to have a plaza. The Petitioner's proposal is for a 20 foot-wide area with I think a six-foot wide sidewalk/walking path that would be landscaped.

So, this is, from Staff perspective, this is an acceptable change as the original pedestrian area with the plaza as a larger easement was more meant for the retail and commercial users which will be replaced with the daycare, so it's no longer necessary. However, they have altered the location a little bit and changed the size, so that's going to require an amendment to the easement which is a condition of approval.

The building also encroaches on the drainage and utility easement, and the Applicant is currently working with the utility companies that have rights to that easement

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to ensure that they will sign off on this encroachment. But prior to bringing this before the Village Board, we're recommending that Petitioner provide some sort of assurance from all parties who benefit from the easement that states that this encroachment is acceptable. Otherwise, a substantial revision to the site plan would be required to keep the building out of the easement. With regards to the drainage easement, we've reviewed it with the Engineering Department and the encroachment is acceptable. But the Engineering Department has asked that the easement be revised prior to the issuance of a building permit.

Relative to the drive aisles and green space, Staff has also identified an area where the width of the drive aisle is 11 feet wider than the minimum required width from code which is 24 feet. Specifically, there is an approximately 35-foot wide drive aisle on the east side of the site. Staff is recommending the reduction of this drive aisle to anywhere between 24 and 28 feet to provide more green space. We're not clear as to the necessity for such a large drive aisle. There is a condition of approval to address this subject to compliance with all fire truck turning radius requirements.

When it comes to parking, the code requires about 34 parking spaces. The site has proposed 49 spaces, 48 of those would be in the Kensington School parking lot with the 49th space currently existing on the northwest corner of the site. If the drive aisle is reduced in width, it may eliminate one space which would mean that the site would provide a total of 48 spaces, still code compliant.

There is a shared parking agreement between this property and the property to the west which is the commercial development that contains the bank, Subway, and the Eros Restaurant. Staff studied the existing parking at the neighboring shopping center to ensure that it wasn't at capacity and could provide overflow parking for the Kensington School site if needed. We found it was almost at capacity but not quite, so there is some ability to share parking there. The maximum capacity we saw was during the lunch rush which is not a typical peak for parking in a daycare site.

Given the reverse, we wanted to see and make sure that the Kensington School site could provide parking to the commercial center if needed. We would note again that the times of the peaks in traffic at the Kensington School are in the morning, early morning and late afternoon, which don't coincide with the peaks in parking usage at the commercial center to the west. So, we don't believe that a shared parking is going to be any issue between the two uses. Furthermore, the Kensington School is not open on Saturdays and Sundays for regular business, so their parking will be available during those days completely for the neighboring shopping center.

Regarding traffic, the Petitioner submitted a traffic analysis, and Staff has evaluated this analysis. The traffic study did not identify any improvements needed to the neighboring intersections or drive aisles and access points into the development, which means the existing street network has the capacity to handle any increase in traffic from the proposed Kensington School. Furthermore, there was no decrease to the level of service at any of the intersections studied in the traffic analysis when factoring in the projected traffic from the Kensington School. So, Staff is confident that the existing road network can handle this increased traffic.

That kind of sums up Staff's perspective, I'm happy to answer any questions.

CHAIRMAN LORENZINI: Thank you. Do we have a motion to approve the Staff report into the public record?

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COMMISSIONER WARSKOW: I'll make such motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Let's start with questions from the Plan Commissioners. Commissioner Cherwin, why don't you start?

COMMISSIONER CHERWIN: Sure. My comment, you know, I had seen this proposal in Plat and Sub. You know, I thought conceptually it was a little bit out of what the Village had originally planned for this area, you know, but the retail environment is what it is and this site is difficult. I think overall it's a good project and I was supportive of it then, still support of it generally.

I would ask Sam, if you could talk a little bit more, I read and you spoke about the Design Commission and sort of the recommendations and what our role is real quick. If you could just clarify that one more time, what you're asking on that point?

MR. HUBBARD: So, just the issue of the dumpster enclosure was identified when it went to the Design Commission. So, Staff had commented on it. The Design Commission did opine and actually made a requirement in their motion that the dumpster enclosure location remain as proposed. But they overstepped their bounds a little bit. I mean that's really not their purview, so that condition doesn't really apply in their approval. It's really the consideration of the Plan Commission, so it's now where we're at.

COMMISSIONER CHERWIN: Okay, and there was some discussion in the report as well about the design of the building being different from the retail and the type of roof and everything else. Is that, I mean how does that break down between us and Design Commission as well? Is that similar?

MR. HUBBARD: So, those other elements, we are asking for a condition of approval that would require conformance to all of those items that the Design Commission requires such as, they didn't have a problem with the asphalt roof, I think they added some conditions relative to some landscaping, some of the lighting fixtures to be more complementary to the commercial nature of the area. But those would be incorporated in one of the conditions as recommended in the Staff report to comply with all conditions of the Design Commission.

COMMISSIONER CHERWIN: I don't have any other comments. Go ahead.

CHAIRMAN LORENZINI: Before we continue, can we just ask the Petitioner to come forward and explain the three conditions that you object to and why?

MR. MARLAS: Yes. So, briefly --

CHAIRMAN LORENZINI: I'm sorry, your name and spell it please?

MR. MARLAS: Yes, I'm sorry. Charles Marlas, last name is M-a-r-l-a-s. So, really briefly, the first point regarding all the utility easements, we've been working a long time on this project with the city over a year at most and have been really eager to get before this Commission and very eager to get started on our project. The only problem I have with this item number one is rather than have the language say prior to the appearance before the Village Board, I would hope that perhaps we could change that to prior to issuance of a building permit, simply because, you know, we know we have to get these encroachments vacated or whatever but we just found out about this a month ago. To deal with the various utility companies, ComEd, Nicor, all these people, it will take a long time I think. I would like to concurrently, you

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know, get our Village Board approvals, start our building permit process and work out these fine details during that time rather than, you know, start right now with that which could take months.

This is a piece of property that we have not yet purchased. We are contingent, the closing is contingent upon our receiving all our Village approvals. The sellers are getting a little anxious I think and I'd like to try and move forward as quickly as possible.

CHAIRMAN LORENZINI: Number five?

MR. MARLAS: Number five is regarding the enclosure of the dumpster. We have worked pretty hard with Staff with this entire site plan down to the Design Commission types of plans we're using and types of plans we can't use. The Design Commission felt this dumpster enclosure was okay. We really have no place to put this aside from that little location just to the east of the parking lot.

Staff is recommending we put it inside the playground. For a multitude of reasons, that's not a good idea. Simply, reason number one, it's a secured, locked fence with garbage men coming in and collecting trash would be a bad idea. Staff recommended something else which was to start the fence right in front of the garbage enclosure, and that would be unfortunately behind one of the fire exit doors for the classrooms. So, if there were an emergency and children were leaving the building, they wouldn't be leaving the building into the safety of an enclosed playground, they'd be leaving the building into a parking lot.

So, we are hoping that the trash enclosure can stay where it is. We actually hired a landscape architect to design a new landscape surround for that trash enclosure and made of masonry and also put a black iron fence on it with some black paneling behind it to make the aesthetics, you know, as nice as can be given this location. But it really can't be inside the playground.

The last one, if someone could remind me what that was? It's not coming up.

MR. KAPUSTIAK: That's the width of the aisle.

MR. MARLAS: Oh, with the aisle. So, if one of my engineers wants to come, I do believe that is at that width because of our auto turns for fire trucks, but I'll have one of these fellows confirm.

MR. KAPUSTIAK: Yes. Jim Kapustiak, K-a-p-u-s-t-i-a-k, with SPACECO, the civil engineer for the project. That's, Chuck is correct regarding the, as part of Staff's review, they requested that the parking lot geometry be modeled with the Village's ladder truck. As part of that modeling, it was determined that the drive aisles need to be widened in order to accommodate the turning movement of the ladder truck. So, that's what dictated the width of those drive aisles beyond the 24 to 28 feet. So, that's it.

CHAIRMAN LORENZINI: Okay, thank you. Okay, now, I'm sorry, let's go back to Commissioner Sigalos. Questions?

COMMISSIONER SIGALOS: One question I have, is this a daycare center or a preschool?

MR. MARLAS: It's a little bit of both. So, it will serve children ages infant through Kindergarten. But the definition of preschool and daycare are kind of synonymous these days.

COMMISSIONER SIGALOS: Yes, I'm just confused because in the report that we got, it says the school as described by the Petitioner is classified as a daycare, not a preschool. Then it goes on to the third sentence, preschool program offered in two sessions,

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AM and PM, and a full-day program. So, it was kind of a conflict in --

MR. MARLAS: There's no AM/PM. I think that was about a year ago that we were coming in as that, but it's a full-day program.

COMMISSIONER SIGALOS: The last question I have is really more of, you know, I was at the Plat and Sub, and at that time Staff felt pretty strongly that the site was viable for commercial and retail developments. We need to explain what's changed since, any allowance of other realtors or whatever in finding that that's not the case?

MR. HUBBARD: Yes, given our conversations with the two real estate agents that we spoke with, I think our position on that softened a little bit. I think we, you know, believe that we can hold out for the commercial. I think commercial would be great in this location. I just don't know, it could be several years before that materializes or longer. There is no guarantee that, you know, that would happen within this decade. So, that's, you know, I think our position softened.

COMMISSIONER SIGALOS: I have no other questions.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: Have you done any surveys of the existing daycares in the area to see if they have wait lists or they have issues?

MR. MARLAS: We have. That was in our market study that we submitted. We actually internally had two of our staff members call into the local daycare centers. Many of them were at capacity. Many of them had just a couple of spaces available. So, there is a serious need for more quality childcare in Arlington Heights without a doubt.

COMMISSIONER DAWSON: I would think so. My only, I live in this area and my kids go to Windsor. We're already overcrowded, we're getting an addition. My only concern is that, you know, it's two ways, right? We need more, just like you said, we need more quality daycare and preschool programs. Unfortunately, Arlington Heights still doesn't have a full-day Kindergarten in that program which is a huge, I think, disservice to working parents everywhere.

But I have concern that if you build, that they will come and they will only serve, we're getting our addition this year and it will only serve to cause further potential explosion of population in that school. But I don't, it's really just my, it's really almost irrelevant to my vote.

I think that, do we have the design? Can we see the design? I know it's not really our purview but, okay, there it is. I knew it was up there before. So, it doesn't conflict with the surrounding, there was a comment that it was contradictory to the surrounding area. It doesn't seem to be that contradictory.

MR. HUBBARD: I think it can be kind of a bridge between some of the surrounding residential and then the commercial areas to the east and to the south. I think it was meant to be a commercial development when it was originally planned in 2006, so in terms of that this building doesn't quite match the original approval and design in that regard.

COMMISSIONER DAWSON: I see. Okay, I was confused by that because I thought I saw it go through.

With respect to the trash enclosure, I'm going to leave that to the people up here who know more about construction issues than I do.

Then, if you're saying that it's not viable for commercial, that would be my concern because we're losing significant tax revenue by having this not be commercially based. But we do need more daycare. It's a beautiful facility. It sounds like you have a terrific

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reputation in other communities. Many times, I don't know if this is a negative or not, but many times our daycare facilities seem to be repurposed out of buildings that weren't intended for daycare use. Like for example, across the street, there is a very well respected daycare across the street, but it's a repurposed school. So, I like the idea that you are actually building a building that's intended for its use.

I have very little doubt that you'll fill up and that this will serve a great need. Luckily, my kids will be graduating from Windsor soon so I don't have to worry about the explosion of population that I think it's going to add to. But we'll see. Those things always ebb and flow, right? You had a comment?

MRS. MARLAS: I have a comment. We do offer full-day Kindergarten if the community speaks. If that is a need at this point in time until your school district does perhaps offer that, we do have that in five of our nine schools and it is a wonderful service to the working parent.

COMMISSIONER DAWSON: Thank you. No more questions.

CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: Yes. The thing that struck me looking at the project, it looked like Autumn Leaves.

COMMISSIONER DAWSON: It does, yes.

COMMISSIONER DROST: Another facility that we have that deal with memory loss. But the communities that you serve, you know, will fit the demographic I think of Arlington Heights. The fact that you do a lot of services in these communities and are experienced operators, I think you're a welcome addition to the community. So, I don't have any comments other than good luck.

MR. MARLAS: Thank you.

CHAIRMAN LORENZINI: Commissioner Jensen?

COMMISSIONER JENSEN: Yes, I was at Plat and Sub. I thought it was a great idea at that point. In fact, to answer Commissioner Sigalos' concern, the place has been vacant, that area has not been able to be sold for a very long time. In Plat and Sub, I did ask Bill Enright how long are we going to be vacant before we realize that the Comprehensive Plan is just an aspirational document and the market has already spoken that it's not suitable for what we would like to see from the Comprehensive Plan. I did recommend they go out there with brokers which they did. I'm thankful and commend Staff for doing it.

I think this is a wonderful project. The materials that you brought before the Plan Commission, I think they're wonderful. Great market study. I'm very supportive of it.

COMMISSIONER DROST: Yes, Commissioner Jensen, this is the invisible hand working.

COMMISSIONER JENSEN: It is.

COMMISSIONER DROST: He's an economist.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. I just want to say I am supportive as well. I'd like to hear from Sam a little bit more what the conflict is with the trash enclosure, because as a parent who used to have kids in daycare, no, I don't want trash where my kids are playing. No, I don't want garbage men coming in and out. No, I don't want kids in an unsafe situation when there is an emergency. So, I'm more for the kids than I am for the trash.

MR. HUBBARD: I think it's just an aesthetic issue, I mean where --

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COMMISSIONER WARSKOW: Okay, I think kids' safety goes above aesthetics. So, that's my only comment.

CHAIRMAN LORENZINI: Commissioner Ennes?

COMMISSIONER ENNES: The width of the street or the drive aisle --

MR. HUBBARD: I'm a little surprised. I'm not sure if I've seen them run the models with the 24 or 28-foot width. Our minimum required drive aisle width is 24 feet because that usually works on every other development. So, I'm not, you know, I'm a little surprised as to why it doesn't work that way.

So, this is showing the drive aisle at 24 feet in the middle?

MR. MILLAN: At 35, you know, where it is --

CHAIRMAN LORENZINI: Excuse me, sir, would you come state your name and spell it?

MR. MILLAN: I'm sorry. Good evening, my name is Javier Millan. I'm a senior consultant of KLOA, Incorporated. What I gave Sam --

CHAIRMAN LORENZINI: Spell your last name please.

MR. MILLAN: M-i-l-l-a-n. What I gave Sam is just the auto turns that they had requested, you know, as to why this drive is getting so wide. It's not because they want to make it wider, it's just we have to accommodate the fire truck. So, otherwise, yes, normally 24 feet, that's what you want to have. But you have to make sure that the fire truck can actually maneuver. Otherwise, it's going to wipe out vehicles.

So, that's the reason why it's so wide. Otherwise, yes, we would go smaller than that. There is no reason to go wider. So, I just gave you that so you could see the reason why.

MR. HUBBARD: Sure, yes, no, I've seen the 34 or 35-foot width. You know, to me it looks like there's maybe a little bit of room to play there.

MR. MILLAN: There could be a little bit of room. My fear is, I like to leave a little bit of elbow room because there is always somebody who might not pull all the way into the parking lot. But I agree, if you, I mean when I saw it, I'm like, you know, maybe we can shave a foot, you know. But I'm always afraid that do I shave the foot and then do I run the risk of somebody who didn't pull all the way into the parking lot, an emergency vehicle comes in and just wipes, you know, wipes out the vehicle.

So, I think it's something that we can work a little bit more, you know, but that's the reason why. This is not just because we want to make it wider.

CHAIRMAN LORENZINI: Commissioner Ennes, any other?

COMMISSIONER ENNES: Then I'd like to hear from our attorneys on the Commission as to their thoughts on the Petitioner's request that he be able to proceed and work on getting these approvals from the utility companies up to the time of the building permit.

COMMISSIONER DROST: I'll opine on that, and that is at the Petitioner's risk. I think just the sense that I got is this will move it along so that the seller doesn't --

COMMISSIONER ENNES: Sell to somebody else?

COMMISSIONER DROST: Yes, and I think why not? You know, that's actually a very large concession to the seller.

COMMISSIONER CHERWIN: I would agree, Terry. I mean from someone who is currently working on these details, that yes, I mean and does on a frequent basis, I mean yes, it is a time issue. I would say as long as the contingency is there, the fact that it's subject to

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the building permit, for me it would be fine. I mean this is a document issue --

MR. MARLAS: In all honesty, we're so far along in the process of design and development that we'd be ready to file for building permit tomorrow. We're actually waiting to get through these hurdles through various city staff meetings and commissions. So, we would be more than, there would be no financial risk for anything at that point. We'd be more than willing to just continue forward. Those easements, there is nothing in them from what we understand. So, it's just a function of paper --

COMMISSIONER DROST: Except that they're required to go straight through the center of the property.

MR. MARLAS: What?

COMMISSIONER DROST: I'm teasing you now.

MR. MARLAS: Oh, okay. I'll talk to my engineers again about that actually. Already paid them quite well.

MR. HUBBARD: I guess Staff's concern is, you know, we don't have any assurance that there is no future need for what could be run through that easement by the utility companies. So, you know, I would like to point out that this was brought up at the end of 2015 in our Plat and Sub Staff report as well as in a meeting with the Petitioner about a month-and-a-half ago, and we're still kind of waiting for this, you know, documentation.

MR. MARLAS: Are you looking for a future, a waiver of future need from the utility companies? Or a waiver of actual presence in those easements?

MR. HUBBARD: Well, the condition in the Staff report is just some sort of communication from them stating that, you know, they are aware of your request and they're, you know, open to it or they're amenable to it. Then if they are, then I think the easements could certainly be abrogated, and if that's the case that could be done before building permit is our intent.

MR. MARLAS: Okay, great. Perfect.

COMMISSIONER ENNES: That's all I had.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: Yes, I would agree with number one, before a building permit would be fine. Item five, I would definitely leave the dumpster where it is and not put it inside the gate or inside the property. I think that's bad. The fact that you've gone masonry on this, you know, just make sure it's high enough to hide the dumpsters. It's a wonderful thing.

MR. MARLAS: Thank you.

COMMISSIONER GREEN: You've got lots of nice landscaping going around and I think it's going to be, you're not even going to see it out there.

MR. MARLAS: Right.

COMMISSIONER GREEN: It's going to be great. Item six, as far as the drive aisles, if you need it for the fire truck, that's it. But as in Plat and Sub, I think this is a great project. I think it's going to, I like the architecture, it's going to be very residential in scale. I think the architects did a great job.

MR. MARLAS: Thank you.

CHAIRMAN LORENZINI: The play area, you've got a fenced-in area all the way around the building, that's the entire play area? It's going to be segregated by age group or it's just all open? Just curious.

MR. MARLAS: No, it's open.

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CHAIRMAN LORENZINI: Okay. Sam, so we're not going to put a shade tree in per code because of the underground storage tanks, but is there some place else we can put a tree? Since they always want one anyway.

MR. HUBBARD: Sure. I mean the intent is to have it in the parking lot for screening. I'm sure there's additional areas on the site that could accommodate a tree.

MR. MARLAS: Could we go back to our landscape plan for a second?

CHAIRMAN LORENZINI: Sure.

MR. MARLAS: I think we have about 50 trees right now, maybe more.

CHAIRMAN LORENZINI: Okay, I'll let the question rest then.

MR. MARLAS: Thanks.

CHAIRMAN LORENZINI: Okay, that's the end of the questions from us at this point. Any comments from the audience, from the public?

MRS. MARLAS: I'd like to make a comment. I'd like to let you know that our first school, in choosing its name, was on Kensington Street. So, I think it's rather providential, we've come full circle. I hope that affects your decision.

CHAIRMAN LORENZINI: Thank you. Yes, sir, would you come forward and please state your name and spell it?

QUESTIONS FROM AUDIENCE

MR. STUTZMAN: Hello, my name is Jason Stutzman, last name is S-t-u-t-z-m-a-n. I'm a homeowner in the Arlington Market just north of this property. We are actually, I can't speak for everyone, we're not an association yet, but we are excited to see a development with this property kind of fill a void that, you know, as we are all recent homeowners that have closed within the last year and a half. It's exciting to see more development in the area and especially something positive. Seeing the plans, I think I can speak for at least a few of the community owners. It's nice that it's going to be architecturally similar to the homes and things like that.

You know, the only thing, you know, now seeing the property and the plans, I guess it's exciting to see. A lot of us use that property to the west to walk over to Mariano's. So, having kind of a permanent walkway over there would be a positive in our eyes.

So, I just want to say it's exciting to see development. I agree with the Commissioner on the end here who was stating like the invisible hand like the market is kind of dictating what's available. We're just excited to see the empty land be used. Thank you.

CHAIRMAN LORENZINI: Thank you. Any other comments from the public? If not, we'll close the public portion of this hearing and go back to the Commissioners for final comments or a motion. If we make a motion, make sure we address items one, five and six.

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

A motion to recommend to the Village Board of Trustees approval of PC# 16-007, a Special Use to allow a daycare center in the B-2 District; an amendment to PUD Ordinances #06-043, 07-007, 07-077, 14-015; a Variation to allow a four-foot tall fence in the front yard along Dryden Avenue where three feet is permitted; a Variation to allow accessory structures (playground equipment and dumpster enclosure) within the front yard along Dryden Avenue where accessory structures must be located in the rear yard;

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and a Variation to allow no shade tree in the landscape island located at the western end of the northern parking row where one four-inch shade tree is required.

This approval is subject to the following conditions:

1. Prior to issuance of building permit, the Petitioner must provide written confirmation from all utility companies that have rights to the utility easement, which states they are amenable to either the proposed encroachments within the utility easement or the abrogation or reduction in size of said easement if it is determined that the easement is not necessary. If any amendment or abrogation of the easement is required, this amendment or abrogation must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
2. The Petitioner must amend the pedestrian access easement to be a 20-foot wide easement that follows the proposed pedestrian pathway and runs from the northern property line down to the southern property line. This amendment must be recorded with the Cook County Recorder of Deeds, and proof of this recording must be provided prior to issuance of a building permit.
3. The Petitioner must amend the existing cross drainage easement as per the requirements of the engineering Department. This amendment must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
4. Prior to issuance of a building permit, the Petitioner must provide the Village with an easement for the portion of public sidewalk that encroaches on the southeast corner of the site. This recording must be provided prior to issuance of a building permit.
5. The Petitioner shall work with the Village to reduce the width of the 35.02 feet drive aisle so as to allow as much green space as possible and still conform to all fire truck turning radius requirements. Such reductions may require the elimination of one parking space.
6. The Petitioner shall comply with all applicable Design Commission requirements.
7. The Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.

COMMISSIONER GREEN: Number five, we strike it because it would be as per plan. Number six, we'd strike that because that's required.

CHAIRMAN LORENZINI: Well, Sam, are you okay with taking out number six?

MR. HUBBARD: They're more generous.

COMMISSIONER DAWSON: Can we just say for continued discussion with relation to the size?

COMMISSIONER GREEN: Sure.

COMMISSIONER DAWSON: They said that there is room for movement

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there, so let them talk.

COMMISSIONER GREEN: I would say since I'm making the recommendation, sure, let's tweak that to enlarge the landscaping area as much as possible.

COMMISSIONER DROST: Yes, and then renumber seven to six and eight to seven.

COMMISSIONER GREEN: Correct, so that would be items one through six because we struck five.

COMMISSIONER JENSEN: Can you read it again, Bruce, it's a little, I mean how --

COMMISSIONER GREEN: Six is going to be as per plan but we're going to have to change it now to --

COMMISSIONER JENSEN: The old five is out. The old six, how is that going to read?

COMMISSIONER GREEN: It's going to read that we have to revise the plan and --

MR. HUBBARD: The Petitioner will have to work with Staff to revise drive aisles.

COMMISSIONER GREEN: Work with, there you go, with Staff to see if there's any reduction in width.

MR. HUBBARD: For reduction in width.

COMMISSIONER WARSKOW: To allow as much green space as possible.

COMMISSIONER GREEN: All of that. So, now we're going to end up on one through seven.

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: Roll call vote please, Mr. Hubbard.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Okay, you received a unanimous approval. When is this scheduled in front of the Board of Trustees then?

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MR. HUBBARD: We'll likely be targeting the second meeting towards September through the holiday.

CHAIRMAN LORENZINI: Very good. Congratulations, good luck.

MR. MARLAS: Thanks very much.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 10:13 p.m.)



Item: Potbelly Restaurant - 8/24/16

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 8/24/16 DRAFT

Type

Minutes

DRAFT

PLAN

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

COMMISSION

RE: POTBELLY RESTAURANT - 3400 WEST EUCLID AVENUE - PC# 16-018
SPECIAL USE FOR RESTAURANT & DRIVE-THRU

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights
Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington
Heights, Illinois on the 24th day of August, 2016 at the hour of 10:13 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN LORENZINI: There is one more item on the agenda, public hearing Potbelly Restaurant.

COMMISSIONER DROST: I'll make the motion to continue.

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: PC# 16-018. So, Commissioner Drost has recommended a continuance?

COMMISSIONER DROST: I have, yes.

MR. HUBBARD: Is this a motion to continue until the September 28th meeting?

COMMISSIONER DAWSON: Sure.

COMMISSIONER GREEN: I'll second that.

COMMISSIONER DAWSON: I already did.

COMMISSIONER DROST: I'll make the motion to close.

CHAIRMAN LORENZINI: Not yet. So, I'd just like to say I thought we had some good meetings tonight. I think the Commissioners had some excellent points and questions and good deliberations, and we all acted very civilly which is very well reflected on this Commission.

COMMISSIONER DAWSON: We usually do.

CHAIRMAN LORENZINI: With that said, any other business?

COMMISSIONER DAWSON: No.

CHAIRMAN LORENZINI: Okay, motion to adjourn?

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Good night, everyone.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 10:15 p.m.)



Item: Thomas Middle School - 1430 N. Belmont Ave. - PC#16-020

Department: Planning & Community Development

Requested Action

Special Use Permit to allow a Middle School within the R-3 District.

Variations Identified

Variation from Section 11.4-4 to reduce the required on-site parking spaces from 314 spaces to 140 spaces.

1. Section 5.1-3.6a to allow a front yard setback of 22.55' along Thomas Street where code requires a 25' setback (this setback applies to the existing building).
2. Section 5.1-3.6 to allow an exterior side yard setback of 21.25' where code requires a 40' setback (this setback applies to the existing building).
3. Section 5.1-3.9 to allow a maximum building height of 33'-8" for the existing building and proposed gym, where code limits the building height to 25'.

Recommendation

The Staff Development Committee reviewed the proposed request and supports the proposed Special Use Permit and Variations, subject to the following:

1. Final Engineering plans must be reviewed and approved, which plans must be in compliance with all stormwater management regulations as determined by the Engineering Department, and which plans shall include a photometric plan to be submitted for review and approval by the Engineering Department and a signage plan for the southern parking lot to be submitted for review and approval by the Engineering Department.
2. A 3' tall hedge shall be added along the southern side of the new parking lot and replacement trees, per Section 6.15-6.4 shall be incorporated for the 6 trees that will be removed if Alternate Plan 2 is constructed.
3. The School District shall enter into a maintenance agreement that assigns future maintenance on the Restrictor Structure A to the School District, or the School District shall propose an alternate screening system on this restrictor which is acceptable to

the Public Works Department.

ATTACHMENTS:

Description

Staff Report
Legal Notification
DC Staff Report
DC Minutes 9/20/16
Plat & Sub Minutes
Aerial
Plat of Survey
Special Use Justification
Department Comments - Round 1
Petitioner Response to Department
Comments - Round 1
Architectural Plans
Engineering Plan 1 of 2
Engineering Plan 2 of 2
Landscape Plans
Traffic Study- Final

Type

Board or Commission Report
Correspondence
Board or Commission Report
Minutes
Minutes
Exhibits
Exhibits
Correspondence
Correspondence
Correspondence
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Sam Hubbard, Development Planner
 Meeting Date: October 13, 2016
 Date Prepared: October 9, 2016
 Project Title: Thomas Middle School SUP
 Address: 1430 N. Belmont Ave.

BACKGROUND INFORMATION

Petitioner: Don Hanson
 Address: 350 W Ontario St – Suite 200
 Chicago, IL 60654

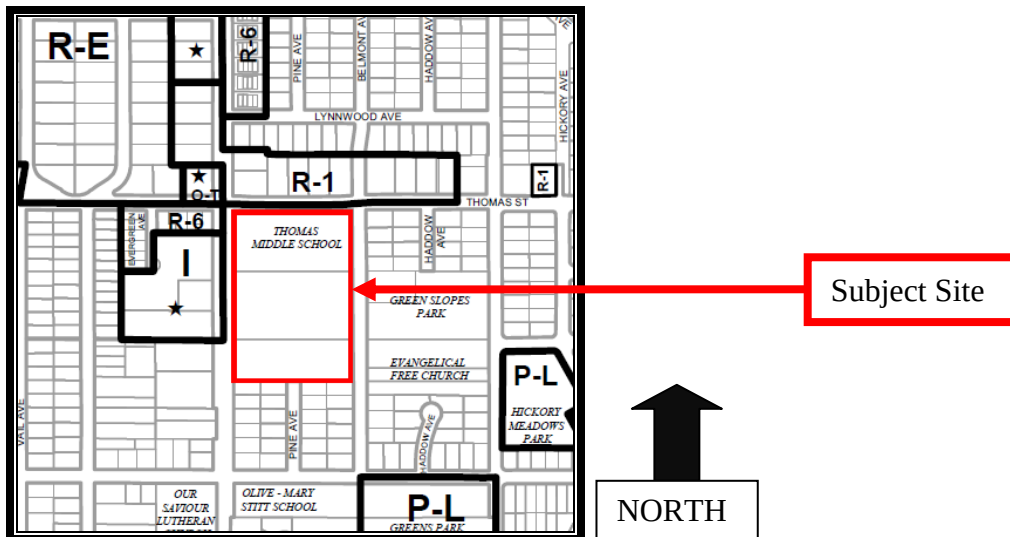
Existing Zoning: R-3, One Family Dwelling District

Requested Action:

- Special Use Permit to allow a Middle School within the R-3 District.

Variations Identified:

- Variation from Section 11.4-4 to reduce the required on-site parking spaces from 314 spaces to 140 spaces.
- Section 5.1-3.6a to allow a front yard setback of 22.5' along Thomas Street where code requires a 25' setback (this setback applies to the existing building).
- Section 5.1-3.6 to allow an exterior side yard setback of 21.2' where code requires a 40' setback (this setback applies to the existing building).
- Section 5.1-3.9 to allow a maximum building height of 33'-8" for the existing building and proposed gym, where code limits the building height to 25'.

**Surrounding Properties:**

Direction	Zoning	Existing Use	Comprehensive Plan
North	R-1, One Family Dwelling District	Single Family Homes	Single Family Detached
South	R-3, One Family Dwelling District	Single Family Homes	Single-Family Detached
East	R-3, One Family Dwelling District	Single Family homes, Green Slopes Park, and Orchard Church	Single Family Detached, Government, and Institutional
West	R-6, Multiple Family Dwelling District and I, Institutional District	Multi-Family homes, Medical Office Complex, Daycare, and Florist Shop	Moderate Density Multi-Family and Offices Only

Background:

The subject property is 10.82 acres in size and contains the Thomas Middle School and associated recreational areas on the southern end of the site. Thomas Middle School is one of six middle schools within the boundaries of District 25 and has a current enrollment of 950 students with 127 staff members. Enrollment is expected to increase in the future, with future capacity estimated at 1,030 students and 135 staff. In order to provide adequate space for the anticipated increase in student population, District 25 is proposing an addition to the middle school building, which would include a new gymnasium, classrooms, a relocated front entry area, and a larger and reconfigured parking lot on the eastern side of the site. With the exception of morning drop offs for 6th grade students, who are dropped off in the western parking lot that has ingress/egress onto Thomas Street, all pick-ups and drop-offs occur on the eastern side of the site along Belmont Street. There is no change proposed to the pick-up and drop-off operations.

The subject site is located within the R-3 District, and all schools within the R-3 District are required to have a Special Use Permit. Moreover, any substantial expansion of a school facility would require an amendment to the Special Use Permit. There is no existing Special Use Permit for the Thomas Middle School site, and therefore, due to the proposed expansion of the school, a special use permit is required. The School District recently went through a similar process for expansions to the Ivy Hill and Olive-Mary Stitt schools in 2015.

Zoning and Comprehensive Plan

As indicated above, the property is within the R-3, One Family Dwelling District, and all schools are classified as a special uses within the R-3 District. Therefore, a Special Use Permit is required. The petitioner has provided written justification for Special Use Permit approval based on the following criteria:

1. *That said special use is deemed necessary for the public convenience at this location.*
2. *That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.*
3. *That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.*

Staff has reviewed the petitioner's response and concurs that the necessary criteria for approval has been met (please see attached response).

The Village's Comprehensive Plan designates the future use of the subject property as "Schools". The proposed Special Use is therefore consistent with the Comprehensive Plan.

Neighborhood Meeting

The School District held an informational meeting for neighborhood residents on August 31, 2016. Four residents attended this meeting and had questions relating to the street lights and after hours events, whether the ball field location would be moved (the west field location will remain the same, the east field will be removed), whether drop-off and pick-up operations will remain the same, and general questions about the interior spaces in the building.

Plat and Subdivision Committee

The Plat and Subdivision Committee met on July 27, 2016, to discuss the proposed development. The subcommittee did not identify any major concerns and encouraged the applicant to move forward. The minutes from this meeting are attached.

Plat and Subdivision Committee

The Design Commission met on September 20, 2016, to discuss the proposed building addition. The Commission recommended approval of the proposed building addition subject to the following condition:

- Add additional landscaping along the new building wall at the south end of the new entrance plaza.

Upon completion of the Design Commission process, the applicant has redesigned the site in order to provide better access for the Fire Department. As part of this redesign, the area of greenspace along the south end of the new entrance plaza has been replaced with concrete, which will adjust the location of this landscape area. Staff has recommended a condition of approval to add additional landscaping by the southern entrance in close proximity to the building in order to comply with the Design Commission condition of approval.

Site Plan, Building and Landscaping

Overall, the school district is proposing a 20,270 sq. ft. addition to the existing building. The total size of the school will increase to 144,270 sq. ft., and the addition therefore represents a 14% increase in floor area. The proposed addition will house a new gymnasium and locker room area, as well as increased space for a new front entry and reception office areas. The existing gym, located on the 2nd floor, will be converted to additional classrooms.

Certain variations are required to accommodate this addition. Specifically, the proposed height of the gymnasium addition will be 32' tall and the R-3 District limits structure heights to a maximum of 25' in height. The existing building is 33'-8" in height and so the proposed addition will not increase this existing non-conformity. Furthermore, the proposed addition will be centrally located on the subject property and therefore will be substantially away from the immediately abutting residential areas to the south of the property. For these reasons, staff is supportive of the proposed height variation.

It should be noted that, although the proposed building addition conforms to all required setbacks, the existing school building does not conform to the required front and exterior side (east) yard setbacks. Specifically, in the front yard along Thomas Street, the existing building is setback 22.55' from the property line where code requires a 25' setback. In regards to the exterior side yard setback, the existing building is 21.25' from the side yard property line along Belmont Avenue where code requires a 40' exterior side yard setback. As the School District is requesting Variation approval for the parking and height, they have included a request to authorize the existing building setbacks via a Variation to formally allow these setback encroachments. Since the building setbacks are an existing condition, staff is supportive of the setback Variations.

The petitioner has provided written justification for the requested Variations per the approval criteria as summarized below:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

Staff has reviewed the petitioner's responses and concur that the necessary criteria for approval has been met (see petitioner's responses attached).

With regards to landscaping, the proposed landscape plan meets all code requirements except for the southern side of the proposed parking lot where a 3' tall row of landscaping is required. Therefore, staff recommends a condition of approval to add a 3' tall hedge along the southern side of the new parking lot in order to comply with code requirements.

Staff notes that the petitioner has provided an "Alternate Plan 2", which includes minor changes to the northwest corner of the site. These changes will only take place if the School District receives a suitable bid for the work that will allow for its construction. If all bids received by the School District are not within their budget, changes to this area will not take place. Staff notes that these changes involve the removal of 6 trees and no replacement trees have been proposed. Therefore, staff has recommended a condition of approval to require replacement trees for the six trees proposed for removal per the exchange rate as set forth in Section 6.15-6.4 of the Chapter 28.

Engineering

Final engineering plans show the location of the detention area as west of the building and south of the western parking area. These plans were received on the day that this staff report was prepared and have not been fully reviewed. However, preliminary stormwater detention calculations and preliminary engineering plans have already been submitted and analyzed, and the

Engineering Department has not identified any major issues with the proposed engineering. All outstanding items can be addressed during review of the final engineering plans, and a condition of approval has been added to address these items.

Additionally, the School District has proposed a wire mesh screening system on one of the restrictors within the utility system, which screen is not acceptable to the Public Works Department due to their concerns that it will clog easily and require frequent maintenance. As the District believes that a wire mesh screen will provide the most efficient means to allow flow into the restrictor, in lieu of requiring the District to change this screening system, the Public Works Dept. has proposed a maintenance agreement that assigns responsibility for future maintenance of the screen to the School District. A condition of approval has been added to address this.

Traffic & Parking

Exhibit 1 (attached) analyzes the current and proposed parking calculations for the subject property. A parking deficit currently exists and the proposed addition to the building and parking area will not eliminate this deficit. Therefore, a parking variation to reduce the number of required parking spaces is necessary.

The petitioner has submitted a parking study that concluded the current onsite parking demand to be 107 vehicles. The current parking areas, with a capacity for 102 vehicles, cannot accommodate peak demand and the District has proposed an expansion to the parking lot. Based on the projected future enrollment, the anticipated parking demand for the site is estimated at 116 spaces, and the proposed parking expansion will provide overall capacity for 141 vehicles. Although the parking lot will not conform to the code requirement of 314 spaces, staff agrees that the proposed 141 space parking capacity will be sufficient based on the information that has been provided. It may also be noted that the 4th edition of the *Parking Generation* publication from the Institute of Transportation Engineers (ITE), which is a nationally recognized publication used for estimating the parking demand of different uses, estimates that a middle school with enrollment of 1,030 students would create a parking demand of 93 cars, which further demonstrates the adequacy of the proposed 141 space parking lot.

With regards to drop-off and pick-up operations, currently all 6th grade parents utilize the western parking lot for morning drop-offs and 7th and 8th grade parents utilize the western (southbound) side of Belmont Avenue to drop off their students, which has a dedicated area along the side of the road for cars to pull over and drop-off children without interfering with southbound traffic. The eastern parking lot is not open during arrival and departure times. Crossing guards are present at Arlington Heights Road at the intersection of Thomas Street, and at Belmont Avenue at the intersection of Thomas Street during both arrival and dismissal.

During dismissal school busses stage in the western parking lot, and when ready, relocate to the pick-up lane along Belmont Avenue to load children. There is no proposed change to the drop-off and pick-up functions, and the new parking lot will not have an impact to this operation. The School District has estimated that one additional bus may be needed given the anticipated increase in enrollment and have confirmed that the western parking lot has the capacity to handle an additional bus for staging if necessary.

With regards to traffic, the traffic study has found that no intersection currently functions at a Level of Service (LOS) lower than "D". Additionally, the only projected decrease in LOS will be for southbound traffic along Belmont Avenue at the intersection of Thomas Street where wait times will increase by half a second (causing the LOS to decrease from "B" to "C"), and for westbound vehicles along Thomas Street making a left turn into the western parking lot where wait times will increase by .1 second (causing the LOS to decrease from "A" to "B"). The nominal increase in students will have a minimal impact on traffic and congestion and no upgrades to the street network were identified in the traffic study. As such, the study concluded that the existing street network is capable of handling the minor increase in traffic associated with the proposed addition. The only recommendation in the traffic study was for additional signage at the exit point of the western parking lot onto Thomas Street to reinforce the right-out only function of this intersection. It should be noted that Belmont Avenue, where most of the drop off and pick up operations take place, will continue to function at a LOS of "A".

RECOMMENDATION

The Staff Development Committee reviewed the proposed request and supports the proposed Special Use Permit and Variations, subject to the following:

1. Final Engineering plans must be reviewed and approved, which plans must be in compliance with all stormwater management regulations as determined by the Engineering Department, and which plans shall include a photometric plan to be submitted for review and approval by the Engineering Department and a signage plan for the southern parking lot to be submitted for review and approval by the Engineering Department.
2. A 3' tall hedge shall be added along the southern side of the new parking lot and replacement trees, per Section 6.15-6.4 shall be incorporated for the 6 trees that will be removed if Alternate Plan 2 is constructed.
3. The School District shall enter into a maintenance agreement that assigns future maintenance on the Restrictor Structure A to the School District, or the School District shall propose an alternate screening system on this restrictor which is acceptable to the Public Works Department.

August 5, 2016

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Parking Analysis

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Existing Thomas Middle School	Elementary School	127	41	1 space per classroom plus two space per employee	295
Total Parking Required					295
Total Parking Provided					102
Parking Surplus/(Deficit)					193 (65% reduction in required parking)
Proposed Thomas Middle School	Elementary School	135	44	1 space per classroom plus two space per employee	314
Total Parking Required					314
Total Parking Provided					141
Parking Surplus/(Deficit)					173 (55% reduction in required parking)

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
OCTOBER 13, 2016, AT 7:30
P.M. in the Municipal Build-
ing, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 16-020, a Special
Use Permit to allow a Mid-
dle School and Variations
from the requirements in
Sections 11.4-4, 5.1-3.6a, 5.1-
3.6, and 5.1-3.9 of the Muni-
cipal Code, on the subject
property, said property lo-
cated at 1430 North Belmont
Avenue in Arlington
Heights, IL, legally de-
scribed as:
LOTS 23, 25 AND THE
NORTH 3 ACRES OF LOT
27 IN ALLISON'S ADDI-
TION TO ARLINGTON
HEIGHTS, BEING A SUB-
DIVISION OF THE SOUTH-
WEST QUARTER OF SEC-
TION 20, TOWNSHIP 42
NORTH, RANGE 11, EAST
OF THE THIRD PRINCIPAL
MERIDIAN, (EX-
CEPT THE WEST HALF
OF THE SOUTHWEST
QUARTER THEREOF,
AND THE SOUTH 4 ACRES
OF THE EAST HALF OF
THE SOUTHEAST QUAR-
TER THEREOF), AC-
CORDING TO THE PLAT
OF SAID ADDITION, RE-
CORDED OCTOBER 19,
1906, IN BOOK 92 OF
PLATS, PAGE 42, AS DOC-
UMENT NUMBER 3941663,
IN COOK COUNTY, ILLI-
NOIS.

And other variations as de-
termined necessary by the
Plan Commission.

All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
September 27, 2016 (4453105)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora, Glenview

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published September 27, 2016 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baltz
Authorized Agent

Control # 4453105

RECEIVED

SEP 27 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Thomas Middle School
Project Address: 1430 N. Belmont Avenue
Prepared By: Steve Hautzinger

PETITION INFORMATION:

DC Number: 16-094
Petitioner Name: Don Hansen
Petitioner Address: STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
Meeting Date: September 20, 2016

Date Prepared: September 9, 2016

Requested Action(s):

1. Approval of the proposed architectural design for an addition to an existing middle school.

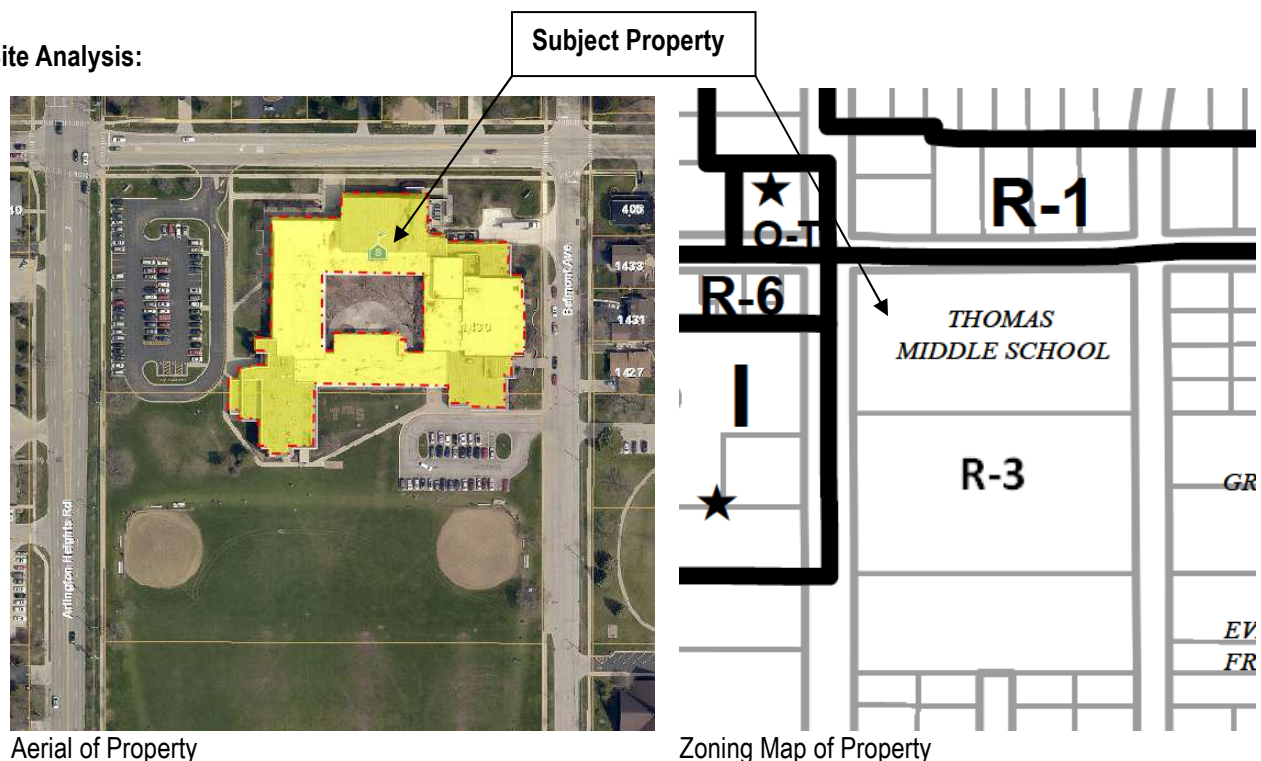
ANALYSIS

Summary:

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

The petitioner is seeking approval of the architectural design for an addition to an existing middle school. The addition will be located on the south end of the school and includes a new gymnasium, locker rooms, entry lobby, and an expanded administrative office area. The scope of the project also includes replacement of an existing parking lot with a new expanded parking lot and corresponding landscaping. This project requires Plan Commission review and Village Board approval as a Special Use in the R-3 Zoning District and for zoning variations from yard setbacks, building height, and parking requirements.

Site Analysis:



Aerial of Property

Zoning Map of Property

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>	<i>Comprehensive Plan</i>
Subject Property	R-3, One Family Dwelling District	Thomas Middle School	Schools
North	R-1, One Family Dwelling District	Single Family Residences	Single Family Detached
South	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
East	R-3, One Family Dwelling District	Single Family Residences / Green Slopes Park	Single Family Detached / Government
West	R-6, Multiple Family Dwelling District / I, Institutional District	Multiple Family Residences / Medical Offices	Moderate Density Multi-Family / Offices Only

Architectural Design:

The proposed addition is nicely designed in a contemporary style that should blend in seamlessly with the existing building architecture, using matching materials and similar detailing. The addition is set back behind the existing building and is located across from Green Slopes Park, so it will not impact the streetscape of adjacent single-family residences.

Mechanical Unit Screening:

All rooftop mechanical equipment is required to be fully screened from public view. The petitioner is proposing a new rooftop chiller which will be screened by a brick clad screen wall that is nicely integrated into the building design.

Landscaping:

New landscaping is proposed along Belmont to provide screening of the new parking lot, and trees are proposed within the new parking lot islands. As part of the Plan Commission process, additional trees will be required in order to comply with the code requirement for a 4" caliper shade tree at the end of all parking rows, with two trees provided where there is a double row of parking.

Landscaping is proposed along the new building wall at the north end of the entry plaza, but additional landscaping is suggested along the building wall at the south end of the entry plaza.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural design for an addition to Thomas Middle School located at 1430 N. Belmont Avenue. This recommendation is subject to compliance with the plans received 8/2/16, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following conditions:

1. Suggest / Evaluate additional landscaping along the new building wall at the south end of the entry plaza.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
3. The petitioner is required to comply with Village standards for sidewalks, street trees, and site furnishings.

_____, September 9, 2016

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 16-094

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 20, 2016

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

Members Present: Ted Eckhardt, Chair
John Fitzgerald
Anthony Fasolo

Members Absent: Jonathan Kubow

Also Present: Jose Pareja, JP Architects for 523 S. Rammer Ave.
Michael Bova, Impact Renovations for 523 S. Rammer Ave.
Monica O'Connor, Impact Renovations for 523 S. Rammer Ave.
Jack Boryszewski, MJ&B Contractors for 1611 N. Mitchell Ave.
Tony VanDijk, Emerald Homes for 811 W. Maude Ave.
Greg Belcher, Owner of 638 N. Highland Ave.
Jeff Eichhorn, DeBaker Design Group for 638 N. Highland Ave.
Mike Henderson, STR Partners for Thomas Middle School
Stacey Mallek, A.H. School District 25 for Thomas Middle School
Lori Bein, A.H. School District 25 for Thomas Middle School
Loran Eatman, DDL Property Ltd. for Pal-Win Shopping Center
Ross Duncan, BR Design & Architecture for Pal-Win Shopping Center
Matthew Mann, Kennedy-Mann Architecture for Stonebridge Village
Ben Kennedy, Kennedy-Mann Architecture for Stonebridge Village
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 23, 2016

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER FASOLO, TO APPROVE THE MEETING MINUTES OF AUGUST 23, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 5. COMMERCIAL REVIEWDC#16-094 – Thomas Middle School – 1430 N. Belmont Ave.

Mike Henderson, representing *STR Partners*, and Stacey Mallek and Lori Bein, representing *Arlington Heights School District 25*, were present on behalf of the project.

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

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for an addition to an existing middle school. The addition will be located on the south end of the school and includes a new gymnasium, locker rooms, entry lobby, and an expanded administrative office area. The scope of the project also includes replacement of an existing parking lot with a new expanded parking lot and corresponding landscaping. This project requires Plan Commission review and Village Board approval as a Special Use in the R-3 Zoning District and for zoning variations from yard setbacks, building height, and parking requirements.

The proposed addition is nicely designed in a contemporary style that should blend in seamlessly with the existing building architecture, using matching materials and similar detailing. The addition is set back behind the existing building and is located across from Green Slopes Park, so it will not impact the streetscape of adjacent single-family residences. All rooftop mechanical equipment is required to be fully screened from public view. The petitioner is proposing a new rooftop chiller, which will be screened by a brick clad screen wall that is nicely integrated into the building design.

New landscaping is proposed along Belmont to provide screening of the new parking lot, and trees are proposed within the new parking lot islands. As part of the Plan Commission process, additional trees will be required in order to comply with the code requirement for a 4" caliper shade tree at the end of all parking rows, with two trees provided where there is a double row of parking. Landscaping is proposed along the new building wall at the north end of the entry plaza, but additional landscaping is suggested along the building wall at the south end of the entry plaza.

Staff recommends approval of the proposed addition with the suggestion to add landscaping on the south end of the plaza.

Stacey Mallek summarized the scope of the project that includes the new addition at the south end of the school and new gymnasium, locker room, entry lobby and expanded office area. The existing gymnasium will be transformed into 5 new classroom spaces, a band room and music room. The new gymnasium space will allow for additional P.E. classes and accommodate anticipated enrollment growth. In terms of the design, she referred to their architect.

Mike Henderson stated that the original school building was built in the 1960's, and more modern style additions were added about 15 years ago. The proposed addition will connect the 2 wings of the building, picking up on the modern character of the additions as well as on the original building, with an intention to tie the entire design together. The existing main entry will be expanded and relocated to the south end of the building, with the new entrance being a larger version of the current entrance on Belmont Avenue. The new gymnasium is actually shorter than the current gymnasium on the second-floor that will be converted to a music room and classrooms. Chair Eckhardt asked for clarification of the two brick colors being proposed, red and gray. Mr. Henderson reviewed the areas of red brick and gray brick being proposed on the new addition to match the existing brick, and added that the building also has areas of gray brick on the Arlington Heights Road facade.

Commissioner Fasolo felt it was a nice design and he liked the incorporation of the existing materials and colors to tie everything together. He pointed out the existing solar panels on the roof and asked if additional solar panels were being proposed, and Mr. Henderson replied that none were being proposed at this time. Commissioner Fasolo also asked if any green features were being proposed and Ms. Mallek replied that current energy features such as

the solar panels and wind turbine were funded by grants and used as part of the science program for students to study. Commissioner Fasolo had no further comments.

Commissioner Fitzgerald really liked the design and felt it would fit in beautifully with what is there and make it look even better. He agreed with Staff's comments to add more landscaping along the building at the south end of the entry plaza.

Chair Eckhardt concurred with the comments made by the commissioners. He felt the addition was nicely designed and very logical in its site planning, and he understood the importance of the separation of the gymnasium from the rest of the school. He also felt that a good job was done in using the existing materials on the addition, and he liked the varying heights of the addition, and how the mass was broken down and nicely camouflaged the volume of the gym behind the entrance with the screening roof.

Chair Eckhardt asked if anyone from the public wanted to comment on the project and there was no response from the audience.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR AN ADDITION TO THE EXISTING *THOMAS MIDDLE SCHOOL* LOCATED AT 1430 N. BELMONT AVENUE. THIS APPROVAL IS BASED ON THE ARCHITECTURAL PLANS RECEIVED ON 8/02/16, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO ADD ADDITIONAL LANDSCAPING ALONG THE SOUTH END OF THE NEW ENTRY PLAZA, TO BE APPROVED BY STAFF.
2. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
3. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Mr. Hautzinger asked the petitioner if they had any concerns about the requirement to add landscaping along the south end of the new entry, and the petitioner said there were none.

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

**REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE**
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

July 27, 2016

Project Title: Thomas Middle School SUP
Address: 1430 N. Belmont
Petitioner: Don Hansen
350 W. Ontario St. – Suite 200
Chicago, IL 60654

Requested Action:

- Special Use Permit to allow a Middle School within the R-3 District.

Variations Required:

- Variation from Section 5.1-3.9 to increase the maximum allowable height from 25' to 32' for the proposed building addition
- Variation from Section 11.4-4 to reduce the required on-site parking spaces from 314 spaces to 144 spaces.

Attendees: Don Hansen, Petitioner
Mike Henderson, Petitioner
Ryan Schulz, Petitioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary

The subject property is 10.82 acres in size and contains the Thomas Middle School and associated recreational areas on the southern end of the site. Thomas Middle School is one of six middle schools within the boundaries of District 25 and has a current enrollment of 950 students with 127 staff members. Enrollment is expected to increase in the future, with future capacity estimated at 1,030 students and 135 teachers. In order to provide adequate space for the anticipated increase in student population, District 25 is proposing an addition to the middle school building, which would include a new gymnasium, classrooms, a relocated front entry area, and an addition to the existing parking lot on the eastern side of the site. With the exception of morning drop offs for 6th grade students, who are dropped off in the western parking lot that has ingress/egress onto Thomas Street, all pick-ups and drop-offs occur on the eastern side of the site along Belmont Street. There is no change proposed to the pick-up and drop-off operations.

The subject site is located within the R-3 District, and all schools within the R-3 District are required to have a Special Use Permit. Moreover, any substantial expansion of a school facility would require an amendment to the Special Use Permit. No evidence of an existing Special Use Permit has been located for the Thomas School site, and therefore, due to the proposed expansion of the school, a special use permit is required. The School District recently went through a similar process for expansions to the Ivy Hill and Olive-Mary Stitt schools in 2015.

Meeting Discussion:

Mr. Hansen explained that the number of students at Thomas Middle School was expected to increase in the future, and to accommodate that increase the School District was planning on constructing a new gymnasium building, which

would allow them to convert the existing gymnasium into additional classrooms. He said the new gymnasium would be similar in size to the gymnasium within the South Middle School, but would have a taller ceiling height than the existing gym within the Thomas School. He added that the number of classrooms would increase from 41 to 44 upon completion of the new gym and the conversion of the old gym into classrooms. He clarified that the zoning request would be for a Special Use Permit for the existing middle school, as well as a height variation. He stated that the proposed gym addition would not be taller than the height of the existing school building, but that it would exceed the maximum allowable height per the R-3 zoning district. He said that the height of the gym building would be approximately 32 to 33 feet tall. He stated that the existing gym was located on the second floor of the building and that the height of the ceiling was not sufficient for all sports related activities. He added that one of the baseball diamonds would have to be removed to accommodate the proposed gym.

Commissioner Green asked if there would be a need for any safety netting around the existing soccer fields.

Mr. Schulz responded that the kids would have to “really really good” to create any type of need for a safety net.

Mr. Hansen explained that a request for a parking variation would be included within the scope of this project. He stated that the existing school is non-compliant relative to parking codes, but that they would be adding additional parking spaces as part of the gym expansion project. Specifically, he stated that they would be removing the existing western parking lot and replacing it with a larger parking lot, however, although they would be adding additional spaces, the parking would still not be enough to conform to the required parking by Village Code. He stated that the total number of staff would increase along with the expected increase in students, from 127 staff members to 135 staff members. He mentioned that the overall parking deficit would decrease a result of this project. He stated that the School District has prepared a traffic and parking analysis, which found that the proposed parking lot would meet the needs of the school. He added that the building addition would include additional room for staff offices, as well as a revised entryway into the school which would now be located on the south side of the building as opposed to the east side of the building.

Commissioner Green asked if the new parking lot along Belmont would be the new student drop-off area.

Mr. Schulz responded that parents currently use that space for drop-offs.

Commissioner Green asked if both the east and west areas were used for drop-offs.

Mr. Schulz replied that only the Belmont side was use for drop offs.

Commissioner Green stated that is was good that drop offs occurred on the Belmont side as it would keep this traffic away from the intersection of Thomas and Arlington Heights Rd.

Mr. Schulz stated that the new orientation of the eastern parking lot would be north-south, which would help to facilitate the flow of traffic through the parking lot.

Mr. Hubbard stated that the Plan Commissioners may recall that the School District underwent a similar process last year for expansions to the Ivy Hill and Mary Olive Stitt schools, and that this process would be similar. He stated that staff would be interested in evaluating the traffic study to ensure that drop-offs and pick-ups were occurring smoothly with the increase in students and new orientation of the parking lot. He said that staff was not aware of a current problem in this regard. He mentioned that the existing school building was non-conforming with regards to height and setbacks, and he mentioned that the School District had the option to incorporate variations to formally allow these non-conforming elements, which he encouraged them to do. He said that staff was generally supportive of this project.

Commissioner Jensen asked if the proposed building was going to be non-compliant with regards to height, which height was necessary for proper function of the gym, was the height restriction in need of revision.

Mr. Hubbard replied that the height regulation was due to the property being within the R-3 district, which district is primarily intended for single-family homes. He stated that the 25-foot height restriction was probably appropriate for single-family homes, and that schools were exceptional developments within the R-3 district, which is the reason that the height regulations did not appear to meet the needs of the development.

Commissioner Jensen stated that the necessary criteria for variation approval required that the subject property could not generate a reasonable return if developed under the strict letter of the code. He asked how the School District could demonstrate conformance to this criterion.

Mr. Hubbard replied that he's seen not-for-profit governmental agencies justify conformance to this criteria by stating that it was not directly applicable as they are not in the business of generating a reasonable return. He said that the School District would have to get creative in preparing a response to this criterion.

Commissioner Sigalos asked how many spaces would be added to the parking lot.

Mr. Hansen responded that the existing parking lot on the east side had 27 parking spaces and that this parking lot would contain 66 when the project was completed, which was a net gain of 39 spaces.

Commissioner Sigalos asked if any addition would occur where the old gymnasium was located.

Mr. Hansen clarified that there would be no addition to the existing gymnasium; that the existing gymnasium would be converted into classrooms which would house the music programs for the school.

Commissioner Sigalos said that the plan showed existing classroom below the proposed music classrooms, and asked if the sound from the music classrooms would interfere with the classrooms below.

Mr. Henderson responded that the existing gym already created an impact to the classrooms below given the activities within the gym, and that the music classrooms would actually have less of an impact than the gym.

Commissioner Cherwin asked if there would be a neighborhood meeting to outline the project to the surrounding residents.

Mr. Schulz responded that this meeting was not scheduled yet, but that it would be.

Commissioner Cherwin asked if the School District had received any feedback to-date on the project.

Mr. Schulz replied that they had not received any feedback yet.

Commissioner Cherwin asked if Arlington Aces still used the sports fields at the school for practice.

Mr. Schulz replied that he believed that they did, and that the School District had already met with the Park District to discuss this project.

Commissioner Cherwin said he was supportive of this project.

Commissioner Green stated that he liked the idea of the addition and was supportive of it. He said that he especially liked how it had been designed to be toward the center of the site so as to keep any potential impact as far away from the neighbors as feasible.

Commissioner Sigalos asked what the timeline for construction was.

Mr. Schulz replied that they were targeting being completed for the 2017-2018 school year. He inquired into the

“reasonable return” criterion.

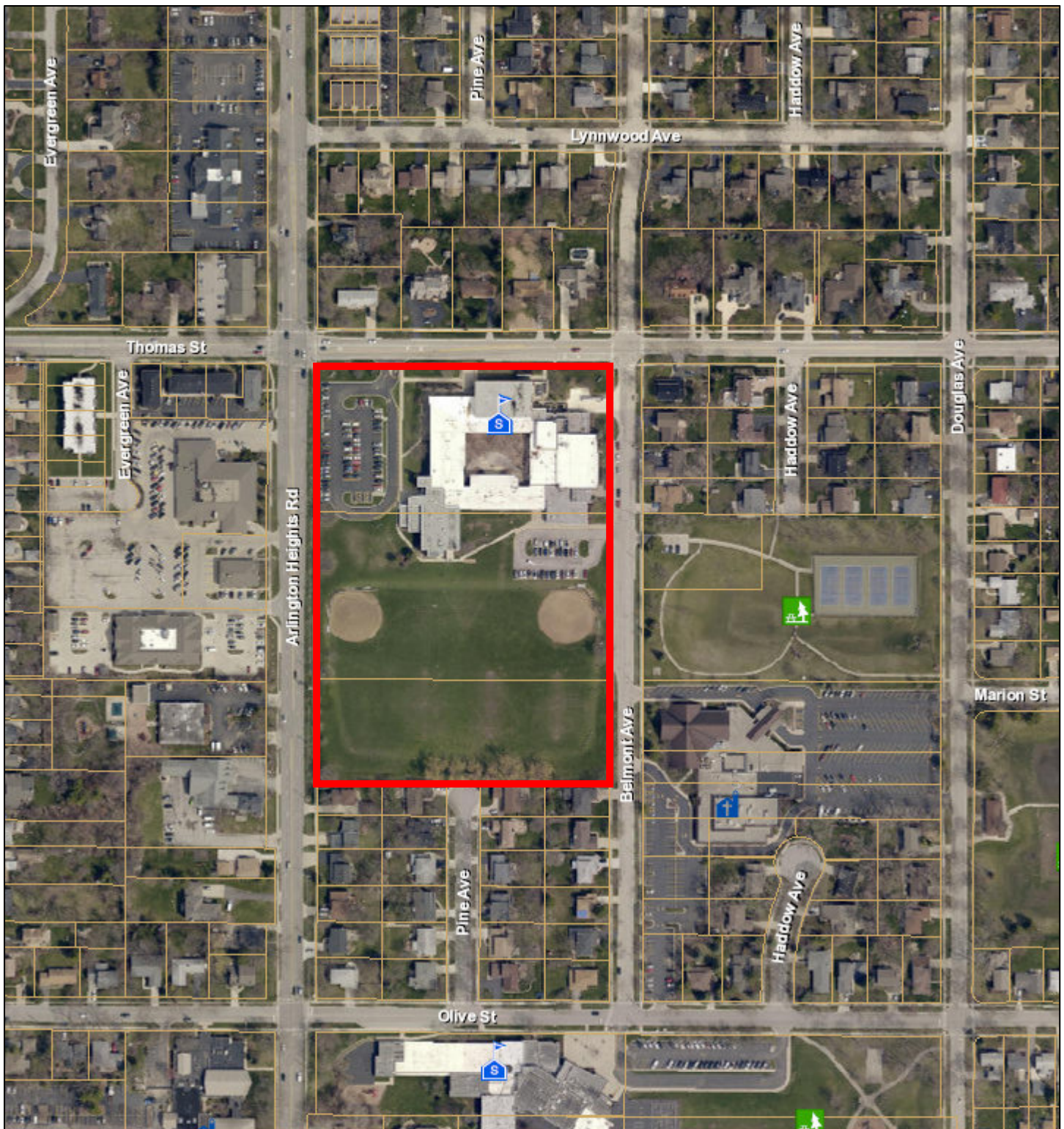
Discussion ensued regarding this criterion and its applicability to this particular case.

RECOMMENDATION

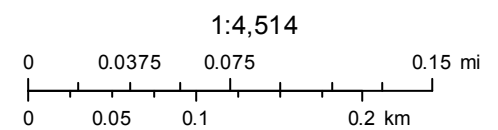
The Plat & Subdivision Committee was supportive of the proposal and advised the petitioner to move forward.

**Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder**

Thomas Middle School - Aerial



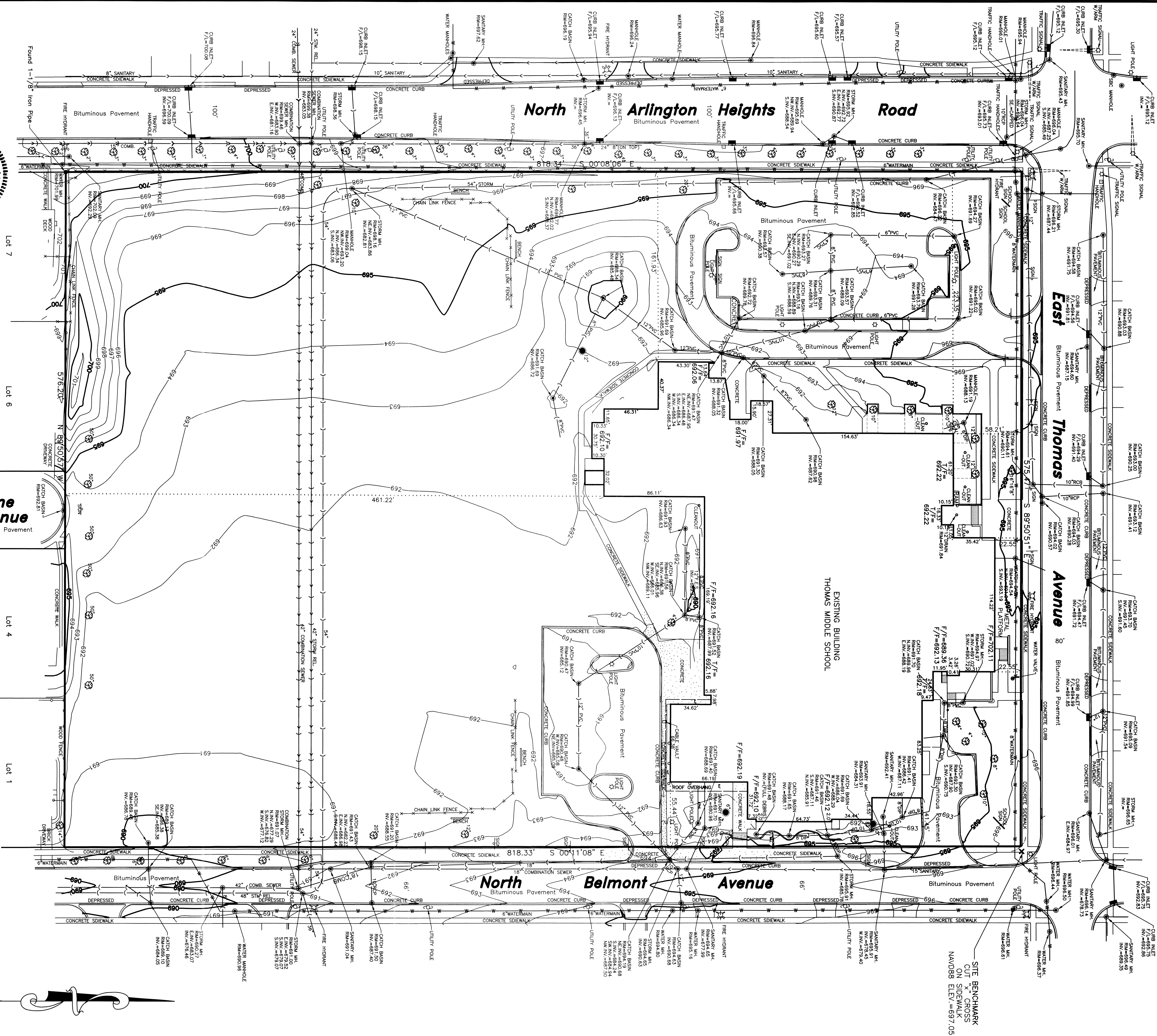
August 5, 2016



PLAT OF SURVEY

THE PREMISES COMMONLY KNOWN AS:
1430 N. BELMONT AVENUE, ARLINGTON HEIGHT, IL
PARCEL AREA = 471,219 S.F.
PIN: 03-20-303-006

LOTS 23, 25 AND THE NORTH 3/4 ACRES OF LOT 27 IN ALISON'S ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE WEST HALF OF THE SOUTHWEST QUARTER THEREOF, AND THE SOUTH 4 ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER THEREOF), ACCORDING TO THE PLAT OF SAID ADDITION, RECORDED OCTOBER 19, 1906, IN BOOK 92 OF SAID PLATS, PAGE 42, AS DOCUMENT 3941663, IN COOK COUNTY, ILLINOIS.



SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS MONUMENT 39
AT THE NORTHEAST CORNER OF W. OLIVE
STREET AND ARLINGTON HEIGHTS ROAD
ELEVATION= 703.13 NAVD88

BY DOCUMENT 20648459

RESUBDIVISION

FIELDWORK COMPLETED: 07-13-2016

CLIENT NAME: 1200 S. DUNTON AVENUE

ADDRESS: Arlington Heights, IL 60005

NOTES:
PLAT IS VOID if the Impressed Surveyors Seal does not appear.
Only these Building Lines or Easements shown on a Recorded Subdivision
Map or Plat of Survey are shown on this Plat. Check local
ordinances before building.
Compare your description and site markings with this plat and
AT ONCE report any discrepancies which you may find.

R.E. ALLEN AND ASSOCIATES, LTD.
PROFESSIONAL LAND SURVEYORS
1015 N. CORPORATE CIRCLE, SUITE C
GRAYSLAKE, ILLINOIS 60034
PHONE: 847-223-0914 FAX: 847-223-0980

DATE: 07-13-2016

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STR PARTNERS LLC
350 WEST ONTARIO STREET
SUITE 200
CHICAGO IL 60654
T 312.464.1444
F 312.464.0785
www.strpartners.com

SPECIAL USE AND VARIATIONS

Petitioner Name: Don Hansen, STR Partners LLC, Architects
Date: August 2, 2016 **Revised September 16, 2016** (revisions underlined)
Project: Thomas Middle School Additions and Renovations
Location: 1430 N. Belmont Ave., Arlington Heights, IL 60004

We are seeking Special Use Permitting, a Parking Variation, a Height Variation, and Setback Variations. Please note the existing building is non-conforming with the front yard setback on E. Thomas Ave. and the side yard setback on N. Belmont Ave., but the proposed addition complies with the required setbacks. Our justifications for Special Use Permitting, a Parking Variation, a Height Variation and Setback Variations are as follows:

- **A Special Use Permit is requested for a Public Elementary School in the R-3, One-Family Dwelling District.**

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

Thomas Middle School provides education to school-age children of the surrounding area and is of benefit to the community.

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

The school is regularly inspected for health/life safety in accordance with Illinois State Board of Education requirements. Proposed additions will comply with current building, life safety and ADA accessibility codes.

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

Elementary Schools are a permitted Special Use in an R-3 Use District per Chapter 28, 5.5-1 Permitted Use Table.

- **A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 314 spaces (two per each of 135 employees plus one per each of 44 classrooms) to allow 140 spaces.**

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

The building, parking areas, a loading area and sidewalks make up the north part of the site. Open field space is provided at the south part of the site. The open field space is necessary to maintain for the use of physical education classes and community sports. Use of existing facilities is essential to continued school operations and sound financial planning.

The plight of the owner is due to unique circumstances.

Physical education includes outdoor activities. Use of existing facilities, including outdoor spaces, is necessary for school operations.

The variation, if granted, will not alter the essential character of the locality.

The planned parking supply of 141 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Additional parking spaces are also provided off-site through an agreement with the Orchard Evangelical Free Church.

- **A Variation is requested from Chapter 28, Section 5.1-3.9, Maximum Height, from the requirement of 25-ft. to allow 33'-8".**

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

A variation is requested to allow a height of 33'-8", the height of the existing building at the current gymnasium location. The new gymnasium will be approximately the same 33'-8" height, and not exceeding the 33'-8" height. This height is necessary to provide the clearances needed for sport activities. Note that the clearance below ceiling and structural elements for volleyball is 23'-0" minimum per the National Federation of State High School Association standards. It is necessary to add to the facility to accommodate the school's increased enrollment. Use of existing facilities is essential to sound financial planning and school operations.

The plight of the owner is due to unique circumstances.

The proposed larger gymnasium is needed for increased enrollment. The proposed addition is no higher than the existing facility. Continued use of the existing facility and the proposed addition is necessary to provide education to the surrounding community.

The variation, if granted, will not alter the essential character of the locality.

The proposed gymnasium will be no taller than the existing building. Additionally the proposed gymnasium will face open field space.

- **A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement of a 25 ft. front yard setback to allow 22.25 ft. for the existing building.**

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

The setback of the existing building is less than required. Use of the existing facility is necessary to accommodate the student population as much as possible within existing facilities. Use of existing facilities is essential to sound financial planning and school operations.

The plight of the owner is due to unique circumstances.

The setback is an existing condition. This variation allows the school district to continue use of their current full facility.

The variation, if granted, will not alter the essential character of the locality.

Only the existing building requires the variation. The proposed addition will be within the required setbacks.

- **A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement of a 40 ft. side yard setback to allow 40 ft. for the existing building.**

d

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

The setback of the existing building is less than required. Use of the existing facility is necessary to accommodate the student population as much as possible within existing facilities. Use of existing facilities is essential to sound financial planning and school operations.

The plight of the owner is due to unique circumstances.

The setback is an existing condition. This variation allows the school district to continue use of their current full facility.

The variation, if granted, will not alter the essential character of the locality.

Only the existing building requires the variation. The proposed addition will be within the required setbacks.



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building Services Department
Subject: Thomas Middle School, 1430 N. Belmont Ave., Special Use Permit to Allow a Middle School – Parking and Height Variations
PC #: 16-020 – Round 1
Date: August 22, 2016

Sam:

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

1. Provide construction type of existing building and the proposed addition.
2. Indicate if the existing building has fire suppression and fire alarm systems.
3. Provide a height and area calculation based on Table 503 of the 2009 International Building Code.
4. Provide details on travel distance in the new addition to the nearest exit, along with an occupant load calculation for each exit.

RECEIVED

AUG 22 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building Services Department
Fire Safety Division**

33 S. Arlington Heights Rd., Arlington Heights, IL 60005
(847) 368-5560 · FAX (847) 368-5975 · www.vah.com
email: firesafety@vah.com

Date August 9, 2016 P. C. Number PC# 16-020

Project Name Thomas Middle School

Project Location 1430 N. Belmont Ave.

Planning Department Contact Sam Hubbard

General Comments

1. Section 503.1.1 of the Fire Code, Buildings and Facilities, requires Approved fire apparatus access roads be provided for every building or portion of a building hereafter constructed and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building around the exterior of the building or facility. It appears that the distance to the northwest corner of the proposed addition exceeds this dimension. Suggest that an approved fire lane be considered to negate this problem.

RECEIVED

AUG - 9 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED
PLAN REVIEW**

Date: August 9, 2016 Reviewed By: 

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: August 23, 2016
Subject: 1430 N. Belmont Ave. P.C. #16-020

With regard to the proposed Site Improvement, I have the following comments:

1. Ensure that all sidewalks are returned to satisfactory condition at the completion of construction.
2. The wire mesh screening system on Restrictor Structure A will most likely clog unless maintained/cleaned frequently. The best way to provide screening would be a bar or grate type screening structure, not mesh.
3. Verify condition of any utility structures that are either being re-used, left in place or having new connections. Replace as necessary.
4. All sidewalk improvements shall meet ADA compliance.
5. All asphalt repairs on Village R.O.W. shall be a minimum of 3' wide to accommodate a roller.
6. Verify condition of any traffic signage prior to re-use to ensure compliance with MUTCD.
7. New parking lot entrance requires two utility structures to be adjusted or rebuilt depending on condition.

Thank you for the opportunity to comment on this permit application.

C: file
LF

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-020
 Petitioner: Don Hansen, STR Partners LLC, Architects
350 W. Ontario St., Suite 200
Chicago, IL 60654
 Owner: Ryan Schulz, Arlington Hts. School Dist. 25
1200 S. Dunton Ave.
Arlington Heights, IL 60005
 Contact Person: _____
 Address: _____
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-20-303-606-0000
 Location: 1430 N. Belmont Ave.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: Public Elem. School
 Land Use Variation: ☒ For: Parking Variation
 Height Variation _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 471,219 S.F.
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X _____Sanitary Sewer _____ X _____Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____Curb & Gutter _____ X _____Sidewalks _____ X _____Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA X _____

e. CCHD _____

RECEIVED
 AUG 23 2016
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

3. R.O.W. DEDICATIONS? _____
 4. SITE PLAN ACCEPTABLE? _____
 5. PRELIMINARY PLAT ACCEPTABLE? _____
 6. TRAFFIC STUDY ACCEPTABLE? _____
 7. STORM WATER DETENTION REQUIRED? X _____
 8. CONTRIBUTION ORDINANCE EXISTING? _____
 9. FLOOD PLAIN OR FLOODWAY EXISTING? _____
 10. WETLAND EXISTING? _____

YES NO COMMENTS

_____ X _____

_____ _____

_____ SEE ADDITIONAL COMMENTS_____ N/A_____ X __________ X __________ X __________ X _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: ERIKSON ENG
 DATE OF PLANS: 7-29-16

James J. Mull 8/22/16
 Director Date

PLAN COMMISSION PC #16-020
Thomas Middle School Renovations and Expansion
1430 N. Belmont Avenue
Special Use: Middle School, Parking, Height Variations
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System: NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection: Transverse_Mercator
False_Easting: 984250.00000000
False_Northing: 0.00000000
Central_Meridian: -88.33333333
Scale_Factor: 0.99997500
Latitude_Of_Origin: 36.66666667
Linear Unit: Foot_US
Geographic Coordinate System: GCS_North_American_1983
Datum: D_North_American_1983
Prime Meridian: Greenwich
Angular Unit: Degree

13. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) must be executed prior to final engineering approval. Attached is a copy of the OUMA from the recent Ivy Hill Elementary School project. Use this as a template and modify for the Thomas Middle School project. A Word document template can be requested and e-mailed.
14. Some detention calculations provided previously under separate cover. Final approval will require detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Clearly show the overflow route for the site. An open basin requires a 1-foot freeboard with an overflow weir at the 6" line. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Provide a short narrative discussing the previous detention requirements and the new requirements.
15. Are any on-site parking lot lighting modifications proposed? When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

16. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick (no reinforcement in public ROW).
17. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
18. Sheet C1.1: There is an area northwest of the building that is shown to be removed on the demo plan, but is not addressed anywhere else in the plans. Is this included in the project?
19. Sheet C3.1: There is an existing north-south 6" PVC sewer line shown per the record drawing south of the new building addition. This existence and function of this line must be verified prior to approval.
20. Sheet C4.1: The HWL in the east pond is shown at elev=689.16, not at the actual HWL of 690.16. Double check detention calculations.
21. Sheet CX2.1: Show the extent of the front and rear overhangs of the fire vehicle. Remove the bus lines from this exhibit, since there is a separate exhibit for the bus.
22. Sheet CX2.2: Show the extent of the front and rear overhangs of the bus.
23. The traffic report indicates that the bus drop off activity occurs in the west lot but also states that there is bus activity along Belmont Avenue. It is also stated that parents use these areas at the same time. A more detailed explanation of the bus loading in relation to parent vehicles navigating these areas needs to be provided. Since the buses are supposed to be loading with their stop paddles extended, no other car traffic should be loading during loading operations.
24. A more detailed description of the parent drop off and pick up along the west side of Belmont Avenue must be provided. Capacity of the current bump out lane, mitigating the opposite side loading, and recording if the traffic queue backs-up into the Belmont Avenue and Thomas Road intersection must be presented. Eastbound to southbound right turning vehicle volumes at this location have previously been noted to be a problem, which may be aggravated by the volume of parent vehicles coming from the west lot and turning right onto Belmont.
25. A signage plan for both bus loading areas, the left turn prohibition signage, as well as other required signage modifications must be provided and installed with this construction.


James J. Massarelli, P.E. 8/22/19
Director of Engineering Date

Attachment:

Onsite Utility Maintenance Agreement from Ivy Hill Elementary School project (4 pages)



Doc#: 1532345023 Fee: \$44.00
 Karen A. Yarbrough
 Cook County Recorder of Deeds
 Date: 11/19/2015 10:19 AM Pg: 1 of 4

ONSITE UTILITY MAINTENANCE AGREEMENT

an Illinois Local Government

WHEREAS, Arlington Heights School District 25, ~~an Illinois limited liability company~~, or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as Ivy Hill Elementary School at 2211 N. Burke Drive, Arlington Heights, Illinois, 60004, containing 6.727 acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

THAT PART OF THE WEST HALF OF THE SOUTHEAST QUARTER, EXCEPT THE NORTH 195.00 FEET THEREOF, OF SECTION 17, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT BEING THE INTERSECTION OF THE SOUTH LINE OF THE NORTH 195.00 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 17 WITH THE EAST LINE OF THE SAID WEST HALF OF THE SOUTHEAST QUARTER; THENCE WESTWARD ALONG THE SAID SOUTH LINE OF THE NORTH 195.00 FEET, SOUTH 89 DEGREES, 48 MINUTES, 53 SECONDS WEST, A DISTANCE OF 533.00 FEET; THENCE SOUTH 00 DEGREES 11 MINUTES 07 SECONDS EAST, A DISTANCE OF 125.00 FEET TO A POINT OF CURVATURE; THENCE SOUTHWARD ALONG A CURVED LINE, CONVEX TO THE WEST OF 1420.15 FEET IN RADIUS, FOR AN ARC LENGTH OF 528.35 FEET; THENCE NORTH 57 DEGREES 12 MINUTES 35 SECONDS EAST, A DISTANCE OF 24.52 FEET TO A POINT OF CURVATURE; THENCE EASTWARD ALONG A CURVED LINE, CONVEX TO THE NORTH OF 571.34 FEET IN RADIUS, FOR AN ARC LENGTH OF 322.14 FEET TO A POINT OF TANGENCY; THENCE NORTH 89 DEGREES 31 MINUTES 14 SECONDS EAST, A DISTANCE OF 115.09 FEET TO A POINT ON THE AFORESAID EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 17; THENCE NORTHWARD ALONG THE SAID EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER, NORTH 00 DEGREES 28 MINUTES 46 SECONDS WEST, A DISTANCE OF 537.42 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PIN Numbers: 03-17-400-008-0000

WHEREAS, Arlington Heights School District 25, desires to develop the PROPERTY;
 and

WHEREAS, It is necessary to service said parcel with sanitary sewers, storm sewers and stormwater management facilities; and

WHEREAS, the sanitary sewers, storm sewers and stormwater management facilities servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain sanitary sewers, storm sewers and stormwater management facilities on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by Eriksson Engineering Associates, Ltd. dated 8/8/2015, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.**
- b. Maintain all storm sewers and appurtenances, including detention basins, located upon said premises.**
- c. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.**
- d. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.**

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the sanitary sewers, storm sewers and stormwater management facilities in accordance with the requirements of the VILLAGE, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned sanitary sewers, storm sewers and stormwater management facilities in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

4. It is further AGREED that the RESPONSIBLE ENTITY shall save the VILLAGE harmless from any and all claims for damages resulting from the VILLAGE interrupting service to the property due to the failure of the RESPONSIBLE ENTITY to perpetually maintain the systems as described above and any other claims or damages arising out of this Agreement and the ownership of the facilities described herein.

5. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

6. This Agreement shall be recorded in Cook County, Illinois.

This Agreement is entered into the 25 day of August, 2015.

For: Arlington Heights School District 25
Name: Ryan Schulz
Signature: Ryan Schulz
Title: Director of Facilities

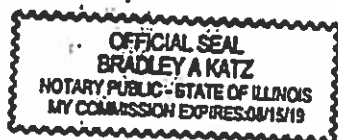
State of Illinois)
) SS
County of Cook)

I, Bradley A. Katz, a Notary In and for said County, in the State

aforesaid, CERTIFY that Ryan Schulz personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of Arlington Heights School District 25, an Illinois ~~limited liability company~~, for the uses and purposes therein set forth. an Illinois Local Government (RSS)

GIVEN under my hand and Notarial seal this 25 day of August, 2015.

[Signature]
Notary Public



For: Village of Arlington Heights,
an Illinois municipal corporation

Name: Randall Recklaus

Signature: Randall R. Recklaus

Title: Village Manager

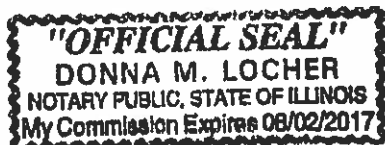
State of Illinois)
) SS
County of Cook)

I, DONNA M. LOCHER a Notary in and for said County, in the State

aforesaid, CERTIFY that RANDALL RECKLAUS personally known to me to
be the same person whose name is subscribed on the foregoing instrument appeared before
me this day in person and acknowledged that (s)he signed, sealed, and delivered said
instrument as their free and voluntary act, and as the voluntary act of the Village of Arlington
Heights, an Illinois municipal corporation, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this 26th day of OCTOBER, 2015.

Donna M. Locher
Notary Public



ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Thomas Middle School – 1430 N. Belmont

Special Use

Round 1

RECEIVED
AUG 23 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 1 Review Comments

08/15/2016

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code.

3. Present traffic problems?

Currently there are no traffic problems at the school. However, if the pick up/drop off arrangements are changed due to the expansion, it may create traffic issues. Please advise if any changes will be made so the police department can provide appropriate recommendations.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development should not create any additional traffic problems.

6. General comments:

-The new enclosed courtyard area needs to be well lit and measures need to be taken to ensure that area is not accessible- ie fencing, gates. Although the courtyard is enclosed, there have been issues at other buildings and schools in AH with juveniles accessing these areas via rooftops and ladders.

-Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

6tc C Regilio 4301
Carrie Regilio, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

SHB #547
Supervisor's Signature

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-20-303-606-0000
Petitioner: Don Hansen, STR Partners LLC, Architects	Location: 1430 N. Belmont Ave.
350 W. Ontario St., Suite 200	Rezoning: _____ Current: _____ Proposed: _____
Chicago, IL 60654	Subdivision: _____
Owner: Ryan Schulz, Arlington Hts. School Dist. 25	# of Lots: _____ Current: _____ Proposed: _____
1200 S. Dunton Ave.	PUD: _____ For: _____
Arlington Heights, IL 60005	Special Use: ☒ For: Public Elem. School
Contact Person: _____	Land Use Variation: ☒ For: Parking Variation
Address: _____	Height Variation _____
Phone #: 312-464-1444 ext. 168	Land Use: _____ Current: _____
Fax #: 312-464-0785	Proposed: _____
E-Mail: don@strpartners.com	Site Gross Area: 471,219 S.F.
	# of Units Total: _____
	1BR: _____ 2BR: 3BR: 4BR: _____

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

1. GENERAL COMMENTS:

See the attached accessibility comments.

Sean Freres, LEHP  8/15/16
Environmental Health Officer Date

James McCalister  8/15/16 Direc
lor Date

Plan Commission Review

Address: Thomas Middle School
1430 N. Belmont Ave.
Special Use Permit to allow a Middle School, Parking and
Height Variations
P.C. #16-020
Round 1

Submitted to: Sam Hubbard
Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: August 12, 2016

Re: Illinois Accessibility Code (IAC), Effective April 1997
<http://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Proposed First Floor Plan

- 1) In each locker room provide an accessible changing bench (24-inches by 48-inches) with the long side attached to a wall. The accessible bench shall be installed at a height of 17-19 inches. See IAC Section 400.320(c)(4).

Site Plan - Parking

- 2) Enlarged Replacement Parking Lot. Add one accessible parking space. IAC Section 400.310(c) requires 3 Accessible Parking spaces in parking lots with 51 to 75 total parking spaces.
- 3) Existing Parking Lot – Accessible Parking Spaces. IAC Section 400.310(c)(3) requires each accessible parking space to be 16-feet wide, and shall not share a common access aisle with adjacent accessible parking spaces.

RECEIVED

AUG 15 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Planning & Community Development Dept. Review

August 23, 2016

REVIEW ROUND 1

Project: 1430 N. Belmont Ave. – School District 25
Thomas Middle School

Case Number: PC 16-020

General:

7. The “Beneficial Owners” signature is required on page “A” of the application. An electronic copy of this page can be provided to the school district, upon request, so this signature can be added.
8. Section 5.1-3.2a. of Chapter 28 of the Municipal Code classifies all schools as “Special Uses” within the R-3 Zoning District. No Special Use Permit has been granted for the subject property. As an addition to the school has been proposed, a Special Use Permit to allow a middle school on the subject property is required. Staff is supportive of this request.
9. The following Variations have been identified:
 - a. Section 5.1-3.6a to allow a front yard setback of 22.55’ along Thomas Street where code requires a 25’ setback. This setback applies to the existing building.
 - b. Section 5.1-3.6 to allow an exterior side yard setback of approx. 21.25’ where code requires a 40’ setback. This setback applies to the existing building.
 - c. Section 5.1-3.9 to allow a building height of 33’-8” for the existing building and proposed gym, where code limits the building height to 25’
 - d. Section 11.4-4 to allow 141 parking spaces where code requires 314 parking spaces.

Site Plan:

10. Please revise the site plan to show the setback of the existing building along Belmont Avenue, as measured from the closest point of the building to the eastern property line along Belmont Avenue.
11. The impervious surface calculations as contained on the site plan do not include the impervious surface from the building addition. Please revise this calculation on the site plan to include all impervious surfaces on the site.
12. It does not appear that any lighting is proposed within the new parking lot. If any parking lot lighting is proposed, a photometric plan and cut sheets for the fixtures is required. Please confirm if any lights are proposed within the new parking lot.

Parking and Traffic:

13. The site plan and parking study indicate that four handicap parking spaces exist on the site between the two parking lots (two in each parking lot). The proposed parking lot will remove two of the existing handicap spaces and will provide two new handicap parking spaces. However, the parking study states that five handicap parking spaces will be provided. Please clarify how five spaces will be provided. Per Section 11.2-10.1, five handicap parking spaces are required.
14. The traffic study indicates that school buses stage in the western parking lot in preparation for pickup operations

along Belmont Avenue. The study also states that the anticipated increase in students may require one additional school bus. The traffic study should evaluate if the western parking lot has sufficient capacity to accommodate an additional school bus if needed. Additionally, the parking study should evaluate how an additional school bus may impact pick-up operations along Belmont Avenue.

15. The parking requirements for the site are shown below:

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Thomas Middle School	Elementary School	135	44	1 space per classroom plus two spaces per employee	314
Total Parking Required					314
Total Parking Provided					141
Parking Surplus /(Deficit)					173 (55% reduction in required parking)

As outlined above, a parking variation is required.

Prepared by:



Thomas Middle School
1430 N Belmont Avenue
PC 16-020
August 23, 2016

Landscape Issues

- 1) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, Section 6.16-1.2b). Where there is a double row of parking, include two trees within the island.
- 2) It is recommended that landscaping be provided on the south elevation in order to buffer the proposed addition.



STR PARTNERS LLC
350 WEST ONTARIO STREET
SUITE 200
CHICAGO IL 60654
T 312.464.1444
F 312.464.0785
www.strpartners.com

September 21, 2016

Mr. Sam Hubbard
Development Planner
Planning and Community Development Department
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**

Plan Commission 16-020

Thomas Middle School

1430 N. Belmont Avenue

STR Project #16047

Dear Mr. Hubbard:

The following are responses to comments received August 26 for the Plan Commission application for the proposed improvements located at Thomas Middle School.

Building Services Department-Plan Reviewer

1. Provide construction type of existing building and the proposed addition.

The construction type is Type 2 Unprotected (2B per 2009 International Building Code). This information has been noted on the revised proposed first floor plan sheet.

2. Indicate if the existing building has fire suppression and fire alarm systems.

The existing building has fire suppression and fire alarm system. This information has been noted on the revised proposed first floor plan sheet.

3. Provide a height and area calculation based on Table 503 of the 2009 International Building Code.

Existing and proposed heights and areas comply with 2009 International Building Code. This calculation has been noted on the revised proposed first floor plan sheet.

4. Provide details on travel distance in the new addition to the nearest exit, along with an occupant load calculation for each exit.

Travel distances and occupant load calculations have been added to the revised proposed first floor plan and proposed second floor plan sheets.

Building Services Department-Fire Safety Division

1. Section 503.1.1 of the Fire Code, Buildings and Facilities, requires Approved fire apparatus access roads to be provided for every building or portion of a building hereafter constructed and shall extend to within 150 feet of all portions of the facility and all portions of the exterior wall of the first story of the building around the exterior of the building or facility. It appears that the distance to the northwest corner of the proposed addition exceeds this dimension. Suggest that an approved fire lane to be considered to negate this problem.

A fire lane has been included in the revised Engineering Site Plans set.

Public Works Department

1. Ensure that all sidewalks are returned to satisfactory condition at the completion of construction.

A note has been added to the plans calling for all sidewalks are to be returned to satisfactory condition upon the completion of construction.

2. The wire mesh screening system on Restrictor Structure A will most likely clog unless maintained/cleaned frequently. The best way to provide screening would be a bar or grate type screening structure, not mesh.

A wire mesh has been called for in order to allow water to flow to the restrictor structure if the bottom of the wire mesh becomes clogged. We feel that the use of a grate would inhibit flow in its entirety if it became clogged. We believe that the use of the wire mesh reduces the potential of the restrictor becoming clogged and failing. This type of trash rack was also called out on the approved design plans for the improvements at Ivy Hill Elementary School and Olive-Mary Stitt School of School District 25. The detail initially submitted has not been revised.

3. Verify condition of any utility structures that are either being re-used, left in place or having new connections. Replace as necessary.

Note to verify condition of structures and replace as necessary has been added to the plans.

4. All sidewalk improvements shall meet ADA compliance.

All sidewalks shall be designed in compliance with the IAC.

5. All asphalt repairs on Village R.O.W. shall be a minimum of 3' wide to accommodate roller.

All asphalt repairs to be performed within the Village ROW have been noted and shown as having a minimum width of 3' to accommodate a roller.

6. Verify condition of any traffic signage prior to re-use to ensure compliance with MUTCD.

A note has been added to Sheet C1.1 calling for the condition of any traffic signage to be verified in compliance with MUTCD requirements prior to reuse.

7. New parking lot entrance requires two utility structures to be adjusted or rebuilt depending on condition.

Noted.

Engineering Department

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

I accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plan Coordinate System – Illinois East.

A northing and easting has been included with the Project Benchmarks information.

13. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) must be executed prior to final engineering approval. Attached is a copy of the OUMA from the recent Ivy Hill Elementary School project. Use this as a template and modify for the Thomas Middle School project. A Word document template can be requested and e-mailed.

An Onsite Utility Maintenance Agreement has been filled out and signed by Arlington Heights School District 25. It is enclosed.

14. Some detention calculations provided previously under separate cover. Final approval will require detention calculations showing HWL storage required, storage provided, and restrictor sizing calculations. Clearly show the overflow route for the site. An open basin requires a 1-foot freeboard with a n overflow weir at the 6" line. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in trap in catch basin. Provide a short narrative discussing the previous detention requirements and the new requirements.

Detention calculations as well as a Stormwater Management narrative will be completed and provided directly to the Village of Arlington Height's Engineering Department under separate cover.

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

Modifications to the site include parking lot lighting. A site photometric lighting diagram indicating lighting intensities is enclosed. Catalog cuts for exterior luminaires are also enclosed.

16. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of 2" Surface 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick (no reinforcement in public ROW).

The Heavy-Duty (Fire Lane) Asphalt Pavement Section shown in the Paving & Surface Legend on Sheet C4.1 has been revised. Notes to omit the welded wire fabric in the public ROW have also been added to the legend.

17. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

Bike racks are currently provided at the school on the north side of the building. These existing racks have been added to the site plan.

18. Sheet C1.1: There is an area northwest of the building that is shown as to be removed plan, but is not addressed anywhere else in the plans. Is this included in the project?

The area noted has been added to the project scope since the previous submittal. The information in regard to the proposed work to be performed in this location has been added to the applicable sheets.

19. Sheet C3.1: There is an existing north-south 6" PVC sewer line shown per the record drawing south of the new building addition. This existence and function of this line must be verified prior to approval.

The existence of the PVC storm sewer shall be investigated. Upon an initial site visit the structures shown on the record plan were not located. Notes calling to field locate and verify the 6" storm sewer has been added to Sheet C3.1.

20. Sheet C4.1: The HWL in the east pond is shown at elev. =689.16, not at the actual HWL of 690.16. Double check detention calculations.

The locations of the proposed detention basins and stormwater calculations have been revised.

21. Sheet CX2.1: Show the extent of the front and rear overhangs for the fire vehicle. Remove the bus lines from this exhibit, since there is a separate exhibit for the bus.

Line work delineating the extents of the front and rear overhangs for the fire vehicle have been provided. The bus lines have been removed.

22. Sheet CX2.2: Show the extent of the front and rear overhangs of the bus.

Line work delineating the extents of the front and rear overhangs for the bus have been provided.

23. The traffic report indicates that the bus drop off activity occurs in the west lot but also states that there is bus activity along Belmont Avenue. It is also stated that parents use these areas at the same time. A more detailed explanation of the bus loading in relation to parent vehicles navigating these areas needs to be provided. Since the busses are supposed to be loading with their stop paddles extended, no other car traffic should be loading during loading operations.

School buses only unload students along the west side of Belmont Avenue in the morning and only pick-up students in the West Lot in the afternoon. Belmont Avenue is only used by parents in the afternoon.

During the morning arrival period, 6th Grade parents are instructed to enter the West Parking Lot from Thomas Street, drop-off their student(s) and the exit right back onto Thomas Street. 7th and 8th grade parents are instructed to drop-off students on the west side of Belmont Avenue by the school. School buses also use the west side of Belmont Avenue to drop-off students. The South Lot is only used by teachers and visitors and is not open during arrival and dismissal.

During the afternoon dismissal period, school buses are staged in the West Parking lot to pick-up students. No parent traffic is allowed in the West Lot before or during dismissal until all school buses have loaded and have left the lot. All students are picked up from the Belmont Average frontage.

A copy of the school instructions that graphically show the procedures was included in the appendix.

24. A more detailed description of the parent drop off and pick up along the west side of Belmont Avenue must be provided. Capacity of the current bump out lane, mitigating the opposite side loading, and recording if the traffic queue backs-up in the Belmont Avenue and Thomas Road intersection must be presented. Eastbound to southbound right turning vehicle volumes at this location have previously been noted to be a problem, which may be aggravated by the volume of parent vehicles coming from the west lot and turning right onto Belmont.

Please see the description of the arrival and dismissal procedures in response to Item 23.

During the observations of the arrival and dismissal periods, no major back-ups were observed in the eastbound to southbound right-turn movement. The existing right-turn lane is storage is 100 feet long so that when there is a backup, it does not interfere with eastbound Thomas traffic flows. Other than several parents using the small

parking lot on the east side of Belmont, opposite loading was not observed by the school.

25. A signage plan for both bus loading areas, the left turn prohibition signage, as well as other required signage modifications must be provided and installed with this construction.

Proposed signage was shown on the previous submittal. The signage has been clouded in the revised drawings.

Arlington Heights Fire Department

1. Addition to be sprinkled.

The addition will be sprinkled. This information has been noted on the revised proposed first floor plan sheet.

2. Provide a fire access lane connecting the proposed parking lot on the southeast to the existing parking on the northwest.

This response will be sent under separate cover.

3. Provide a continuous walkway from the new addition, in either direction to the public way.

Continuous walkways have been provided in either direction to the public way.

Disability Services Coordinator

1. In each locker room provide an accessible changing bench (24-inches by 48-inches) with the long side attached to a wall. The accessible bench shall be installed at a height of 17-19 inches. See IAC Section 400.320(c)(4).

An accessible changing bench (24-inches by 48 inches) with the long side attached to a wall has been added in each locker room. This information has been noted on the revised proposed first floor plan sheet.

2. Enlarged Replacement Parking Lot – Add one accessible space. IAC Section 400.310(c) requires 3 Accessible Parking spaces in parking lots with 51 to 75 total parking spaces.

Three accessible parking spaces have been provided in the new lot.

3. Existing Parking Lot – Accessible Parking Spaces. IAC Section 400.310(c)(3) requires each accessible parking space to be 16-feet wide, and shall not share a common access aisle with adjacent parking spaces.

The total site requires only 5 Accessible Parking stalls. The stall furthest to the west will not be restriped as an accessible parking stall after the parking lot is seal coated.

Planning & Community Development

7. The "Beneficial Owners" signature is required on page "A" of the application. An electronic copy of this page can be provided to the school district, upon request, so the signature can be added.

Page "A" of the application with the school district's signature is enclosed.

8. Section 5.1-3.2a. of Chapter 28 of the Municipal Code classifies all schools as "Special Uses" within the R-3 Zoning District. No Special Use Permit has been granted for the subject property. As an addition to the school has been proposed, a Special Use Permit to allow a middle school on the subject property is required. Staff is supportive of this request.

A Special Use Permit has been requested in the Application. It is noted that staff is supportive of the request.

9. The following variations have been identified:

- a. Section 5.1-3.6a to allow a front yard setback of 22.25' along Thomas Street where code requires a 25' setback. This setback applies to the existing building.
- b. Section 5.1-3.6 to allow an exterior side yard setback of approximately 21.25' where code requires a 40' setback. This setback applies to the existing building.
- c. Section 5.1-3.9 to allow a building height of 33'-8" for the existing building and proposed gym, where code limits the building height to 25'.
- d. Section 11.4-4 to allow 141 parking spaces where code requires 314 parking spaces.

Variations for setbacks, height and parking are requested. A revision to the "Special Use and Variations" request previously submitted August 2 is enclosed.

10. Please revise the site plan to show the setback of the existing building along Belmont Avenue, as measured from the closest point of the building to the eastern property line along Belmont Avenue.

The Proposed Site Plan is revised to show the setback of the existing building along Belmont Avenue and is enclosed.

11. The impervious surface calculations as contained on the site plan do not include the impervious surface from the building addition. Please revise this calculation on the site plan to include all impervious surfaces on the site.

The impervious surface calculation is revised. This calculation has been noted on the revised site plan sheet.

12. It does not appear that any lighting is proposed within the new parking lot. If any parking lot lighting is proposed, a photometric plan and cut sheets for the fixtures is required. Please confirm if any lights are proposed within the new parking lot.

Lighting is proposed within the new parking lot. A photometric plan and cut sheets for the fixtures is enclosed.

13. The site plan and parking study indicate that four handicap parking spaces exist on the site between the two parking lots (two in each parking lot). The proposed parking lot will remove two of the existing handicap spaces and will provide two new handicap parking spaces. However, the parking study states that five handicap parking spaces will be provided. Please clarify how five spaces will be provided. Per Section 11. 2-10.1, five handicap parking spaces are required.

The site plan has been modified to accommodate five accessible parking spaces as noted in the traffic report and village staff. A total number of 140 (135 + 5 Accessible) parking spaces are provided.

14. The traffic study indicates that school buses stage in the western parking lot in preparation for pickup operations along Belmont Avenue. The study also states that the anticipated increase in students may require one additional school bus. The traffic study should evaluate if the western parking lot has sufficient capacity to accommodate an additional school bus if needed. Additionally, the parking study should evaluate how an additional school bus may impact pick-up operations along Belmont Avenue.

The Western Lot can accommodate 12 buses. The additional bus will not impact the impact the pick-up operations along Belmont Avenue during the afternoon dismissal because the bus will be in the West Lot for loading. During the morning arrival period, school buses stop on Belmont Avenue, unload their students, and then leave the areas. One additional bus will not adversely impact the queueing on Belmont Avenue.

15. The parking requirements for the site are shown below:

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Thomas Middle School	Elementary School	135	44	1 space per classroom plus two spaces per	314
Total Parking Required					314
Total Parking Provided					140
Parking Surplus /(Deficit)					173 (55% reduction in required parking)
As outlined above, a parking variation is required.					

As outlined above, a parking variation is required.

The required parking variation was noted in the traffic study and the above table. The revised site plan has 140 total parking stalls (135 + 5 Accessible) which will increase the variation to 174 parking stalls.

Planning & Community Development-Landscape Drawing

1. The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, Section 6.1.6-1.2b). Where there is a double row of parking, include two trees within the island.

An updated plan will be sent under separate cover. Two shade trees have been included within the landscape islands located at the end of the parking rows.

2. It is recommended that landscaping be provided on the south elevation in order to buffer the proposed addition.

An updated plan will be sent under separate cover. Landscaping shall be provided on the south elevation of the proposed addition.

Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,



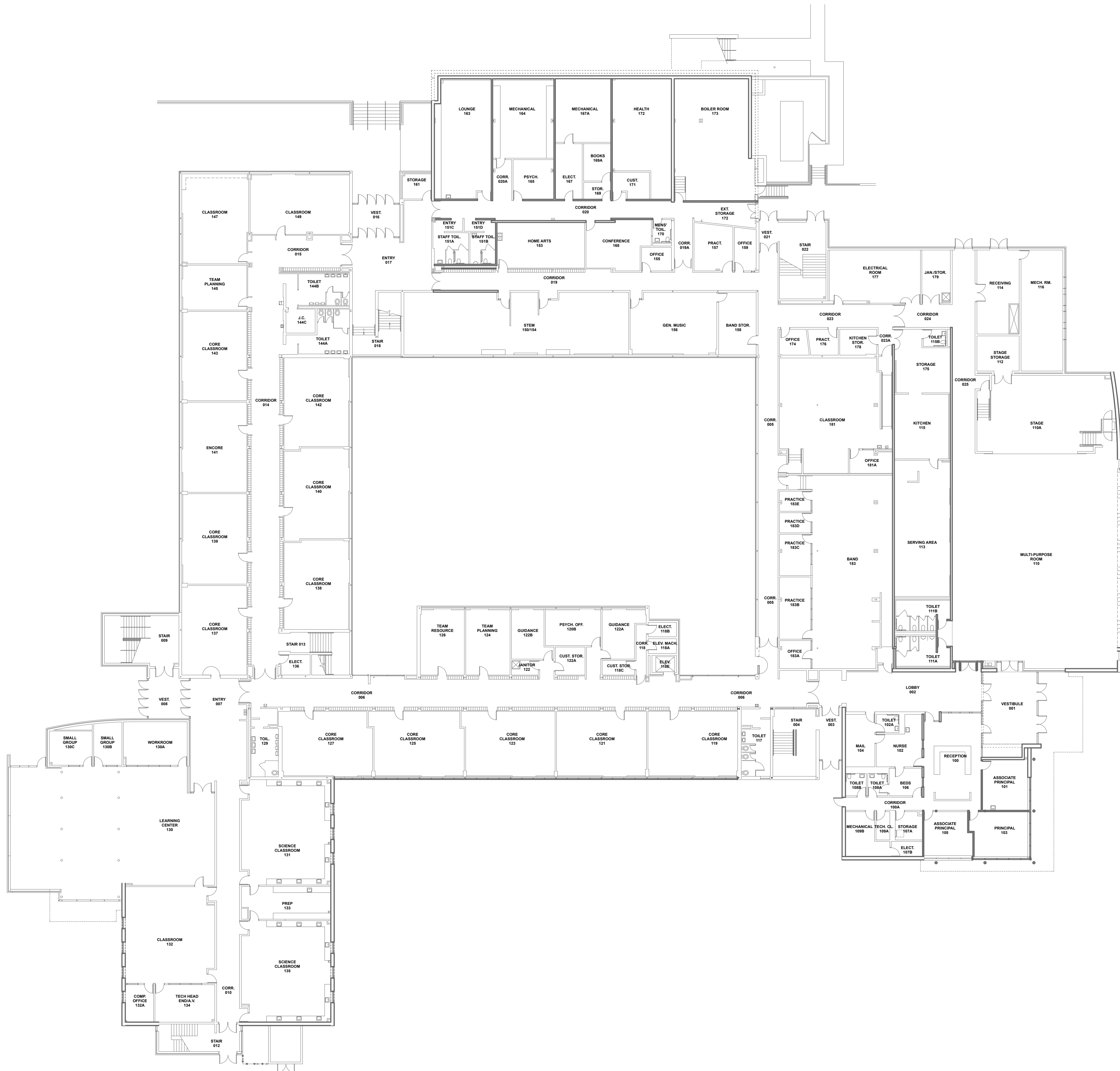
Don Hansen, AIA, LEED AP
 Senior Project Manager

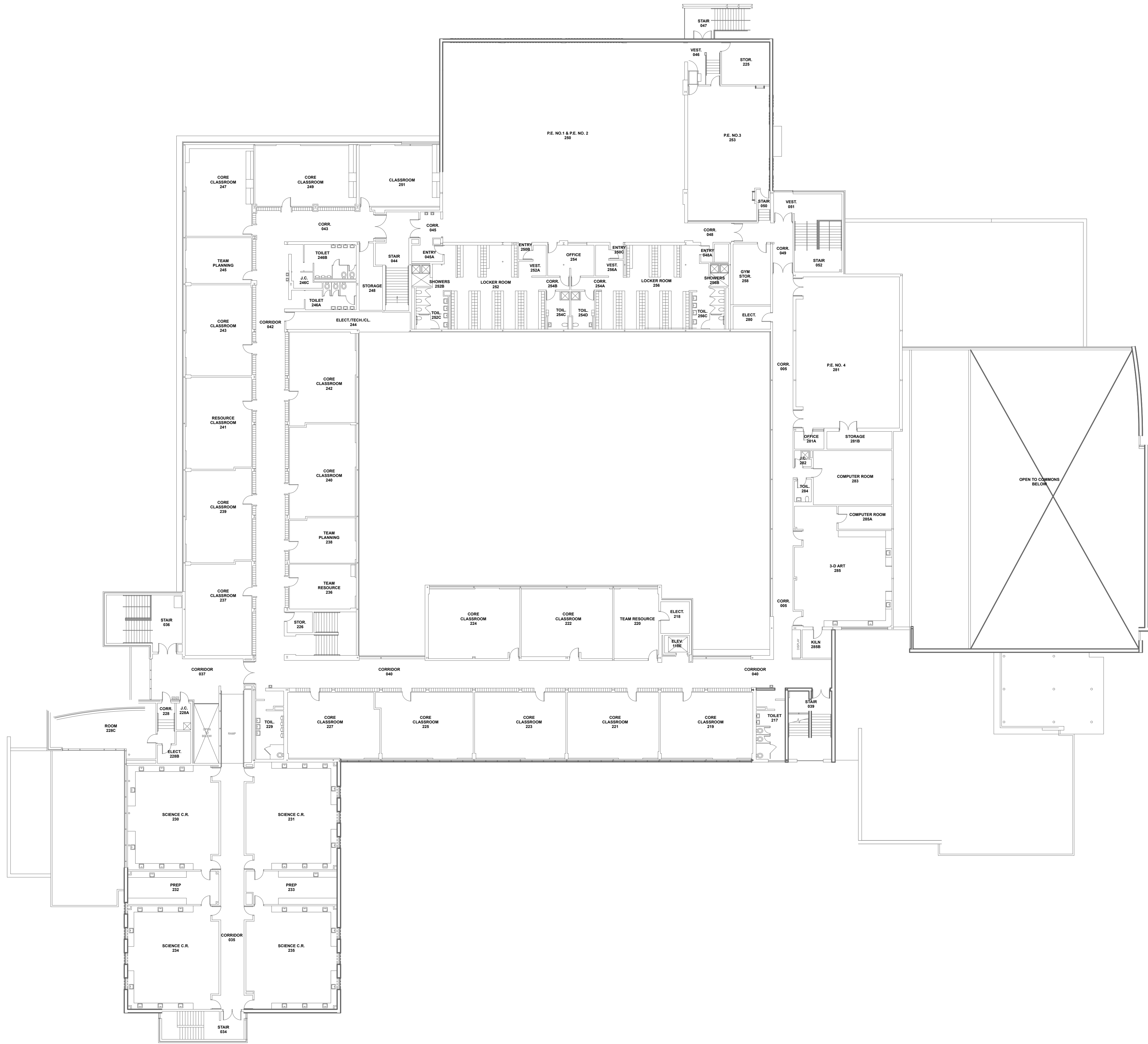


Mr. Sam Hubbard
PC Project #16-020
STR Project # 16047
September 21, 2016
Page 10 of 10

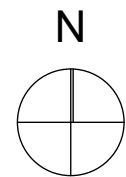
cc: Stacey Mallek, Arlington Heights School District 25
Ryan Schulz, Arlington Heights School District 25
Mike Henderson, STR Partners LLC

EXISTING FIRST FLOOR PLAN





EXISTING SECOND FLOOR PLAN



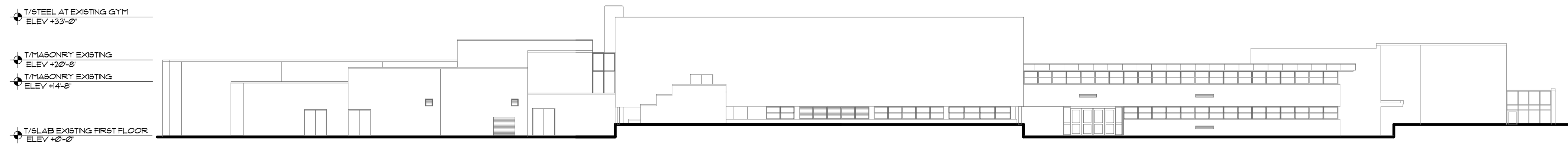
PROJECT DATA: THOMAS MIDDLE SCHOOL

Construction Type	
Existing Building: Type 2 Unprotected Proposed Addition: Type 2 Unprotected (28 2009 IBC)	
Automatic Fire Suppression	
Existing Building: Yes, throughout building Proposed Addition: Yes, throughout addition	
Fire Alarm System	
Existing Building: Yes, throughout building Proposed Addition: Yes, throughout addition	
Allowable Height per 2009 IBC	
Allowable Tabular Stories and Height [Table 503]:	2 stories, 55 feet
Stories/Height Increase due to Sprinklers:	1 story, 20 feet
Allowable Stories/Height:	3 stories, 75 feet
Actual Stories/Height:	2 stories, 33'-8" (39'-4" to top of existing chimney)
Allowable Building Area	
Building 1	
Allowable Tabular Area [Table 503]:	14,500 SQ. FT.
Area Increase due to Frontage: $[769/1303 - 0.25] \times 1 = 34\%$	4,930 SQ. FT.
Area Increase due to Sprinklers: 200%	29,000 SQ. FT.
ALLOWABLE AREA PER FLOOR:	48,430 SQ. FT.
ALLOWABLE BUILDING AREA:	48,430 x 3 = 145,290 SQ. FT.
ACTUAL Area of Building 1 – 1st Floor	34,252 SQ. FT. (18,334 SQ. FT. ADDITION)
ACTUAL Area of Building 1 – 2nd Floor	1,936 SQ. FT. (16,047 SQ. FT. EXISTING)
ACTUAL Building Area of Building 1	1,936 SQ. FT. (1,936 SQ. FT. ADDITION)
	36,188 SQ. FT.
Building 2	
Allowable Tabular Area [Table 503]:	14,500 SQ. FT.
Area Increase due to Frontage: $[496/1036 - 0.25] \times 1 = 22.88\%$	3,318 SQ. FT.
Area Increase due to Sprinklers: 200%	29,000 SQ. FT.
ALLOWABLE AREA PER FLOOR:	46,818 SQ. FT.
ALLOWABLE BUILDING AREA:	46,818 x 3 = 140,454 SQ. FT.
ACTUAL Area of Building 2 – 1st Floor	43,900 SQ. FT. (40,430 SQ. FT. EXISTING)
ACTUAL Area of Building 2 – 2nd Floor	43,900 SQ. FT. (47,240 SQ. FT. EXISTING)
ACTUAL Building Area of Building 2	87,800 SQ. FT. (87,670 SQ. FT. EXISTING)
Building 3	
Allowable Tabular Area [Table 503]:	14,500 SQ. FT.
Area Increase due to Frontage: $[327/569 - 0.25] \times 1 = 32.47\%$	4,708 SQ. FT.
Area Increase due to Sprinklers: 200%	29,000 SQ. FT.
ALLOWABLE AREA PER FLOOR:	48,208 SQ. FT.
ALLOWABLE BUILDING AREA:	48,208 x 3 = 144,624 SQ. FT.
ACTUAL Area of Building 3 – 1st Floor	11,032 SQ. FT. (11,033 SQ. FT. EXISTING)
ACTUAL Area of Building 3 – 2nd Floor	9,250 SQ. FT. (9,250 SQ. FT. EXISTING)
ACTUAL Building Area of Building 3	20,282 SQ. FT. (20,283 SQ. FT. EXISTING)
Exit Access Distance	
	250 feet (Table 1016.1) Fully Sprinkled

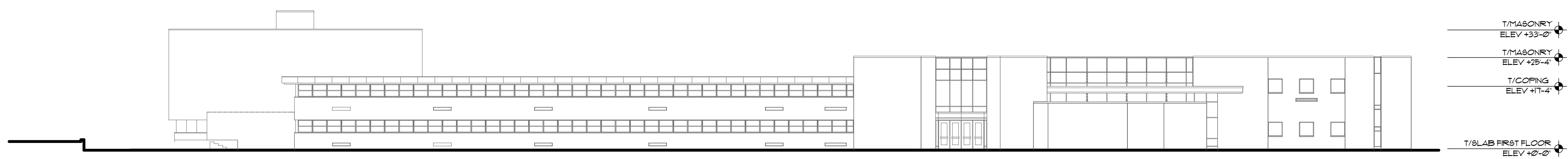


PROPOSED FIRST FLOOR PLAN

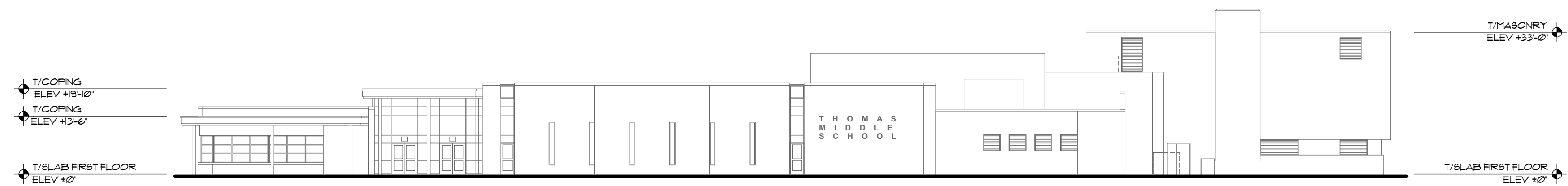
1 PROPOSED FIRST FLOOR PLAN
SCALE: 1" = 20'



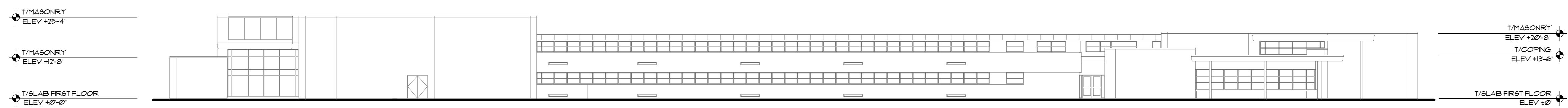
4 NORTH ELEVATION - THOMAS STREET
SCALE: 1" = 20'



3 WEST ELEVATION - NORTH ARLINGTON HEIGHTS ROAD
SCALE: 1" = 20'

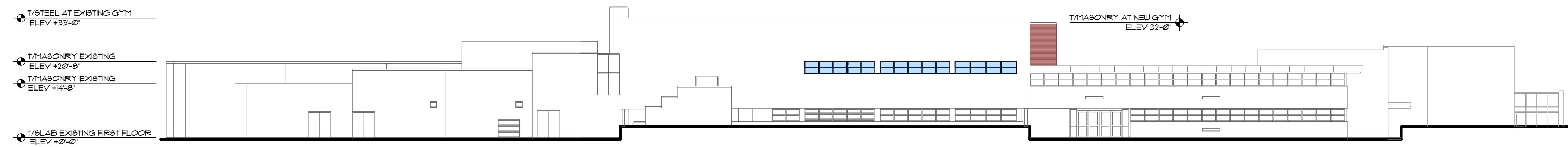


2 EAST ELEVATION - NORTH BELMONT STREET
SCALE: 1" = 20'

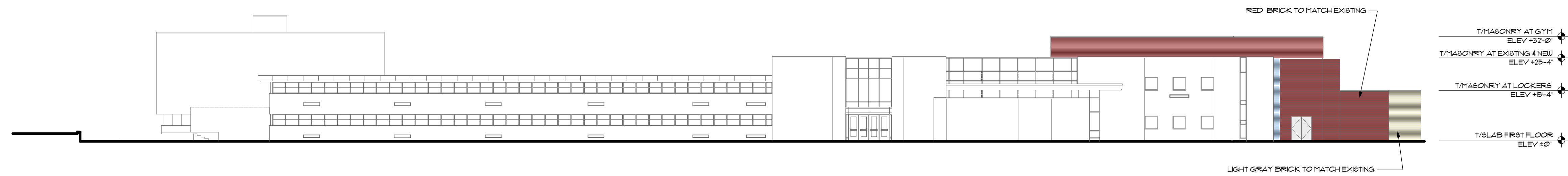


1 SOUTH ELEVATION
SCALE: 1" = 20'

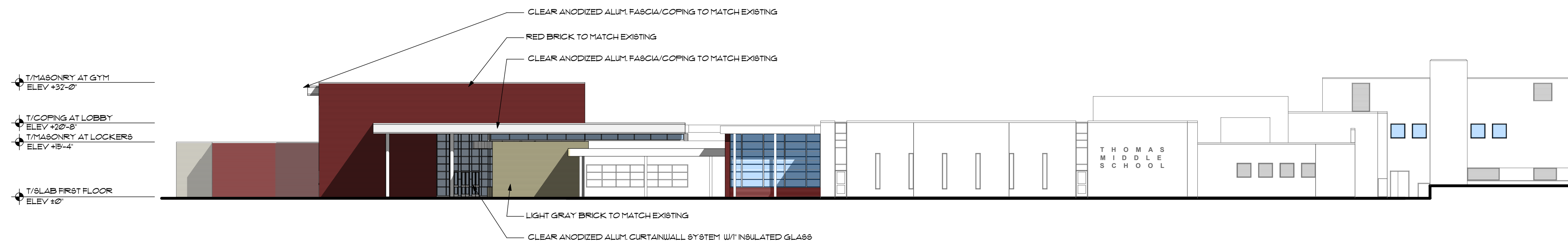
EXISTING BUILDING ELEVATIONS



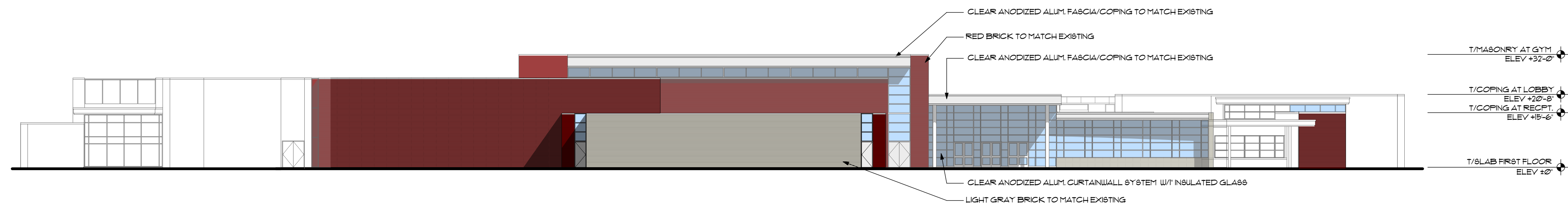
4 NORTH ELEVATION - THOMAS STREET
SCALE: 1" = 20'



3 WEST ELEVATION - NORTH ARLINGTON HEIGHTS ROAD
SCALE: 1" = 20'

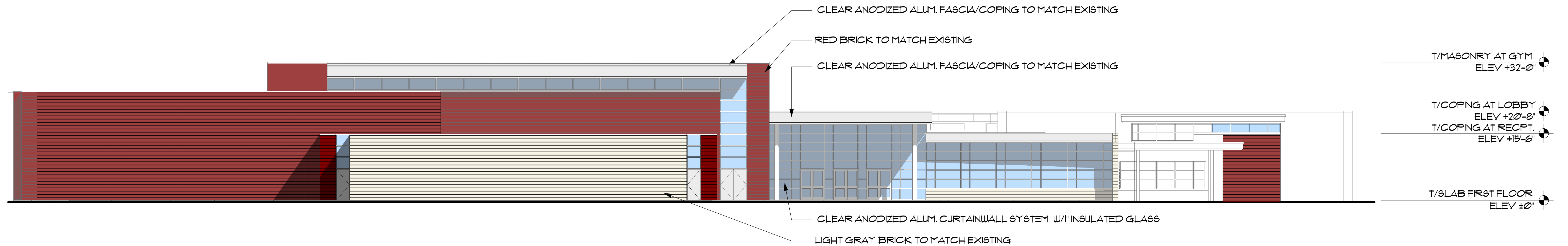


2 EAST ELEVATION - NORTH BELMONT STREET
SCALE: 1" = 20'

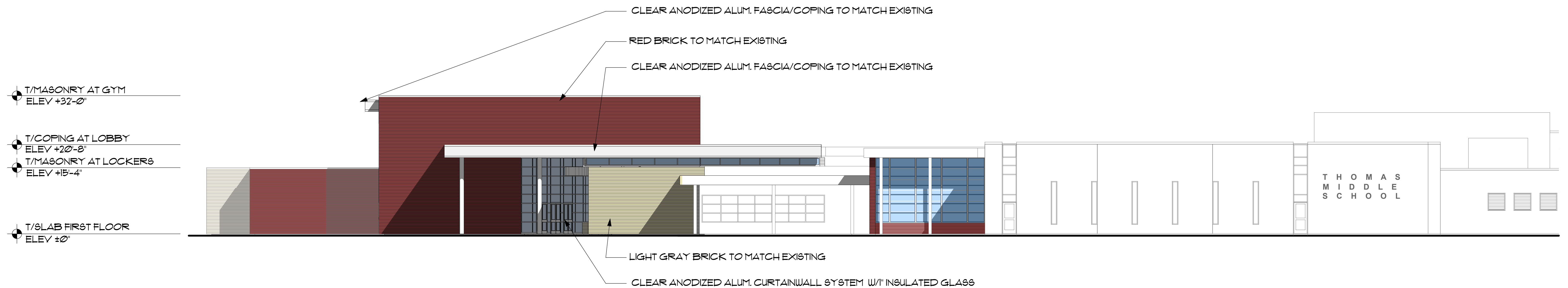


1 SOUTH ELEVATION
SCALE: 1" = 20'

PROPOSED BUILDING ELEVATIONS



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

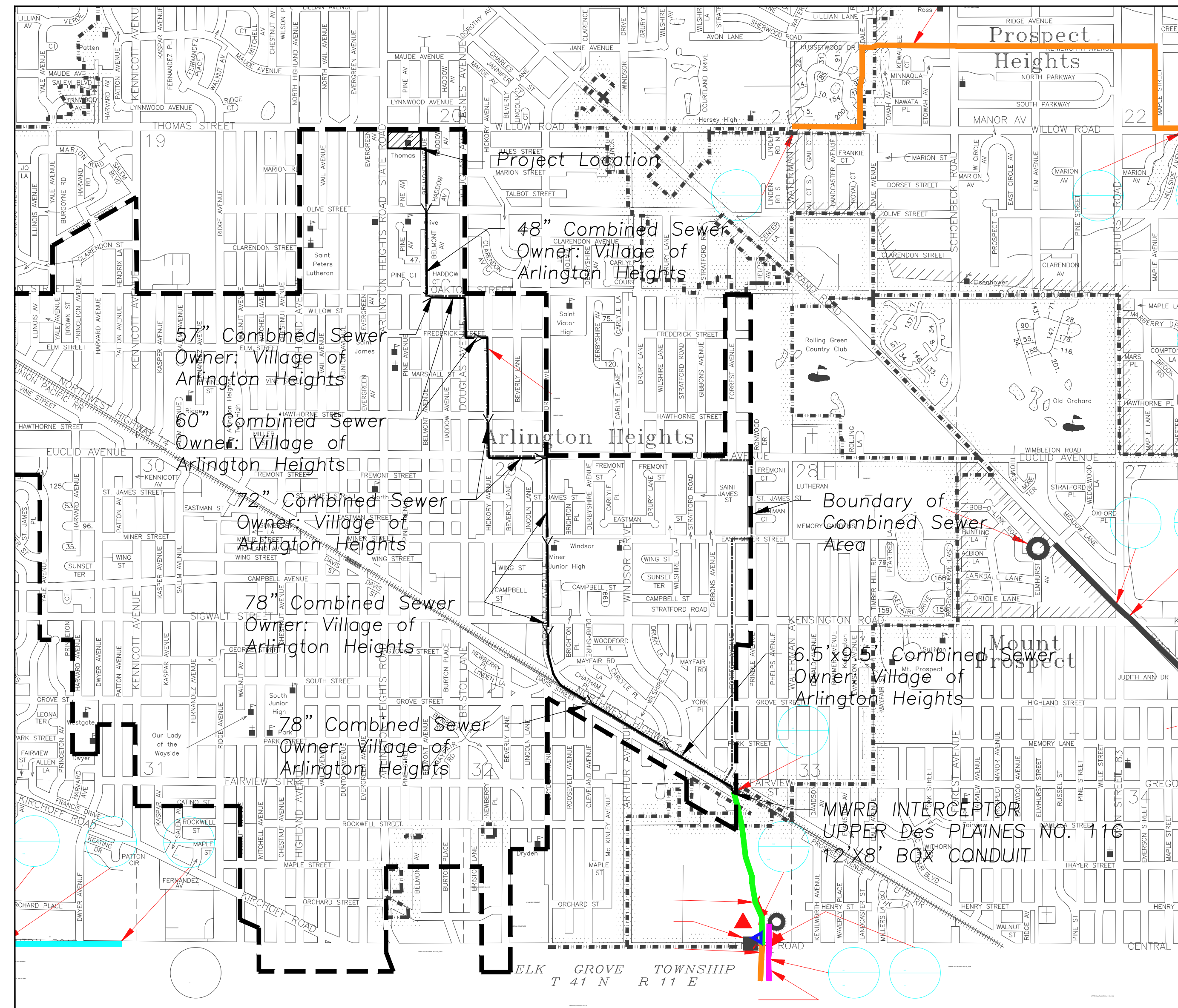
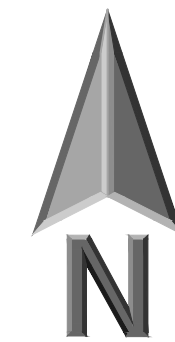


2 EAST ELEVATION - NORTH BELMONT STREET
SCALE: 3/32" = 1'-0"

COLOR RENDERING

THOMAS MIDDLE SCHOOL ADDITION AND RENOVATIONS

1430 N. Belmont Ave. Arlington Heights, IL 60004



SHEET INDEX	
C0.0	Cover Sheet
C0.1	Plot of Topographic Survey
C0.2	Site Work Notes
C1.1	Site Demolition Plan
C2.1	Site Geometry Plan
C3.1	Site Utility Plan
C4.1	Grading and Paving Plan
C5.1	Soil Erosion and Sediment Control Plan
C6.1	Site Work Details
C6.2	Site Work Details
C6.3	Site Work Details
C6.4	Site Work Details
C7.1	Alternate 2
L1.1	Landscape Plan
L1.1a	Landscape Plan Alternate 2
L1.2	Landscape Details
L1.3	Tree Preservation Plan
L1.3a	Tree Preservation Plan Alternate 2
EXHIBIT INDEX	
CX1.1	Project Disturbance
CX2.1	AutoTurn Exhibit—Fire Lane
CX2.2	AutoTurn Exhibit—School Bus
CX2.3	AutoTurn Exhibit—School Bus Northwest Parking Lot
CX3.1	Watershed Exhibit

DRAINAGE STATEMENT

To The Best Of Our Knowledge And Belief, It Is Our Professional Opinion That The Proposed Improvements On The Property Are Not Within One-Hundred (100) Feet Of A Known Flood Protection Area. The Drainage Of The Surface Waters Will Not Be Changed By The Construction Of This Development Or Any Part Thereof, Or That If Such Surface Water Drainage Will Be Changed, Reasonable Provisions Have Been Made For The Collection And Diversion Of Such Surface Waters Into Public Areas Or Drains Which The Property Owner Has A Right To Use, And That Such Surface Waters Will Be Planned For In Accordance With Generally Accepted Engineering Practices So As To Reduce The Likelihood Of Damage To The Adjoining Property Because Of The Construction Of The Development.



145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE: (847) 223-4804
FAX: (847) 223-4864
EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

THOMAS MIDDLE SCHOOL ADDITION AND RENOVATIONS

1430 N. Belmont Avenue
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
	09/26/16	Issued For Bid & Permit
2	10/06/16	Addendum 2

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Design By: JC	Date: 07/25/16
Approved By: KC	Project No.

Sheet Title:

COVER SHEET

Sheet No:

C0.0

SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number F5215.

PROJECT BENCHMARKS

Source Benchmark:
Village of Arlington Heights Monument .39 At The Northeast Corner of W. Olive Street And Arlington Heights Road.
Elevation = 703.13 NAVD88

Site Benchmark:
Cut "x" Cross On Concrete Sidewalk At The Northeast Corner Of Parcel
Elevation = 697.05 NAVD88

Easting: 1080389.665
Northing: 1980117.698

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE: (847) 223-4804
FAX: (847) 223-4864
EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

THOMAS MIDDLE SCHOOL ADDITION AND RENOVATIONS

1430 N. Belmont Avenue
Arlington Heights, Illinois

PLAT OF SURVEY

LOTS 23, 25 AND THE NORTH 3/4 ACRES OF LOT 27 IN ALISON'S ADDITION
OF ARRLINGTON HEIGHTS, BEING A SUBDIVISION OF THE SOUTHWEST QUARTER
OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD
PRINCIPAL MERIDIAN, EXCEPT THE WEST HALF OF THE SOUTHWEST QUARTER
THEREOF, AND THE SOUTH 4/4 ACRES OF THE EAST HALF OF THE SOUTHWEST
QUARTER OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD
PRINCIPAL MERIDIAN, ACCORDING TO THE LAST SAID AS RECORDED
OCTOBER 13, 1906, IN BOOK 182 OF PLATS, PAGE 42, AS DOCUMENT
3941663, IN COOK COUNTY, ILLINOIS.

THE PREMISES COMMONLY KNOWN AS:
1430 N. BELMONT AVENUE, ARLINGTON HEIGHT, IL.
PARCEL ABB # 471219, S.F.
P.N. 03-20-303-008

Reserved for Seal:

Expiration Date: _____

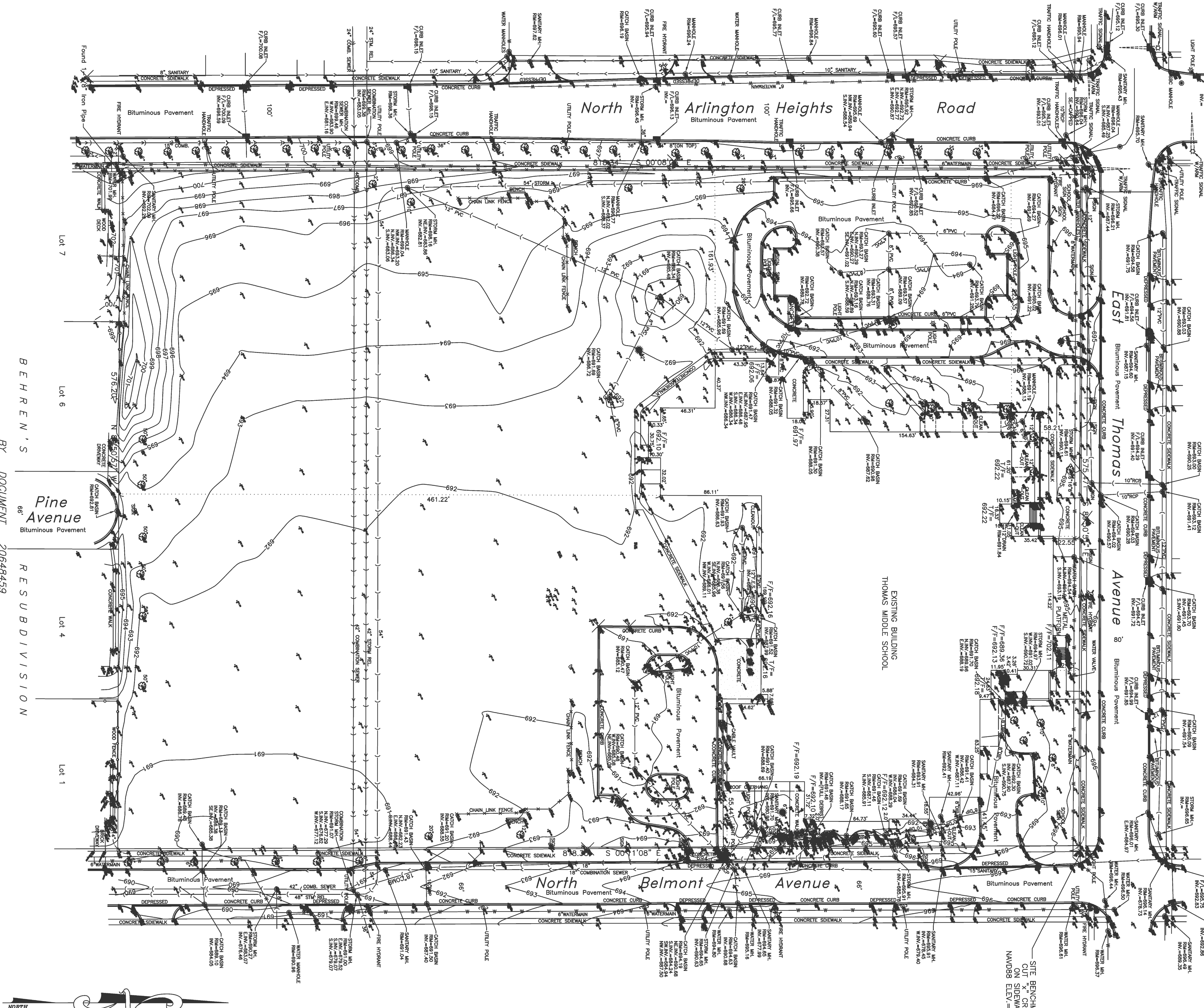
No.	Date	Description
	09/26/16	Issued For Bid & Permit
2	10/06/16	Addendum 2

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CONSENT OF ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design By:	JC	Date:	07/25/16
Approved By:	KC	Project No.	

Sheet Title:
**PLAT OF
TOPOGRAPHIC
SURVEY**

Sheet No:
C0.1



STATE OF ILLINOIS
COUNTY OF LAKE

S.S.

SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS MONUMENT 39
AT THE NORTHEAST CORNER OF W. OLIVE
STREET AND ARLINGTON HEIGHTS ROAD.
ELEVATION= 703.13 NAVD83

BY DOCUMENT 20648459

RESUBDIVISION

FIELDWORK COMPLETED: 07-13-2016
CLIENT NAME: Arlington Heights School Dist. 25
ADDRESS: 1200 S. DuSard Avenue
Arlington Heights, IL 60005

NOTES:
PLAT IS VOID IF THE IMPRESSED SURVEYOR SEAL DOES NOT APPEAR.
Only those Building Lines or Easements shown on a Recorded Plat
and/or Easement Map are valid. All other lines and easements
shown are for information only. Check for
changes before building.
Compare your description and site markings with this plat and
AT ONCE report any discrepancies which you may find.

RE. ALLEN
PROFESSIONAL LAND SURVEYORS
1015 N. CORPORATE CIRCLE, SUITE C
GRAYSLAKE, ILLINOIS 60030
PHONE: 847-223-0814 FAX: 847-223-0980

ILLINOIS PROFESSIONAL LAND SURVEYOR 39-3616
JULIAN A. ALLEN
PROFESSIONAL DESIGN FIRM NO. 184-002732

GRAPHIC SCALE:
1" = 40' (IN FEET)
File No. 88-16
P8816.DWG

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermain, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
- Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Notify The Owner, Engineer and The Village of Arlington Heights A Minimum of 48 Hours In Advance of Performing Any Work.
- All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
- These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions And Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
- Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
- The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction, Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

DEMOLITION NOTES

- All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
- Keep All Village of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
- Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
- The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
- All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc.. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
- Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
- All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.
- Perform Tree Pruning in All Locations Where Proposed Pavement And/OR Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
- Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground To Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
- Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

GRADING NOTES

- Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
- The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
- All Landscaped Areas Disturbed By Construction Shall Be Reseeded With 6 inches (Min.) to 12 inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
- Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
- Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.5%. Contact Engineer if Conflicts Exist.

GEOMETRY NOTES

- All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
- All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
- All Accessible Parking Signs (R7-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
- Refer to Architectural Drawings for Exact Locations of All Buildings.
- Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
- Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/2 ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

UTILITY NOTES

- Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
- Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
- Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
- Coordinate the Relocation of Any Utilities Encountered And Replacement Of Any Utilities Damaged. Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
- All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
- Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
- Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
- Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
- The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

- All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Reseeding. For Flat Slab Tops install the Following Minimum Height of Grade Rings:
4" Diameter Structure- 4"
5" Diameter Structure- 6"
6" Diameter Structure- 8"
- All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
- Where Structures are Shown Along the Curbside, Unless Specifically Stated Otherwise, It is Intended That the Frame of the Structure Is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
- All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
- For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
- All Flared End Sections 12" and Larger Shall Include an IDOT Standard Grate.
- All Flared End Sections Shall Be Concrete.
- All Sanitary Manholes Shall Include a Chimney Seal.

GRADING NOTES

- Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
- The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
- All Landscaped Areas Disturbed By Construction Shall Be Reseeded With 6 inches (Min.) to 12 inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
- Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
- Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.5%. Contact Engineer if Conflicts Exist.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

- Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
- Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
- Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
- Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
- Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site is Permanently Stabilized And All Inspections are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
- All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures are No Longer needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
- Final Site Stabilization is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
- All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Tandy Pop" Inlet Protectors (or equal) and Filter Matties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Pork Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge Into Waterways.
- All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected in Conformance With All Applicable IEPA-NPDES Phase II And The Metropolitan Water Reclamation District of Greater Chicago.
- Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.
- Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.
- Contractor Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services in Accordance with NPDES and Governmental Requirements. Inspections Shall occur at Every Seven Calendar Days Or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Copied on Inspection Logs.
- The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.
- Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
- Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur in Accordance with IEPA NPDES Requirements.
- All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
- If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.
- Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water Into Storm Sewers Tributary to Open Water.

Pipe Material	Pipe Specification	Joint Specification
Reinforced Concrete Sewer Pipe	ASTM C-76	ASTM C-443
Cast Iron Soil Pipe	ASTM A-74	ASTM C-564
Ductile Iron Pipe	ANSI A21.51	ANSI A21.11
Polyvinyl Chloride (PVC) Pipe 6"-Inch To 15-Inch Diameter SDR 26	ASTM D-3034	ASTM D-3212
18-Inch To 27-Inch Diameter F/DY=46	ASTM F-679	ASTM S-3212
High Density Polyethylene (HDPE)	ASTM D-3350	ASTM D-3251, 2620 (Heat Fusion)
	ASTM D-3035	ASTM D3212, F-477 (Gasketed)
Water Main Quality PVC 4-Inch To 36-Inch	ASTM D-2241	ASTM D-2672 Or D-3136
4-Inch To 12-Inch	AWWA C900	ASTM D-3212
14-Inch To 48-Inch	AWWA C905	ASTM D-3212

MWRDGC GENERAL NOTES

- Referenced Specifications
1. All Construction Shall Be In Accordance With The Applicable Sections Of The Following, Except As Modified Herein Or On The Plans:
 - Standard Specifications For Road And Bridge Construction (Latest Edition), By The Illinois Department Of Transportation (IDOT SS) For All Improvements Except Sanitary Sewer And Water Main Construction;
 - Standard Specifications For Water And Sewer Main Construction in Illinois, Latest Edition (SSWS) For Sanitary Sewer And Water Main Construction;
 - Village Of Arlington Heights Municipal Code;
 - The Metropolitan Water Reclamation District Of Greater Chicago (MWRD) Watershed Management Ordinance And Technical Guidance Manual;
 - In Case Of Conflict Between The Applicable Ordinances Noted, The More Stringent Shall Take Precedence And Shall Control All Construction.
- Notifications
1. The MWRD Local Sewer Systems Section Field Office Must Be Notified At Least Two (2) Working Days Prior To The Commencement Of Any Work (Call 708-568-4055).
2. The Village Of Arlington Heights Engineering Department And Public Must Be Notified At Least 24 Hours Prior To The Start Of Construction And Prior To Each Phase Of Work. Contractor Shall Determine Items Requiring Inspection Prior To Start Of Construction Of Each Work Phase.
3. The Contractor Shall Notify All Utility Companies Prior To Beginning Construction For The Exact Locations Of Utilities And For Their Protection During Construction. If Existing Utilities are Encountered That Conflict In Location With New Construction, Immediately Notify The Engineer So That The Conflict Can Be Resolved. Call U.I.L.T.C. At 1-800-892-0123.
- General Notes
1. All Elevations Shown On Plans Reference The North American Vertical Datum Of 1988 (NAVD88).
2. MWRD, The Municipality And The Owner Or Owner's Representative Shall Be Filled With Granular Material Or Removed.
3. The Contractor(s) Shall Indemnify The Owner, Engineer, Municipality, MWRD, And Their Agents, Etc., From All Liability Involved With The Construction, Installation, Or Testing Of This Work/On The Project.
4. The Proposed Improvements Must Be Constructed In Accordance With The Engineering Plans As Approved By MWRD And The Municipality. Any Changes Are Approved By MWRD, The Municipality, Or Authorized Agent. The Construction Details, As Presented On The Plans, Must Be Followed. Proper Construction Techniques Must Be Followed On The Improvements Indicated On The Plans.
5. The Location Of Various Underground Utilities Which Are Shown On The Plans Are For Information Only And Represent The Best Knowledge Of The Engineer. Verify Locations And Elevations Prior To Beginning The Construction Operations.
6. Any Existing Pavement, Sidewalk, Driveway, Etc., Damaged During Construction Operations And Not Called For To Be Replaced Shall Be Replaced At The Expense Of The Contractor.
7. Material And Compaction Testing Shall Be Performed In Accordance With The Requirements Of The Municipality, MwrD, And Owner.
8. The Underground Contractor Shall Make All Necessary Arrangements To Notify All Inspection Agencies.
9. All New And Existing Utility Structures On Site And In Areas Disturbed During Construction Shall Be Adjusted To Finish Grade Prior To Final Inspection.
10. Record Drawings Shall Be Kept By The Contractor And Submitted To The Engineer As Soon As All Construction Improvements Are Completed. Final Payments To The Contractor Shall Be Held Until They Are Received. Any Changes In Length, Location Or Alignment Shall Be Shown In Red. All Wyes Or Bends Shall Be Located From The Downstream Manhole. All Valves, Gates, Tees Or Bends Shall Be Tied To A Fire Hydrant.
- Sanitary Sewer
1. The Contractor Shall Take Measures To Prevent Any Polluted Water, Such As Ground And Surface Water, From Entering The Existing Sanitary Sewers.
2. A Water-Tight Plug Shall Be Installed In The Downstream Sewer Pipe At The Point Of Sewer Connection Prior To Commencing Any Sewer Construction. The Plug Shall Remain In Place Until Removal Is Authorized By The Municipality And/OR MWRD After The Sewers Have Been Tested And Accepted.
3. Discharging Any Unpolluted Water Into The Sanitary Sewer System For The Purpose Of Sewer Flushing Of Lines For The Deflection Test Shall Be Prohibited Without Prior Approval From The Municipality Or MWRD.
4. All Sanitary Sewer Construction Shall Be In Accordance With The Standard Specifications For Water And Sewer Main Construction in Illinois (Latest Edition).
5. All Floor Drains Shall Discharge To The Sanitary Sewer System.
6. All Downspouts And Footing Drains Shall Discharge To The Storm Sewer System.
7. All Sanitary Sewer Pipe Materials And Joints (And Storm Sewer Pipe Materials And Joints In A Combined Sewer Area) Shall Conform To The Following:

Pipe Material	Pipe Specification	Joint Specification
Reinforced Concrete Sewer Pipe	ASTM C-76	ASTM C-443
Cast Iron Soil Pipe	ASTM A-74	ASTM C-564
Ductile Iron Pipe	ANSI A21.51	ANSI A21.11
Polyvinyl Chloride (PVC) Pipe 6"-Inch To 15-Inch Diameter SDR 26	ASTM D-3034	ASTM D-3212
18-Inch To 27-Inch Diameter F/DY=46	ASTM F-679	ASTM S-3212
High Density Polyethylene (HDPE)	ASTM D-3350	ASTM D-3251, 2620 (Heat Fusion)
	ASTM D-3035	ASTM D3212, F-477 (Gasketed)
Water Main Quality PVC 4-Inch To 36-Inch	ASTM D-2241	ASTM D-2672 Or D-3136
4-Inch To 12-Inch	AWWA C900	ASTM D-3212
14-Inch To 48-Inch	AWWA C905	ASTM D-3212

MWRDGC GENERAL NOTES

8. All Sanitary Sewer Construction (and Storm Sewer Construction in Combined Sewer Areas) Requires Stone Bedding With Stone 4 To 1 In Size, With Minimum Bedding Thickness Equal To 4 The Outside Diameter Of The Sewer. The Bedding Shall Be Less Than Four (4) Inches Nor More Than Eight (8) Inches. Material Shall Be CA-11 Or CA-12 And Shall Be Extended At Least 12" Above The Top Of The Pipe When Using PVC.
9. "Band Seal" Or Similar Non-shear Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipes Of Dissimilar Materials.
10. Below The Flood Protection Elevation (FPE = BFE + 2 Feet), All Sanitary Sewer Manholes And Structures Shall Be Provided With Bolted, Watertight Covers. Sanitary Lids Shall Be Constructed With A Concealed Riphole And A Watertight Gasket With The Word "Sanitary" Cast Into The Lid.
11. When Connecting To An Existing Sewer Main By Means Other Than An Existing Wye, Tee, Or An Existing Manhole, One Of The Following Methods Shall Be Used:
 - (a) A Circular Saw-Cut Of Sewer Main By Proper Tools (Sawer-Top Machine Or Similar) And Proper Installation Of Hubwe Saddle Or Hub-Tee Saddle.
 - (b) Remove An Entire Section Of Pipe (Breaking Only The Top Of One Bell) And Replace With A Wye Or Tee Branch Section.
 - (c) With Pipe Cutter, Neatly And Accurately Cut Out Desired Length Of Pipe For Insertion Of Proper Fitting, Using Band Or Similar Couplings To Hold It Firmly In Place.
12. Whenever A Sanitary/Combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Watermain Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 10 Feet Between Sanitary And Storm Sewers And Watermain Shall Be Maintained Unless: The Sewer is Laid In Separate Trench, Keeping A Minimum 18" Vertical Separation, Or The Sewer is Laid In The Same Trench With The Watermain Located At The Opposite Side On A Bench Of Undisturbed Earth, Keeping Minimum 18" Vertical Separation, If Either The Vertical Or Horizontal Distances Described Above Cannot Be Maintained, Or The Sewer Crosses Above The Watermain, The Sewer Shall Be Constructed To Watermain Standards.
13. All Existing Septic Systems Shall Be Abandoned. All Existing Tanks Shall Be Filled With Granular Material Or Removed.
14. All Sanitary Manholes, (And Storm Manholes In Combined Sewer Areas), Shall Have A Minimum Inside Diameter Of 48 Inches. All Manholes Be Cast In Place Or Pre-Cast Reinforced Concrete.
15. All Sanitary Manholes, (And Storm Manholes In Combined Sewer Areas), Shall Have Precast "Rubber Boots" That Conform To ASTM C-923 For All Pipe Connections. Precast Sections Shall Consist Of Modified Groove Tongue And Rubber Gasket Type Joints.
16. All Abandoned Sanitary Sewers Shall Be Plugged At Both Ends With At Least 2 Feet Long Non-shear concrete Or Mortar Plug.
17. Except For Foundation/Footing Drains Provided To Protect Buildings, Or Perforated Pipes Associated With Volume Control Facilities, Driveway/Tiles/Underdrains/Perforated Pipes Are Not Allowed To Be Connected To Or Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers. All Combined Sewer Manholes Shall Pass Through A Sediment Filter. If This Type Is Prohibited, And All Existing Drain Tiles And Perforated Pipes Encountered Within The Project Area Shall Be Plugged Or Removed, And Shall Not Be Connected To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.
18. A Backflow Preventer is Required For All Detention Basins Tributary To Combined Sewers. Required Backflow Preventers Shall Be Inspected And Exercised Annually By The Property Owner To Ensure Proper Operation, And Any Necessary Maintenance Shall Be Performed To Ensure Functionality. In The Event Of A Sewer Surge Into An Open Detention Basin Tributary To Combined Sewers, The Permittee Shall Ensure That Clean Up And Wash Out Of Sewage Takes Place Within 48 Hours Of The Storm Event.
- Erosion And Sediment Control
1. The Contractor Shall Install The Erosion And Sediment Control Devices As Shown On The Approved Erosion And Sediment Control Plan.
2. Erosion And Sediment Control Practices Shall Be Functional Prior To Hydrologic Disturbance Of The Site.
3. All Design Criteria, Specifications, And Installation Of Erosion And Sediment Control Practices Shall Be In Accordance With The Illinois Urban Manual.
4. A Copy Of The Approved Erosion And Sediment Control Plan Shall Be Maintained On The Site At All Times.
5. Inspections And Documentation Shall Be Performed, At A Minimum:
 - (a) Upon Completion Of Initial Erosion And Sediment Control Measures, Prior To Any Soil Disturbance.
 - (b) Once Every Seven (7) Calendar Days And Within 24 Hours Of The End Of A Storm Event With Greater Than 0.5 Inch Of Rainfall Or Liquid Equivalent Precipitation.
6. Soil Disturbance Shall Be Conducted in Such A Manner As To Minimize Erosion. If Stripping, Clearing, Grading, Or Landscaping Are To Be Done In Phases, The Co-Permittee Shall Plan For Appropriate Soil Erosion And Sediment Control Measures.
7. A Stabilized Mat Of Crushed Stone Meeting The Standards Of The Illinois Urban Manual Shall Be Installed At Any Point Where Traffic Will Be Entering Or Leaving A Construction Site. Sediment Or Soil Reaching An Improved Public Right-Of-Way, Street, Alley Or Parking Area Shall Be Removed By Scraping Or Street Cleaning As Accumulations Warrant And Transported To A Controlled Sediment Disposal Area.
8. Concrete Washout Facilities Shall Be Constructed In Accordance With The Illinois Urban Manual And Shall Be Installed Prior To Any On Site Construction Activities Involving Concrete.

9. Temporary Diversions Shall Be Constructed As Necessary To Direct All Runoff From Hydrologically Disturbed Areas To An Appropriate Sediment Trap Or Basin. Volume Control Facilities Shall Not Be Used As Temporary Sediment Basins.
10. Disturbed Areas Of The Site Where Construction Activities Have Temporarily Or Permanently Ceased Shall Be Stabilized With Temporary Or Permanent Measures Within Seven (7) Days.
11. All Flood Protection Areas And Volume Control Facilities Shall, At A Minimum, Be Protected With A Double-Row Of Silt Fence (Or Equivalent).
12. Volume Control Facilities Shall Not Be Constructed Until All Of The Contributing Drainage Area Has Been Stabilized.
13. Soil Stockpiles Shall, At A Minimum, Be Protected With Perimeter Sediment Controls. Soil Stockpiles Shall Not Be Placed In Flood Protection Areas Or Their Buffers.
14. Earthen Embankment Side Slopes Shall Be Stabilized With Appropriate Erosion Control Blanket.
15. Storm Sewers That Are Or Will Be Functioning During Construction Shall Be Protected By Appropriate Sediment Control Measures.
16. The Contractor Shall Either Remove Or Replace Any Existing Drain Tiles And Incorporate Them Into The Drainage Plan For The Development. Drain Tiles Cannot Be Tributary To A Sanitary Or Combined Sewer.
17. If Dewatering Services Are Used, Adjoining Properties And Discharge Locations Shall Be Protected From Erosion And Sedimentation. Dewatering Systems Should Be Inspected Daily During Operational Periods. The Site Inspector Must Be Present At The Commencement Of Dewatering Activities.
18. The Contractor Shall Be Responsible For Trench Dewatering And Excavation For The Installation Of Sanitary Sewers, Storm Sewers, Watermain As Well As Their Services And Other Appurtenances. Any Trench Dewatering, Which Contains Sediment Shall Pass Through A Sediment Settling Pond Or Equally Effective Sediment Control Device. Alternatives May Include Dewatering Into A Sump Pit, Filter Bag Or Existing Vegetated Upland Area. Sediment Laden Waters Shall Not Be Discharge To Waterways, Flood Protection Areas Or The Combined Sewer System.
19. All Permanent Erosion Control Practices Shall Be Initiated Within Seven (7) Days Following The Completion Of Soil Disturbing Activities.
20. All Erosion And Sediment Control Measures Shall Be Maintained And Repaired As Needed On A Year-Round Basis During Construction And Any Periods Of Construction Shutdown Until Permanent Stabilization Is Achieved.
21. All Temporary Erosion And Sediment Control Measures Shall Be Removed Within Thirty (30) Days After Permanent Site Stabilization.
22. The Erosion And Sediment Control Measures Shown On The Plans Are The Minimum Requirements. Additional Measures May Be Required, As Directed By The Engineer, Site Inspector, Or MWRD.



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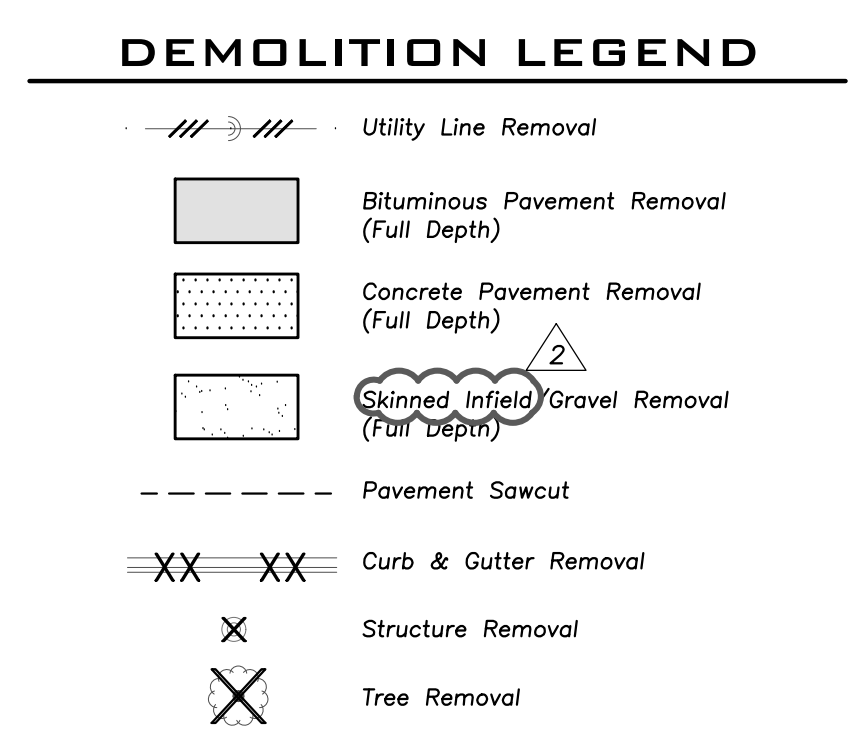
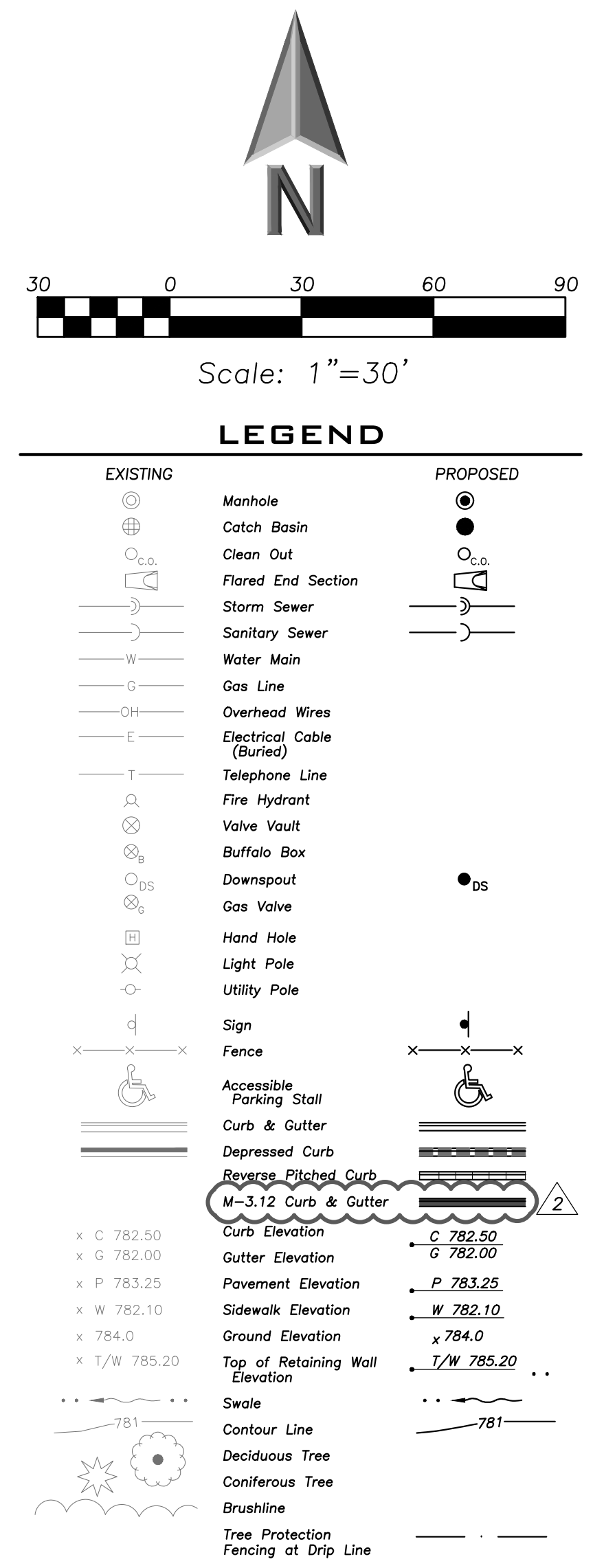
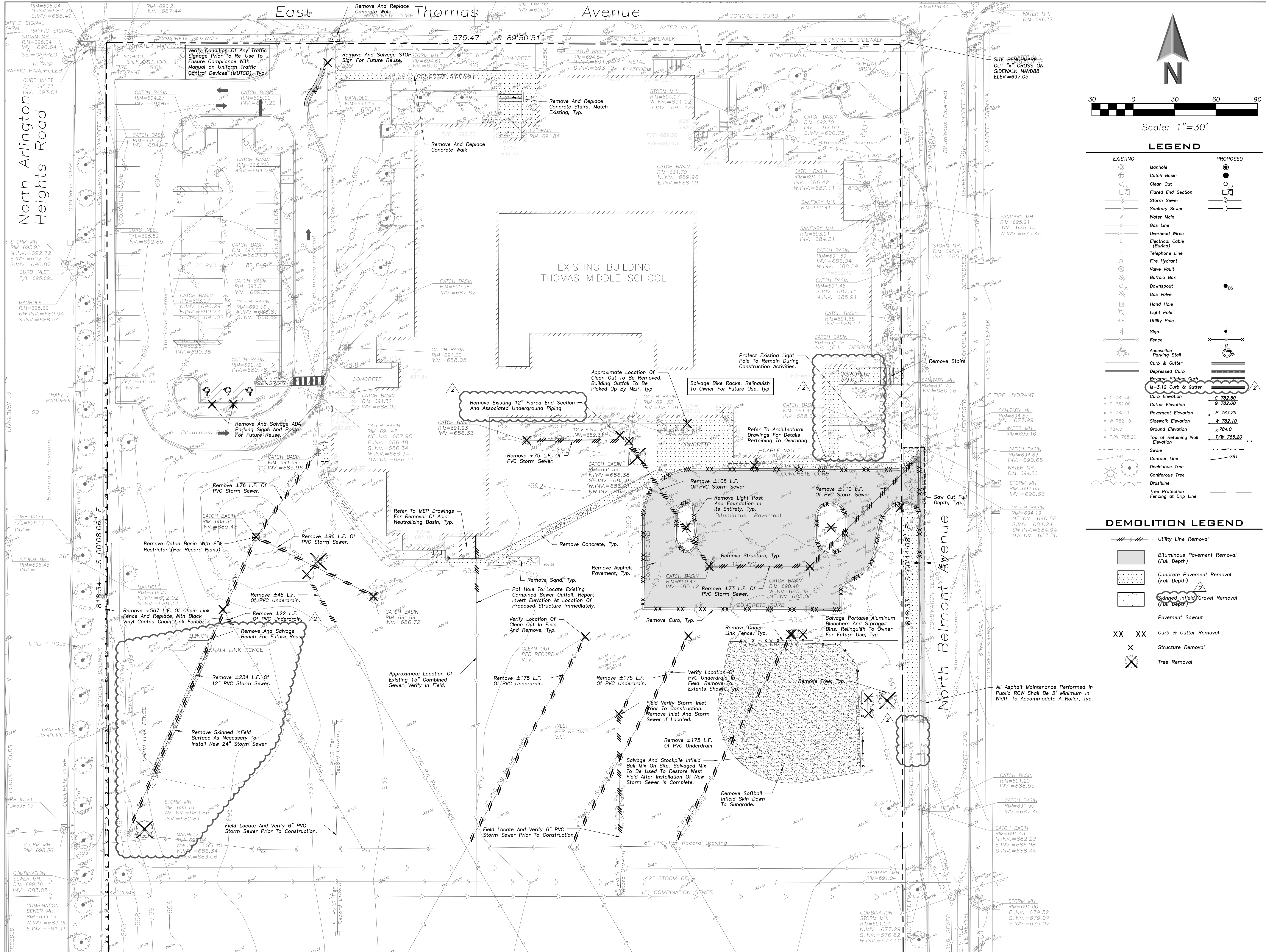
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SITE WORK
NOTES

Sheet No:

C0.2



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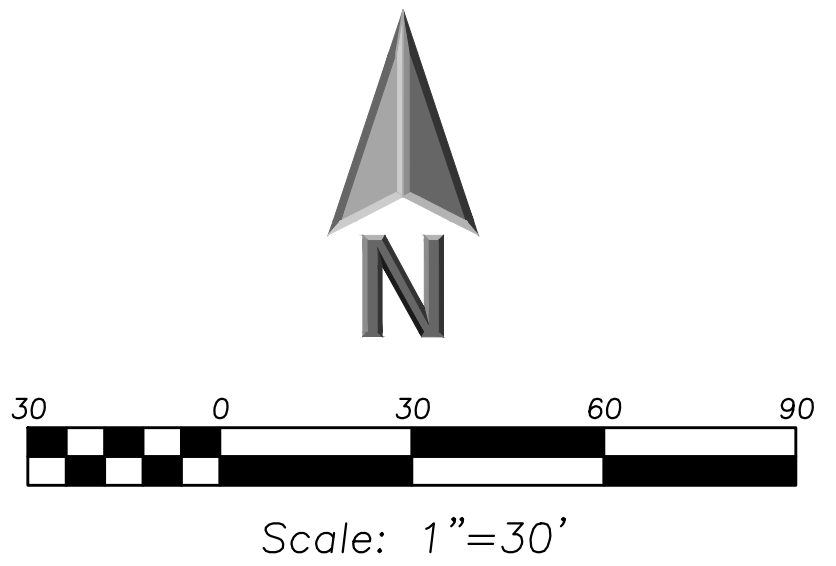
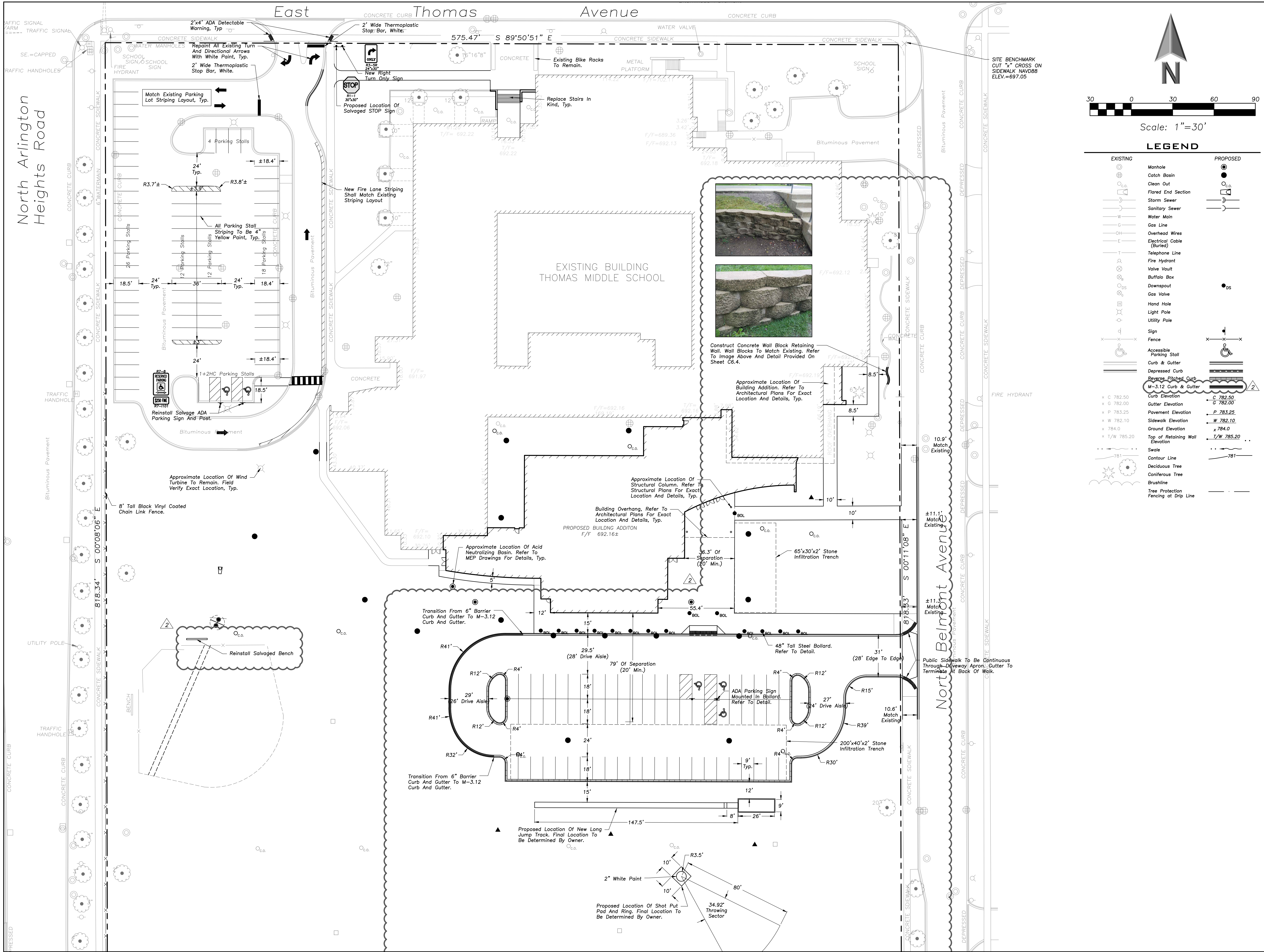
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Approved By:	KC	Project No.	

Sheet Title:

**SITE
DEMOLITION
PLAN**

Sheet No:

C1.1



LEGEND	
EXISTING	PROPOSED



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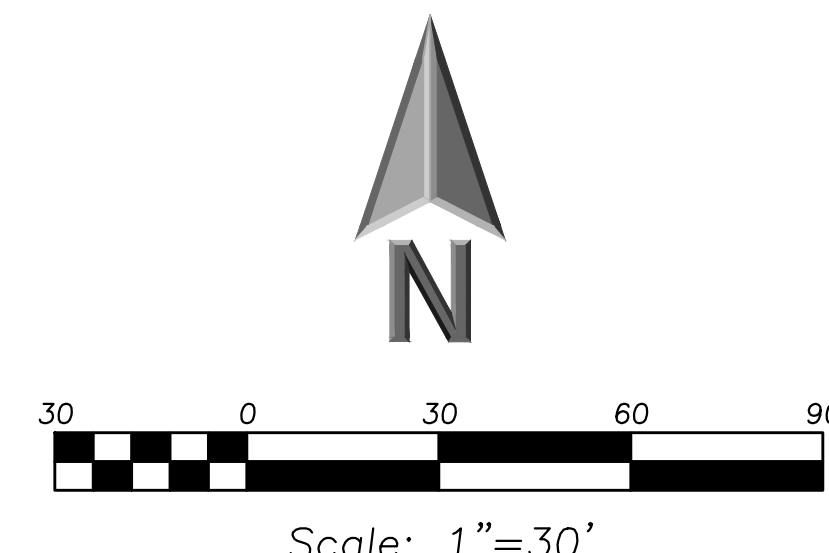
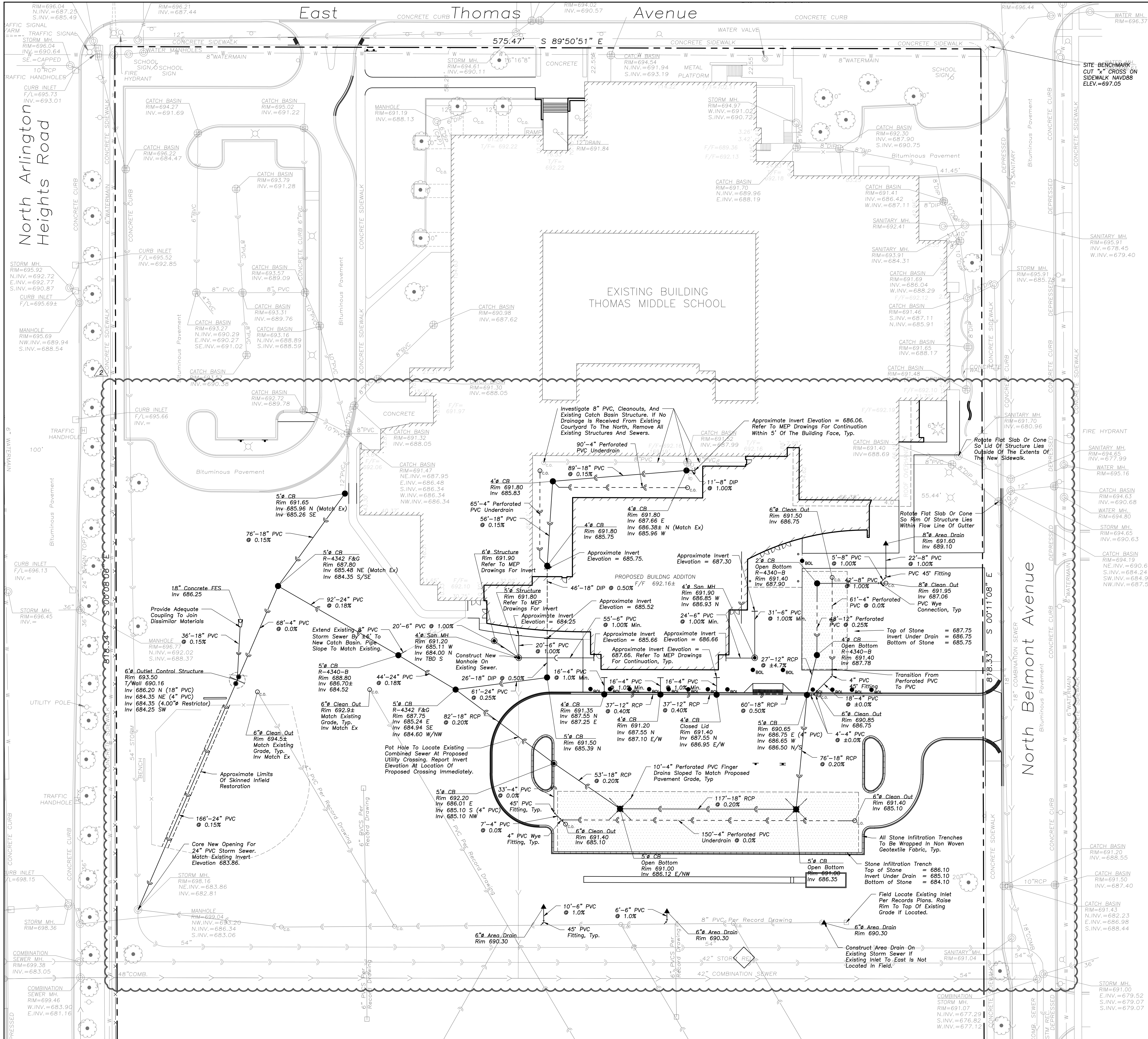
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Approved By: KC	Project No.

Sheet Title:
**PRELIMINARY
SITE GEOMETRY
PLAN**

Sheet No:
C2.1



LEGEND	
EXISTING	PROPOSED

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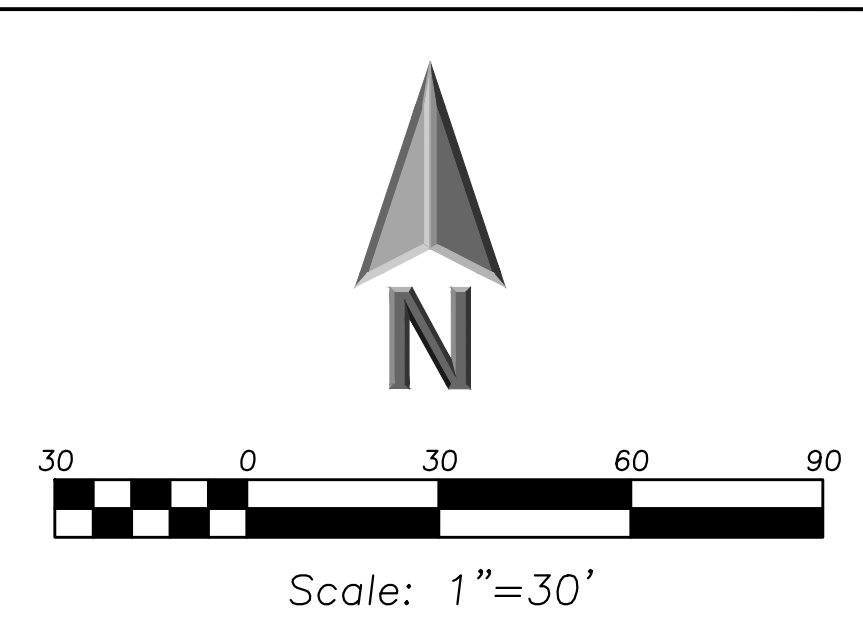
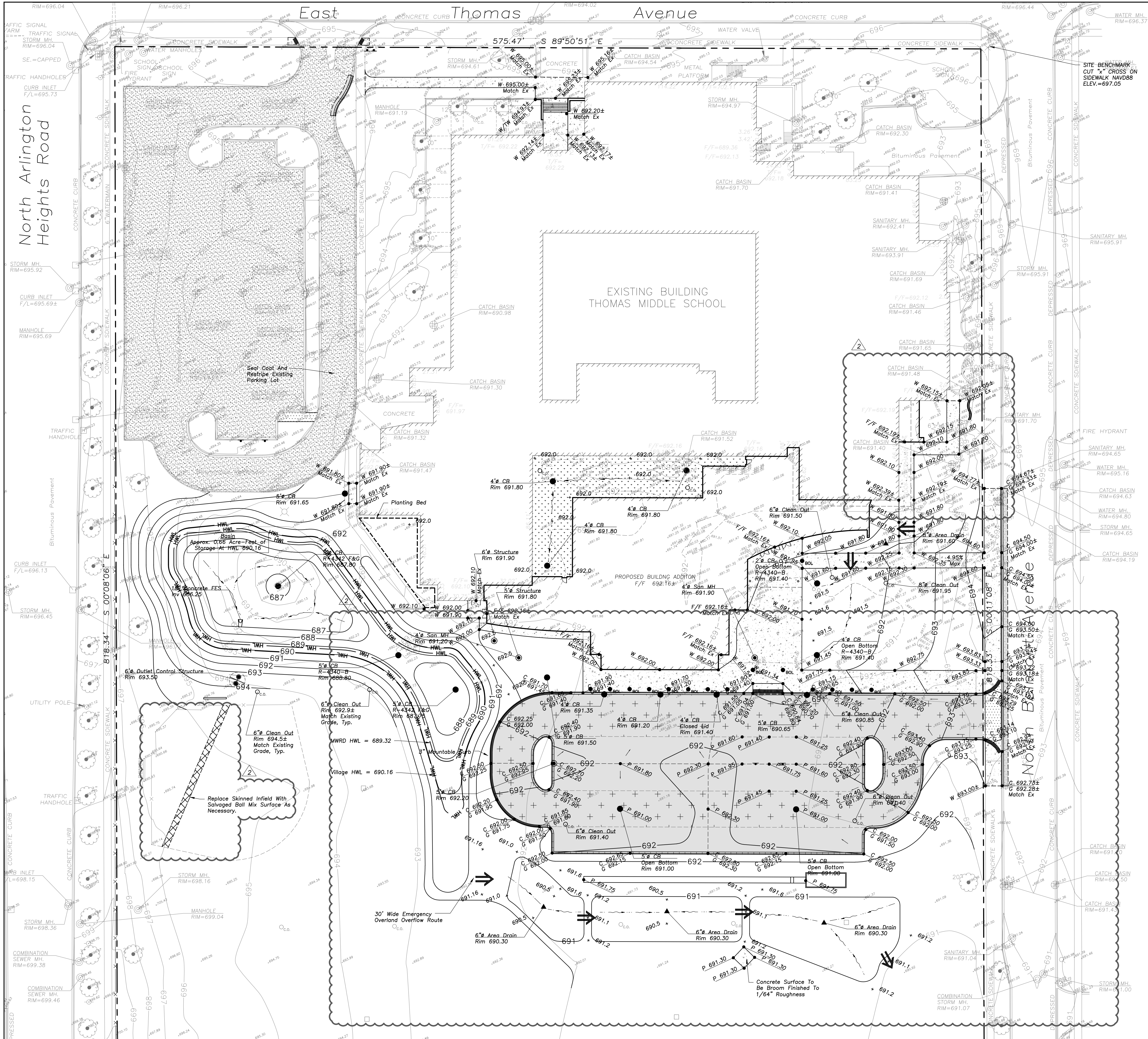
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Sheet Title: **SITE
UTILITY
PLAN**

Sheet No: **C3.1**



LEGEND	
EXISTING	PROPOSED
Reverse Pitched Curb	
M=3.12 Curb & Gutter	

PAVING & SURFACE LEGEND	
	Asphalt Pavement Section 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50 2 1/2" Hot Mix Asphalt, IL-19.0, N50 Prime Coat (0.25 gal/sq yd) 8" Aggregate Base Course, Type B, Crushed
	Concrete Driveway Section 8" Portland Cement Concrete 6"x6" W2.9xW2.9 Welded Wire Fabric 6" Aggregate Base Course, Type B, Crushed (Omit Welded Wire Fabric in Public ROW)
	Concrete Sidewalk Section 5" Portland Cement Concrete 6"x6" W1.4xW1.4 Welded Wire Fabric 2" Aggregate Base Course, Type B, Crushed (Omit Welded Wire Fabric in Public ROW)
	Heavy-Duty (Fire Lane) Asphalt Pavement Section 2" Hot Mix Asphalt Surface, Mix D, IL-9.5, N50 2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50 5" Hot Mix Asphalt Binder, IL-19.0, N30 Prime Coat (0.25 gal/sq yd) 4" Aggregate Base Course, Type B, Crushed
	Easy Turf Ultra Series or Approved Equal 1 1/2" Synthetic Grass Blades Sand Infill (Installed into Thatch Layer) 1" Vulcan 210 Base Stone 3" Min CA-7 Subgrade To Be Sloped Toward Drainage Structure
	Seal Coat Polymer Modified Clay Stabilized Asphalt Emulsion Pavement Sealer Sealmaster MasterSeals (PMM), or Approved Equal
	Salvaged Skinned Infield 6" Ball Mix
	Stormwater Overland Flow Path



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THOMAS MIDDLE SCHOOL ADDITION AND RENOVATIONS

1430 N. Belmont Avenue
Arlington Heights, Illinois

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No.	Date	Description
	09/26/16	Issued For Bid & Permit
2	10/06/16	Addendum 2

Expiration Date: _____

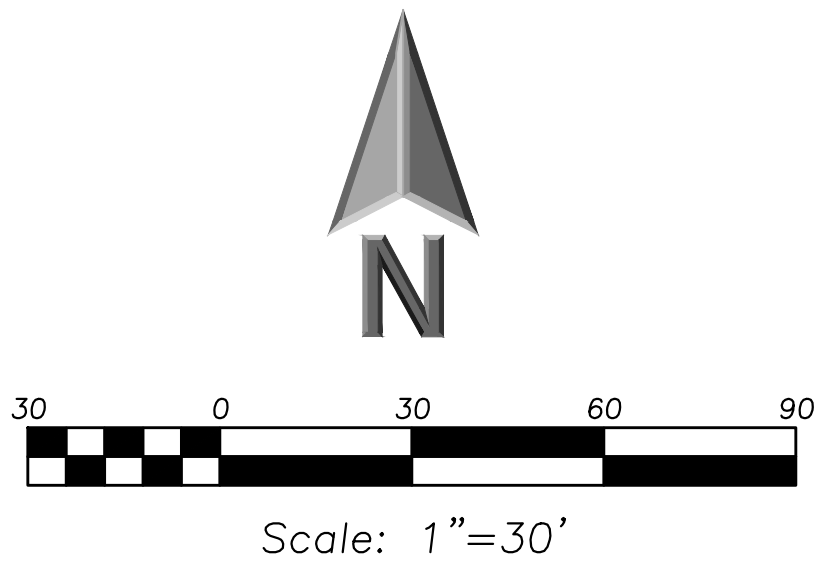
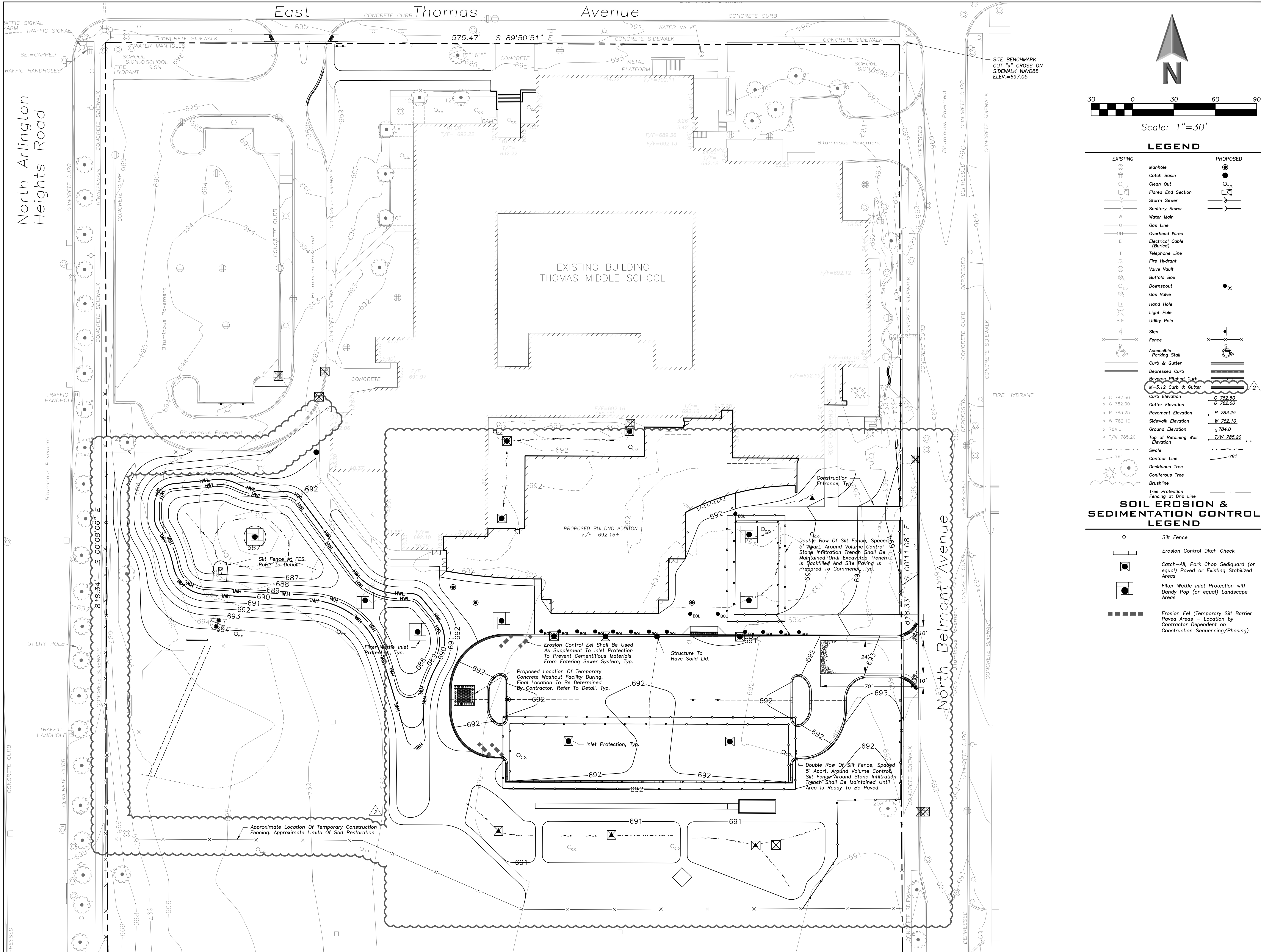
No.	Date	Description
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Design By:	JC	Date:	07/25/16
Approved By:	KC	Project No.	

GRADING AND PAVING PLAN

Sheet No:

C4.1



LEGEND	
EXISTING	PROPOSED

SOIL EROSION & SEDIMENTATION CONTROL LEGEND	
	Silt Fence
	Erosion Control Ditch Check
	Catch-All, Park Chop Sedguard (or equal) Paved or Existing Stabilized Areas
	Filter Wattle Inlet Protection with Dandy Pop (or equal) Landscape Areas
	Erosion Eel (Temporary Silt Barrier) Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing



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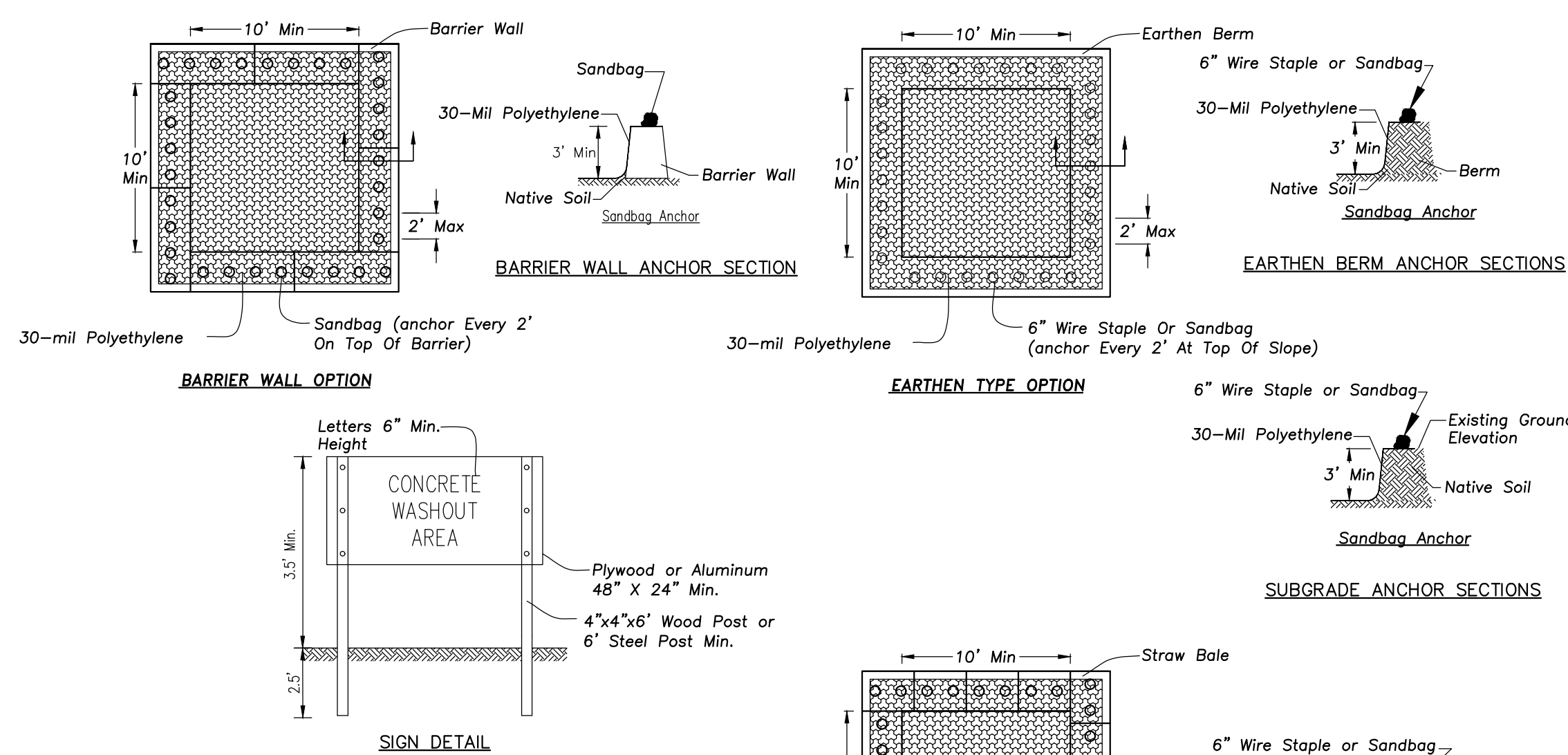
Expiration Date: _____

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Design By: JC		Date: 07/25/16
Approved By: KC		Project No.

Sheet Title:
**SOIL EROSION &
SEDIMENT
CONTROL PLAN**

Sheet No:
C5.1



- NOTES:
- Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
 - Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
 - Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

CONCRETE WASHOUT FACILITY

GENERAL NOTES

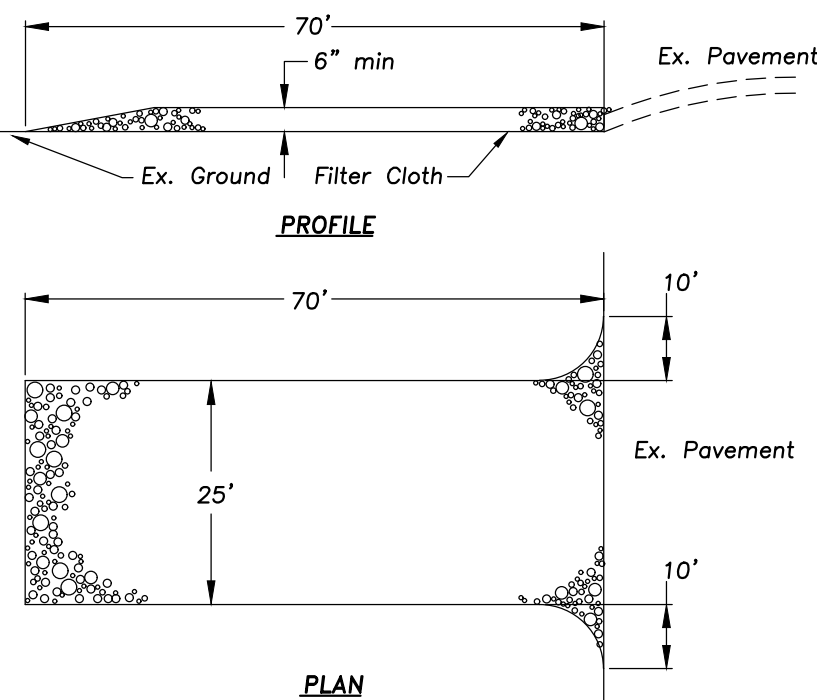
STONE SIZE - Use IDOT gradation CA-1 aggregate stone.

MAINTENANCE - The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean-out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights-of-way must be removed immediately.

FILTER CLOTH - Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

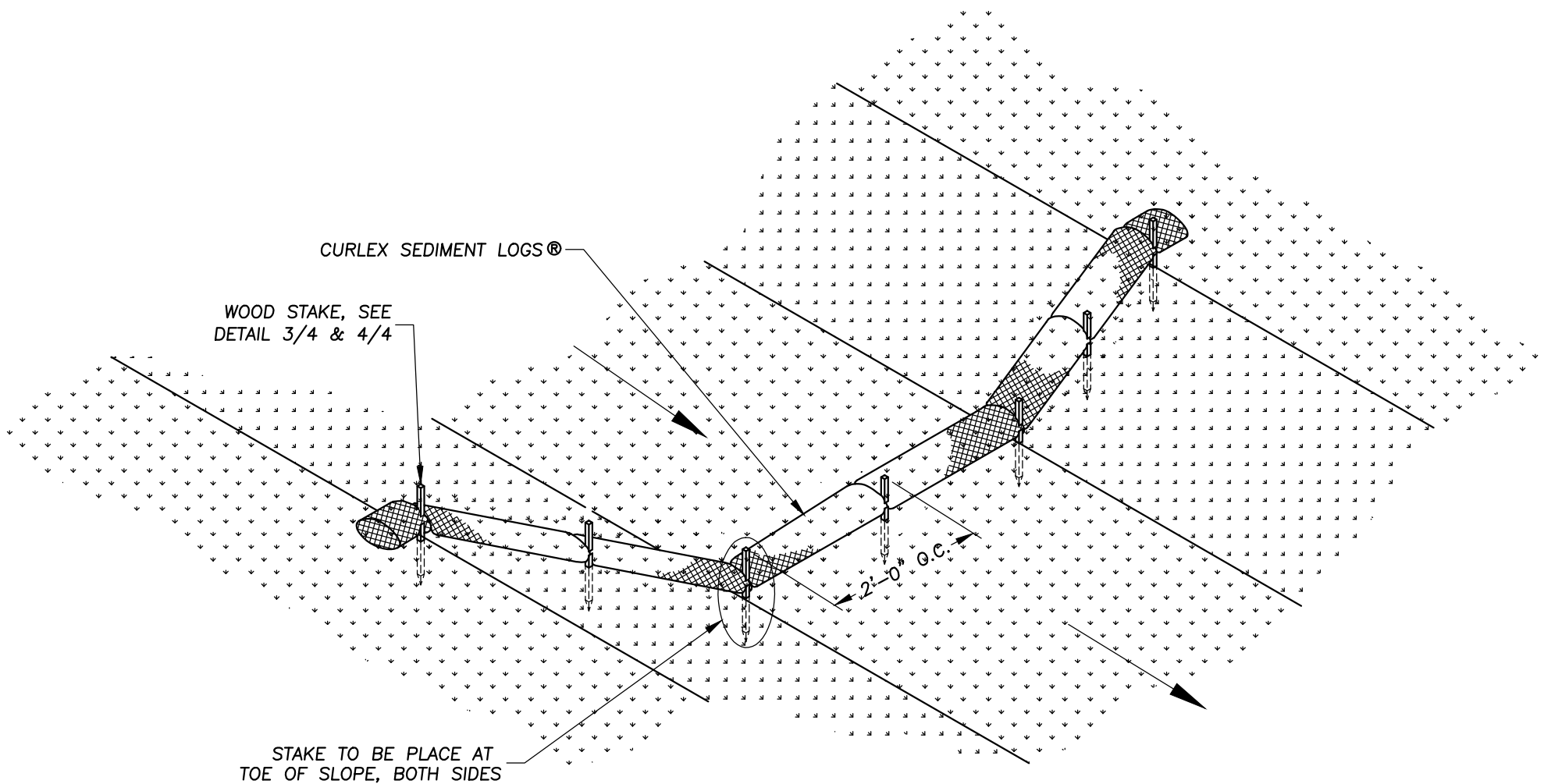
WASHING - Wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.



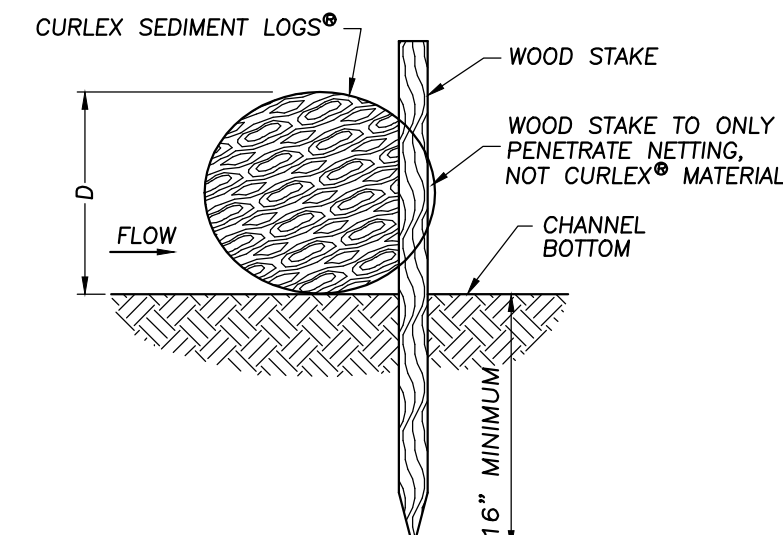
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



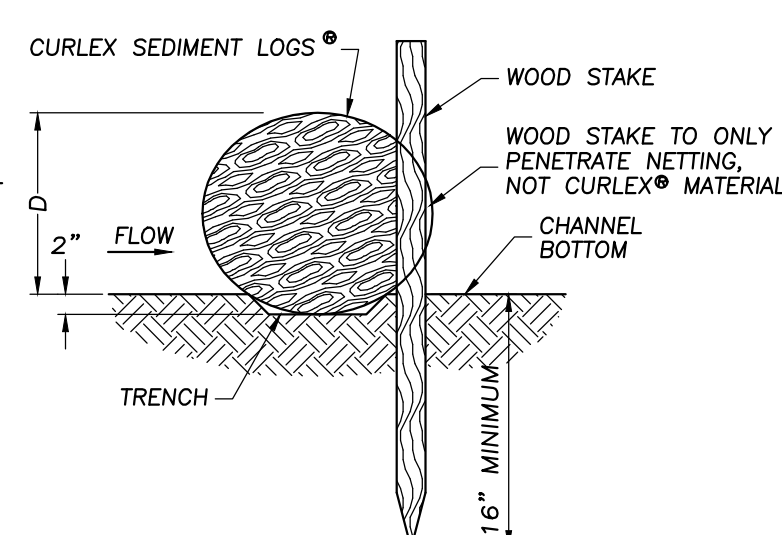
CURLEX SEDIMENT LOGS® DETAIL (NO BLANKET)

NO SCALE



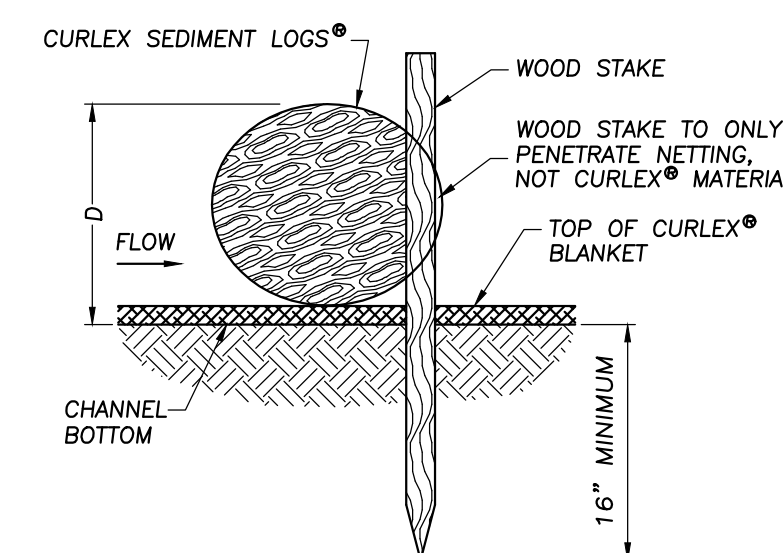
STAKE DETAILS (NO TRENCH)

NO SCALE



STAKE DETAIL (WITH TRENCH)

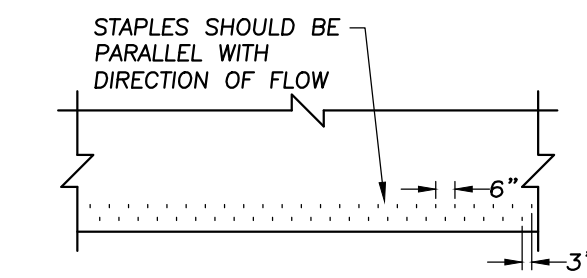
NO SCALE



STAKE DETAILS (NO TRENCH)

NO SCALE

NOTE: TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.
1 1/2" X 1 1/2" X 30" WOODEN STAKES ARE RECOMMENDED FOR 6", 9", AND 12" SEDIMENT LOGS.
1 1/2" X 1 1/2" X 48" WOODEN STAKES ARE RECOMMENDED FOR 20" SEDIMENT LOGS.



CHANNEL TERMINATION PLAN

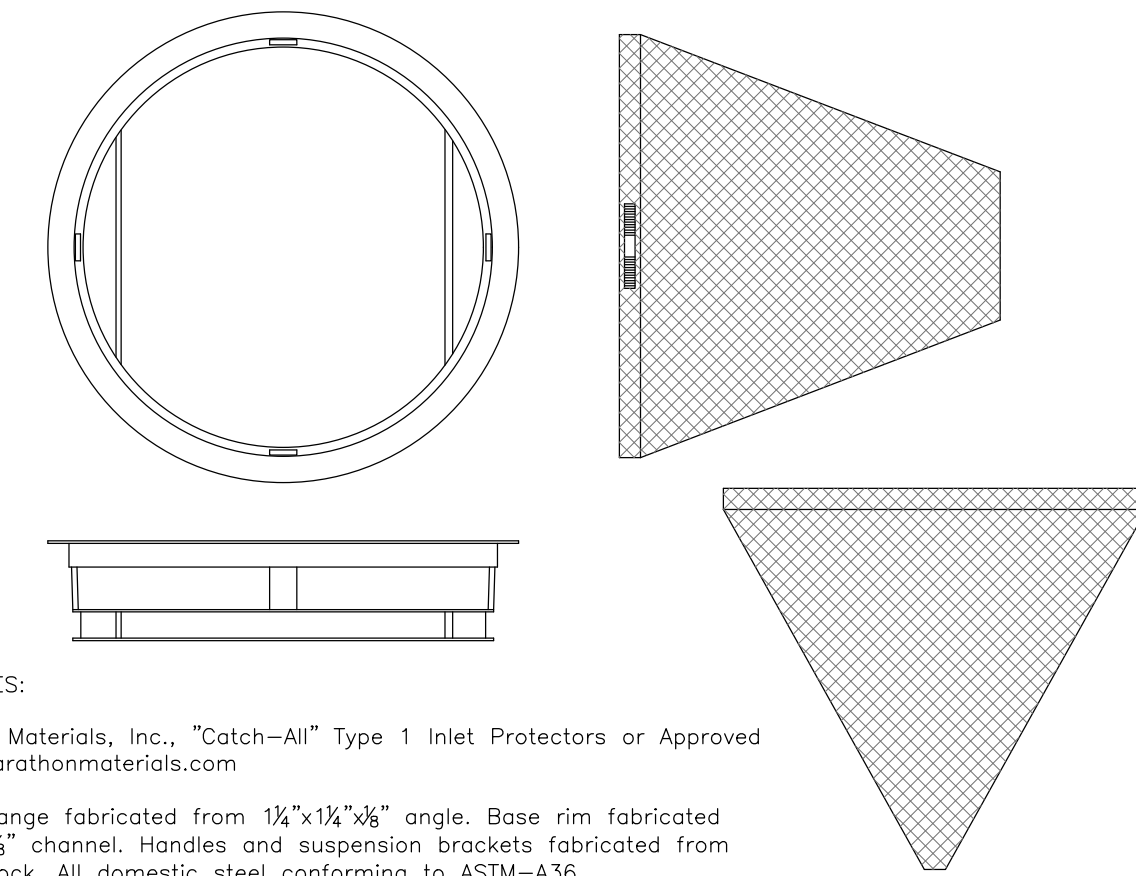
NO SCALE

$$\left[\frac{\text{DISTANCE BETWEEN CHANNEL BOTTOM AND TOP OF INSTALLED CURLEX SEDIMENT LOGS® (D) (ft)}}{\text{CHANNEL GRADIENT (\%)}} \right] \times 100 = \text{CURLEX SEDIMENT LOGS® SPACING (ft)}$$

RECOMMENDED PLACEMENT INTERVAL BETWEEN CURLEX SEDIMENT LOGS®

CURLEX SEDIMENT LOGS® DITCH CHECK

BY: AMERICAN EXCELSIOR COMPANY



GENERAL NOTES:

Use Marathon Materials, Inc., "Catch-All" Type 1 Inlet Protectors or Approved Equal. www.marathonmaterials.com

FRAME: Top flange fabricated from 1 1/4"x1 1/4"x3/8" angle. Base rim fabricated from 1 1/2"x5/8"x3/8" channel. Handles and suspension brackets fabricated from 1 1/4"x3/4" flat stock. All domestic steel conforming to ASTM-A36.

SEDIMENT BAG: Bag fabricated from 4 oz./sq.yd. non-woven polypropylene geotextile reinforced with polyester mesh. Bag secured to base rim with a stainless steel strap and lock.

Install baskets in all existing storm inlets prior to construction and all new storm inlets immediately after installation. Contractor shall maintain throughout construction activities.

"CATCH-ALL" INLET PROTECTORS



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Sheet Title:

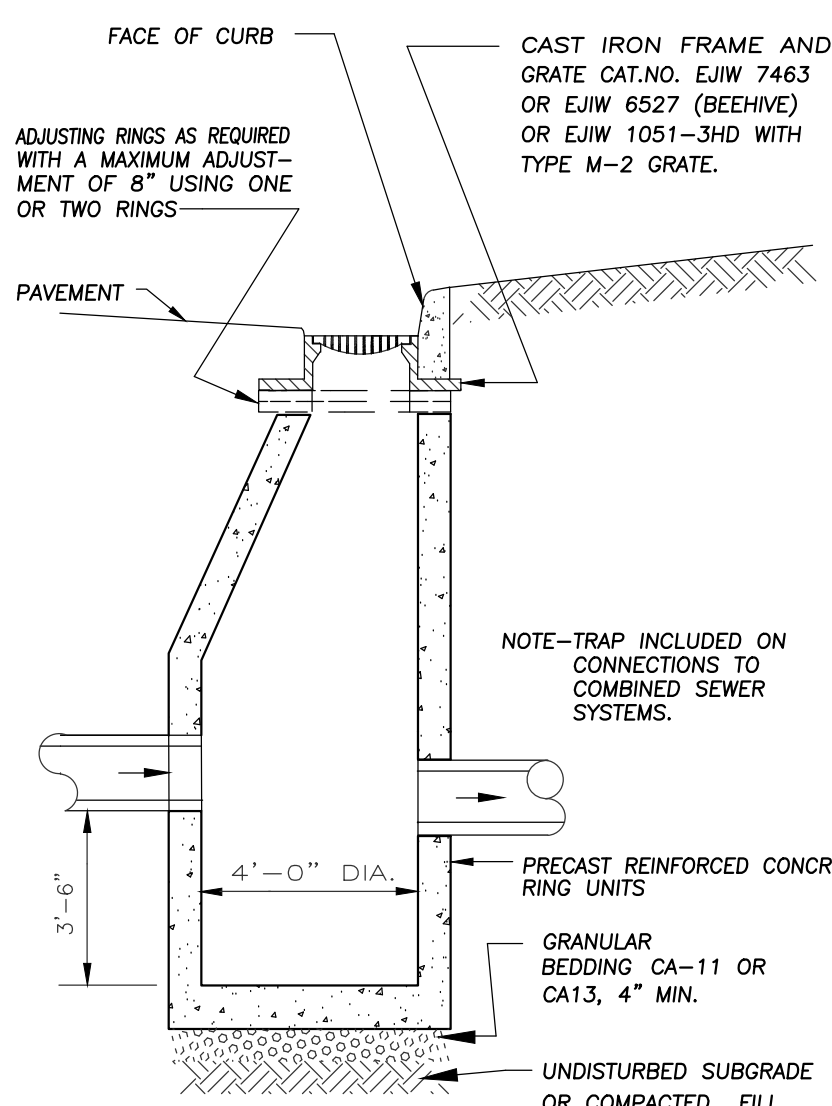
SITE WORK DETAILS

Sheet No.:

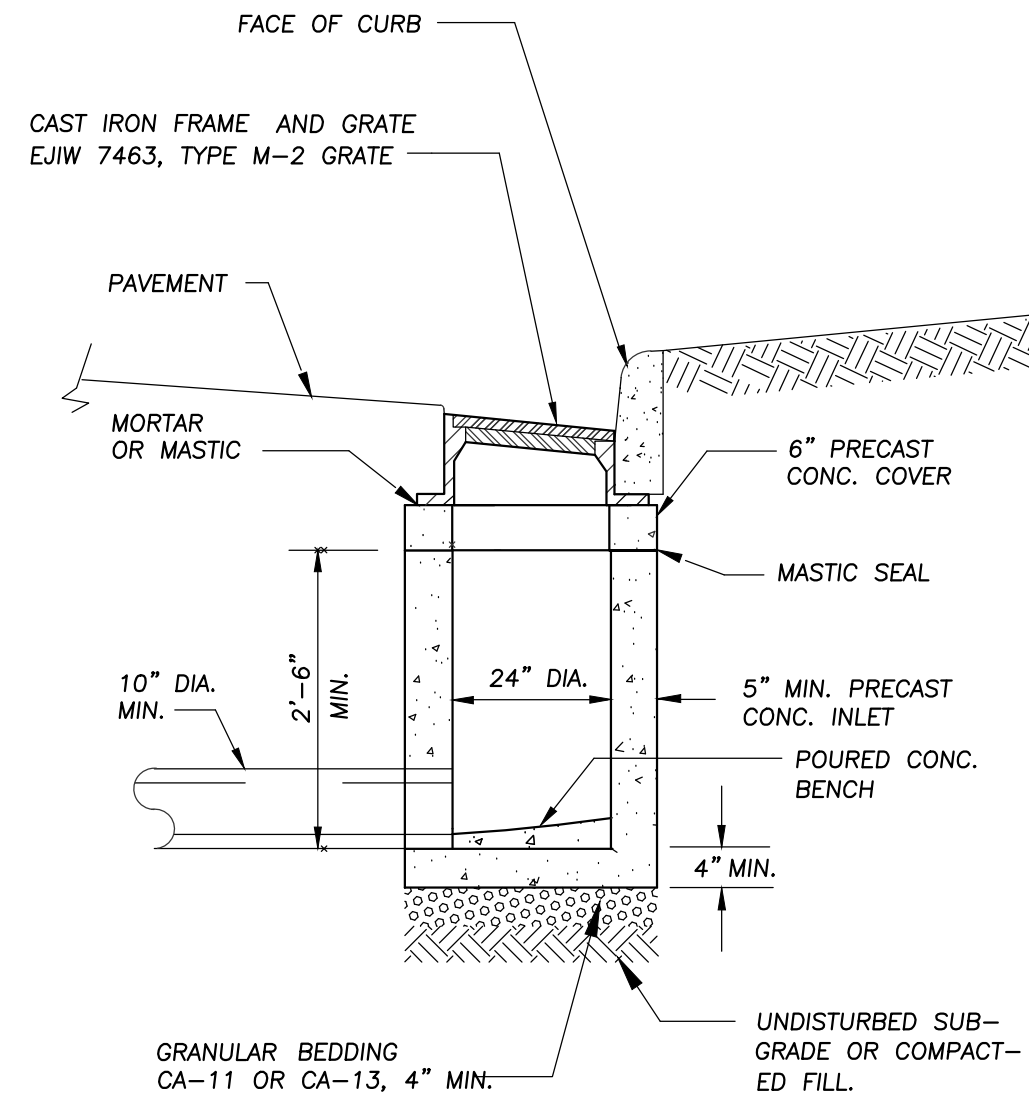
C6.1

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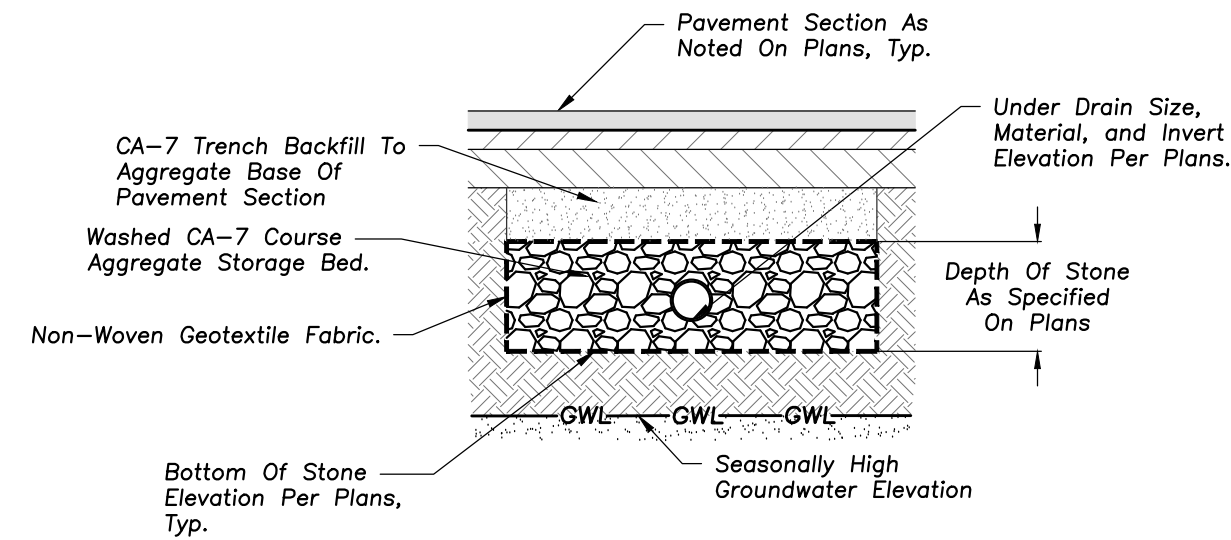
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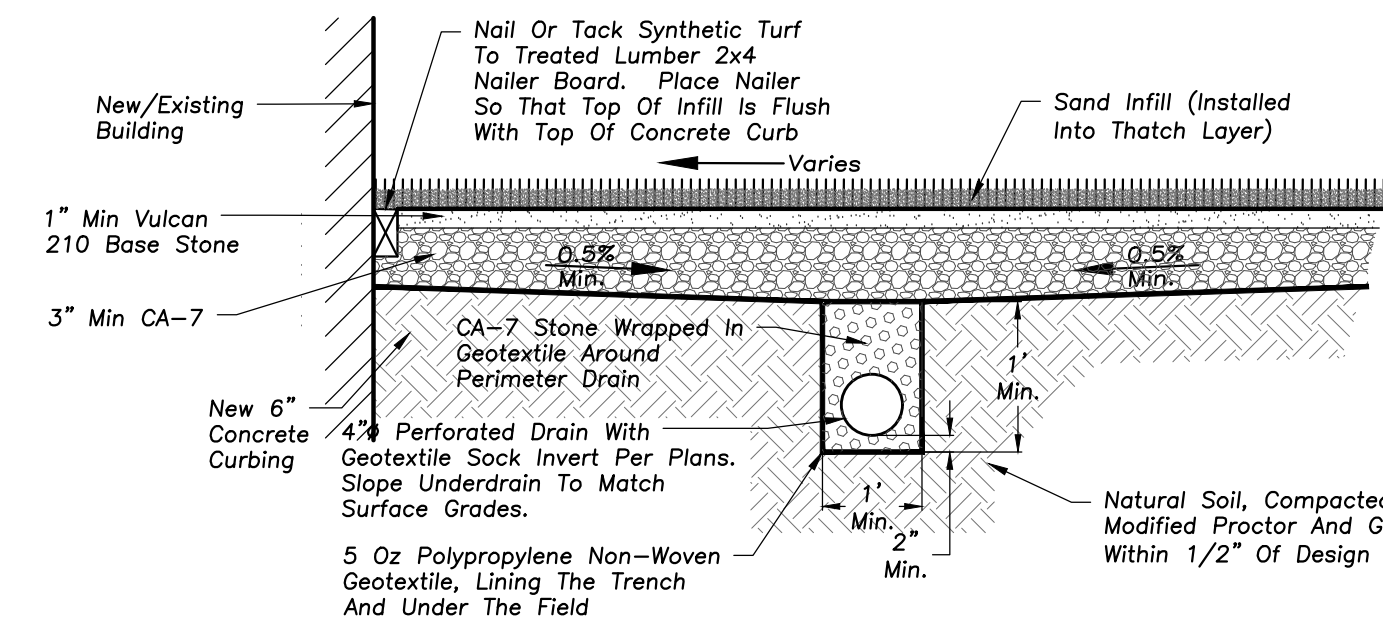
TYPE A - CATCH BASIN



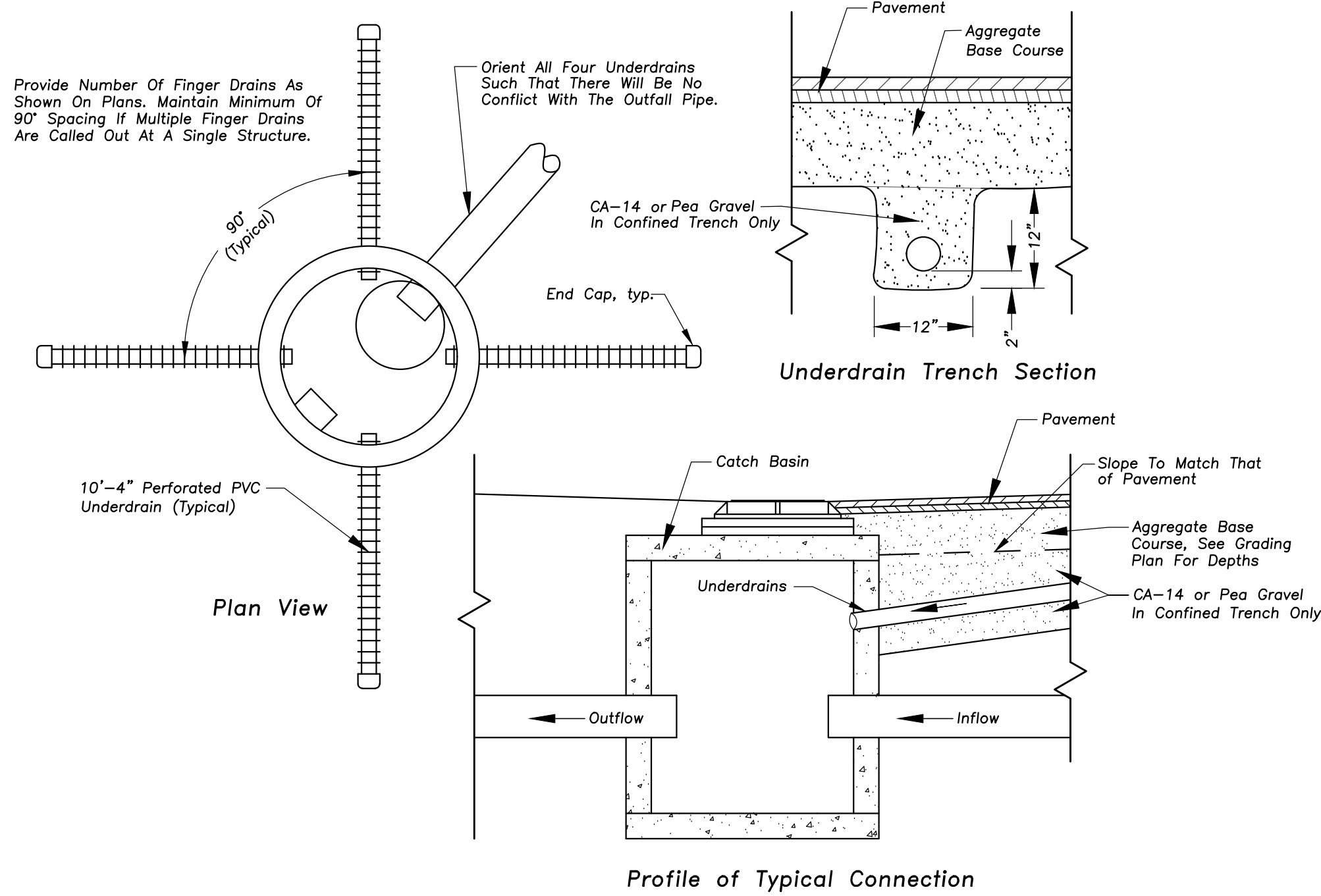
TYPE A - INLET



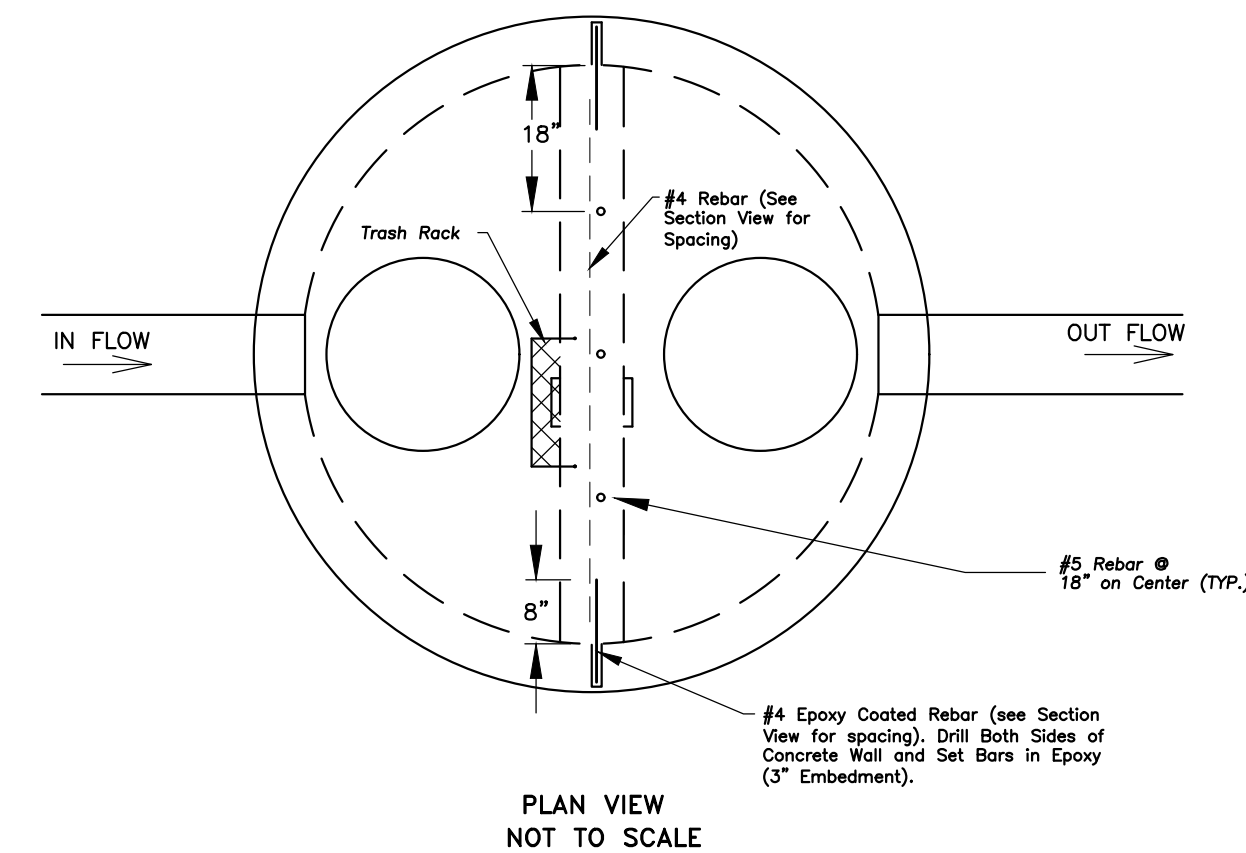
VOLUME CONTROL FACILITY BENEATH PAVEMENT



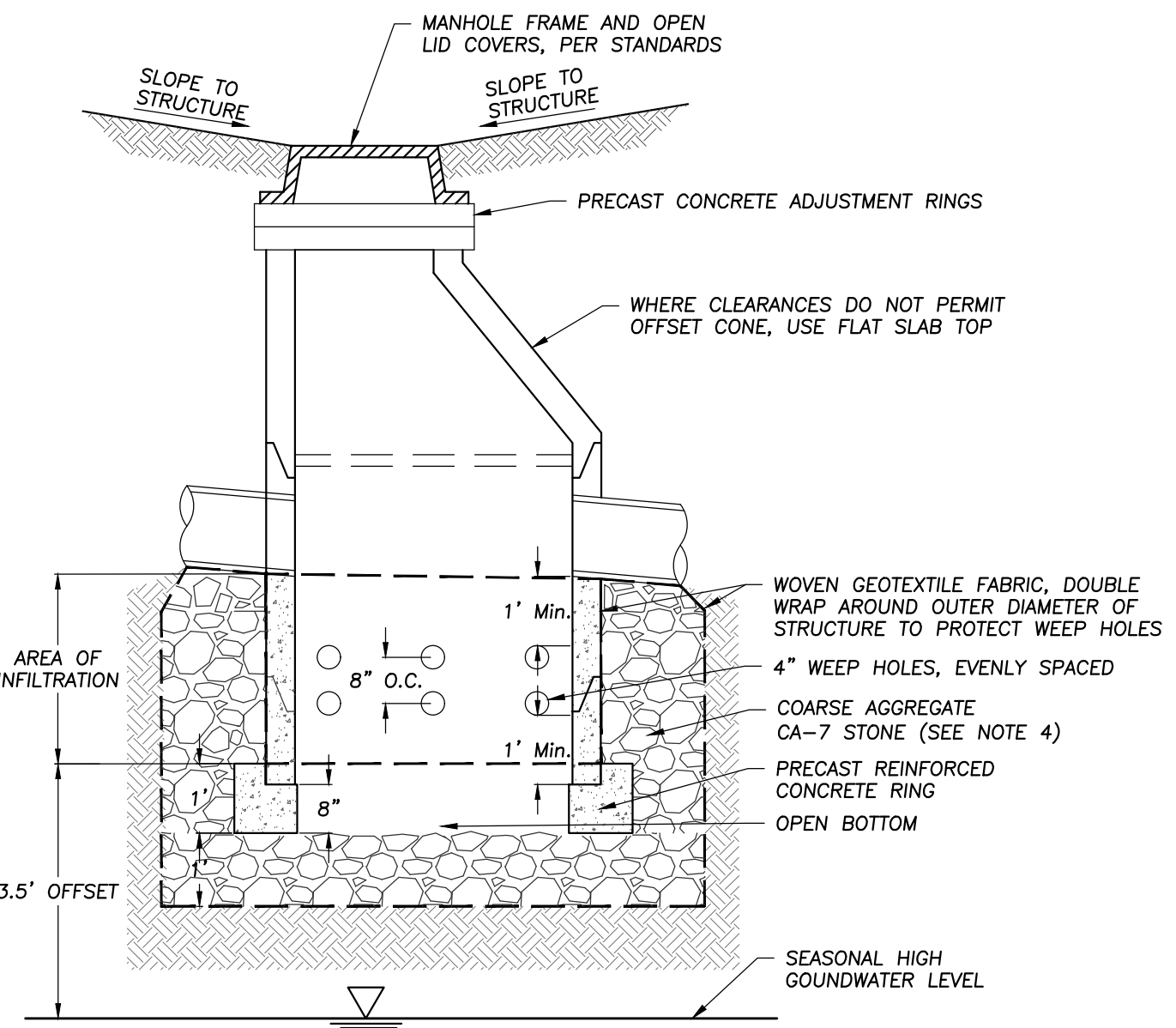
SYNTHETIC TURF UNDERDRAIN DETAIL



CATCH BASIN WITH FINGER DRAINS

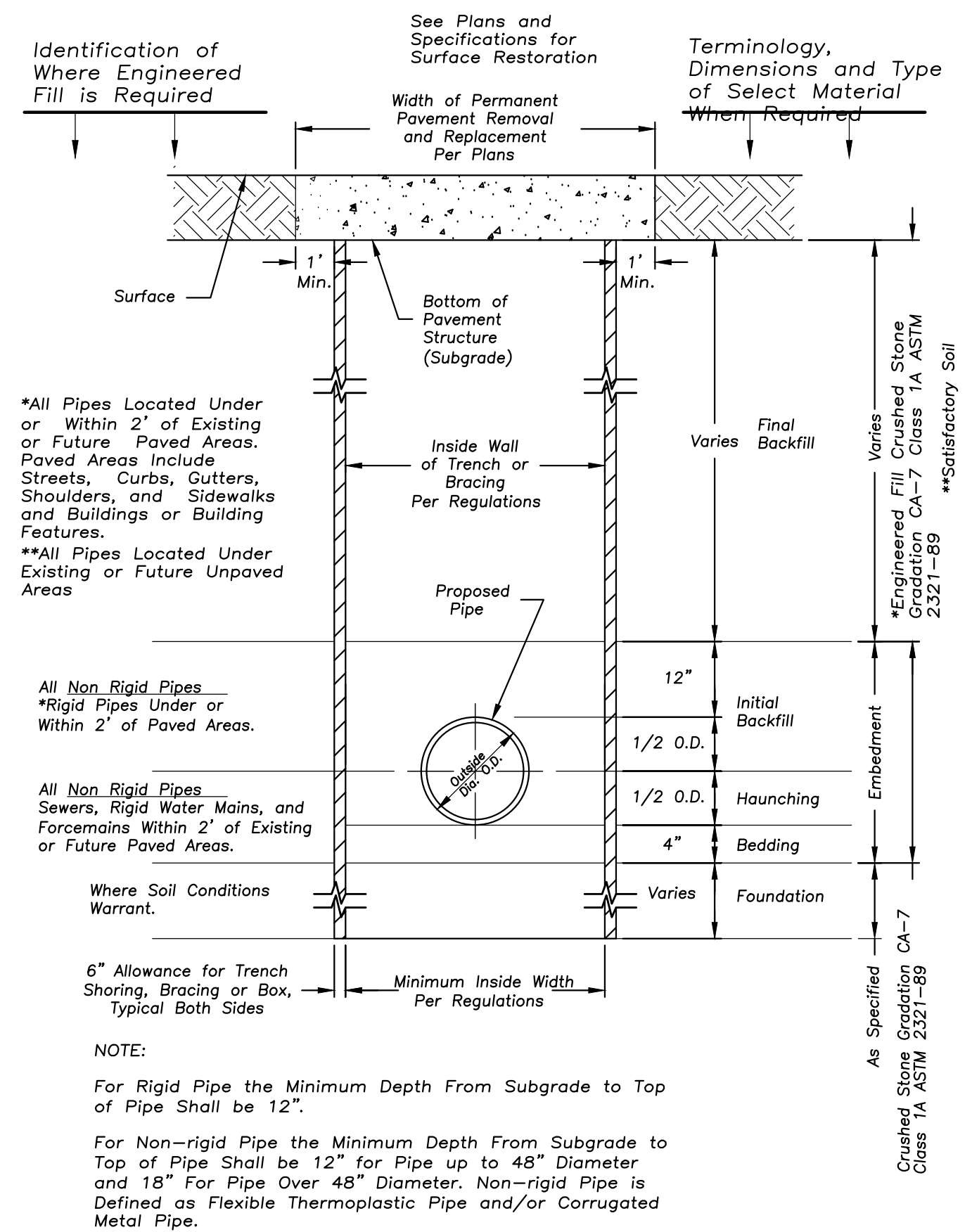


OUTLET CONTROL STRUCTURE



- NOTES:
1. OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM POTABLE WATER WELLS OR SEPTIC TANKS.
 2. AVOID INSTALLATION AREAS OF COMPACTED FILL.
 3. WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
 4. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
 5. AGGREGATE BASE OF ONE FOOT (MINIMUM) BELOW PRECAST REINFORCED RING AND SHALL PROVIDE ADEQUATE STRUCTURAL STABILITY PER SOIL CONDITIONS.
 6. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.

OPEN BOTTOM CATCH BASIN



STANDARD SEWER AND WATER TRENCH SECTION



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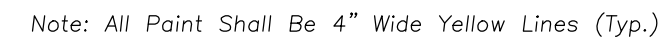
Design By: JC Date: 07/25/16
Approved By: KC Project No. _____

Sheet Title:
**SITE WORK
DETAILS**

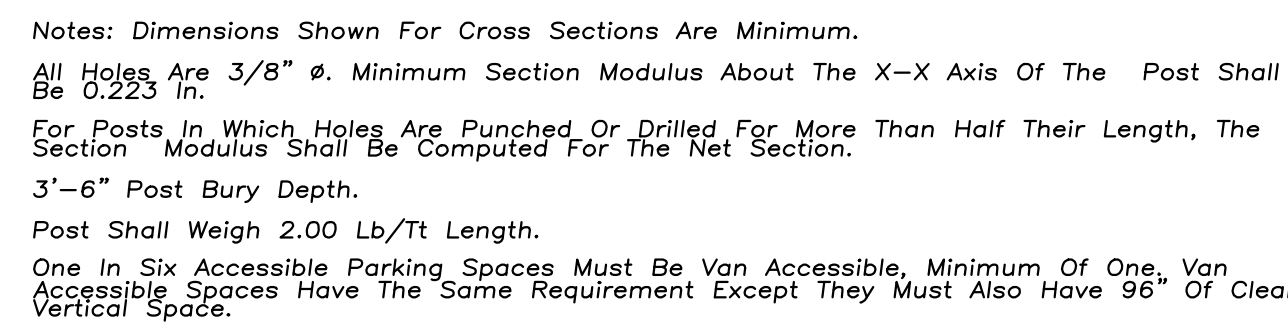
Sheet No:
C6.2



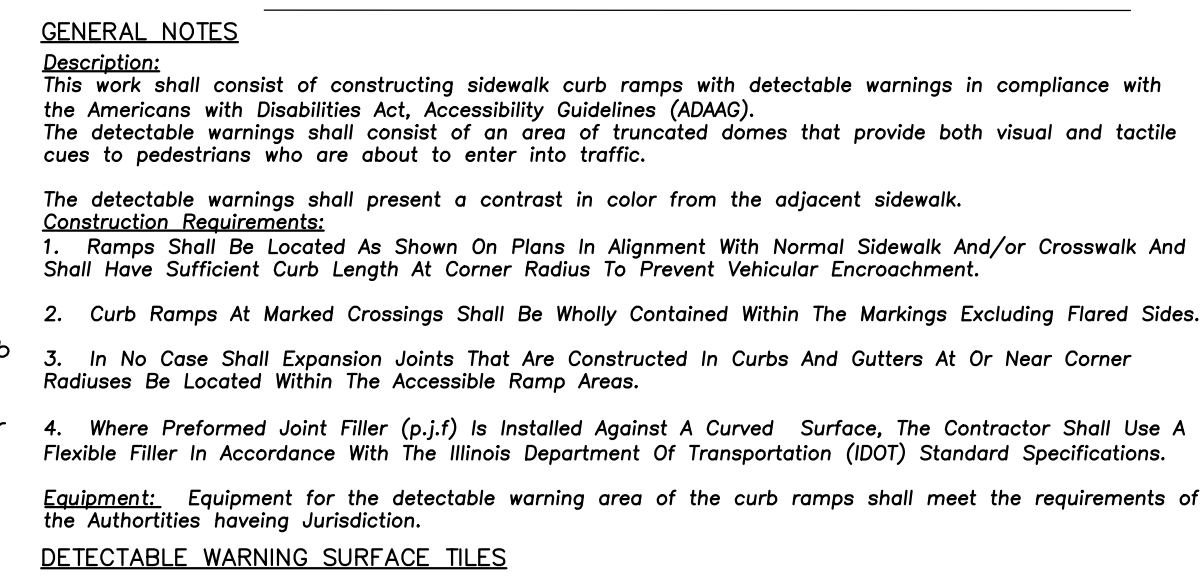
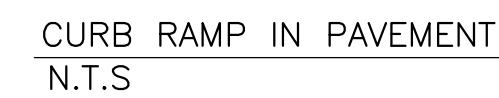
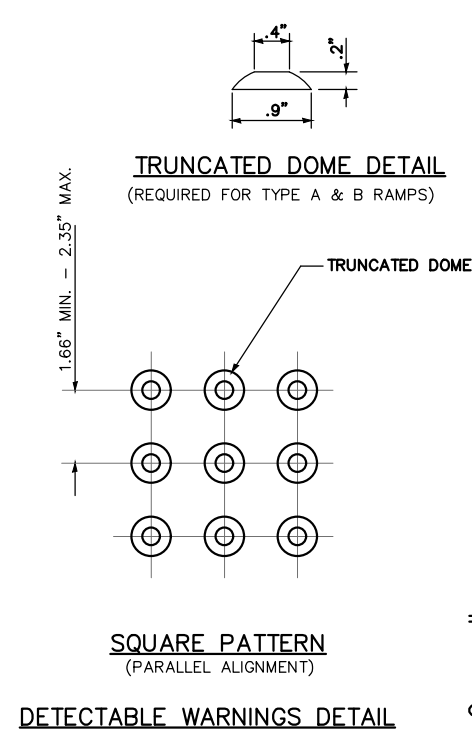
Note "b"
Profile For Depressed Curb
© Driveways And Ramps



ACCESSIBLE PARKING STALL PAVEMENT MARKING



ACCESSIBLE PARKING SIGN IN BOLLARD



Provide Surface Applied Detectable/Tactile Warning Surface Tiles which comply with the detectable warnings on walking surfaces section of the Americans with Disabilities Act (Title III Regulations, 28 CFR Part 36 ADA STANDARDS FOR ACCESSIBLE DESIGN, Appendix A, Section 4.29.2)

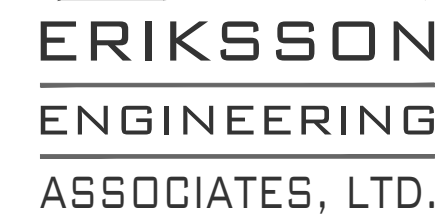
Dimensions: Cast In Place Detectable/Tactile Warning Surface Tiles shall be held within the following dimensions and tolerances:

Length of Tiles: which is One of the Following as Necessary for the Dimensions of the Surface in Which the Detectable Warning is Proposed: 12x12 24x24 24x36 24x48 24x60 36x48 36x60 nominal. No Cutting of Tiles is Allowed.

Installation of Detectable/Tactile Warning Surface Tiles Per Manufacturer's Instructions.

Verify With the Local Authorities Having Jurisdiction that Detectable/Tactile Warning Surface Tiles are an Acceptable Method of Providing for the Detectable Warning Surface.

Verify With the Local Authorities Having Jurisdiction that the Manufacturer's Products are Acceptable for the Detectable Warning Surface.



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Design By: JC	Date: 07/25/16
Approved By:	Project No.

Sheet Title:

SITE WORK DETAILS

Sheet No:

C6.3



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Approved By:	Project No.
KC	

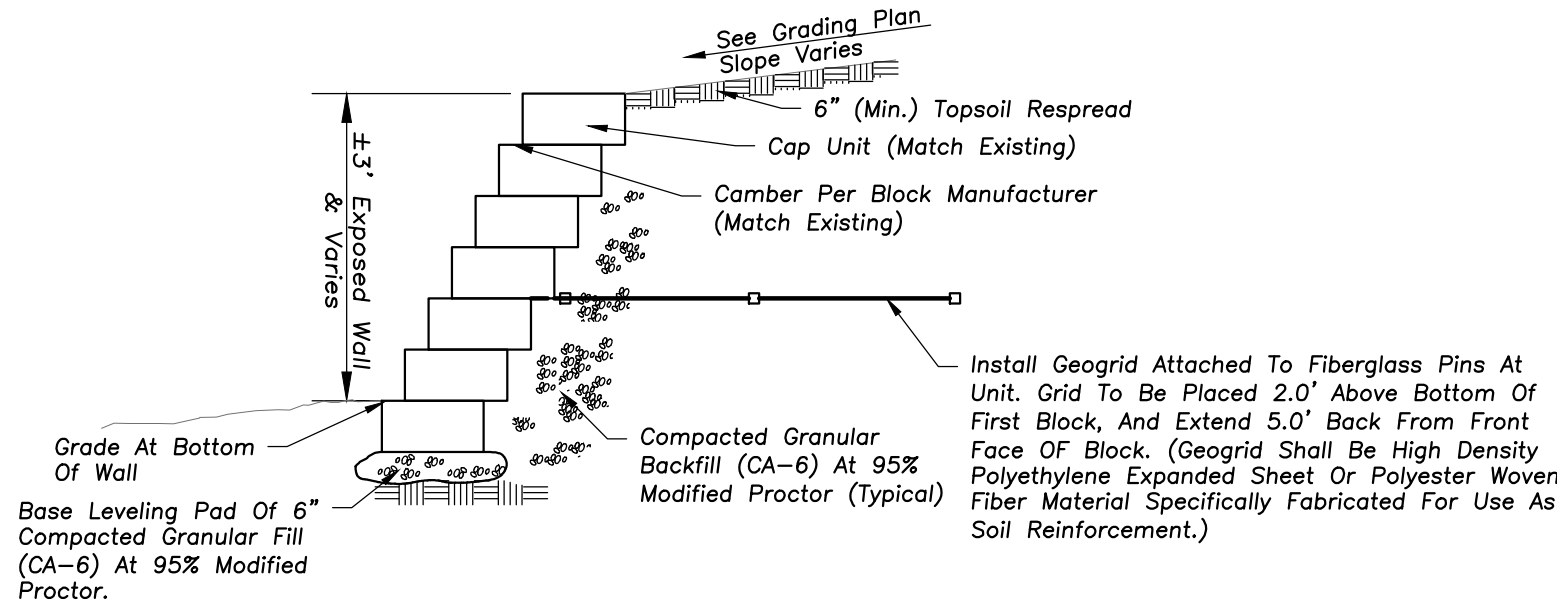
Sheet Title:

SITE WORK
DETAILS

Sheet No:

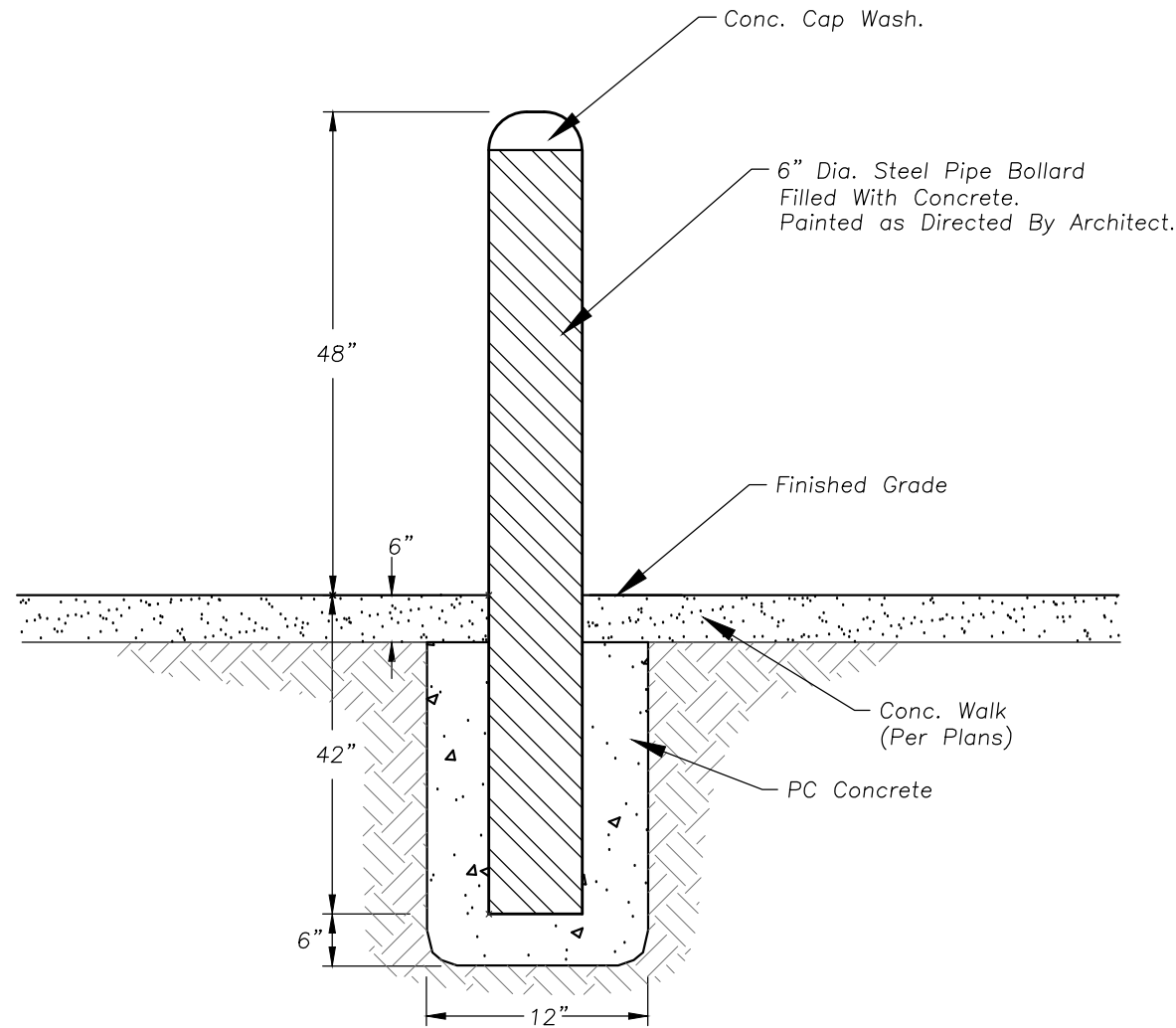
C6.4

Note:
Retaining Wall Detail Is Conceptual And Schematic Only. The Contractor Must Submit Information On The Product Chosen (I.E. Keystone Retaining Wall Systems, Anchor Wall Systems Or Equivalent). Prior to Construction, This Information Shall Be Submitted to the Owner and Engineer for Review. This Review Does Not Relieve The Contractor And Manufacturer Of Responsibility For The Wall. The Contractor Shall Adhere Strictly To The Manufacturer's Specifications and Design Requirements During Construction.

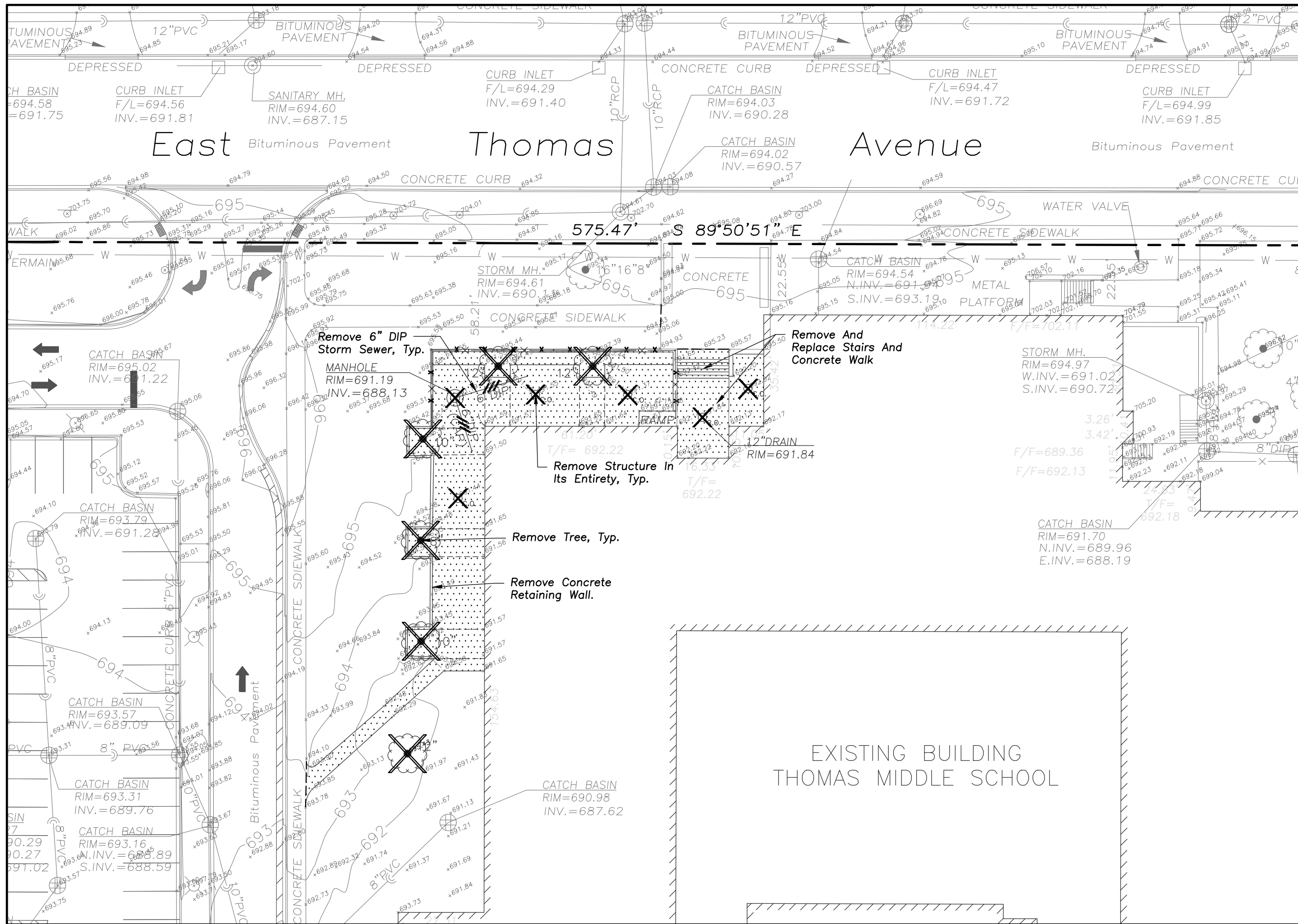


Note: Wall To Be Set With Bottom Of First Block 8" Below Grade At Face Of Wall.

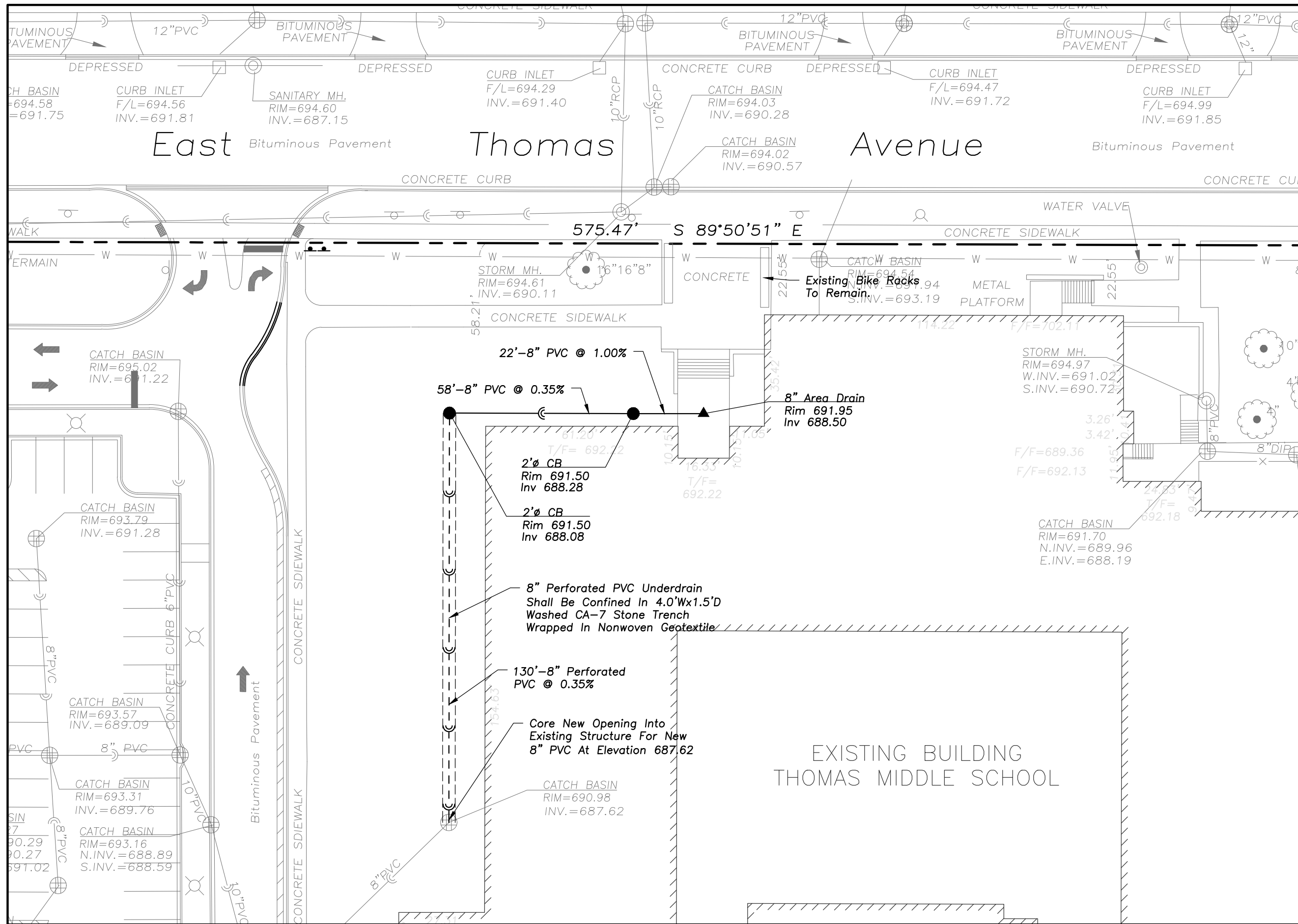
Concrete Wall Block Retaining Wall



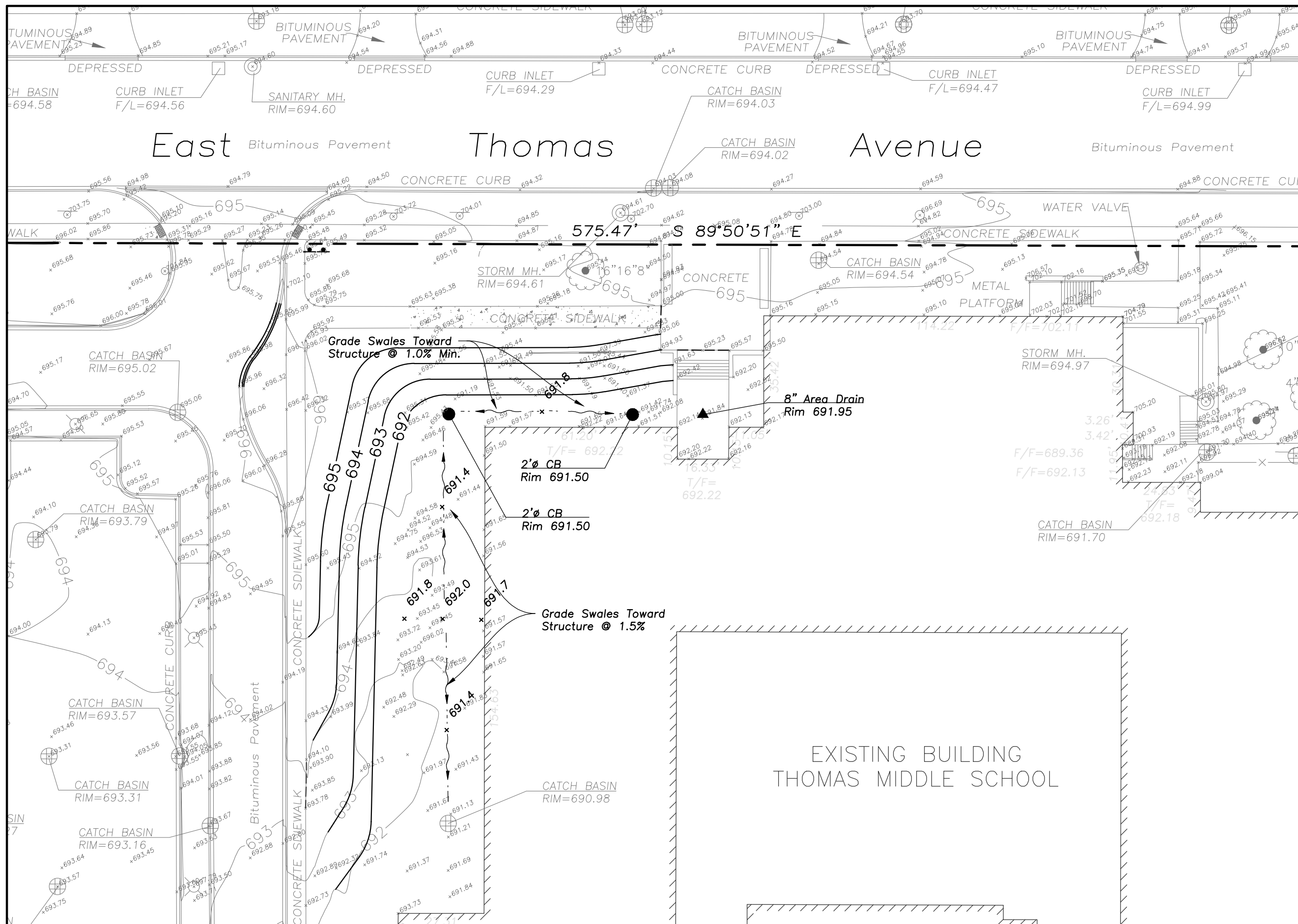
BOLLARD DETAIL



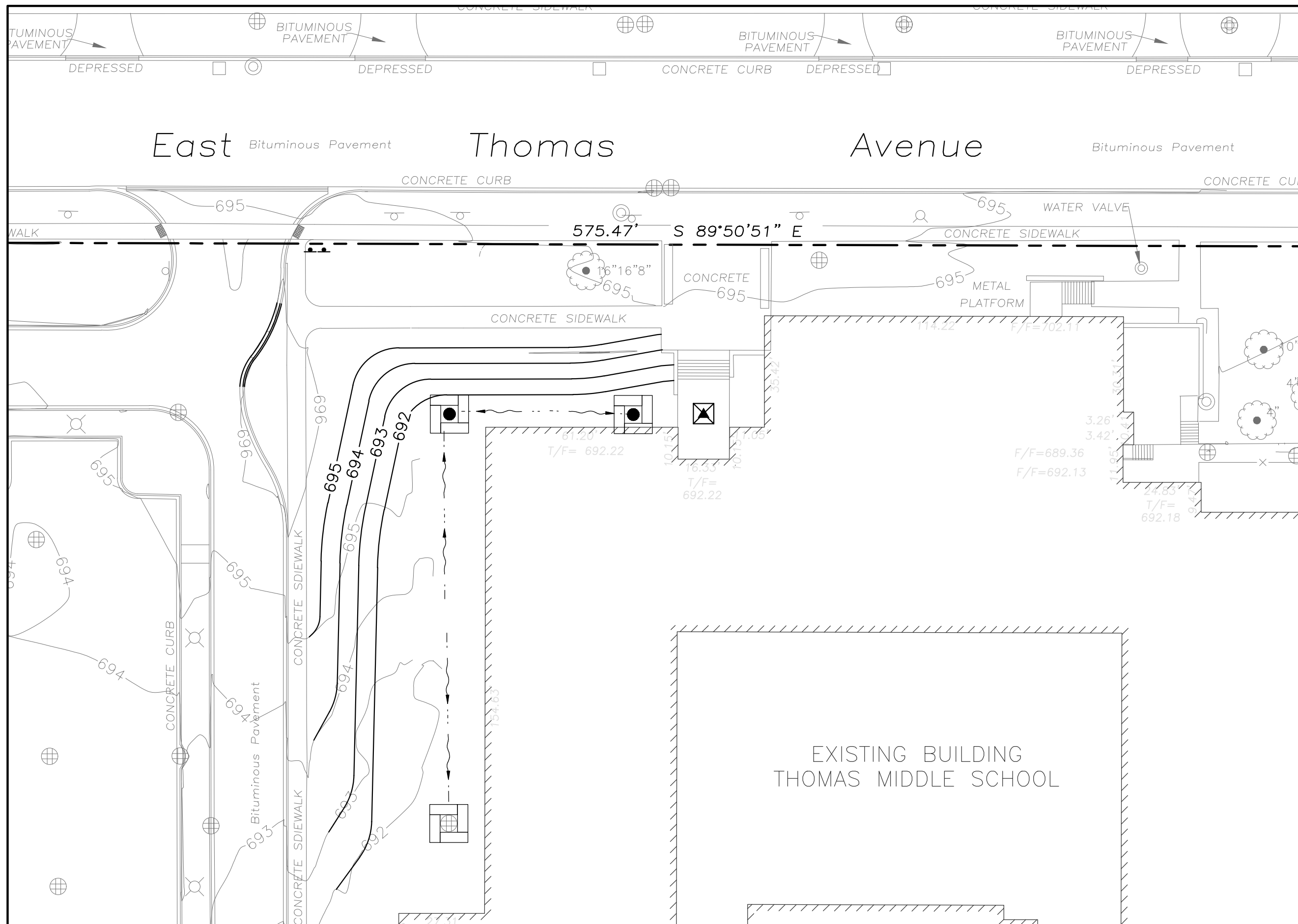
ALTERNATE-DEMOLITION PLAN



ALTERNATE-GEOMETRY AND UTILITY PLAN



ALTERNATE-GRADING AND PAVING PLAN



ALTERNATE-EROSION CONTROL PLAN



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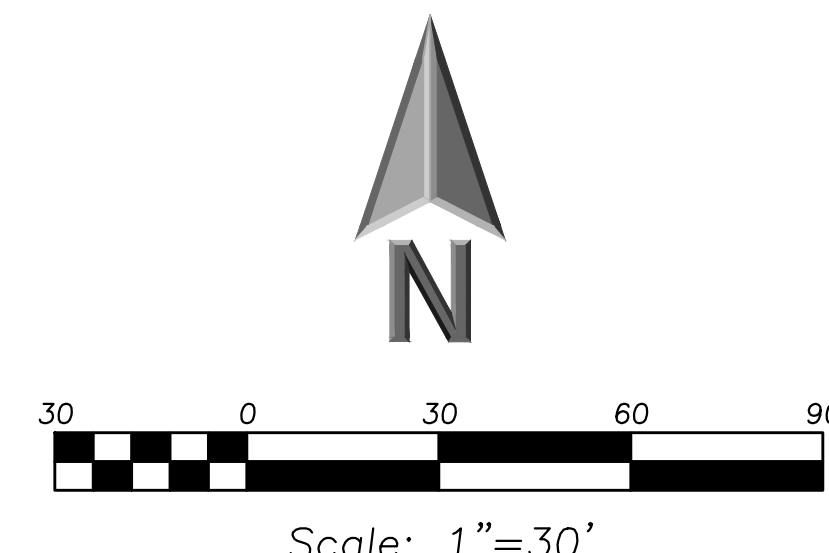
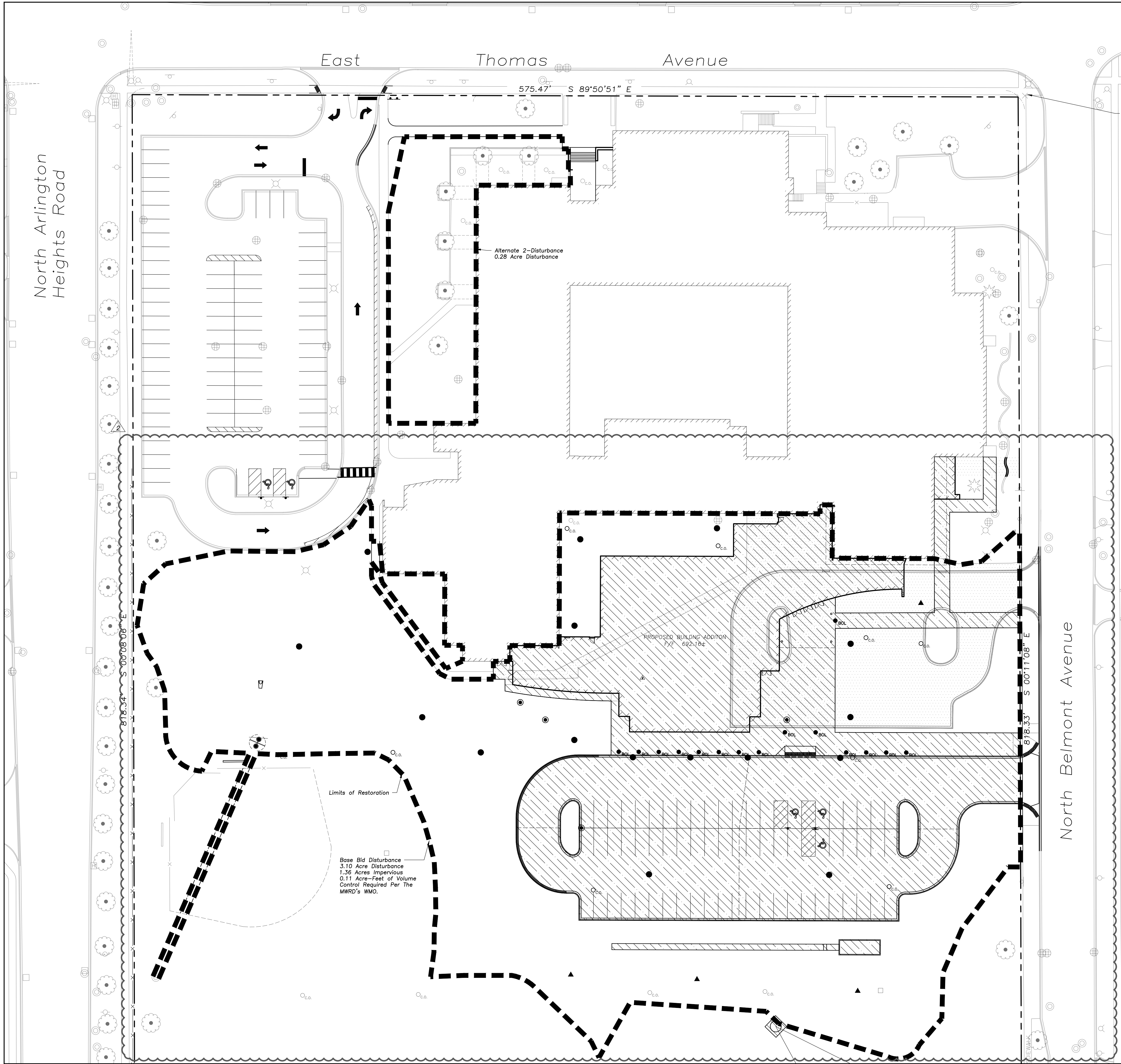
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DESIGN BY: JC		DATE: 07/25/16	
APPROVED BY: KC		PROJECT NO.:	

SHEET TITLE:
**ALTERNATE 2 -
REMOVAL OF RETAINING
WALL AND ASSOCIATED
SITE WORK**

SHEET NO.:
C7.1



LEGEND	
EXISTING	PROPOSED

LEGEND	
	Limits of Disturbance 3.38 Acres
	Existing Impervious To Be Removed 0.49 Acres
	New Impervious 1.36 Acres Net New Impervious 0.87 Acres

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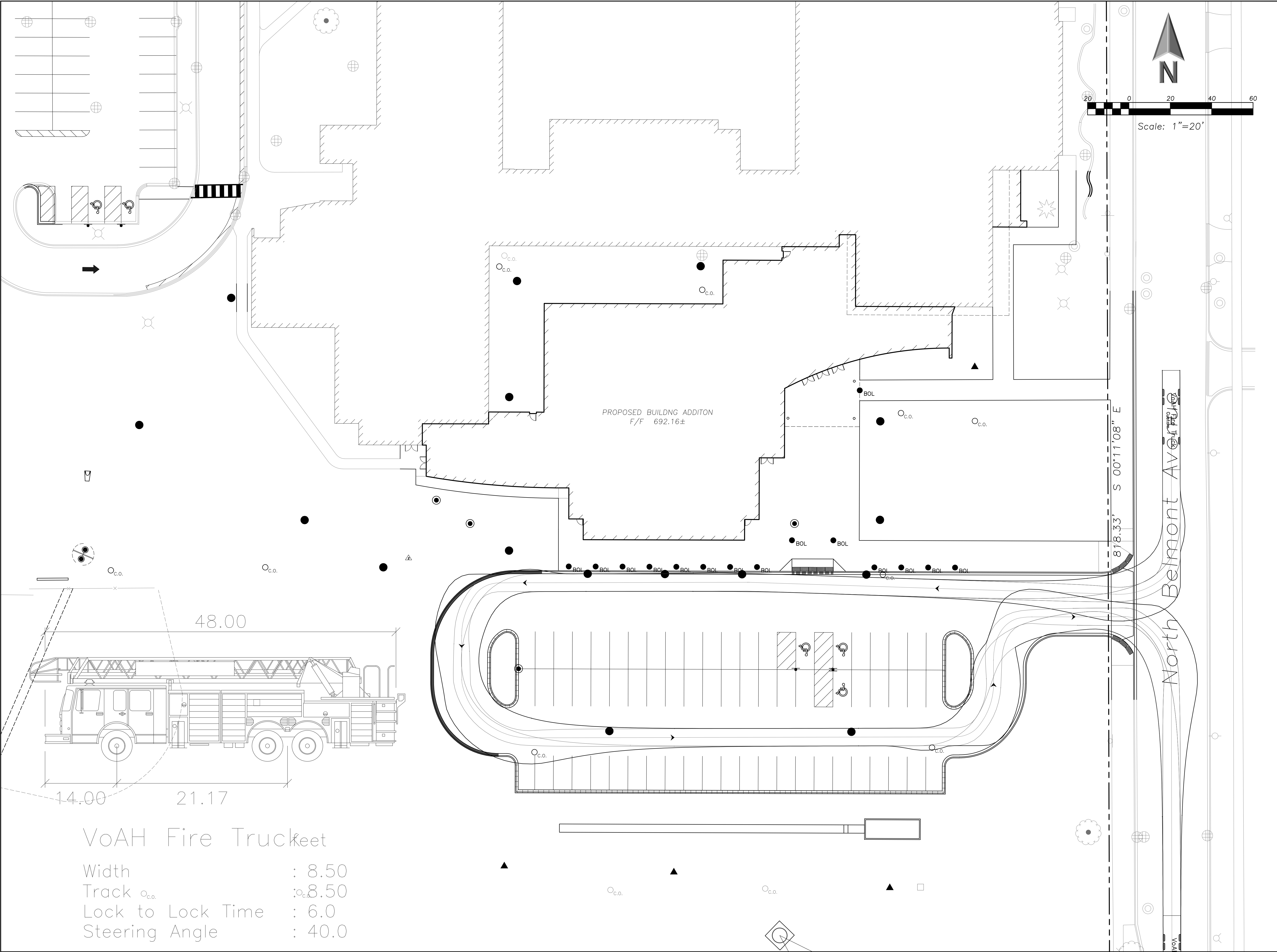
Design By: JC	Date: 07/25/16
Approved By: KC	Project No.

Sheet Title:

**PROJECT
DISTURBANCE**

Sheet No:

CX1.1



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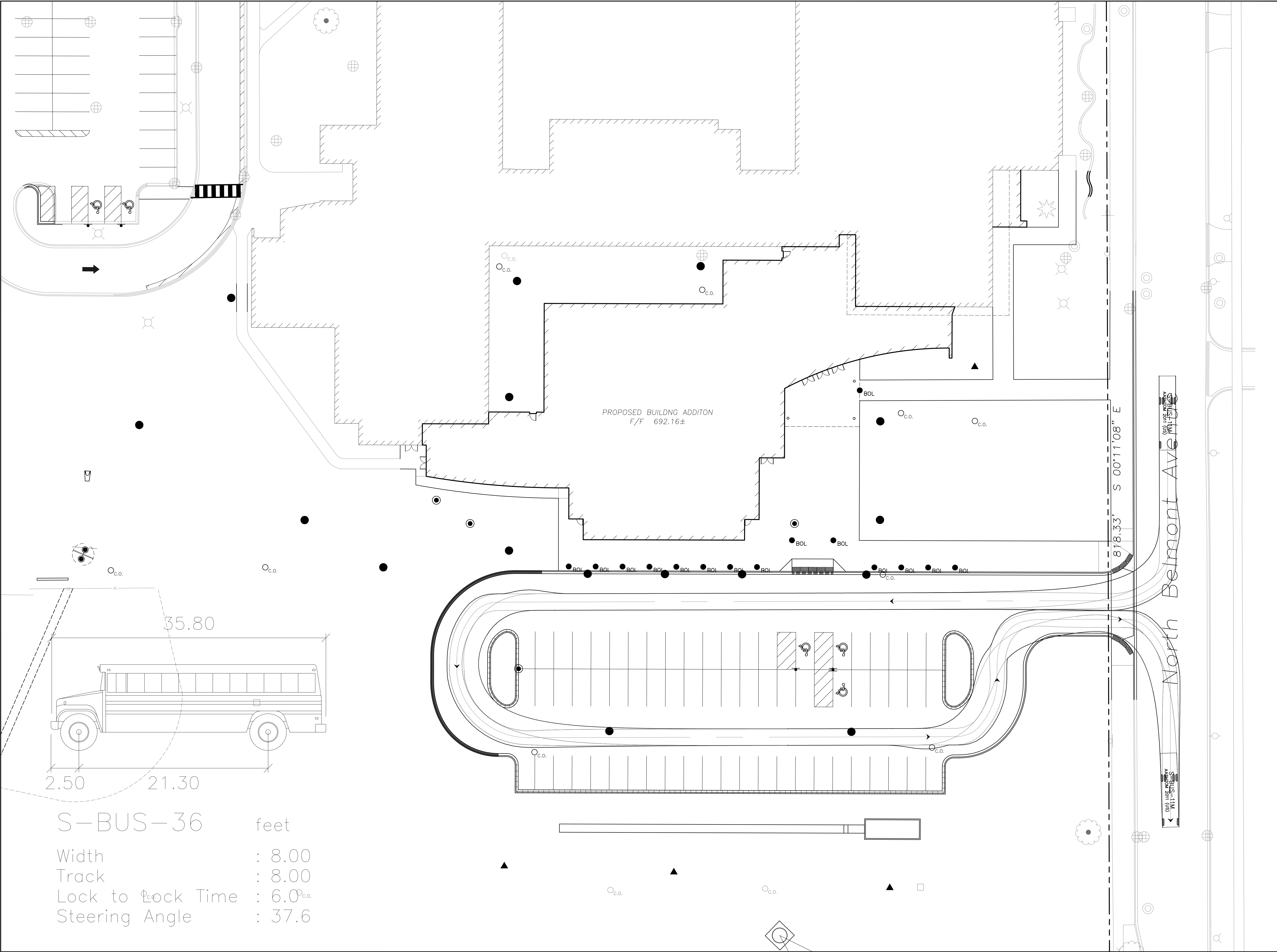
Design By: JC	Date: 07/25/16
Approved By: KC	Project No.

Sheet Title:

**AUTOTURN
EXHIBIT - FIRE
LANE**

Sheet No:

CX2.1



S-BUS-36 feet

Width : 8.00

Track : 8.00

Lock to Lock Time : 6.0^{sec}

Steering Angle : 37.6



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FAX: (847) 223-4864
EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
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EXPIRES: 04/30/2017

THOMAS MIDDLE SCHOOL
ADDITION AND RENOVATIONS
1430 N. Belmont Avenue
Arlington Heights, Illinois

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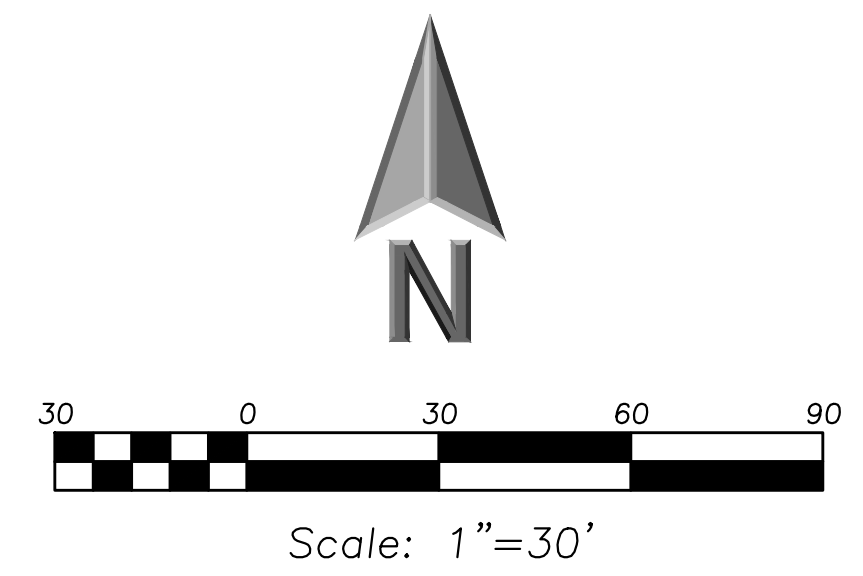
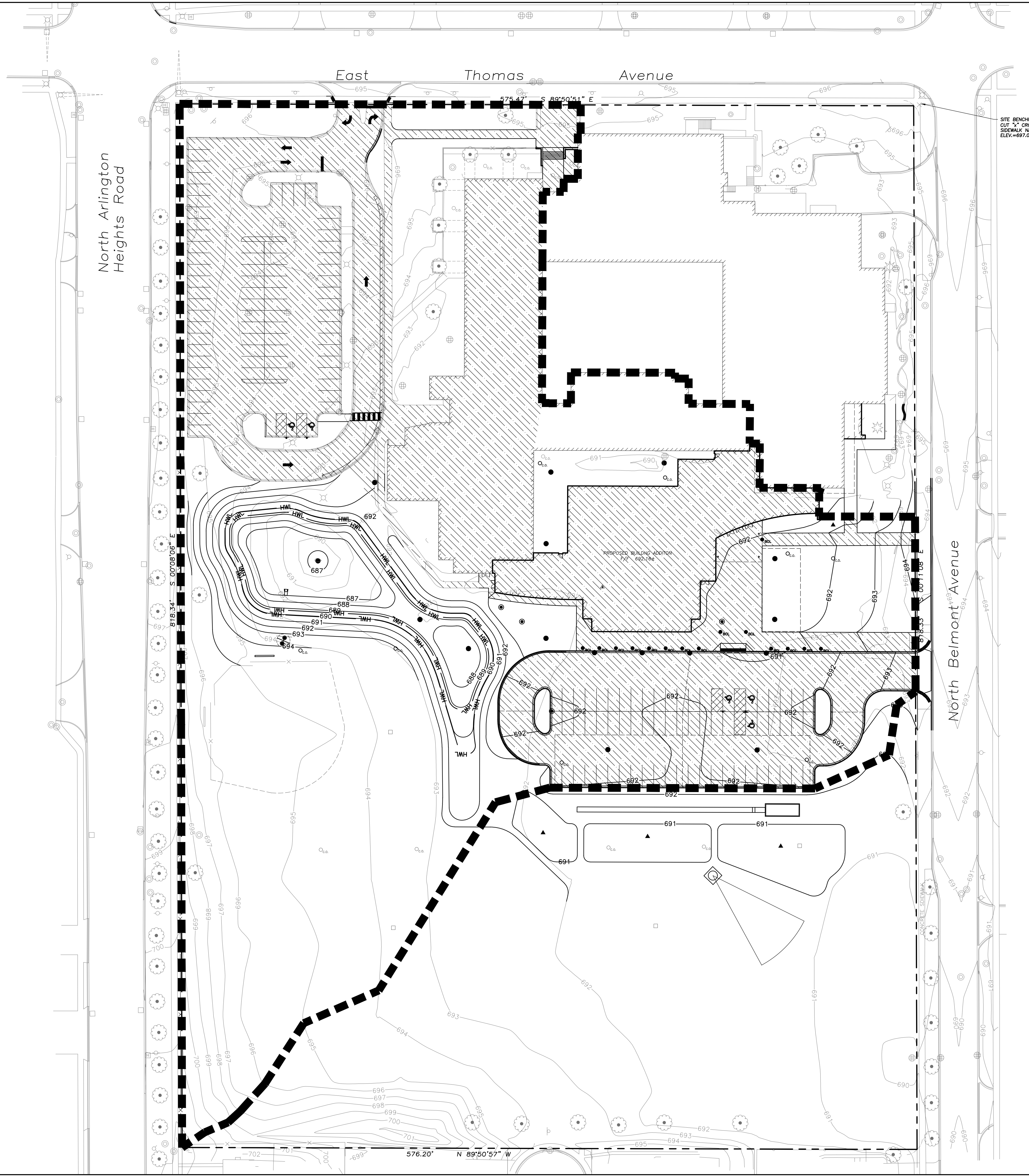
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2	10/06/16	Addendum 2

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Design By: JC	Date: 07/25/16
Approved By: KC	Project No.

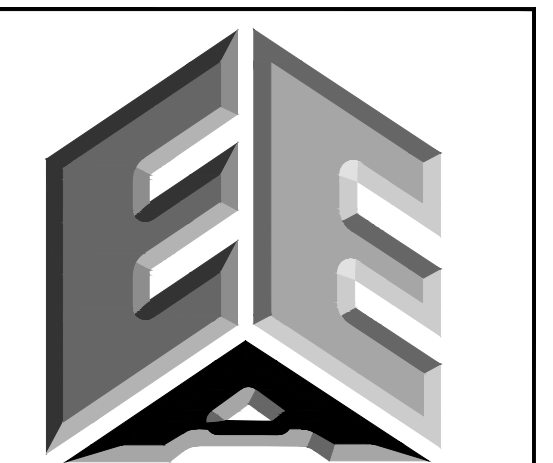
Sheet Title:
**AUTOTURN
EXHIBIT - SCHOOL
BUS**

Sheet No:
CX2.2



LEGEND	
EXISTING	PROPOSED
Reverse Pitched Curb	
M=3.12 Curb & Gutter	

LEGEND	
	Boundary of Watershed Tributary To Detention = 6.28 Acres
	Impervious Area = 2.81 Acres



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THOMAS MIDDLE SCHOOL ADDITION AND RENOVATIONS

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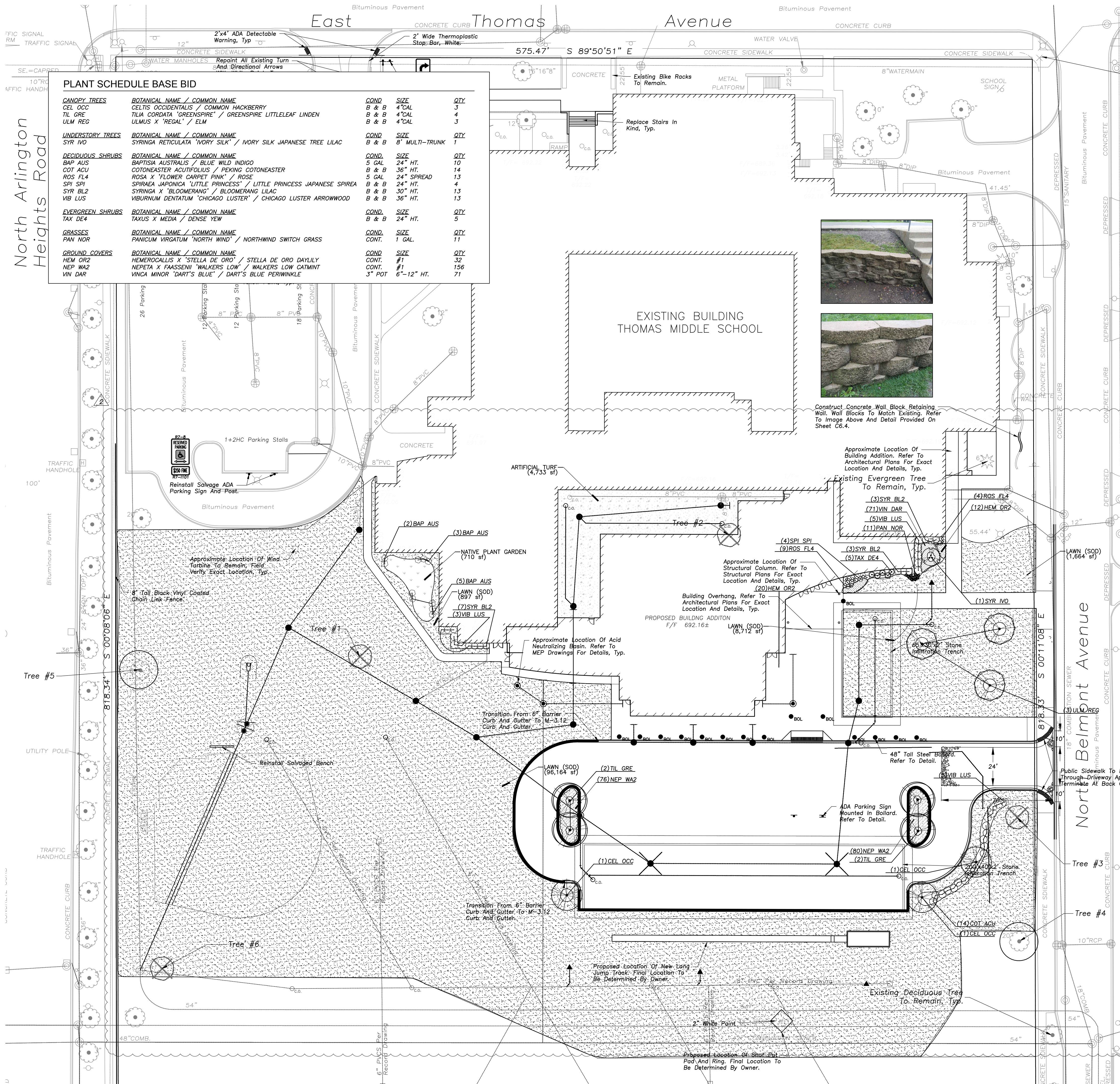
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Design By: JC	Date: 07/25/16
Approved By: KC	Project No.

Sheet Title:
**WATERSHED
EXHIBIT**

Sheet No:
CX3.1



PLANT SCHEDULE BASE BID				
CANOPY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
CEL OCC	CELtis OCCIDENTALIS / COMMON HACKBERRY	B & B	4" CAL	3
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	4" CAL	4
ULM REG	ULMUS X 'REGAL' / ELM	B & B	4" CAL	3
UNDERSTORY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
SYR IVO	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	8" MULTI-TRUNK	1
DECIDUOUS SHRUBS	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
BAP AUS	BAPTISIA AUSTRALIS / BLUE WILD INDIGO	5 GAL	24" HT.	10
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	14
ROS FL4	ROSA X 'FLOWER CARPET PINK' / ROSE	5 GAL	24" SPREAD	13
SPI SPI	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	B & B	24" HT.	4
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	13
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	13
EVERGREEN SHRUBS	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
TAX DE4	TAXUS X MEDIA / DENSE YEW	B & B	24" HT.	5
GRASSES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
PAN NOR	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	CONT.	1 GAL.	11
GROUND COVERS	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
HEM OR2	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	#1	32
NEP WA2	NEPETA X FAASSWEN 'WALKERS LOW' / WALKERS LOW CATMINT	CONT.	#1	156
VIN DAR	VINCA MINOR 'DART'S BLUE' / DART'S BLUE PERIWINKLE	3" POT	6"-12" HT.	71

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NATIVE PLANTING AND LAWN BASE BID		
	NATIVE PLANT GARDEN	710 SF
	LAWN (SOD)	107,436 SF
	ARTIFICIAL TURF	4,733 SF

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number F5215.

PROJECT BENCHMARKS

SITE BENCHMARK:
CUT "X" CROSS ON CONCRETE SIDEWALK AT THE NORTHEAST CORNER OF PARCEL
NAVD88 ELEVATION = 697.05

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



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**THOMAS MIDDLE SCHOOL
ADDITION AND RENOVATIONS**

1430 N. Belmont Avenue
Arlington Heights, Illinois

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Expiration Date: _____

No.	Date	Description
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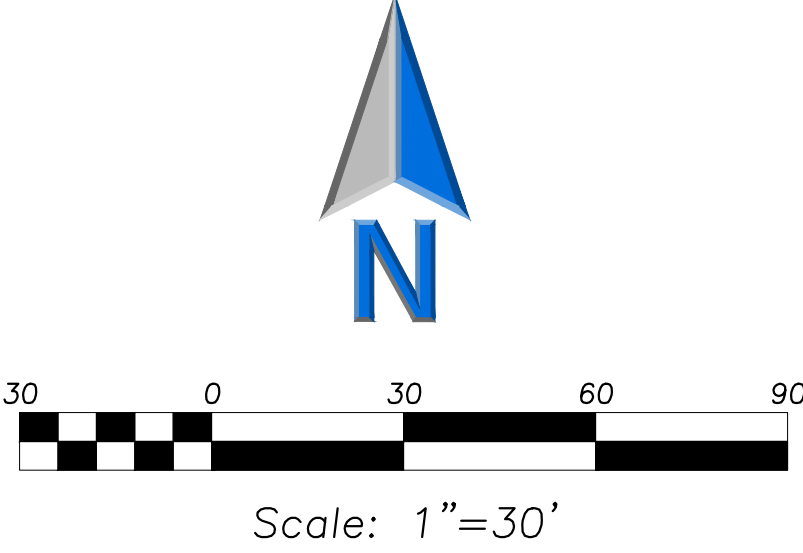
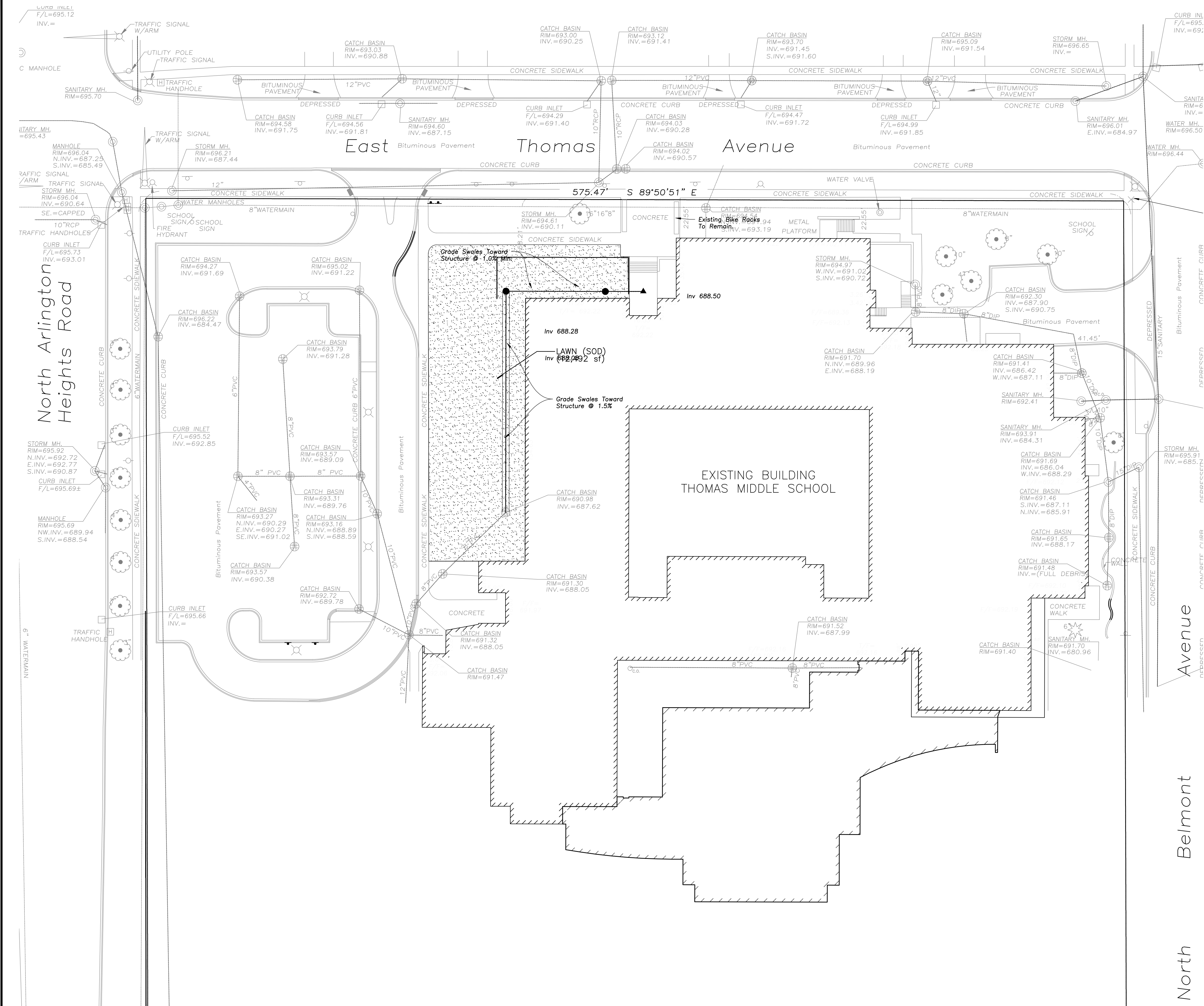
Design By:	SG	Date:	07/25/16
Approved By:	KC	Project No.:	

Sheet Title:

**LANDSCAPE
PLAN**

Sheet No:

L1.1



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LAWN AREA (ALT 2)

	<u>LAWN (SOD)</u>	12,492 SF
--	-------------------	-----------

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number F5215.

PROJECT BENCHMARKS

SITE BENCHMARK:
CUT "X" CROSS ON CONCRETE SIDEWALK AT THE NORTHEAST CORNER OF PARCEL
NAVD88 ELEVATION = 697.05

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Design By:	SG	Date:	07/25/16
Approved By:	KC	Project No.	

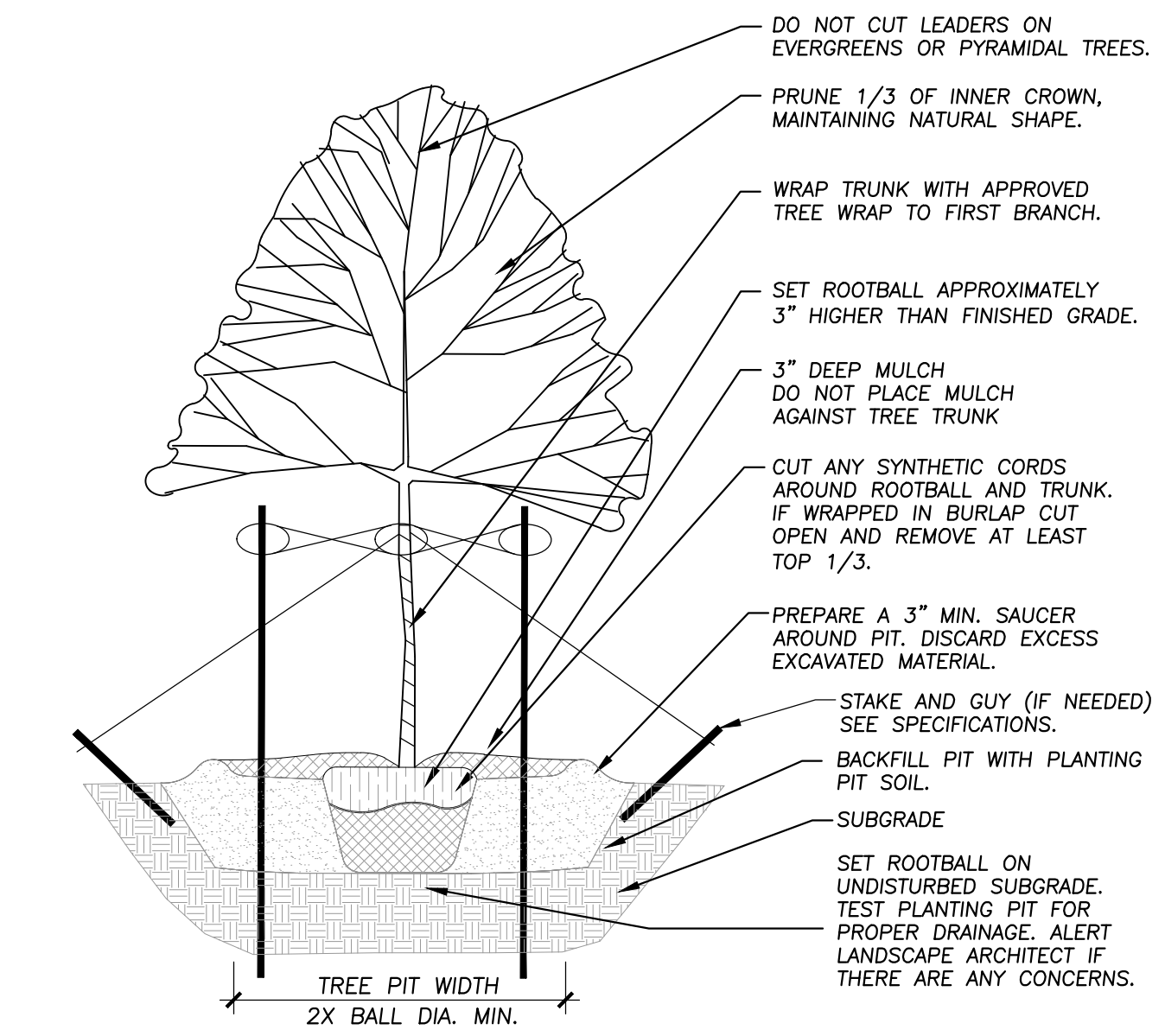
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**LANDSCAPE
PLAN
Alternate 2**

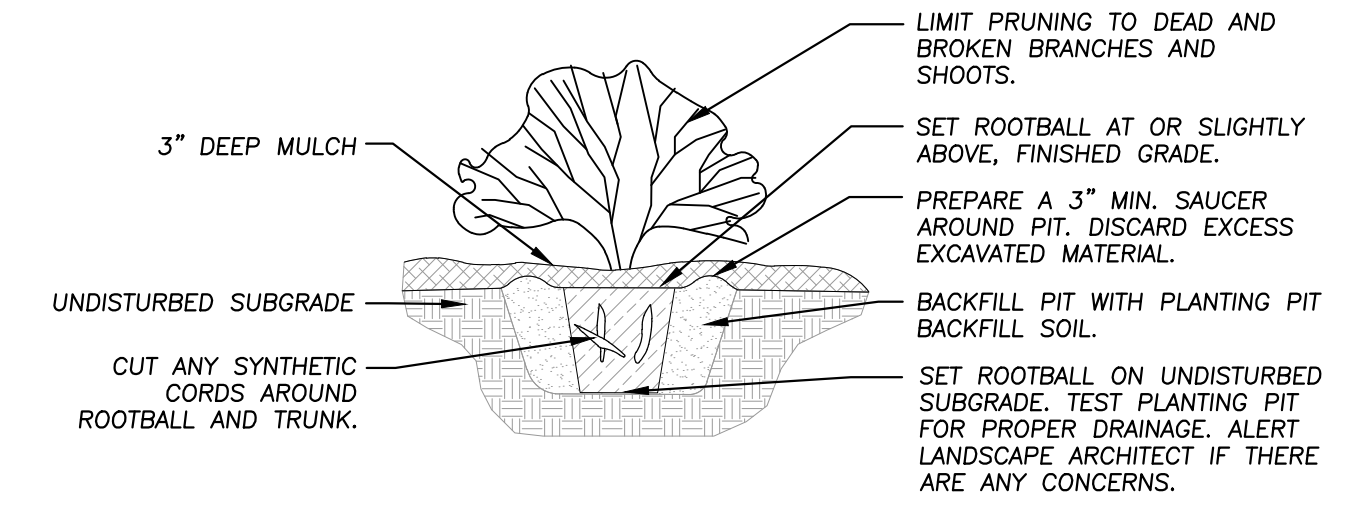
Sheet No:

L1.1a

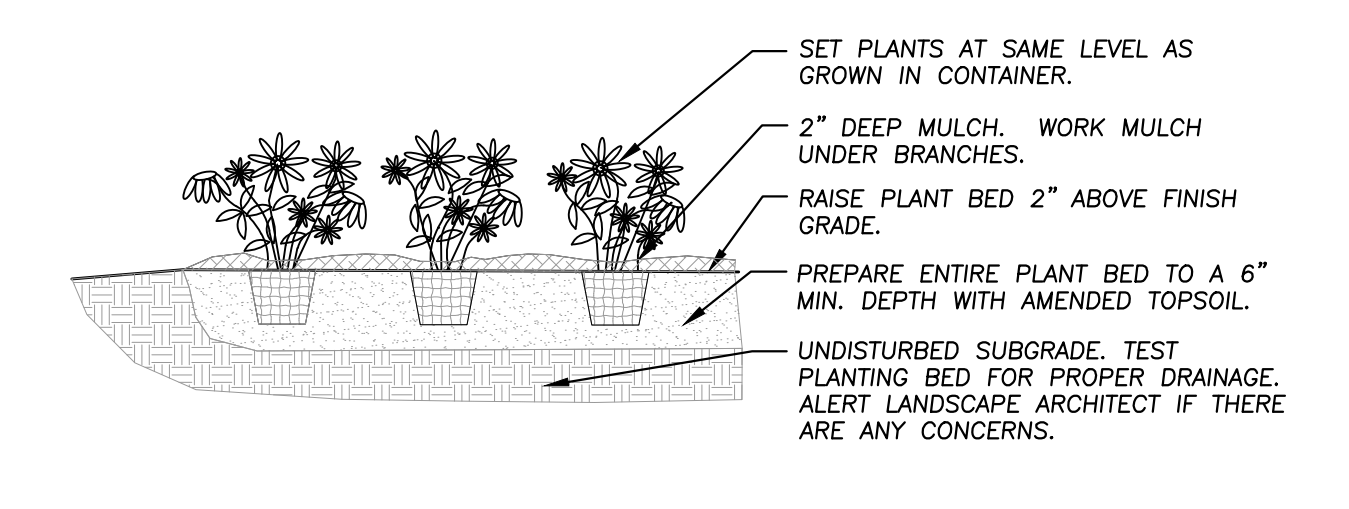
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Plotted: 10/06/16 @ 8:27am By: sgregory



1 TREE PLANTING DETAIL
NOT TO SCALE 32 9343-01



2 SHRUB PLANTING DETAIL
NOT TO SCALE 32 9333-01



3 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL
NOT TO SCALE 32 9301-03



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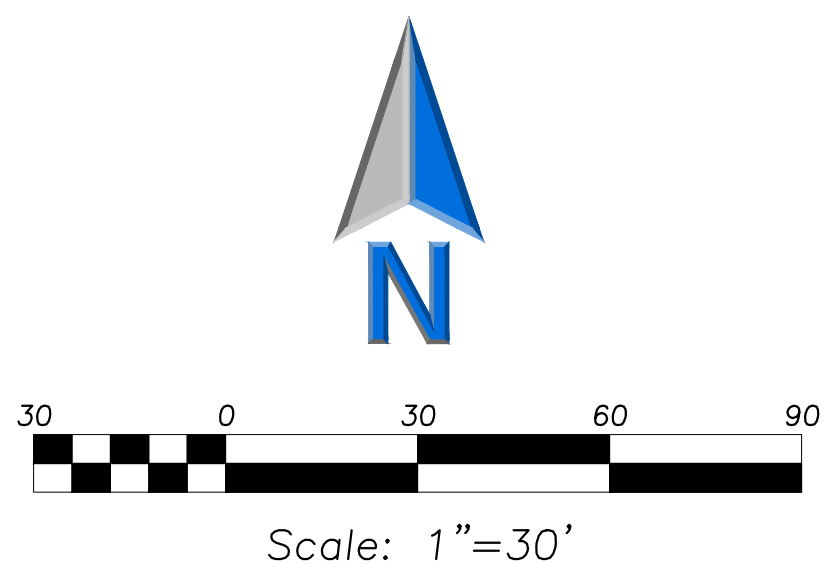
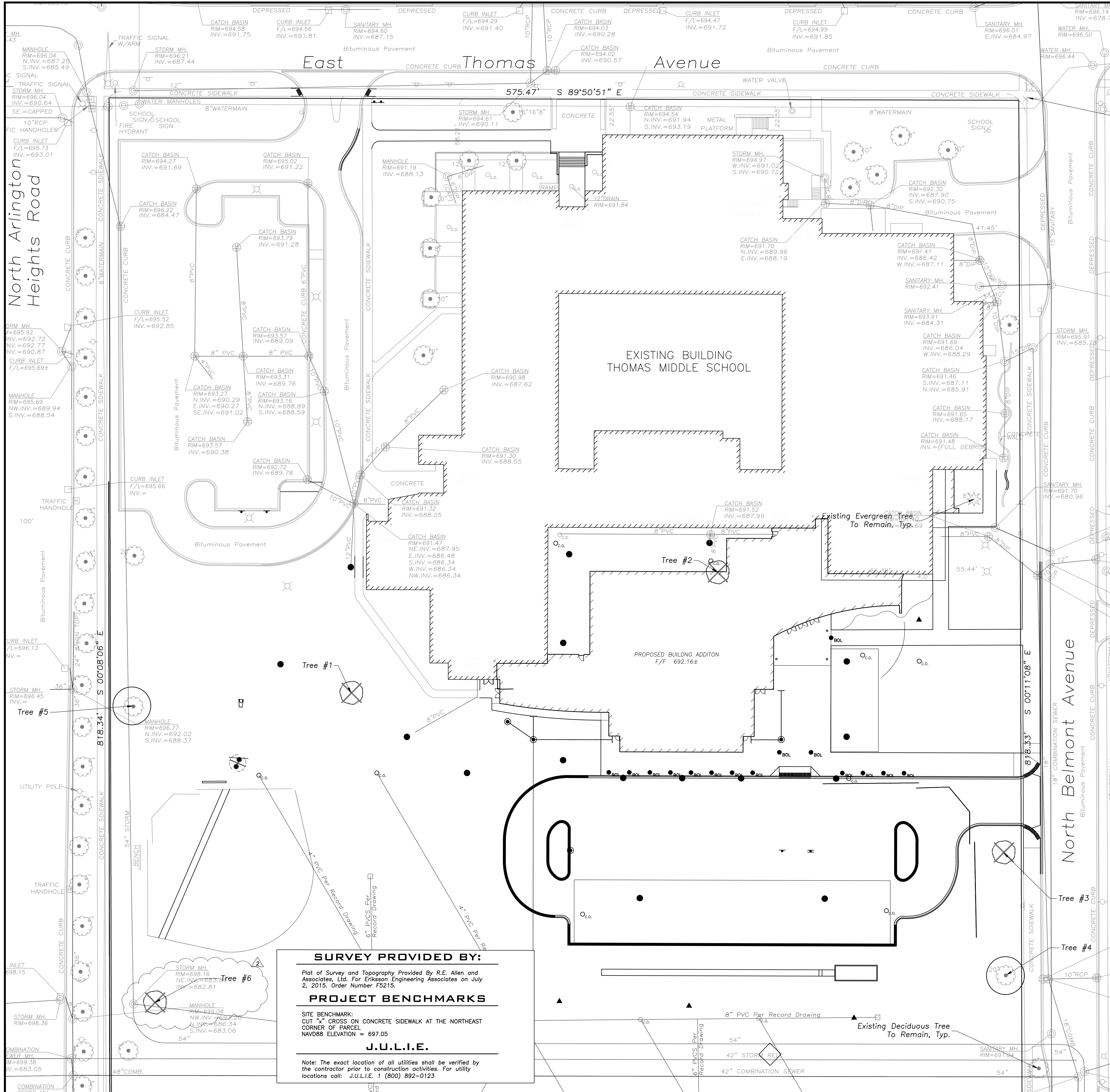
Design By:	SG	Date:	07/25/16
Approved By:	KC	Project No.	

Sheet Title:

LANDSCAPE
DETAILS

Sheet No:

L1.2

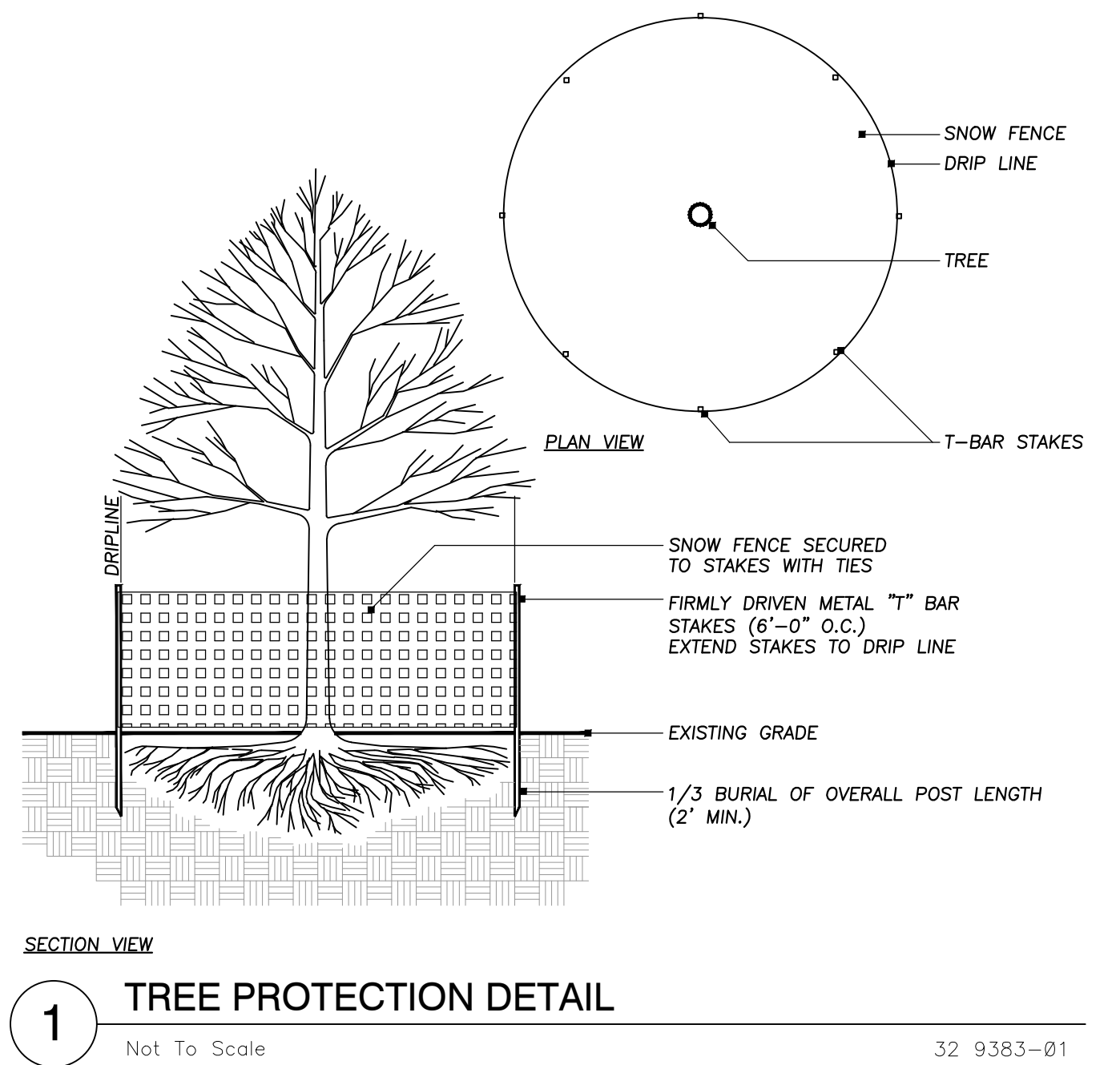


LEGEND	
EXISTING	PROPOSED

Existing Tree Survey Data:

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Pinus sylvestris	Scotch Pine	10' Cal.	Fair	
2	Acer platanoides	Norway Maple	4' Cal.	Good	
3	Acer platanoides	Norway Maple	12' Cal.	Good	
4	Acer platanoides	Norway Maple	20' Cal.	Good	
5	Acer platanoides	Norway Maple	18' Cal.	Good	
6	Acer platanoides	Norway Maple	8' Cal.	Good	

NOTE:
Existing trees to be removed are indicated on the plan with and "X" and shaded in the table.



SECTION VIEW
1 TREE PROTECTION DETAIL
Not To Scale
32 9383-01



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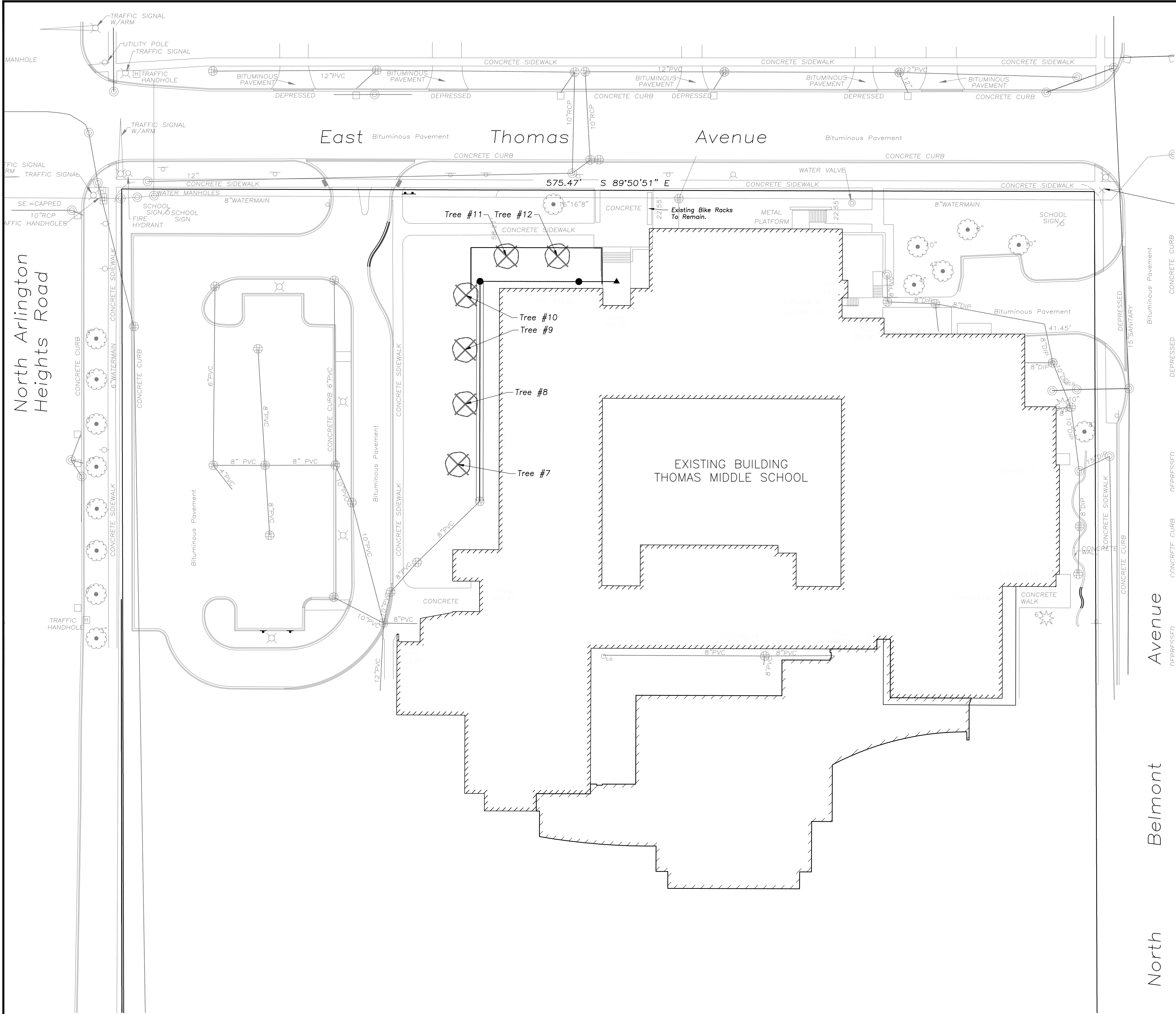
Design By: SG		Date: 07/25/16
Approved By: KC		Project No.

Sheet Title:
TREE
PRESERVATION
PLAN

Sheet No:
L1.3

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Plotted: 10/06/16 @ 8:35am By: sgregory

North Arlington
Heights Road



SURVEY PROVIDED BY:

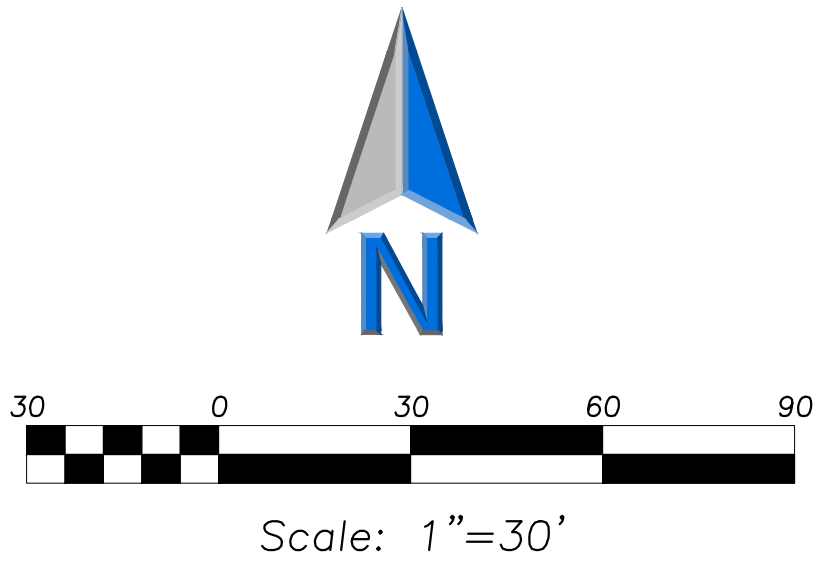
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number F5215.

PROJECT BENCHMARKS

SITE BENCHMARK:
CUT "X" CROSS ON CONCRETE SIDEWALK AT THE NORTHEAST CORNER OF PARCEL
NAVD88 ELEVATION = 697.05

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



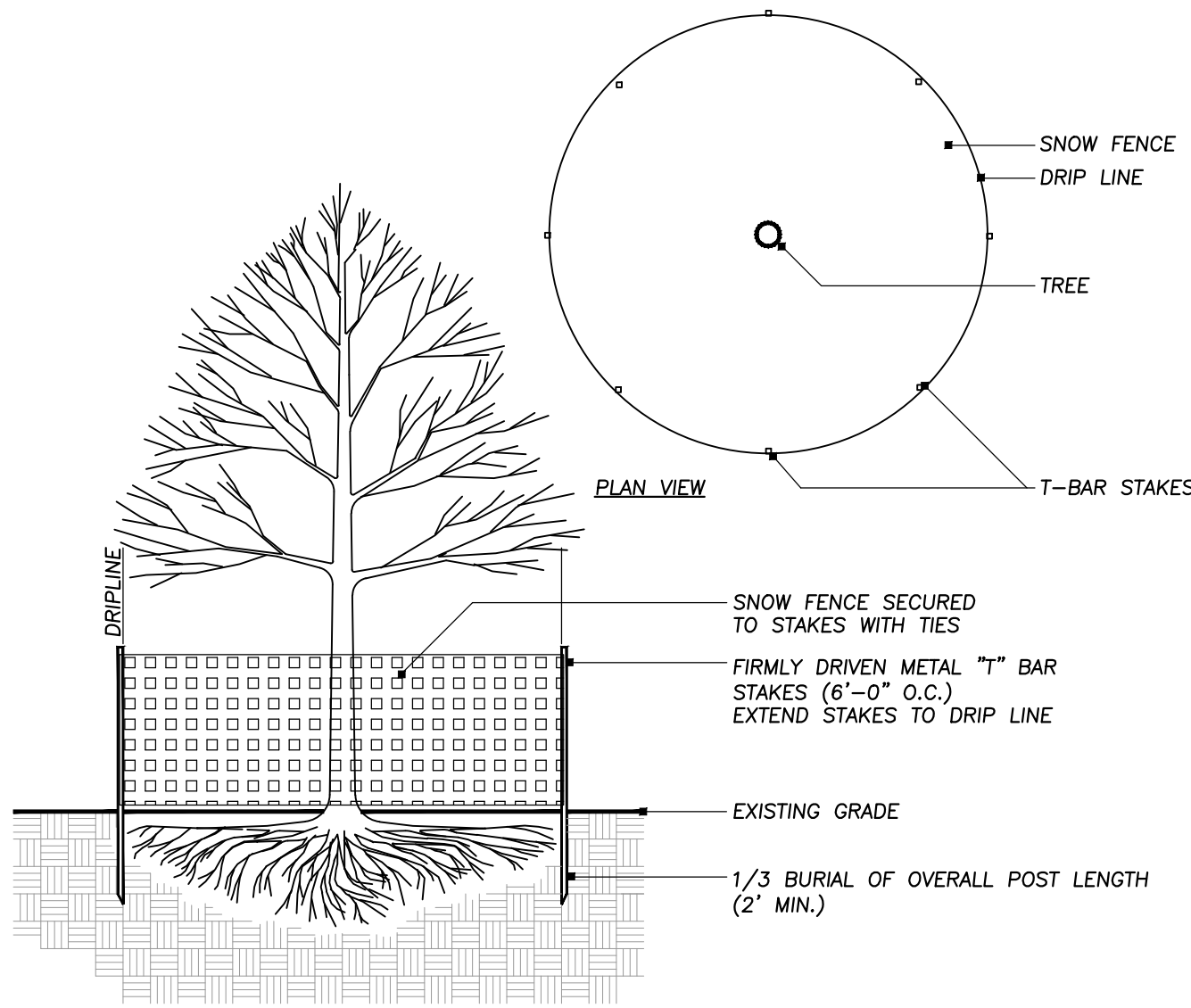
LEGEND

EXISTING	PROPOSED

Existing Tree Survey Data:

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
7	Malus spp.	Crabapple	12" Cal.	Good	
8	Gleditsia triacanthos inermis	Thornless Honeylocust	10" Cal.	Good	
9	Gleditsia triacanthos inermis	Thornless Honeylocust	8" Cal.	Good	
10	Gleditsia triacanthos inermis	Thornless Honeylocust	10" Cal.	Good	
11	Gleditsia triacanthos inermis	Thornless Honeylocust	12" Cal.	Good	
12	Gleditsia triacanthos inermis	Thornless Honeylocust	12" Cal.	Good	

NOTE:
Existing trees to be removed are indicated on the plan with and "X" and shaded in the table.



SECTION VIEW

1 TREE PROTECTION DETAIL

Not To Scale

32 9383-01



**ERIKSSON
ENGINEERING
ASSOCIATES, LTD.**

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

**THOMAS MIDDLE SCHOOL
ADDITION AND RENOVATIONS**

1430 N. Belmont Avenue
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
	9/26/16	Issue For Bid & Permit
	10/06/16	Addendum 2

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Design By:	SG	Date:	07/25/16
Approved By:	KC	Project No.	

Sheet Title: **TREE
PRESERVATION
PLAN
Alternate 2**

Sheet No:

L1.3a

September
2016

Thomas Middle School

Traffic and Parking Study



Prepared for:

Arlington Heights
School District 25

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A
Grayslake, IL 60030
(847) 223-4804

601 W. Randolph St., Suite 500
Chicago, IL 60661
(312) 463-0551

INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed expansion of Thomas Middle School in Arlington Heights, Illinois. Thomas Middle School is located on the south side of Thomas Street between Arlington Heights Road and Belmont Avenue. The current enrollment of the school is 950 students in Grades 6th thru 8th with 127 staff members.

A proposed expansion of the school will provide additional space for the existing students and serve the projected growth in student population with a new gym and additional classrooms. Long term projections expect the enrollment to reach 1,030 students. The number of staff is expected to increase from 127 to 135 persons.

The purpose of the study was to observe the existing traffic patterns around the school, determine the traffic characteristics of the existing and expanded school, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

The existing school is located at the southeast corner of Arlington Heights Road and Thomas Street in Arlington Heights, Illinois within in a single-family neighborhood. A church and a park are to the east of the school. West of Arlington Heights Road, there are a number of medical office buildings. Olive-Mary Stitt Elementary School is located a quarter mile to the south. **Figure 1** illustrates the site location and the surrounding land-uses and roads. (Note: all figures are located at the end of the report).

Bicycle and Pedestrian Routes

Thomas Street and Belmont Avenue are designated on-street bike routes. Public sidewalks are located along both sides of the streets around the school. The intersection of Thomas Street at Belmont Avenue has crosswalks on all four legs. Crosswalks with pedestrian signals are provided at Arlington Heights Road and Thomas Street.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Arlington Heights Road is a north-south major arterial roadway extending from Elk Grove Village thru Arlington Heights to Long Grove. It has two travel lanes in each direction with a painted left-turn lane. At Thomas Street, Arlington Heights Road is signalized with painted crosswalks/pedestrian signals on all four legs. The posted speed limit is 30 miles per hour and is under the jurisdiction of the Illinois Department of Transportation (IDOT). No right turn on red is permitted on school days when children are present.

Thomas Street is a secondary arterial east of Arlington Heights Road and a collector road west of Arlington Heights Road. It has one travel lane in each direction and left-turn lanes at its signalized intersection with Arlington Heights Road and its two-way stop intersection at Belmont Avenue which includes an eastbound right-turn lane. The posted speed limit is 25 miles per hour with a 20 mph school speed zone by the school. It is under the jurisdiction of the Village of Arlington Heights. No standing, stopping, or parking is permitted on either side of Thomas Street along the school's frontage.

Belmont Avenue is a two-lane local road extending north of Olive Street. The posted speed limit is 25 miles per hour with a 20 mph school speed zone by the school and is under the jurisdiction of the Village of Arlington Heights. A bump out loading zone is provided on the west side of Belmont Avenue.

Existing Traffic Volumes

Thomas Middle School starts the school day at 7:50 AM and ends at 2:45 PM. Weekday morning (7:00 to 8:30 AM) and afternoon (2:00 to 3:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015 at the following intersections:

- Arlington Heights Road and Thomas Street
- West School Parking Lot Exit and Thomas Street
- Belmont Avenue and Olive Street
- South School Parking Lot Drive on Belmont Avenue

These counts showed the peak-hours of traffic occurring from 7:00 to 8:00 AM and 2:30 to 3:30 PM on a weekday. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**. **Figure 3** illustrates the pedestrian volumes around the school.

Existing School Operations

During the morning arrival period, 6th Grade parents are instructed to enter the West Parking Lot from Thomas Street, drop-off their student(s) and the exit right back onto Thomas Street. 7th and 8th grade parents are instructed to drop-off students on the west side of Belmont Avenue by the school. School buses also use the west side of Belmont Avenue to drop-off students. The South Lot is only used by teachers and visitors and is not open during arrival and dismissal. A copy of the school traffic procedures is included in the **Appendix**.

During the afternoon dismissal period, school buses are staged in the West Parking lot to pick-up students. All grades are picked up from the Belmont Avenue frontage.

Crossing guards are on Thomas Street at Belmont Avenue and at Arlington Heights Road before and after school.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed building plan includes additional commons space at the east side of the building and new gym locker rooms, office expansion and lobby along the south side of the building. Existing locker and fitness rooms will be renovated into a band room, music room, and classrooms. Parking will increase with an expansion of the south parking lot from 27 spaces to 66 spaces and a second driveway added to the south end of the lot. The west parking lot will not be modified.

Trip Generation

Thomas Middle School currently serves 950 students and uses 11 school buses for transportation. With the expansion, the school population is projected to grow to 1,030 students or a net increase of 80 students over the next several years. One additional school bus may be needed in the future to accommodate the growth.

Traffic estimates were made for the additional students using the traffic counts at the current school. The trip generation rates for the existing school are higher than the data provided by the Institute of Transportation Engineer's Trip Generation, 9th Ed. manual for elementary schools due to a higher percentage of automobile usage. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1**.

Table 1
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Trip Generation Based on Existing Traffic Volumes						
Existing 950 Students	364	278	642	104	139	243
Total 1,030 Students	394	303	697	112	151	263
Net Additional Traffic	+30	+25	+55	+8	+12	+20
ITE Trip Generation Comparison⁽¹⁾						
Existing 950 Students	282	231	513	128	157	285
Total 1,030 Students	306	250	556	139	170	309
Net Additional Traffic	+24	+19	+43	+11	+13	+24

(1) ITE Trip Generation Manual, 9th Edition – Land Use Code 522 (Middle/Junior High Schools)

Trip Distribution

The trip distribution for school is based on the existing traffic volumes at the school, the road network, and the circulation system. Based on the school's boundaries (see **Appendix**), the majority of the traffic approaches the school from Arlington Heights Road or west Thomas Street, circulates around the school, and exits southbound on Belmont Avenue. The trip distribution for the school is shown in **Table 2** and **Figure 4**.

Table 2
Directional Distribution

Direction	Inbound Percentage	Outbound Percentage
North on Arlington Heights Road	23%	0%
South on Arlington Heights Road	12%	0%
West on Thomas Street	37%	0%
East on Thomas Street	17%	36%
North on Belmont Avenue	4%	3%
South on Belmont Avenue	7%	61%
Total	100%	100%

Trip Assignment

The future vehicular trips that are generated by the expansion were distributed to the area roadways based on the directional distribution analysis and the proposed expansion plan. **Figure 5** displays the trip assignment for the projected site traffic volumes. **Figure 6** shows the Total Traffic volumes, which are the sum of the existing traffic volumes and the site traffic volumes.

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual 2010

Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS) to determine the existing operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods. **Table 4** shows the existing and future level of service results for each intersection. Copies of the capacity analysis summaries are included in the **Appendix**. Overall, the intersections are working well around the school and will continue to do so.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Thomas Street at:					
Arlington Heights Road (Traffic Signal)	Intersection	C-26.3	C-26.8	C-22.1	C-23.2
West Lot Access (Two-Way Stop)	NB Lt/Rt	D-27.8	C-20.2	B-14.1	B-12.6
	WB Left	A-10.0	B-10.1	A-8.6	A-8.6
Belmont Avenue (Two-Way Stop)	EB Lt/Th/Rt	A-8.2	A-8.2	A-8.5	A-8.5
	WB Lt/Th/Rt	A-9.3	A-9.6	A-8.4	A-8.5
	NB Lt/Th/Rt	D-27.0	D-30.4	C-24.1	C-24.9
	SB Lt/Th/Rt	C-20.1	C-22.0	B-15.0	C-15.5
Belmont Avenue at:					
North Lot Drive (Two-Way Stop)	EB Lt/Th/Rt	C-15.5	C-15.9	B-11.7	B-11.8
	WB Lt/Th/Rt	B-12.0	B-12.2	A-9.3	A-9.4
	NB Lt/Th/Rt	A-9.4	A-9.5	A-8.4	A-8.5
	SB Lt/Th/Rt	A-7.3	A-7.3	A-7.4	A-7.4

Arlington Height Road at Thomas Street

The traffic signal at Arlington Height Road and Thomas Street works well and will not be significantly impacted by the school expansion. Since Arlington Heights Road is an arterial route, it gets the majority of the green time at the signal and the side street gets less. Thomas Street traffic has higher delays but still falls within acceptable ranges. No improvements are needed to accommodate the school expansion.

West Lot Access on Thomas Street

The driveway is designed to allow right and left turns from Thomas into the West Lot and the outbound is restricted to a right-turn out due to its proximity to Arlington Heights Road. Traffic counts indicated that outbound left-turns are being made at the driveway. The driveway has a painted right-turn arrow and a small pork chop island to limit the left-turn outs. It is not recommended to modify the island because it will impact the school bus turning paths exiting the lot. Additional "No Left-Turn" signage should be added and reminders sent to parents that this movement is not allowed.

Thomas Street at Belmont Avenue

The intersection will continue to operate well as a two-way stop intersection. An existing crossing guard will still stop traffic at the pedestrian crosswalks for students crossing.

South Parking Lot Access

The South Parking Lot will be expanded from 27 to 66 parking spaces and be restricted to staff, visitor, and accessible parking. It will be accessed from a driveway about 25 feet south of the existing driveway with an east-west orientation instead of north-south to incorporate a fire lane around the south side of the building. School bus and parents will still use Belmont Avenue to drop-off students. School buses may use the parking lot for after school activities outside the peak arrival/dismissal periods.

PARKING

The existing school on-site parking supply provides a total of 102 parking spaces including four accessible spaces in the two on-site parking lots. With the proposed changes to the south parking lot, there will be a net increase of 39 spaces for a total of 141 spaces including five accessible spaces.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (135 staff) and one per classroom (44 rooms) for a total of 314 (270+44) spaces. A parking variation of 173 spaces (314-141) would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4th Edition for middle schools (Land Use Code 522). The peak demand was 0.09 spaces per student (1,030 students) or 93 spaces which is well under the 141 spaces proposed.

Parking counts were conducted on Wednesday May 3, 2016 which found 102 vehicles parked on-site including staff and visitors. Two of the 102 vehicles were maintenance vehicles parked in the school loading area. Minimal on-street parking near the school was observed outside of the arrival/dismissal periods (2-3 vehicles). It was also observed that two vehicles were parked in the small park district lot east of the school. The existing school parking demand is 107 vehicles. The school currently has 127 staff members but they are not all present on-site at the same time.

Projected parking demand was estimated based on the existing demand 107 vehicles increased 8.4% in proportion to the increase in students resulting in a total demand of 116 vehicles, which is less than the proposed supply of 141 spaces. Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school on Belmont Avenue.

SUMMARY

This report summarizes the results of traffic and parking study for the expansion of Thomas Middle School in Arlington Heights, Illinois. The findings of the study area:

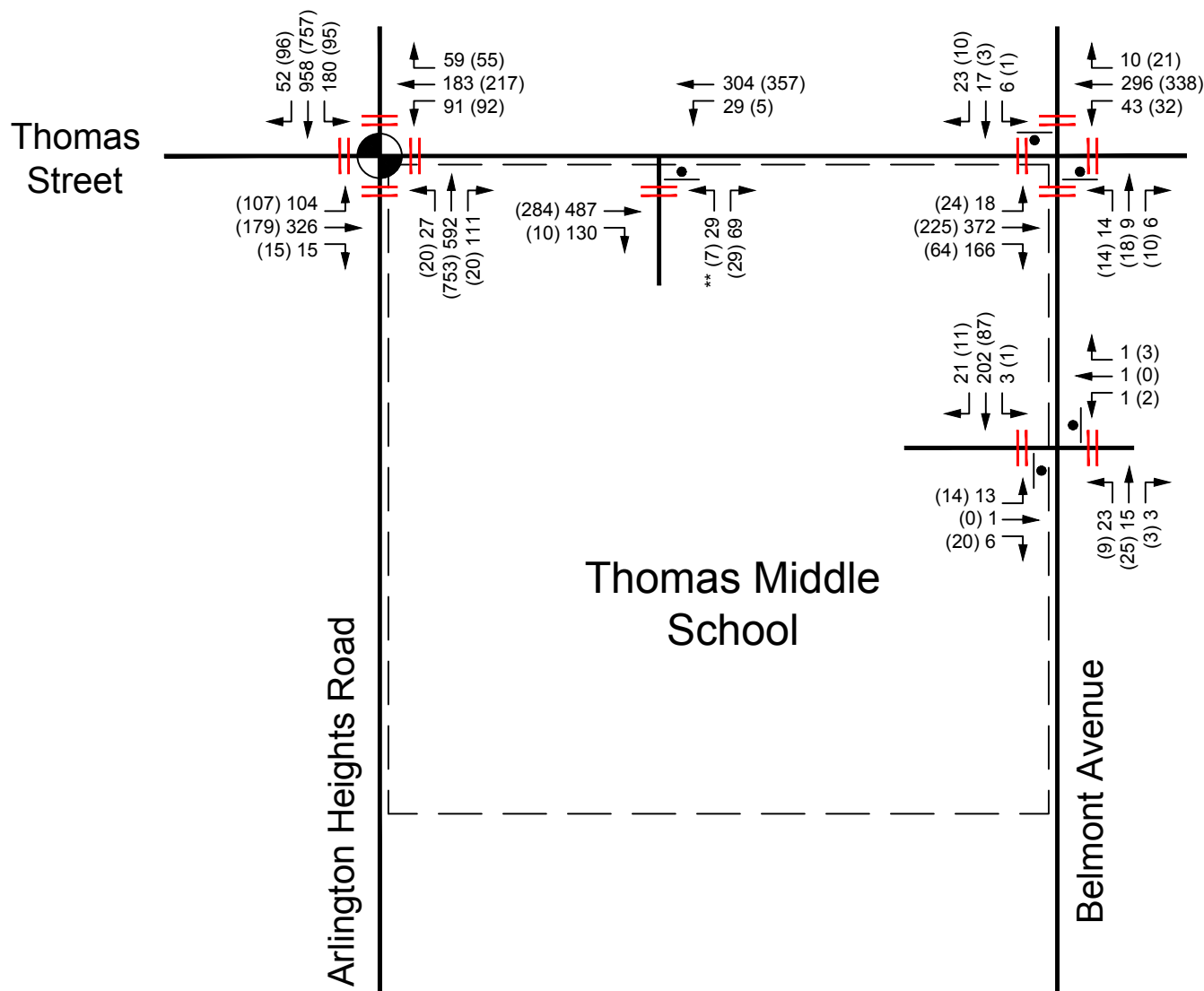
- The volume of additional school traffic generated by the school expansion is low due to small increase in students. The net change in area traffic volumes is nominal.
- The existing West Lot exit drive will require additional signage to reinforce the current left-turn prohibition.
- Parking for the school provides 141 on-site parking spaces and exceeds the school's projected needs. It will require a parking variation of 173 spaces from the village zoning code requirements of 314 spaces.

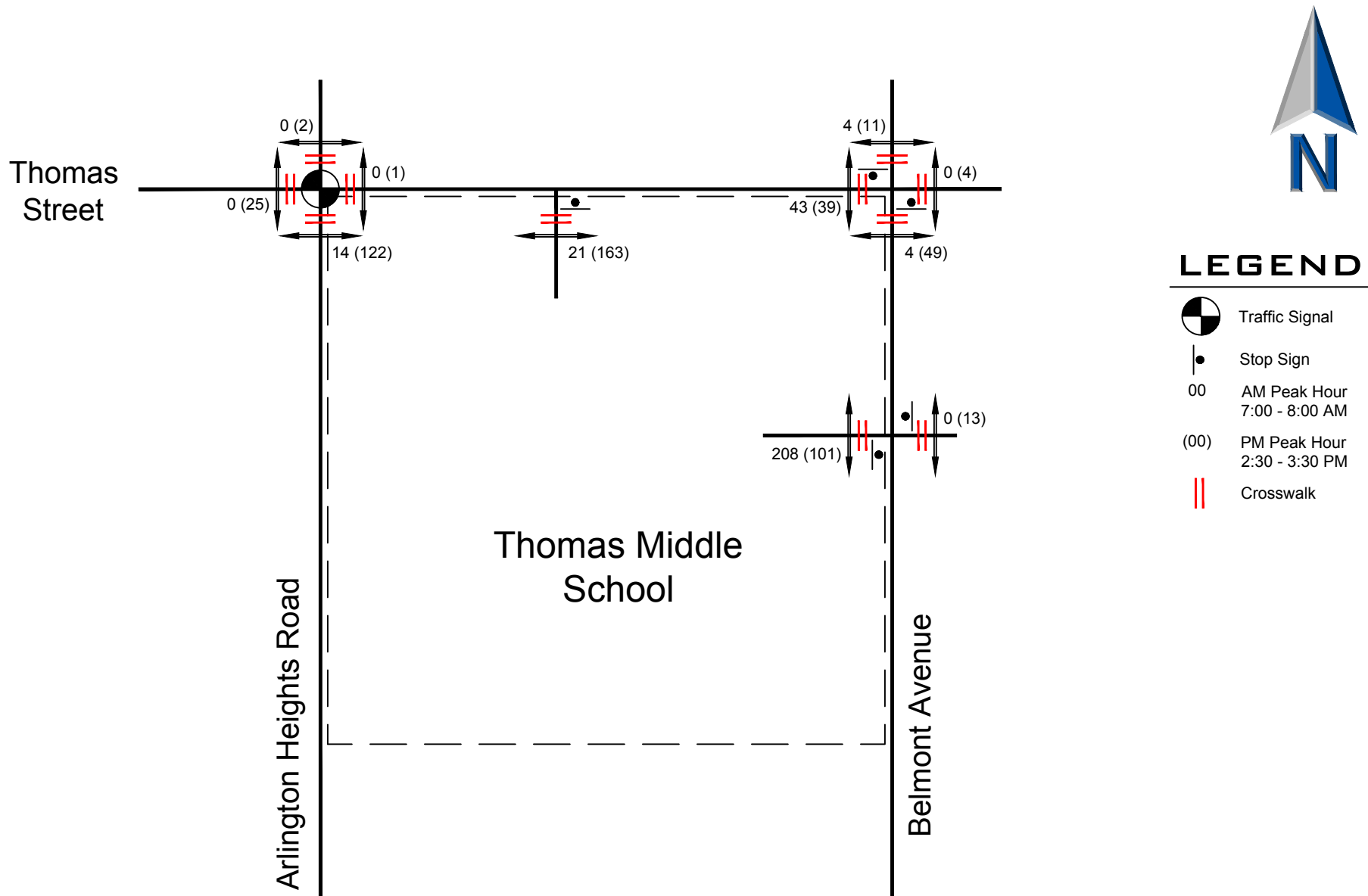


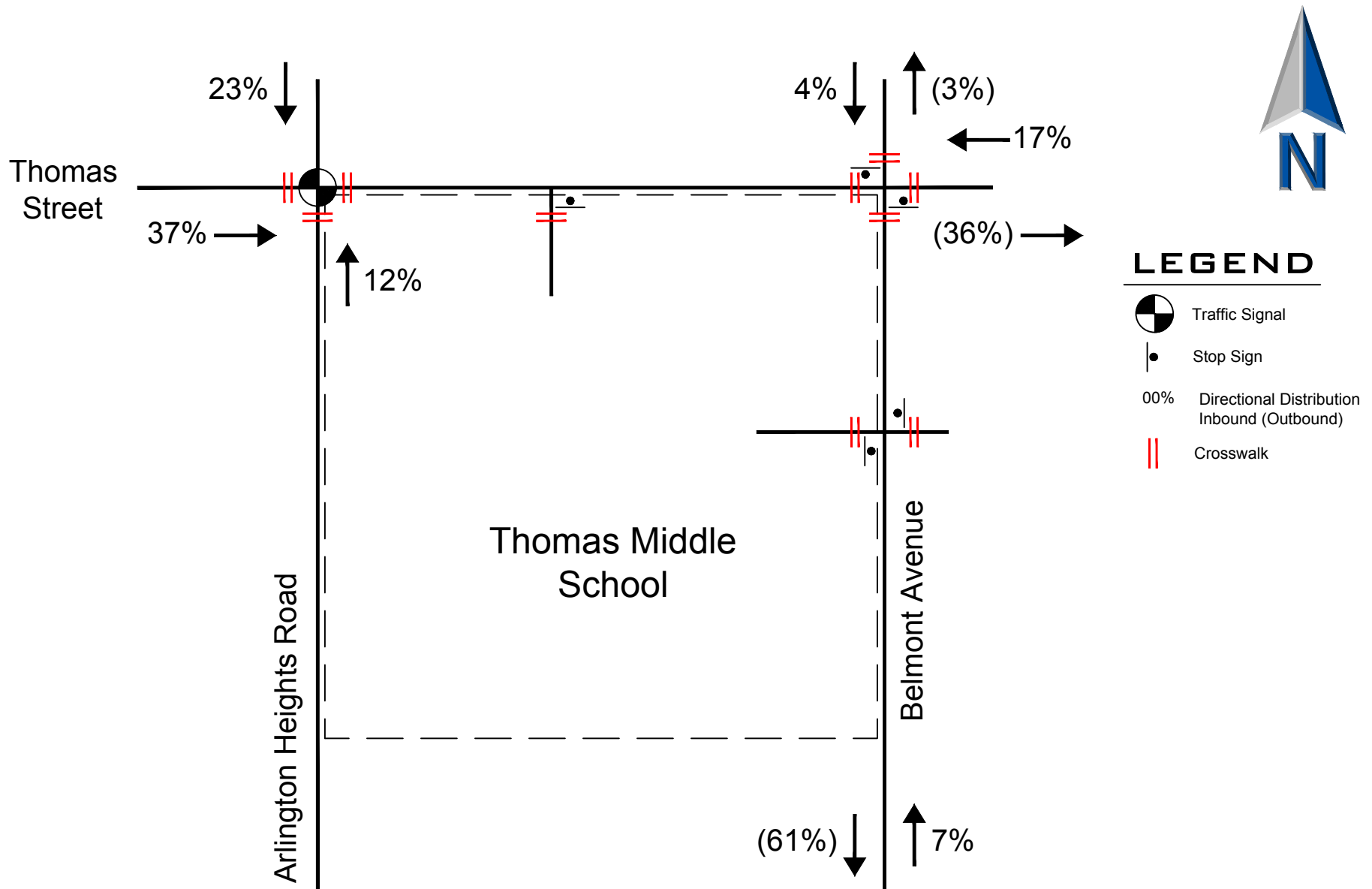


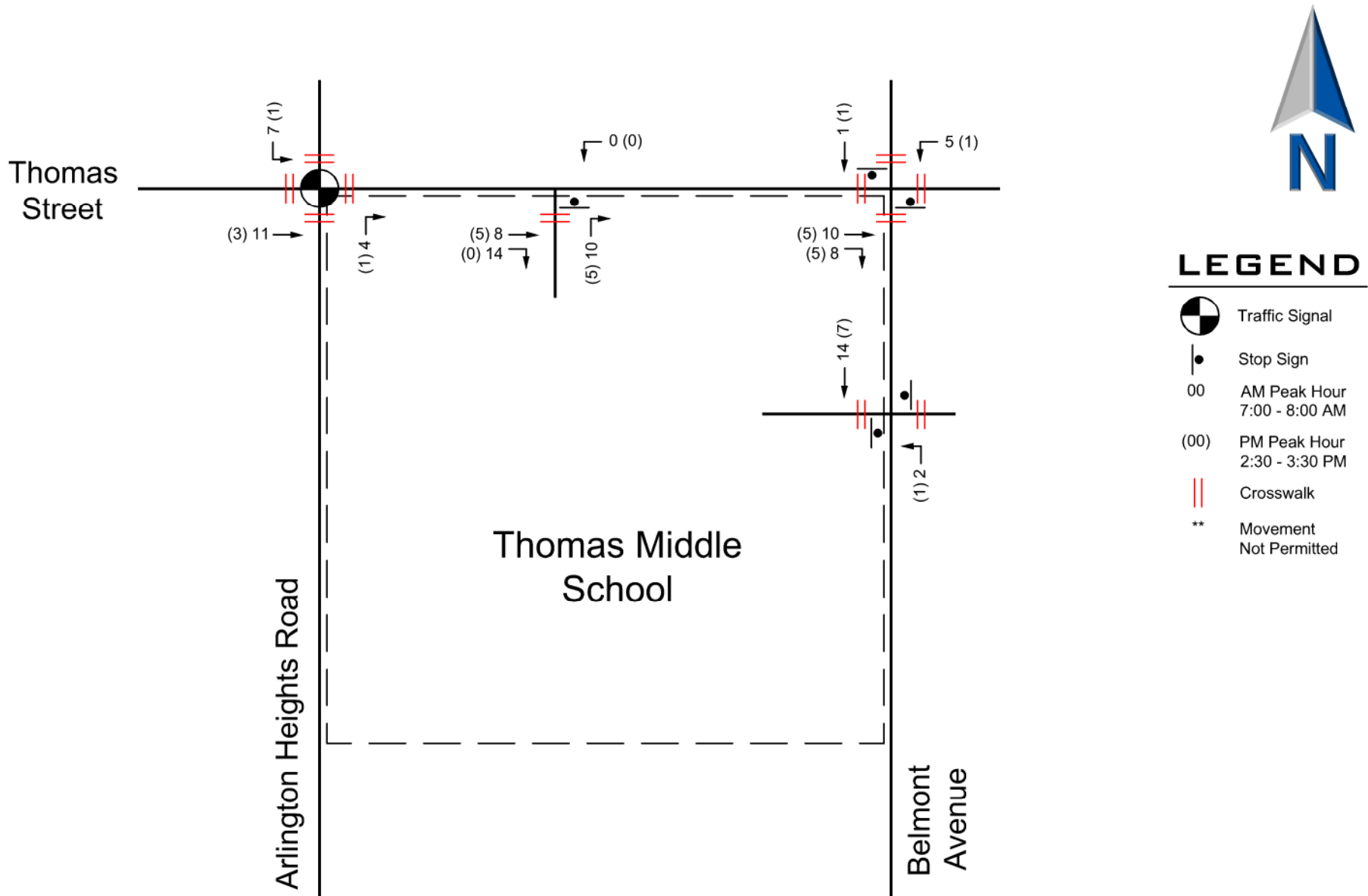
LEGEND

-  Traffic Signal
-  Stop Sign
- 00 AM Peak Hour
7:00 - 8:00 AM
- (00) PM Peak Hour
2:30 - 3:30 PM
-  Crosswalk
- ** Movement
Not Permitted





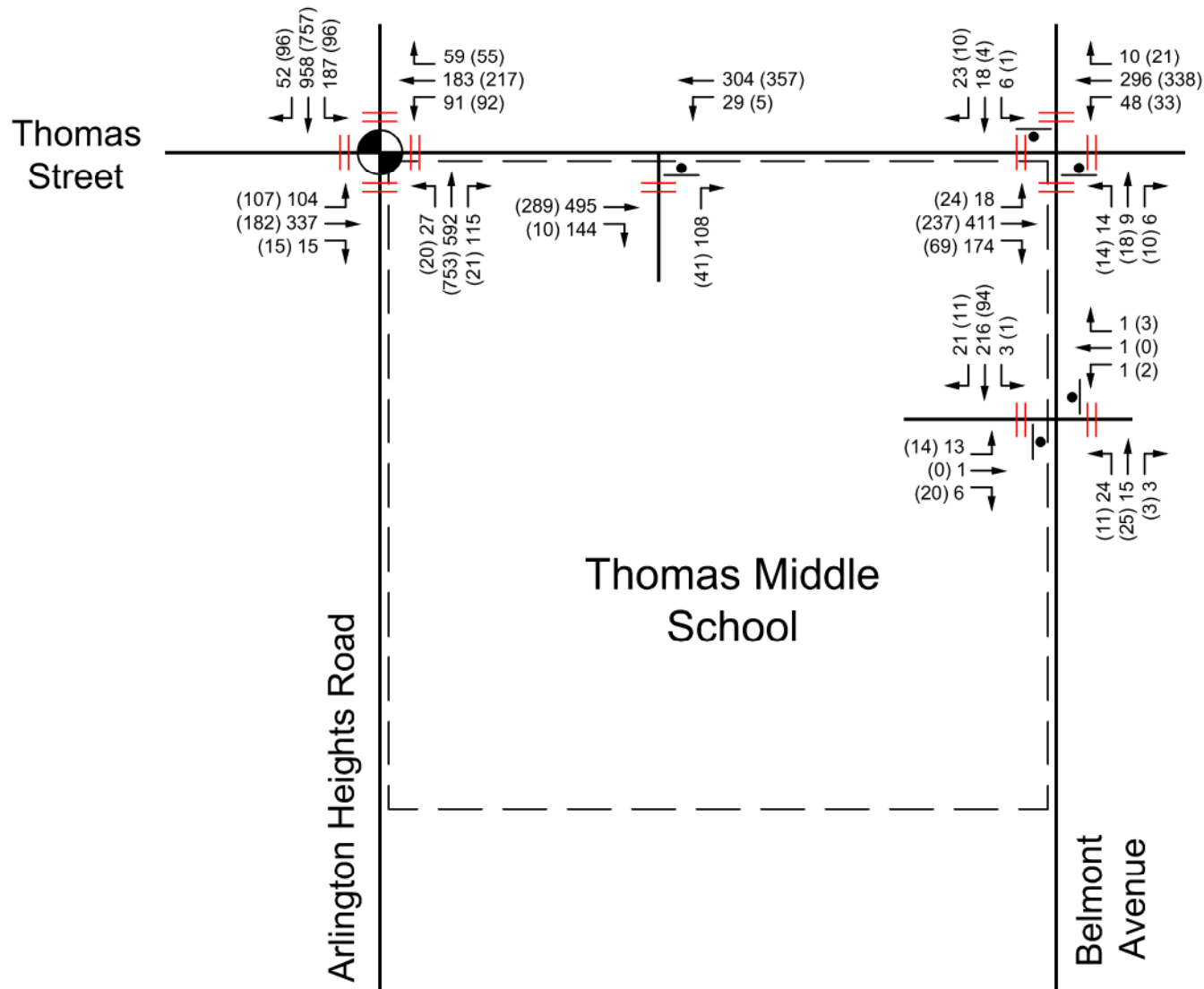






LEGEND

-  Traffic Signal
-  Stop Sign
- 00 AM Peak Hour
7:00 - 8:00 AM
- (00) PM Peak Hour
2:30 - 3:30 PM
-  Crosswalk
- ** Movement
Not Permitted



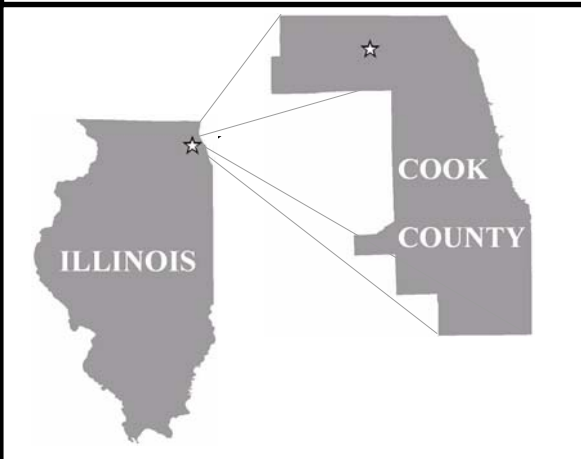
Traffic and Parking Study Appendix

- **School Boundaries and Loading Areas**
- **2016 Existing Traffic Counts**
- **2016 Existing Capacity Analyses**
- **Total Capacity Analyses**

MIDDLE SCHOOL DISTRICTS

Village of Arlington Heights

Cook County · Illinois



Legend

VAH Middle Schools

MIDDLE SCHOOL DISTRICTS

- Carl Sandburg Middle School
- Cooper Middle School
- Eisenhower Middle School
- Holmes Middle School
- Lincoln Middle School
- London Middle School
- South Middle School
- Thomas Middle School
- Walter R. Sundling Middle Sch

MIDDLE SCHOOL BOUNDARIES 2008



STREETS

Feature Class Type

- Interstate Highway
- US and State Highway
- Major Streets
- Local City Streets



Scale 1:52,300
1 inch equals 0.83 miles

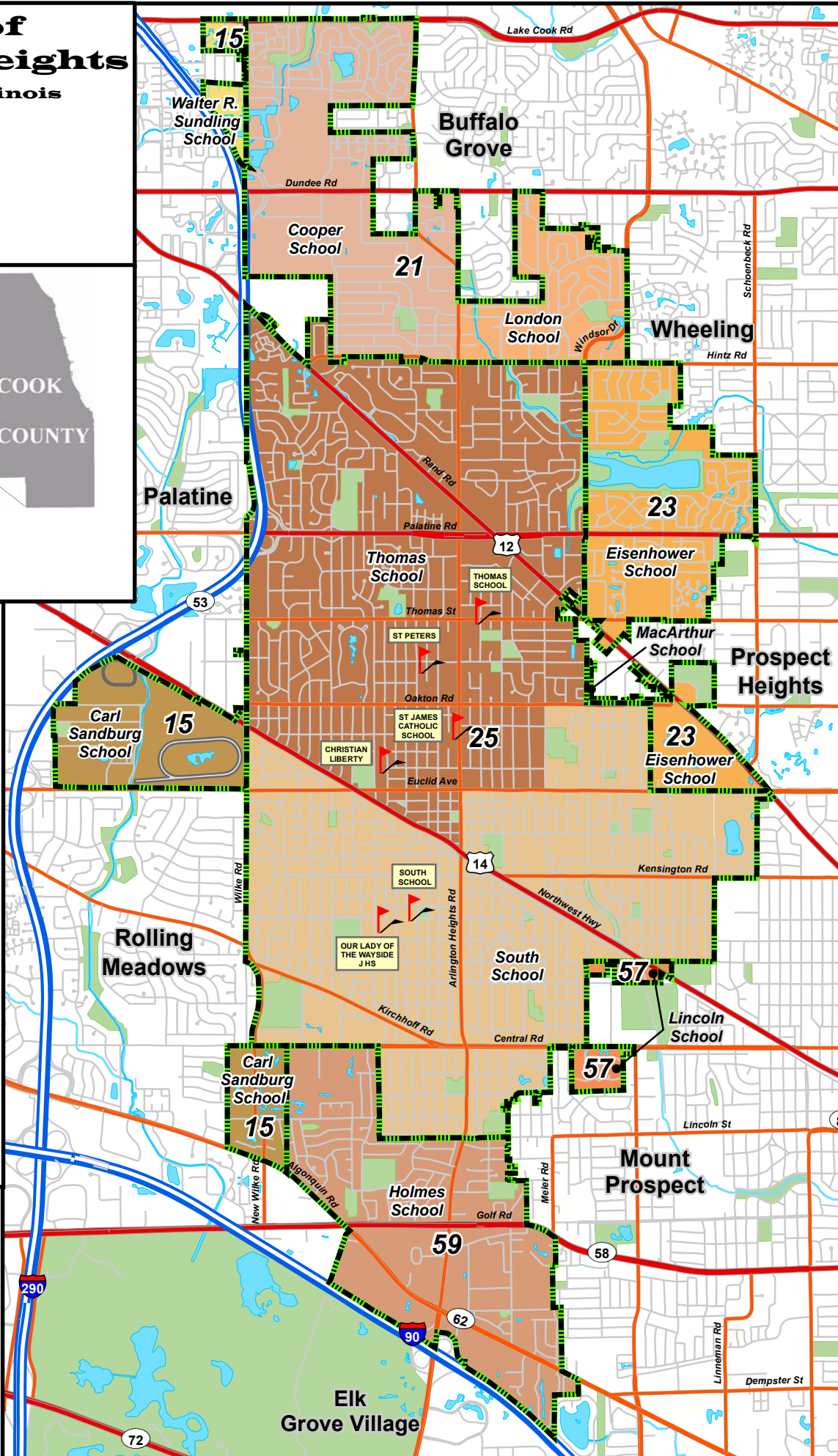


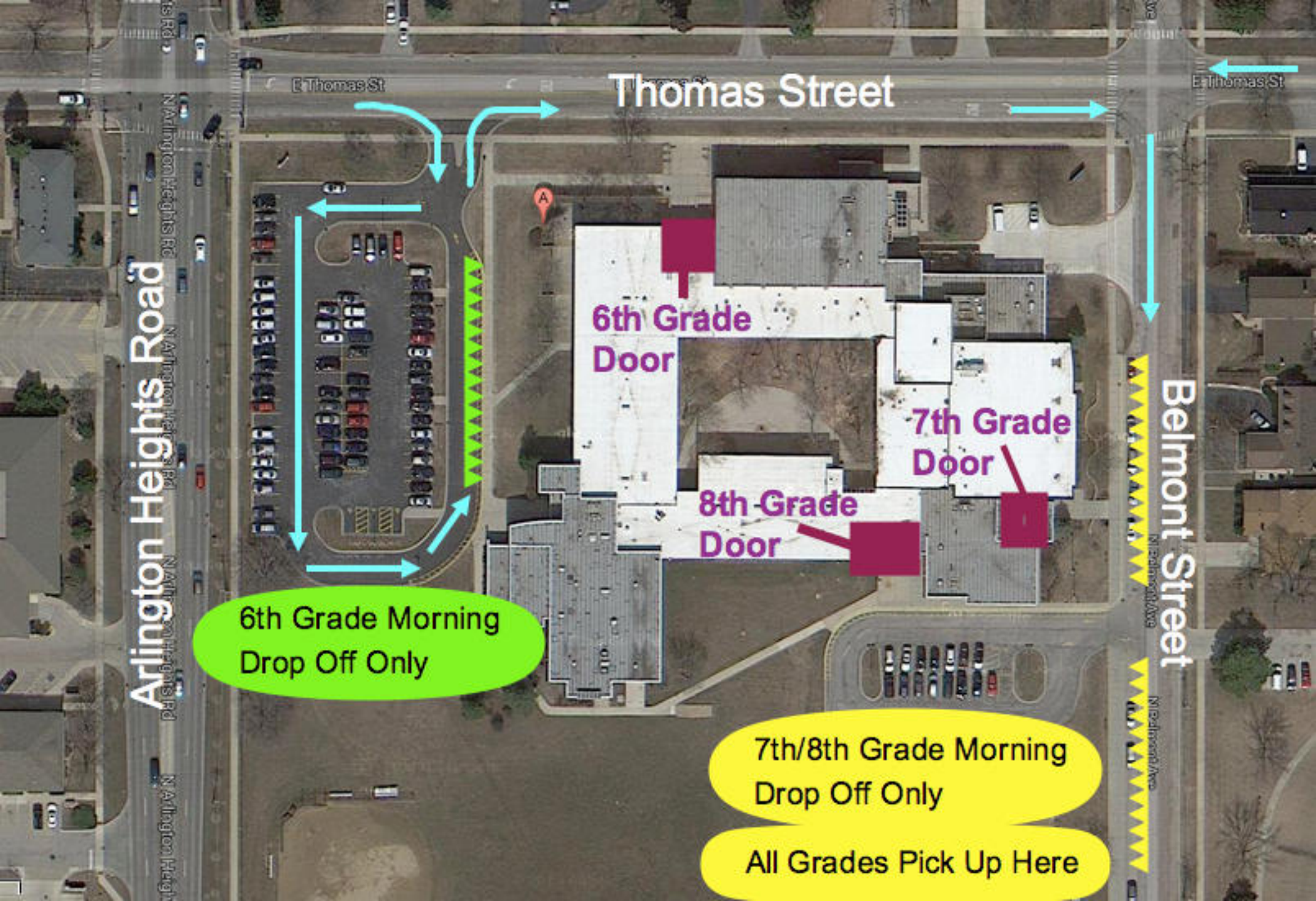
Data Sources:
1. Planimetric Data - Cook County, IL (2001)
2. Annotation - VAH GIS Div. (rev. 2004)

Projection: State Plane Coordinate System
(Illinois East)
Datum: NAD83 Map Units: feet

MAP PREPARED BY:
VILLAGE OF ARLINGTON HEIGHTS
GEOGRAPHIC INFORMATION
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Thomas Street

Arlington Heights Road

Belmont Street

6th Grade Door

7th Grade Door

8th Grade Door

6th Grade Morning Drop Off Only

7th/8th Grade Morning Drop Off Only

All Grades Pick Up Here

Intersection Counts

Arlington Heights Road at Thomas Street



Arlington Heights School District 25													Arlington Heights, Illinois										
Begin Time	Arlington Hts Road Southbound			Thomas Street Westbound			Arlington Hts Road Northbound			Thomas Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts				Biker Counts			
	Right	Left		Right	Left		Right	Left		Right	Left					North	East	South	West	North	East	South	West
	Turn	Through	Turn	Turn	Through	Turn	Turn	Through	Turn	Turn	Through	Turn				Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg
	Tuesday May 10, 2016																						
7:00 AM	9	221	58	21	41	11	25	141	8	3	104	14	656	2690	0.95	0	0	0	0	0	0	0	0
7:15 AM	12	227	39	16	49	26	23	154	1	2	87	28	664	2604	0.92	0	0	8	0	0	0	0	0
7:30 AM	14	248	63	15	54	23	47	138	11	2	72	24	711	2502	0.88	0	0	6	0	0	0	0	0
7:45 AM	17	262	20	7	31	31	16	159	7	8	63	38	659			0	0	0	0	0	0	0	0
8:00 AM	16	266	23	12	21	17	15	135	7	4	22	32	570			0	0	0	0	0	0	0	0
8:15 AM	16	205	11	13	67	21	7	144	7	3	36	32	562			0	0	0	0	0	0	0	0
Total	84	1429	214	84	263	129	133	871	41	22	384	168				0	0	14	0	0	0	0	0
7:00-8:00 AM	52	958	180	59	175	91	111	592	27	15	326	104	2690			0	0	14	0	0	0	0	0
	Tuesday May 10, 2016																						
2:00 PM	14	173	17	15	33	17	21	139	6	0	26	19	480	2132	0.91	0	0	0	0	0	0	0	0
2:15 PM	23	189	16	10	20	22	18	163	5	2	26	15	509	2275	0.91	0	0	0	1	0	0	0	0
2:30 PM	22	175	32	15	26	16	22	201	3	1	17	27	557	2377	0.95	0	0	0	0	0	0	0	0
2:45 PM	18	195	23	6	64	28	11	171	5	5	36	24	586			0	0	109	22	0	0	0	0
3:00 PM	16	182	21	20	74	30	20	185	8	5	35	27	623			1	0	9	1	0	1	0	0
3:15 PM	40	205	19	14	39	18	16	196	4	4	27	29	611			1	1	4	2	0	0	0	0
Total	133	1119	128	80	256	131	108	1055	31	17	167	141				2	1	122	26	0	1	0	0
2:30-3:30 PM	96	757	95	55	203	92	69	753	20	15	115	107	2377			2	1	122	25	0	1	0	0

Intersection Counts

Thomas Street at School Lot Access



Arlington Heights School District 25							Arlington Heights, Illinois			
Begin Time	Thomas Street Westbound		Lot Access Northbound		Thomas Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through				South Leg
Tuesday May 10, 2016										
7:00 AM	75	4	4	4	19	165	271	1025	0.74	2
7:15 AM	82	7	7	7	23	120	246	874	0.63	4
7:30 AM	79	16	58	18	84	91	346	754	0.54	13
7:45 AM	68	2	0	0	4	88	162			2
8:00 AM	55	0	0	0	0	65	120			0
8:15 AM	63	0	0	0	0	63	126			0
Total	422	29	69	29	130	592				21
7:00-8:00 AM	304	29	69	29	130	464	1025			21
Tuesday May 10, 2016										
2:00 PM	65	0	1	0	0	56	122	563	0.73	0
2:15 PM	51	3	0	0	3	61	118	661	0.75	0
2:30 PM	60	4	0	0	3	62	129	684	0.78	1
2:45 PM	99	1	13	2	1	78	194			150
3:00 PM	125	0	13	2	2	78	220			7
3:15 PM	73	0	3	3	4	58	141			5
Total	473	8	30	7	13	393				163
2:30-3:30 PM	357	5	29	7	10	276	684			163

Intersection Counts

Thomas Street at Belmont Avenue



Arlington Heights School District 25													Arlington Heights, Illinois										
Begin Time	Belmont Avenue Southbound			Thomas Street Westbound			Belmont Avenue Northbound			Thomas Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts				Biker Counts			
	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn				North Leg	East Leg	South Leg	West Leg	North Leg	East Leg	South Leg	West Leg
	Tuesday May 10, 2016																						
7:00 AM	1	5	0	2	59	13	5	5	14	61	102	0	267	1005	0.79	0	0	0	0	0	0	0	0
7:15 AM	5	1	0	3	87	11	1	3	5	44	97	0	257	854	0.67	1	0	1	3	0	0	0	0
7:30 AM	15	12	4	2	85	29	4	1	5	76	66	18	317	705	0.56	3	0	2	39	0	0	0	0
7:45 AM	3	3	1	2	55	2	0	2	2	33	61	0	164			0	0	1	1	0	0	0	0
8:00 AM	0	1	1	3	45	1	1	0	2	13	49	0	116			0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	51	0	0	0	0	9	46	0	108			0	0	1	0	0	0	0	0
Total	25	22	6	13	382	56	11	11	28	236	421	18				4	0	5	43	0	0	0	0
7:00-8:00 AM	23	17	6	10	272	43	6	6	14	166	273	18	854			4	0	4	43	0	0	0	0
	Tuesday May 10, 2016																						
2:00 PM	0	0	1	0	78	2	2	2	3	4	56	0	148	633	0.73	0	0	1	0	0	0	0	0
2:15 PM	1	0	0	3	53	5	1	0	0	9	51	0	123	740	0.73	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	3	63	8	2	0	2	12	49	4	144	761	0.75	0	0	0	0	0	0	0	0
2:45 PM	6	2	1	5	85	10	6	3	9	26	52	13	218			8	0	9	37	0	0	0	0
3:00 PM	2	1	0	10	125	9	1	7	3	17	73	7	255			3	2	1	2	0	0	0	0
3:15 PM	0	2	0	6	65	7	3	2	3	18	36	2	144			0	2	39	0	0	0	0	0
Total	10	5	2	27	469	41	15	14	20	86	317	26				11	4	50	39	0	0	0	0
2:30-3:30 PM	10	3	1	21	326	32	10	10	14	64	225	24	740			11	4	49	39	0	0	0	0

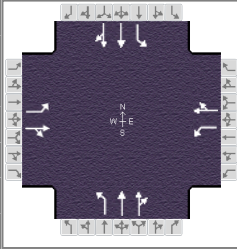
Intersection Counts

Belmont Avenue at South Parking Lot

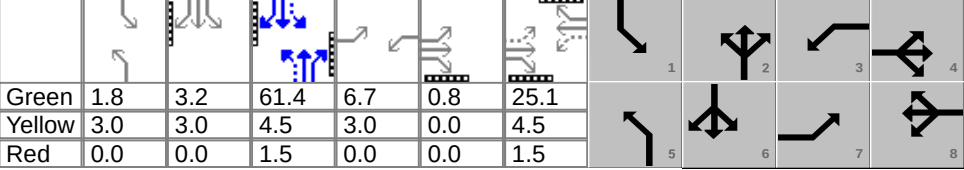


Arlington Heights School District 25													Arlington Heights, Illinois							
Begin Time	Belmont Avenue Southbound			Park District Lot Westbound			Belmont Avenue Northbound			South Parking Lot Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		Biker Counts		
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn				East Leg	West Leg	North Leg	South Leg	
	Thursday May 12, 2016																			
7:00 AM	10	60	1	0	0	0	0	10	4	1	0	5	91	343	0.78	0	0	0	0	
7:15 AM	11	49	3	0	0	0	0	2	11	2	0	5	83	268	0.61	0	89	0	1	
7:30 AM	7	80	0	1	1	0	2	9	6	1	1	2	110	197	0.45	0	119	0	2	
7:45 AM	3	38	0	0	0	1	1	3	5	2	0	6	59			0	0	0	0	
8:00 AM	0	13	0	0	0	0	0	1	1	1	0	0	16			0	0	0	0	
8:15 AM	0	8	0	0	0	0	0	2	1	1	0	0	12			0	0	0	0	
Total	31	248	4	1	1	1	3	27	28	8	1	18				0	208	0	3	
7:00-8:00 AM	21	180	3	1	1	1	3	15	23	6	1	13	268			0	208	0	3	
	Thursday May 12, 2016																			
2:00 PM	2	5	0	0	0	0	0	1	0	0	0	1	9	134	0.51	1	0	0	0	
2:15 PM	0	12	0	0	0	0	0	3	2	0	0	0	17	167	0.63	0	0	0	0	
2:30 PM	4	18	1	0	0	0	2	4	5	3	0	5	42	191	0.72	0	0	0	0	
2:45 PM	3	31	0	2	0	2	1	10	0	12	0	5	66			10	92	6	0	
3:00 PM	4	18	0	1	0	0	0	8	2	5	0	4	42			1	5	0	0	
3:15 PM	2	21	1	1	0	0	0	7	4	2	0	3	41			2	4	1	0	
Total	15	105	2	4	0	2	3	33	13	22	0	18				14	101	7	0	
2:30-3:30 PM	11	79	1	3	0	2	3	25	9	20	0	14	167			13	101	7	0	

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information							
Agency	Eriksson Engineering					Duration, h	0.25						
Analyst	AJB	Analysis Date	Jul 25, 2016			Area Type	Other						
Jurisdiction	Arlington Heights	Time Period	7:00 - 8:00 AM			PHF	0.95						
Urban Street	Arlington Heights Road	Analysis Year	2016			Analysis Period	1 > 7:00						
Intersection	Arlington Heights/Thomas		File Name	Arl Hts 700 Exst.xus									
Project Description	Existing Conditions												

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				104	326	15	91	175	59	27	592	111	180	958	52

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

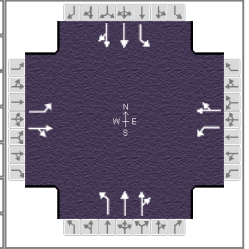
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				104	326	15	91	175	59	27	592	111	180	958	52
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				0	0		0	0		0	0		0	0	
Ped / Bike / RTOR, /h				0	0	15	0	0	15	14	0	15	0	0	15
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft				140	0		200	0		100	0		100	0	
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				25	25	25	30	30	30	35	35	35	35	35	35

Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		13.2	34.8	13.2	34.8	13.2	58.8	13.2	58.8
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s		3	3	3	3	3	3	3	3
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s		3.0	5.0	3.0	5.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0	10.0	0.0	10.0	0.0	10.0	0.0	10.0
Pedestrian Clearance Time (P _C), s		0.0	14.0	0.0	18.0	0.0	11.0	0.0	15.0

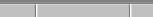
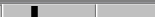
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50	No		0.50

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	AJB	Analysis Date	Jul 25, 2016	Area Type	Other
Jurisdiction	Arlington Heights	Time Period	7:00 - 8:00 AM	PHF	0.95
Urban Street	Arlington Heights Road	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 700 Exst.xus		
Project Description	Existing Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	326	15	91	175	59	27	592	111	180	958	52

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
Green	1.8	3.2	61.4	6.7	0.8	25.1								
Yellow	3.0	3.0	4.5	3.0	0.0	4.5								
Red	0.0	0.0	1.5	0.0	0.0	1.5								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.5	31.9	9.7	31.1	4.8	67.4	11.1	73.6
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	4.3	6.2	4.2	6.2	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s	7.6	22.7	6.9	15.6	2.9		7.7	
Green Extension Time (g_e), s	0.1	3.1	0.1	4.2	0.0	0.0	0.4	0.0
Phase Call Probability	0.97	1.00	0.96	1.00	0.61		1.00	
Max Out Probability	1.00	0.58	1.00	0.21	0.00		0.03	

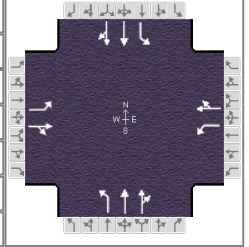
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	109	0		96	231		28	371	353	189	527	520
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	0		1810	1834		1810	1900	1799	1810	1900	1875
Queue Service Time (g_s), s	5.6	0.0		4.9	13.6		0.9	14.2	14.3	5.7	20.1	20.1
Cycle Queue Clearance Time (g_c), s	5.6	0.0		4.9	13.6		0.9	14.2	14.3	5.7	20.1	20.1
Green Ratio (g/C)	0.27			0.26	0.21		0.53	0.51	0.51	0.60	0.56	0.56
Capacity (c), veh/h	284			189	383		295	972	920	472	1070	1056
Volume-to-Capacity Ratio (X)	0.385	0.000		0.508	0.602		0.096	0.382	0.383	0.401	0.493	0.493
Back of Queue (Q), ft/ln (95 th percentile)	116.3	0		103.2	268.2		16.9	263.5	253.5	101.8	343	339.5
Back of Queue (Q), veh/ln (95 th percentile)	4.7	0.0		4.1	10.7		0.7	10.5	10.1	4.1	13.7	13.6
Queue Storage Ratio (RQ) (95 th percentile)	0.83	0.00		0.52	0.00		0.17	0.00	0.00	1.02	0.00	0.00
Uniform Delay (d_1), s/veh	34.8			36.4	42.9		14.8	17.8	17.8	12.5	15.8	15.8
Incremental Delay (d_2), s/veh	0.9	0.0		2.1	3.2		0.1	1.1	1.2	0.6	1.6	1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.6			38.6	46.2		14.9	18.9	19.0	13.0	17.5	17.5
Level of Service (LOS)	D			D	D		B	B	B	B	B	B
Approach Delay, s/veh / LOS	52.3		D	43.9		D	18.8		B	16.8		B
Intersection Delay, s/veh / LOS	26.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.9	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.2	A	1.0	A	1.1	A	1.5	A

HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	Eriksson Engineering				Duration, h	0.25
Analyst	AJB	Analysis Date	Jul 25, 2016	Area Type	Other	
Jurisdiction	Arlington Heights	Time Period	7:00 - 8:00 AM	PHF	0.95	
Urban Street	Arlington Heights Road	Analysis Year	2016	Analysis Period	1 > 7:00	
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 700 Exst.xus			
Project Description	Existing Conditions					



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	326	15	91	175	59	27	592	111	180	958	52

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.8	3.2	61.4	6.7	0.8	25.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.0	4.5	3.0	0.0	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000			0.965			0.947			0.987	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			0.999		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			0.986			1.000
Movement Saturation Flow Rate (s), veh/h	1810	1900		1810	1465		1810	3184		1810	3634	
Proportion of Vehicles Arriving on Green (P)	0.06	0.22	0.00	0.06	0.21	0.21	0.02	0.51	0.51	0.07	0.56	0.56
Incremental Delay Factor (k)	0.11			0.11	0.23		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.27	0.22	0.26	0.21	0.53	0.51	0.60	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	1168	0	1054	0	547	0	741	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	25.1	0.0	25.1	0.0	61.4	0.0	63.4	0.0
Permitted Service Time (g_u), s	11.4	0.0	3.1	0.0	45.5	0.0	47.1	0.0
Permitted Queue Service Time (g_{ps}), s	1.4		2.2		0.9		5.6	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

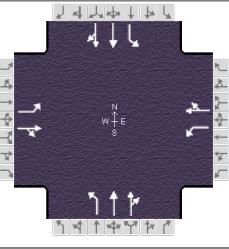
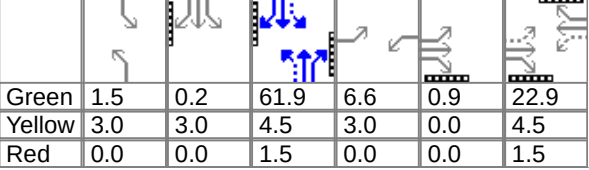
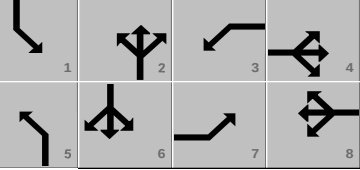
	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.107	0.02	2.107	0.02	1.557	0.02	1.557	0.02
Pedestrian F_s / F_{delay}	0.000	0.145	0.000	0.145	0.000	0.107	0.000	0.098
Pedestrian M_{corner} / M_{cw}			4087.61		4069.71			
Bicycle c_b / d_b	431.03	36.93	417.90	37.55	1022.92	14.32	1126.53	11.44
Bicycle F_w / F_v	-3.64	0.75	-3.64	0.54	-3.64	0.62	-3.64	1.02

--- Messages ---

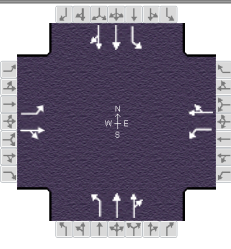
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information													
Agency	Eriksson Engineering				Duration, h	0.25												
Analyst	AJB	Analysis Date	Jul 25, 2016		Area Type	Other												
Jurisdiction	Arlington Heights	Time Period	2:30 - 3:30 PM		PHF	0.95												
Urban Street	Arlington Heights Road	Analysis Year	2016		Analysis Period	1> 2:30												
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 230 Exst.xus															
Project Description	Existing Conditions																	
Demand Information					EB			WB			NB			SB				
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h					107	115	15	92	203	55	20	753	20	95	757	96		
Signal Information																		
Cycle, s	115.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin			Green	1.5	0.2	61.9	6.6	0.9	22.9						
Uncoordinated	No	Simult. Gap E/W	On			Yellow	3.0	3.0	4.5	3.0	0.0	4.5						
Force Mode	Fixed	Simult. Gap N/S	On			Red	0.0	0.0	1.5	0.0	0.0	1.5						
Traffic Information					EB			WB			NB			SB				
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h					107	115	15	92	203	55	20	753	20	95	757	96		
Initial Queue (Q _b), veh/h					0	0	0	0	0	0	0	0	0	0	0	0		
Base Saturation Flow Rate (s ₀), veh/h					1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Parking (N _m), man/h					None			None			None			None				
Heavy Vehicles (P _{HV}), %					0	0		0	0		0	0		0	0			
Ped / Bike / RTOR, /h					25	0	15	1	1	15	122	0	15	2	0	15		
Buses (N _b), buses/h					0	0	0	0	0	0	0	0	0	0	0	0		
Arrival Type (AT)					3	3	3	3	3	3	3	3	3	3	3	3		
Upstream Filtering (I)					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lane Width (W), ft					12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0			
Turn Bay Length, ft					140	0		200	0		100	0		100	0			
Grade (P _g), %						0			0			0			0			
Speed Limit, mi/h					25	25	25	30	30	30	35	35	35	35	35	35		
Phase Information					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT						
Maximum Green (G _{max}) or Phase Split, s					12.7	34.5	12.7	34.5	12.7	55.1	12.7	55.1						
Yellow Change Interval (Y), s					3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5						
Red Clearance Interval (R _c), s					0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5						
Minimum Green (G _{min}), s					3	3	3	3	3	3	3	3						
Start-Up Lost Time (I _t), s					2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Extension of Effective Green (e), s					2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Passage (P _T), s					3.0	5.0	3.0	5.0	3.0	7.0	3.0	7.0						
Recall Mode					Off	Off	Off	Off	Off	Min	Off	Min						
Dual Entry					No	Yes	No	Yes	No	Yes	No	Yes						
Walk (Walk), s					0.0	10.0	0.0	10.0	0.0	10.0	0.0	10.0						
Pedestrian Clearance Time (P _C), s					0.0	14.0	0.0	18.0	0.0	11.0	0.0	15.0						
Multimodal Information					EB			WB			NB			SB				
85th % Speed / Rest in Walk / Corner Radius					0	No	25	0	No	25	0	No	25	0	No	25		
Walkway / Crosswalk Width / Length, ft					9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0		
Street Width / Island / Curb					0	0	No	0	0	No	0	0	No	0	0	No		
Width Outside / Bike Lane / Shoulder, ft					12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0		
Pedestrian Signal / Occupied Parking					No	0.50	No	0.50	No	0.50	No	0.50	No	0.50				

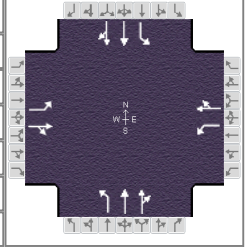
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		AJB		Analysis Date		Jul 25, 2016		Area Type		Other									
Jurisdiction		Arlington Heights		Time Period		2:30 - 3:30 PM		PHF		0.95									
Urban Street		Arlington Heights Road		Analysis Year		2016		Analysis Period		1> 2:30									
Intersection		Arlington Heights/Thomas		File Name		Arl Hts 230 Exst.xus													
Project Description		Existing Conditions																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				107	115	15	92	203	55	20	753	20	95	757	96				
Signal Information																			
Cycle, s	115.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On		Green	1.5	0.2	61.9	6.6	0.9	22.9								
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	3.0	4.5	3.0	0.0	4.5								
				Red	0.0	0.0	1.5	0.0	0.0	1.5									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				1.1		4.0		1.1		4.0		1.1		4.0		1.1		4.0	
Phase Duration, s				10.5		29.8		9.6		28.9		4.5		67.9		7.7		71.1	
Change Period, (Y+R c), s				3.0		6.0		3.0		6.0		3.0		6.0		3.0		6.0	
Max Allow Headway (MAH), s				4.3		6.2		4.2		6.2		4.1		0.0		4.1		0.0	
Queue Clearance Time (g s), s				7.6		8.2		6.8		16.9		2.6				4.7			
Green Extension Time (g e), s				0.1		3.0		0.1		2.4		0.0		0.0		0.2		0.0	
Phase Call Probability				0.97		1.00		0.95		1.00		0.49				0.96			
Max Out Probability				1.00		0.01		1.00		0.15		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				113	0		97	256		21	400	398	100	449	433				
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	0		1810	1840		1810	1900	1892	1810	1900	1834				
Queue Service Time (g s), s				5.6	0.0		4.8	14.9		0.6	14.2	14.2	2.7	15.4	15.4				
Cycle Queue Clearance Time (g c), s				5.6	0.0		4.8	14.9		0.6	14.2	14.2	2.7	15.4	15.4				
Green Ratio (g/C)				0.26			0.26	0.20		0.55	0.54	0.54	0.60	0.57	0.57				
Capacity (c), veh/h				260			341	367		351	1023	1018	424	1076	1039				
Volume-to-Capacity Ratio (X)				0.433	0.000		0.284	0.697		0.060	0.391	0.391	0.236	0.417	0.417				
Back of Queue (Q), ft/ln (95 th percentile)				116	0		97.8	292.4		11	257.6	256.8	47.9	272.4	265.3				
Back of Queue (Q), veh/ln (95 th percentile)				4.6	0.0		3.9	11.7		0.4	10.3	10.3	1.9	10.9	10.6				
Queue Storage Ratio (RQ) (95 th percentile)				0.83	0.00		0.49	0.00		0.11	0.00	0.00	0.48	0.00	0.00				
Uniform Delay (d 1), s/veh				34.3			33.8	42.8		12.6	15.5	15.5	11.2	14.2	14.2				
Incremental Delay (d 2), s/veh				1.1	0.0		0.5	5.3		0.1	1.1	1.1	0.3	1.2	1.2				
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				35.4			34.3	48.1		12.7	16.7	16.7	11.5	15.3	15.4				
Level of Service (LOS)				D			C	D		B	B	B	B	B	B				
Approach Delay, s/veh / LOS				37.5		D		44.3		D		16.6		B		15.0		B	
Intersection Delay, s/veh / LOS				22.1						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.9		C		2.9		C		2.3		B		2.3		B	
Bicycle LOS Score / LOS				0.9		A		1.1		A		1.2		A		1.3		A	

HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	Eriksson Engineering			Intersection Information	
Analyst	AJB	Analysis Date	Jul 25, 2016	Duration, h	0.25
Jurisdiction	Arlington Heights	Time Period	2:30 - 3:30 PM	Area Type	Other
Urban Street	Arlington Heights Road	Analysis Year	2016	PHF	0.95
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 230 Exst.xus	Analysis Period	1> 2:30
Project Description	Existing Conditions				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	107	115	15	92	203	55	20	753	20	95	757	96

Signal Information

Cycle, s	115.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.5	0.2	61.9	6.6	0.9	22.9		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.0	4.5	3.0	0.0	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000			0.969			0.996			0.965	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.999			0.973			1.000			0.993		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			0.985			0.887			0.998
Movement Saturation Flow Rate (s), veh/h	1810	1900		1810	1537		1810	3767		1810	3373	
Proportion of Vehicles Arriving on Green (P)	0.06	0.21	0.00	0.06	0.20	0.20	0.01	0.54	0.54	0.04	0.57	0.57
Incremental Delay Factor (k)	0.11			0.11	0.24		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.26	0.21	0.26	0.20	0.55	0.54	0.60	0.57
Permitted Saturation Flow Rate (s_p), veh/h/ln	1142	0	1291	0	639	0	692	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	22.9	0.0	22.9	0.0	61.9	0.0	63.9	0.0
Permitted Service Time (g_u), s	8.1	0.0	15.6	0.0	47.7	0.0	47.7	0.0
Permitted Queue Service Time (g_{ps}), s	1.6		0.6		0.5		2.7	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.107	0.02	2.107	0.02	1.557	0.02	1.557	0.02
Pedestrian F_s / F_{delay}	0.000	0.144	0.000	0.145	0.000	0.101	0.000	0.095
Pedestrian M_{corner} / M_{cw}	2077.66	0.00	464.88	-6304.45	376.58	-5.74	19066.49	-6382.31
Bicycle c_b / d_b	414.11	36.15	398.76	36.88	1076.42	12.26	1132.85	10.81
Bicycle F_w / F_v	-3.64	0.39	-3.64	0.58	-3.64	0.68	-3.64	0.81

--- Messages ---

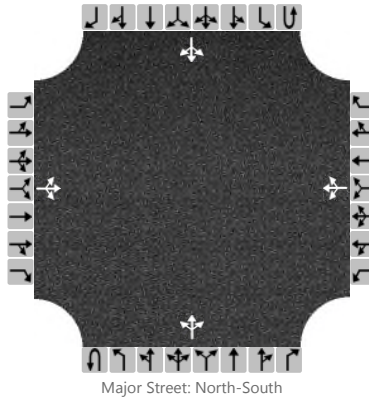
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Belmont/South Parking Lot
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	South Parking Lot
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	2:30 - 3:30 PM	Peak Hour Factor	0.72
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	0	20		2	0	3		9	25	3		1	87	11
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

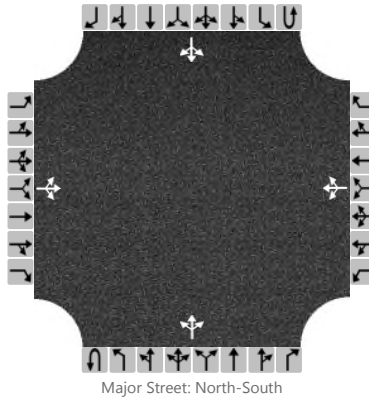
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			47				7				12				1	
Capacity			588				838				1061				1527	
v/c Ratio			0.08				0.01				0.01				0.00	
95% Queue Length			0.3				0.0				0.0				0.0	
Control Delay (s/veh)			11.7				9.3				8.4				7.4	
Level of Service (LOS)			B				A				A				A	
Approach Delay (s/veh)	11.7				9.3				2.1				0.1			
Approach LOS	B				A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Belmont/South Parking Lot
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	South Parking Lot
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	7:00 - 8:00 AM	Peak Hour Factor	0.78
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		13	1	6		1	1	1		23	15	3		3	202	21
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

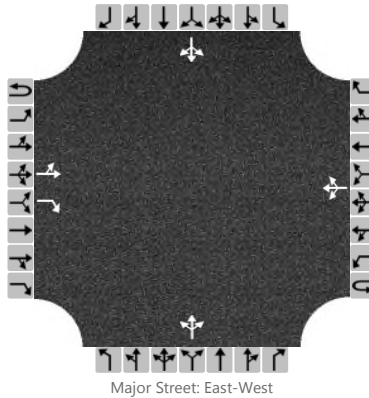
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			26				3			29				4		
Capacity			367				518			853				1584		
v/c Ratio			0.07				0.01			0.03				0.00		
95% Queue Length			0.2				0.0			0.1				0.0		
Control Delay (s/veh)			15.5				12.0			9.4				7.3		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.5				12.0				5.4				0.1			
Approach LOS	C				B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Thomas/Belmont
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	Thomas Street
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	2:30 - 3:30 PM	Peak Hour Factor	0.75
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	1	0
Configuration		LT		R			LTR				LTR				LTR	
Volume (veh/h)		24	225	64		32	338	21		14	18	10		1	3	10
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

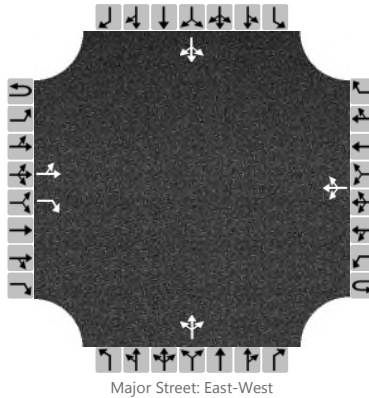
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		332				43					56				18	
Capacity		1063				1097					244				380	
v/c Ratio		0.31				0.04					0.23				0.05	
95% Queue Length		0.1				0.1					0.9				0.1	
Control Delay (s/veh)		8.5				8.4					24.1				15.0	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)	0.9				1.1				24.1				15.0			
Approach LOS									C				B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Thomas/Belmont
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	Thomas Street
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	7:00 - 8:00 AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	1	0
Configuration		LT		R			LTR				LTR				LTR	
Volume (veh/h)		18	372	166		43	296	10		14	9	6		6	17	23
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

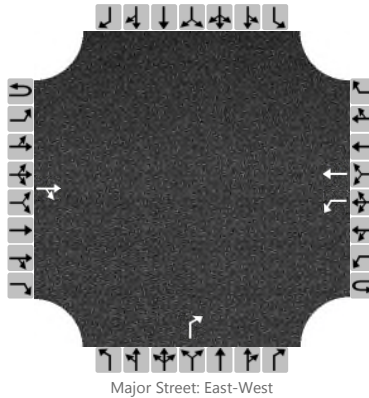
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		494				54					37				59	
Capacity		1155				885					200				298	
v/c Ratio		0.43				0.06					0.18				0.20	
95% Queue Length		0.1				0.2					0.7				0.7	
Control Delay (s/veh)		8.2				9.3					27.0				20.1	
Level of Service (LOS)		A				A					D				C	
Approach Delay (s/veh)	0.4				1.8				27.0				20.1			
Approach LOS									D				C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Thomas/Parking Lot Access
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	Thomas Street
Analysis Year	2016	North/South Street	Parking Lot Access
Time Analyzed	7:00 - 8:00 AM	Peak Hour Factor	0.74
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	1		0	0	0
Configuration				TR		L	T					R				
Volume (veh/h)			495	144		29	304					108				
Percent Heavy Vehicles						3						3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

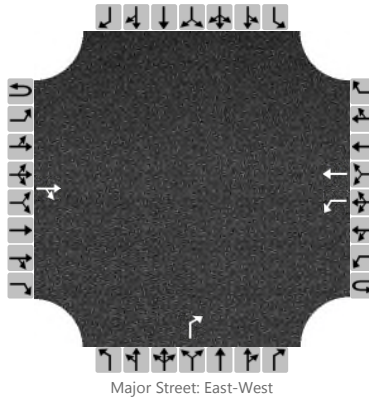
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						39							146			
Capacity						745							382			
v/c Ratio						0.05							0.38			
95% Queue Length						0.2							1.8			
Control Delay (s/veh)						10.1							20.2			
Level of Service (LOS)						B							C			
Approach Delay (s/veh)					0.9				20.2							
Approach LOS									C							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Thomas/Parking Lot Access
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	Thomas Street
Analysis Year	2016	North/South Street	Parking Lot Access
Time Analyzed	2:30 - 3:30 PM	Peak Hour Factor	0.78
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



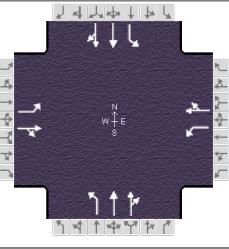
Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	1		0	0	0
Configuration				TR		L	T					R				
Volume (veh/h)			289	10		5	357					41				
Percent Heavy Vehicles						3						3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

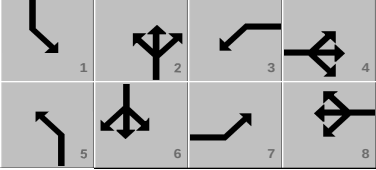
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						6						53				
Capacity						996						529				
v/c Ratio						0.01						0.10				
95% Queue Length						0.0						0.3				
Control Delay (s/veh)						8.6						12.6				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.1				12.6							
Approach LOS									B							

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information							
Agency	Eriksson Engineering				Duration, h	0.25						
Analyst	AJB	Analysis Date	Jul 25, 2016		Area Type	Other						
Jurisdiction	Arlington Heights	Time Period	7:00 - 8:00 AM		PHF	0.95						
Urban Street	Arlington Heights Road	Analysis Year	2016		Analysis Period	1 > 7:00						
Intersection	Arlington Heights/Thomas		File Name	Arl Hts 700 Prop.xus								
Project Description	Proposed Conditions											

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	337	15	91	183	59	27	592	115	187	958	52

Signal Information																								
Cycle, s	120.0	Reference Phase	2	Green	1.8	3.5	60.4	6.7	0.8	25.7	Yellow	3.0	3.0	4.5	3.0	0.0	4.5	Red	0.0	0.0	1.5	0.0	0.0	1.5
Offset, s	0	Reference Point	Begin	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													

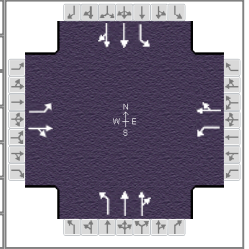
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	337	15	91	183	59	27	592	115	187	958	52
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	0	0		0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	15	14	0	15	0	0	15
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	140	0		200	0		100	0		100	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	30	30	30	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	13.2	34.8	13.2	34.8	13.2	58.8	13.2	58.8
Yellow Change Interval (Y), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	3	3	3	3	3	3	3
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	5.0	3.0	5.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	10.0	0.0	10.0	0.0	10.0	0.0	10.0
Pedestrian Clearance Time (PC), s	0.0	14.0	0.0	18.0	0.0	11.0	0.0	15.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	AJB	Analysis Date	Jul 25, 2016	Area Type	Other
Jurisdiction	Arlington Heights	Time Period	7:00 - 8:00 AM	PHF	0.95
Urban Street	Arlington Heights Road	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 700 Prop.xus		
Project Description	Proposed Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	337	15	91	183	59	27	592	115	187	958	52

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.8	3.5	60.4	6.7	0.8	25.7		
				Yellow	3.0	3.0	4.5	3.0	0.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5		

1	2	3	4	5	6	7	8	9	10	11	12	

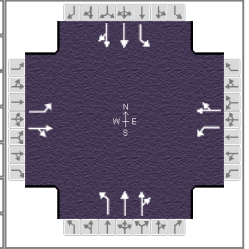
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.5	32.5	9.7	31.7	4.8	66.4	11.4	73.0
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	4.3	6.2	4.2	6.2	4.1	0.0	4.1	0.0
Queue Clearance Time (g _s), s	7.6	23.5	6.9	16.1	2.9		8.0	
Green Extension Time (g _e), s	0.1	3.1	0.1	4.3	0.0	0.0	0.4	0.0
Phase Call Probability	0.97	1.00	0.96	1.00	0.61		1.00	
Max Out Probability	1.00	0.65	1.00	0.23	0.00		0.07	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	109	0		96	239		28	374	355	197	527	520
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	0		1810	1836		1810	1900	1795	1810	1900	1875
Queue Service Time (g _s), s	5.6	0.0		4.9	14.1		0.9	14.6	14.7	6.0	20.4	20.4
Cycle Queue Clearance Time (g _c), s	5.6	0.0		4.9	14.1		0.9	14.6	14.7	6.0	20.4	20.4
Green Ratio (g/C)	0.28			0.27	0.21		0.52	0.50	0.50	0.59	0.56	0.56
Capacity (c), veh/h	285			187	394		291	957	904	468	1060	1046
Volume-to-Capacity Ratio (X)	0.384	0.000		0.511	0.607		0.098	0.391	0.392	0.421	0.497	0.497
Back of Queue (Q), ft/ln (95 th percentile)	115.2	0		102.5	275.2		17.3	269.4	259.1	108.1	347	343.5
Back of Queue (Q), veh/ln (95 th percentile)	4.6	0.0		4.1	11.0		0.7	10.8	10.4	4.3	13.9	13.7
Queue Storage Ratio (RQ) (95 th percentile)	0.82	0.00		0.51	0.00		0.17	0.00	0.00	1.08	0.00	0.00
Uniform Delay (d ₁), s/veh	34.3			36.1	42.6		15.2	18.4	18.4	12.9	16.2	16.2
Incremental Delay (d ₂), s/veh	0.8	0.0		2.2	3.2		0.1	1.2	1.3	0.6	1.7	1.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.2			38.3	45.8		15.4	19.6	19.7	13.5	17.9	17.9
Level of Service (LOS)	D			D	D		B	B	B	B	B	B
Approach Delay, s/veh / LOS	52.5	D		43.6	D		19.5	B		17.2	B	
Intersection Delay, s/veh / LOS	26.8						C					

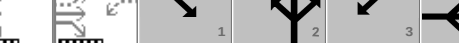
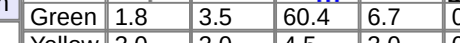
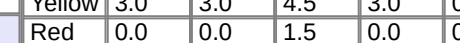
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.9	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	1.0	A	1.1	A	1.5	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	AJB	Analysis Date	Jul 25, 2016	Area Type	Other
Jurisdiction	Arlington Heights	Time Period	7:00 - 8:00 AM	PHF	0.95
Urban Street	Arlington Heights Road	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 700 Prop.xus		
Project Description	Proposed Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	104	337	15	91	183	59	27	592	115	187	958	52

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
Green	1.8												
Yellow	3.0												
Red	0.0												

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000			0.966			0.945			0.987	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			0.999		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			0.986			1.000
Movement Saturation Flow Rate (s), veh/h	1810	1900		1810	1480		1810	3162		1810	3634	
Proportion of Vehicles Arriving on Green (P)	0.06	0.22	0.00	0.06	0.21	0.21	0.02	0.50	0.50	0.07	0.56	0.56
Incremental Delay Factor (k)	0.11			0.11	0.23		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.28	0.22	0.27	0.21	0.52	0.50	0.59	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	1159	0	1043	0	547	0	738	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	25.7	0.0	25.7	0.0	60.4	0.0	62.4	0.0
Permitted Service Time (g_u), s	11.6	0.0	3.1	0.0	44.6	0.0	45.8	0.0
Permitted Queue Service Time (g_{ps}), s	1.5		2.3		0.9		6.1	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

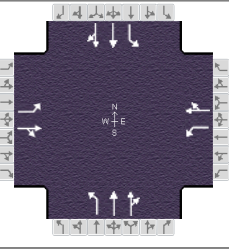
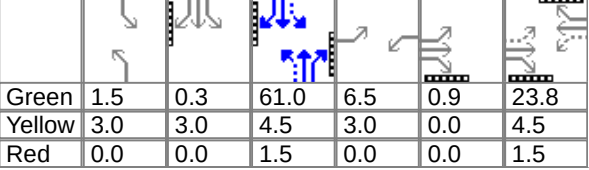
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.107	0.02	2.107	0.02	1.557	0.02	1.557	0.02
Pedestrian F_s / F_{delay}	0.000	0.144	0.000	0.145	0.000	0.108	0.000	0.099
Pedestrian M_{corner} / M_{cw}			4087.61		4069.12			
Bicycle c_b / d_b	442.15	36.40	429.11	37.02	1007.04	14.79	1115.97	11.72
Bicycle F_w / F_v	-3.64	0.77	-3.64	0.55	-3.64	0.62	-3.64	1.03

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

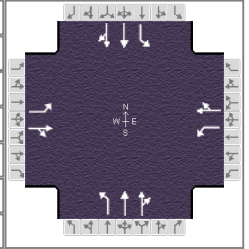
--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information					Intersection Information													
Agency	Eriksson Engineering				Duration, h	0.25												
Analyst	AJB	Analysis Date	Jul 25, 2016		Area Type	Other												
Jurisdiction	Arlington Heights	Time Period	2:30 - 3:30 PM		PHF	0.95												
Urban Street	Arlington Heights Road	Analysis Year	2016		Analysis Period	1> 2:30												
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 230 Prop.xus															
Project Description	Proposed Conditions																	
Demand Information					EB			WB			NB			SB				
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h					107	182	15	92	218	55	20	753	21	96	757	96		
Signal Information																		
Cycle, s	115.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin			Green	1.5	0.3	61.0	6.5	0.9	23.8						
Uncoordinated	No	Simult. Gap E/W	On			Yellow	3.0	3.0	4.5	3.0	0.0	4.5						
Force Mode	Fixed	Simult. Gap N/S	On			Red	0.0	0.0	1.5	0.0	0.0	1.5						
Traffic Information					EB			WB			NB			SB				
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h					107	182	15	92	218	55	20	753	21	96	757	96		
Initial Queue (Q _b), veh/h					0	0	0	0	0	0	0	0	0	0	0	0		
Base Saturation Flow Rate (s ₀), veh/h					1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Parking (N _m), man/h					None			None			None			None				
Heavy Vehicles (P _{HV}), %					0	0		0	0		0	0		0	0			
Ped / Bike / RTOR, /h					25	0	15	1	1	15	122	0	15	2	0	15		
Buses (N _b), buses/h					0	0	0	0	0	0	0	0	0	0	0	0		
Arrival Type (AT)					3	3	3	3	3	3	3	3	3	3	3	3		
Upstream Filtering (I)					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lane Width (W), ft					12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0			
Turn Bay Length, ft					140	0		200	0		100	0		100	0			
Grade (Pg), %						0			0			0			0			
Speed Limit, mi/h					25	25	25	30	30	30	35	35	35	35	35	35		
Phase Information					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT						
Maximum Green (G _{max}) or Phase Split, s					12.7	34.5	12.7	34.5	12.7	55.1	12.7	55.1						
Yellow Change Interval (Y), s					3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5						
Red Clearance Interval (R _c), s					0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5						
Minimum Green (G _{min}), s					3	3	3	3	3	3	3	3						
Start-Up Lost Time (I _t), s					2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Extension of Effective Green (e), s					2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0						
Passage (PT), s					3.0	5.0	3.0	5.0	3.0	7.0	3.0	7.0						
Recall Mode					Off	Off	Off	Off	Off	Min	Off	Min						
Dual Entry					No	Yes	No	Yes	No	Yes	No	Yes						
Walk (Walk), s					0.0	10.0	0.0	10.0	0.0	10.0	0.0	10.0						
Pedestrian Clearance Time (PC), s					0.0	14.0	0.0	18.0	0.0	11.0	0.0	15.0						
Multimodal Information					EB			WB			NB			SB				
85th % Speed / Rest in Walk / Corner Radius					0	No	25	0	No	25	0	No	25	0	No	25		
Walkway / Crosswalk Width / Length, ft					9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0		
Street Width / Island / Curb					0	0	No	0	0	No	0	0	No	0	0	No		
Width Outside / Bike Lane / Shoulder, ft					12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0		
Pedestrian Signal / Occupied Parking					No	0.50		No	0.50		No	0.50		No	0.50			

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	AJB	Analysis Date	Jul 25, 2016	Area Type	Other
Jurisdiction	Arlington Heights	Time Period	2:30 - 3:30 PM	PHF	0.95
Urban Street	Arlington Heights Road	Analysis Year	2016	Analysis Period	1> 2:30
Intersection	Arlington Heights/Thomas	File Name	Arl Hts 230 Prop.xus		
Project Description	Proposed Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	107	182	15	92	218	55	20	753	21	96	757	96

Signal Information												
Cycle, s	115.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	1.5	0.3	61.0	6.5	0.9	23.8		
				Yellow	3.0	3.0	4.5	3.0	0.0	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.4	30.6	9.5	29.8	4.5	67.0	7.8	70.4
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	4.3	6.1	4.2	6.1	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s	7.6	12.1	6.8	17.8	2.6		4.8	
Green Extension Time (g_e), s	0.1	3.6	0.1	3.0	0.0	0.0	0.2	0.0
Phase Call Probability	0.97	1.00	0.95	1.00	0.49		0.96	
Max Out Probability	1.00	0.06	1.00	0.24	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	113	0		97	272		21	400	398	101	449	433
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	0		1810	1844		1810	1900	1890	1810	1900	1834
Queue Service Time (g_s), s	5.6	0.0		4.8	15.8		0.6	14.4	14.4	2.8	15.7	15.7
Cycle Queue Clearance Time (g_c), s	5.6	0.0		4.8	15.8		0.6	14.4	14.4	2.8	15.7	15.7
Green Ratio (g/C)	0.27			0.26	0.21		0.54	0.53	0.53	0.59	0.56	0.56
Capacity (c), veh/h	258			297	381		345	1008	1003	418	1063	1027
Volume-to-Capacity Ratio (X)	0.437	0.000		0.326	0.713		0.061	0.397	0.397	0.242	0.422	0.422
Back of Queue (Q), ft/ln (95 th percentile)	115	0		97.1	308.4		11.3	262.3	261.3	49.5	277.2	269.9
Back of Queue (Q), veh/ln (95 th percentile)	4.6	0.0		3.9	12.3		0.5	10.5	10.5	2.0	11.1	10.8
Queue Storage Ratio (RQ) (95 th percentile)	0.82	0.00		0.49	0.00		0.11	0.00	0.00	0.50	0.00	0.00
Uniform Delay (d_1), s/veh	33.8			33.6	42.4		13.0	16.0	16.0	11.6	14.6	14.6
Incremental Delay (d_2), s/veh	1.2	0.0		0.6	5.8		0.1	1.2	1.2	0.3	1.2	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	34.9			34.2	48.3		13.1	17.2	17.2	11.9	15.8	15.9
Level of Service (LOS)	C			C	D		B	B	B	B	B	B
Approach Delay, s/veh / LOS	38.9		D	44.6		D	17.1		B	15.4		B
Intersection Delay, s/veh / LOS	23.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.9	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	1.1	A	1.2	A	1.3	A

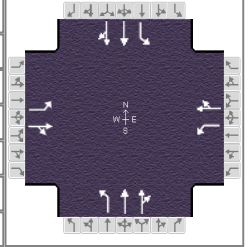
HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	Eriksson Engineering
Analyst	AJB
Jurisdiction	Arlington Heights
Urban Street	Arlington Heights Road
Intersection	Arlington Heights/Thomas
Project Description	Proposed Conditions

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 2:30



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	107	182	15	92	218	55	20	753	21	96	757	96

Signal Information

Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000			0.970			0.995			0.965	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.999			0.979			1.000			0.993		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			0.986			0.885			0.998
Movement Saturation Flow Rate (s), veh/h	1810	1900		1810	1558		1810	3760		1810	3373	
Proportion of Vehicles Arriving on Green (P)	0.06	0.21	0.00	0.06	0.21	0.21	0.01	0.53	0.53	0.04	0.56	0.56
Incremental Delay Factor (k)	0.11			0.11	0.26		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.27	0.21	0.26	0.21	0.54	0.53	0.59	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	1125	0	1210	0	639	0	691	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	23.8	0.0	23.8	0.0	61.0	0.0	63.0	0.0
Permitted Service Time (g_u), s	8.0	0.0	12.5	0.0	46.7	0.0	46.6	0.0
Permitted Queue Service Time (g_{ps}), s	1.8		1.0		0.5		2.8	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.107	0.02	2.107	0.02	1.557	0.02	1.557	0.02
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.144	0.000	0.102	0.000	0.097
Pedestrian M_{corner} / M_{cw}	2078.41	0.00	464.89	-6304.55	376.16	-6.88	19066.21	-6382.11
Bicycle c_b / d_b	428.43	35.50	413.21	36.21	1061.54	12.66	1119.26	11.15
Bicycle F_w / F_v	-3.64	0.50	-3.64	0.61	-3.64	0.68	-3.64	0.81

--- Messages ---

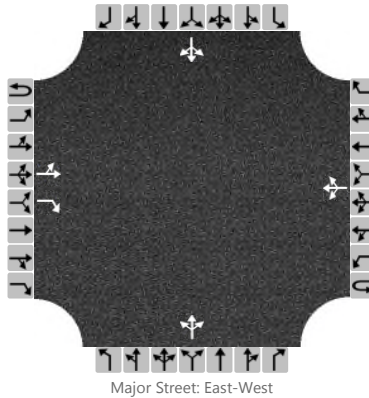
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Thomas/Belmont
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	Thomas Street
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	7:00 - 8:00 AM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	1	0
Configuration		LT		R			LTR				LTR				LTR	
Volume (veh/h)		18	411	174		48	296	10		14	9	6		6	18	23
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

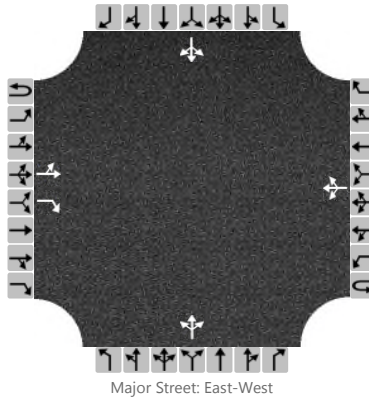
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		543				61						37				60
Capacity		1155				841						178				272
v/c Ratio		0.47				0.07						0.21				0.22
95% Queue Length		0.1				0.2						0.8				0.8
Control Delay (s/veh)		8.2				9.6						30.4				22.0
Level of Service (LOS)		A				A						D				C
Approach Delay (s/veh)	0.4				2.1				30.4				22.0			
Approach LOS									D				C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Thomas/Belmont
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	7/25/2016	East/West Street	Thomas Street
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	2:30 - 3:30 PM	Peak Hour Factor	0.75
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	1	0
Configuration		LT		R			LTR				LTR				LTR	
Volume (veh/h)		24	237	69		33	338	21		14	18	10		1	4	10
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

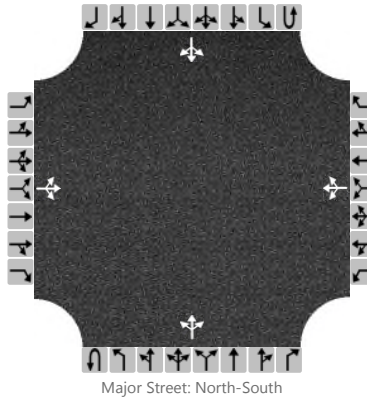
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		348				44					56				19	
Capacity		1063				1076					237				360	
v/c Ratio		0.33				0.04					0.24				0.05	
95% Queue Length		0.1				0.1					0.9				0.2	
Control Delay (s/veh)		8.5				8.5					24.9				15.5	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.9				1.1				24.9				15.5			
Approach LOS									C				C			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Belmont/Ex. Parking Lot
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	9/23/2016	East/West Street	Ex. Parking Lot Driveway
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	7:00 - 8:00 AM	Peak Hour Factor	0.78
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		13	1	6		1	1	1		24	15	3		3	216	21
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

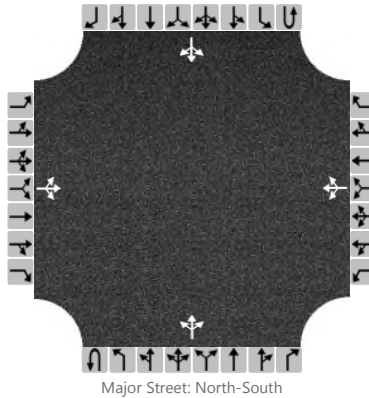
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			26				3			31				4		
Capacity			355				504			840				1584		
v/c Ratio			0.07				0.01			0.04				0.00		
95% Queue Length			0.2				0.0			0.1				0.0		
Control Delay (s/veh)			15.9				12.2			9.5				7.3		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.9				12.2				5.6				0.1			
Approach LOS	C				B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AJB	Intersection	Belmont/Ex. Parking Lot
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	9/23/2016	East/West Street	Ex. Parking Lot Driveway
Analysis Year	2016	North/South Street	Belmont Avenue
Time Analyzed	2:30 - 3:30 PM	Peak Hour Factor	0.72
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	0	20		2	0	3		11	25	3		1	94	11
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			47				7				15				1	
Capacity			577				827				1052				1527	
v/c Ratio			0.08				0.01				0.01				0.00	
95% Queue Length			0.3				0.0				0.0				0.0	
Control Delay (s/veh)			11.8				9.4				8.5				7.4	
Level of Service (LOS)			B				A				A				A	
Approach Delay (s/veh)	11.8				9.4				2.4				0.1			
Approach LOS	B				A											