



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

September 21, 2015

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 9/15/2015

VI. RECOGNITIONS AND PRESENTATIONS

- A. Presentation of "One Book, One Village" Community reading event by Arlington Heights Memorial Library Deputy Director Jeremy Andrykowski
- B. Presentation of the 2015 Kenneth Hood Senior Service Award to Julie Wright by the Senior Citizens Commission

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of September 21, 2015

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Osteria Trulli, LLC, dba

- Osteria Trulli, located at 1510 E. Hintz Road
- B. Report of the Committee-of-the-Whole Meeting of September 21, 2015
- Interview of Charmaine Lowe for Appointment to the Arlington Economic Alliance
- C. Report of the Committee-of-the-Whole Meeting of September 21, 2015
- Interview of Dave Parulo for Appointment to the Arlington Economic Alliance
- D. Report of the Committee-of-the-Whole Meeting of September 21, 2015
- Interview of Jon Ridler for Appointment to the Arlington Economic Alliance

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item. Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

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

CONSENT APPROVAL OF BIDS

- A. Tree Gator Watering Bags
- B. Vehicle Lifts - Public Works
- C. Heating, Ventilation, and Air Conditioning (HVAC) Preventative Maintenance Contract: Group B - Commercial

CONSENT LEGAL

- A. A Resolution Approving a Second Amendment to an Agreement for Court Reporter Services
(Arlington Reporting Services, 2-year extension of agreement)
- B. A Resolution Approving an Agreement

- (Catholic Charities' use of space at the Senior Center, 1801 W. Central Road)
- C. An Ordinance Prohibiting Parking
(North Salem Avenue cul-de-sac)

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Settlement - Workers' Compensation Claim - Palczynski

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Xilin Adult Day Care - 145 E. Algonquin Rd. - PC#15-011
Land Use Variation
- B. Northwest Crossings - 1421 & 1501 W. Shure Dr. - PC#15-019
PUD Amendment
- C. Ivy Hill School - 2211 N. Burke Dr. - PC#15-016
Special Use for a School
- D. Olive-Mary Stitt School - 303 E. Olive St. - PC#15-015
Special Use for a School

XIII. LEGAL

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS

XVI. REPORT OF THE VILLAGE MANAGER

- A. Request for Closed Session per 5 ILCS 120/2(c)(21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(11): Litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

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



Item: Warrant Register of 9/15/2015

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Warrant Register of 9/15/2015

Type

Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 9 - 15 - 2015

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$451,763.72
211	Motor Fuel Tax Fund	\$23,176.20
215	CDBG Fund	\$758.37
231	Criminal Investigation Fd	\$2,411.08
235	Municipal Parkg Opr Fund	\$10,085.12
301	Debt Service Fund	\$1,230.50
401	Capital Projects Fund	\$177,497.59
431	Public Building Fund	\$8,824.85
435	EAB Fund	\$128,676.60
505	Water and Sewer Fund	\$1,586,903.51
515	Arts,Entert & Events Fund	\$17,954.73
605	Health Insurance Fund	\$277,564.39
611	General Liability Ins Fnd	\$34,464.20
615	Workers Compensation Ins	\$53,250.81
621	Fleet Operations Fund	\$92,046.78
625	Technology Fund	\$42,493.80
715	Guaranty Deposits Fund	\$4,400.00
TOTAL ALL FUNDS		\$2,913,502.25

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
194923	715-0000-220.93-00	A AND A CONTRACTORS	REFUND BOND	\$150.00	\$150.00
194929	505-0000-120.80-00	ALTISOURCE SINGLE FAMILY INC	REFUND FINAL WATER	\$36.27	\$36.27
194931	715-0000-220.93-00	AMERICAN NATIONAL SPRINKLER	REFUND BOND	\$200.00	\$200.00
194932	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$2,103.12	\$2,103.12
194939	715-0000-220.93-00	ARROYO LANDSCAPING SERVICE INC	REFUND BOND	\$200.00	\$200.00
194944	715-0000-220.93-00	BARBARA SELLERS	REFUND BOND	\$200.00	\$200.00
194946	715-0000-220.93-00	BEVERLY KOLLER	REFUND BOND	\$200.00	\$200.00
194949	101-0000-433.14-00	BLUE CROSS BLUE SHIELD	REFUND AMBULANCE CLAIM	\$480.00	\$480.00
194956	715-0000-220.93-00	CHARLEY CRAIG	REFUND BOND	\$200.00	\$200.00
194963	235-0000-435.65-03	S THOMAS CLEMENTS	REFUND PARKING PERMITS	\$90.00	\$90.00
194966	101-0000-433.14-00	MARJORIE COLLINS	REFUND AMBULANCE CLAIM	\$50.00	\$50.00
194989	101-0000-120.80-00	COUNTRY CLUB CONDO ASSOC	REFUND FALSE ALARM	\$50.00	\$50.00
194991	505-0000-472.30-00	KEITH CREEL	REPLACE LOST CK 192104	\$125.00	\$125.00
195000	715-0000-220.93-00	DAVID VIKEN	REFUND BOND	\$200.00	\$200.00
195002	715-0000-220.93-00	DOMINIK GORA	REFUND BOND	\$200.00	\$200.00
195009	101-0000-421.05-00	BENJAMIN FARRAHER	REFUND VEHICLE STICKER	\$15.00	\$15.00
195011	101-0000-433.14-00	ALBERT FERRARI	REFUND AMBULANCE CLAIM	\$60.00	\$60.00
195018	715-0000-220.93-00	GAMBINO LANDSCAPING	REFUND BOND	\$200.00	\$200.00
195019	101-0000-421.05-00	PAUL GARANZINI	REFUND VEHICLE STICKER	\$25.00	\$25.00
	101-0000-421.15-00		REFUND DOG TAG	\$16.00	\$16.00
195027	101-0000-441.35-00	CONNIE HALLBERG	REFUND TICKET OVERPAYMENT	\$25.00	\$25.00
195062	715-0000-220.93-00	JOHN SKAGGS	REFUND BOND	\$200.00	\$200.00
195063	715-0000-220.93-00	JOSEPH DONLON	REFUND BOND	\$200.00	\$200.00
195065	101-0000-433.14-00	ANDY KARABETSOS	REFUND AMBULANCE CLAIM	\$5.00	\$5.00
195066	715-0000-220.93-00	KAREN SCHUETZ	REFUND BOND	\$200.00	\$200.00
195067	715-0000-220.93-00	KASHA WEINSHENK	REFUND BOND	\$200.00	\$200.00
195072	101-0000-433.14-00	KURTZ AMBULANCE SERVICE INC	REFUND AMBULANCE CLAIM	\$127.60	\$127.60
195087	101-0000-433.14-00	MICHAEL MESCHINO	REFUND AMBULANCE CLAIM	\$16.90	\$16.90
195109	715-0000-220.93-00	P & S CONCRETE	REFUND BOND	\$200.00	\$200.00
195112	715-0000-220.93-00	PAMELA SULLIVAN	REFUND BOND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195115	715-0000-220.93-00	PETER ICHINOSE	REFUND BOND	\$200.00	\$200.00
195125	715-0000-220.93-00	PROFESSIONAL PAVING & CONCRETE	REFUND BOND	\$200.00	\$200.00
195132	505-0000-120.80-00	RICH, MICHELLE	REFUND FINAL WATER	\$21.56	\$21.56
195133	715-0000-220.93-00	RICKY CONSTRUCTION INC	REFUND BOND	\$200.00	\$200.00
195142	505-0000-120.80-00	SALZMAN, KIMBERLY	REFUND FINAL WATER	\$13.48	\$13.48
195146	715-0000-220.93-00	SCARAVALLE COMPANY	REFUND BOND	\$100.00	\$100.00
195147	715-0000-220.93-00	SCARAVALLE COMPANY	REFUND BOND	\$200.00	\$200.00
195148	715-0000-220.93-00	SCARAVALLE COMPANY INC	REFUND BOND	\$150.00	\$150.00
195168	715-0000-220.93-00	TIM PHILLIPS	REFUND BOND	\$200.00	\$200.00
195170	715-0000-220.93-00	TRAUERNICHT FAMILY TRUST	REFUND BOND	\$200.00	\$200.00
195192	101-0000-432.06-00	WATERFORD PLACE	ZBA REIMBURSEMENT	\$350.00	\$350.00
Total Division:				\$8,009.93	
Total Department:				\$8,009.93	

Check Date: 2015 -9 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, September 16, 2015

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 1 Board of Trustees					
Division: 1					
195079	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	\$4,500.00	\$4,500.00
Total Division:				\$4,500.00	
Total Department:				\$4,500.00	

Check Date: 2015 -9 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, September 16, 2015
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 2 Village Manager					
Division: 1					
195093	101-0201-502.22-03	DIANA MIKULA	CONFERENCE	\$334.69	\$696.70
			CONFERENCE	\$362.01	
195128	101-0201-502.22-03	RANDY RECKLAUS	ICMA CONFERENCE	\$275.00	\$275.00
195186	101-0201-502.21-65	VERIZON WIRELESS	INV 975135248	\$133.75	\$133.75
195188	101-0201-502.21-65	VERIZON WIRELESS	INV 3298173645	\$100.00	\$100.00
901083	101-0201-502.22-05	CITIBANK	POSTAGE	\$22.16	\$22.16
Total Division:				\$1,227.61	
Total Department:				\$1,227.61	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
195017	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$7,795.18	\$17,966.12
			CLAIMS - MEDICAL LOSS	\$10,170.94	
	615-0301-552.42-80		CLAIMS - W/C	\$11,722.29	\$35,036.38
			CLAIMS - W/C	\$23,314.09	
195102	615-0301-552.20-50	NIPSTA	RECERTIFICATION -TRAINING	\$219.97	\$219.97
195105	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$2,956.00	\$8,401.00
			SERVICE HEALTH TESTING	\$3,696.00	
			SERVICE HEALTH TESTING	\$1,749.00	
195117	101-0301-503.30-05	PETTY CASH	SUPPLIES	\$25.80	\$25.80
	101-0301-503.40-70		EMPLOYEE PROGRAM	\$32.74	\$32.74
	615-0301-552.30-01		PUBLICATION	\$28.34	\$28.34
195196	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901083	101-0301-503.22-05	CITIBANK	POSTAGE	\$7.43	\$7.43
901084	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	INS PREMIUM LIFE	\$4,771.42	\$4,771.42
	605-0301-552.20-66		INS PREMIUM (OPT) 9-2015	\$2,423.80	\$2,423.80
901085	605-0301-552.20-60	HMO ILLINOIS	INSURANCE PAYMENT 9-2015	\$261,968.17	\$261,968.17
Total Division:				\$330,966.17	
Total Department:				\$330,966.17	

Check Date: 2015 -9 - 15

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
194958	101-0401-503.21-65	CHICAGO TITLE COMPANY LLC	SERVICE MISCELLANEOUS	\$60.00	\$60.00
195008	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$7,665.00	\$7,665.00
195117	101-0401-503.21-65	PETTY CASH	FILING FEE	\$10.00	\$10.00
195179	101-0401-503.21-65	VERIZON WIRELESS	INV 9751208399	\$95.74	\$95.74
195196	101-0401-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$140.90	\$140.90
901083	101-0401-503.22-05	CITIBANK	POSTAGE	\$9.87	\$9.87
Total Division:				\$7,981.51	
Total Department:				\$7,981.51	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
194930	101-0501-503.30-01	AM BEST COMPANY INC	PUBLICATION 2016	\$175.75	\$175.75
194932	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	SERVICE MISCELLANEOUS	\$713.22	\$713.22
194934	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$5,807.52	\$5,807.52
195016	611-0501-552.20-70	GALLAGHER ARTHUR J & CO	RENEWAL-TREASURER'S BOND	\$9,942.00	\$9,942.00
195017	611-0501-552.42-53	GALLAGHER BASSETT SERVICES INC	CLAIMS - VEHICLE LOSS	\$705.86	\$705.86
	611-0501-552.42-60		CLAIMS - LIABILITY LOSS	\$13,184.83	\$23,816.34
			CLAIMS - LIABILITY LOSS	\$10,631.51	
195097	101-0501-503.30-25	NATL BAND & TAG CO	SUPPLIES	\$1,164.00	\$1,164.00
195140	101-0501-503.30-25	RYDIN SIGN & DECAL	STICKERS/DECALS	\$6,555.00	\$6,555.00
195196	101-0501-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$107.07
			OFFICE MACHINES & ACCESS	\$22.07	
901083	101-0501-503.22-05	CITIBANK	POSTAGE	\$685.84	\$685.84
	505-0501-503.22-05		POSTAGE	\$1,144.92	\$1,144.92
Total Division:				\$50,817.52	
Total Department:				\$50,817.52	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
194954	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$10,926.00	\$21,852.00
			COMPUTERS,DP & WORD PROC.	\$10,926.00	
195010	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$30.78	\$91.56
			SHIPPING/DELIVERY SERVICE	\$60.78	
195057	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	POLICE PRINTER REPAIR	\$128.90	\$128.90
195086	401-0601-572.50-15	MERIDIAN IT INC	COMPUTERS,DP & WORD PROC.	\$75,449.17	\$75,449.17
195187	625-0601-553.21-65	VERIZON WIRELESS	INV 9751255945	\$450.46	\$450.46
801488	625-0601-553.21-65	AT & T	8310002604	\$571.38	\$571.38
Total Division:				\$98,543.47	
Total Department:				\$98,543.47	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 7 GIS					
Division: 1					
195007	625-0701-553.21-02	ENVIRONMENTAL SYSTEMS RESEARCH	COMPUTERS,DP & WORD PROC.	\$19,350.00	\$19,350.00
195117	625-0701-553.22-03	PETTY CASH	TRAINING	\$49.50	\$49.50
Total Division:				\$19,399.50	
Total Department:				\$19,399.50	

Check Date: 2015 -9 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, September 16, 2015
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 8					
194984	101-1008-502.20-75	CONRAD POLYGRAPH INC	INDIVIDUAL ASSESSMENTS (2)	\$320.00	\$320.00
Total Division:				\$320.00	
Division: 11					
901083	101-1011-502.22-05	CITIBANK	POSTAGE	\$2.43	\$2.43
Total Division:				\$2.43	
Division: 17					
194992	101-1017-502.20-24	CROWN TROPHY	SUPPLIES	\$55.00	\$55.00
Total Division:				\$55.00	
Division: 18					
195025	515-1018-525.40-55	GROOT INDUSTRIES INC	DUMPSTERS FOR MANE EVENT	\$1,220.94	\$1,220.94
195162	515-1018-525.40-55	SUNSHINE FARM II	AUTUMN HARVEST EVENT	\$2,010.00	\$2,010.00
Total Division:				\$3,230.94	
Total Department:				\$3,608.37	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
194924	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$158.05	\$158.05
194926	101-3001-511.22-03	JEFFREY C AIELLO	TRAINING	\$75.00	\$75.00
194928	101-3001-511.21-65	ALLY	PROCESSING FEE	\$45.00	\$45.00
194933	101-3001-511.21-65	AMERICANEAGLE INC	OVERNIGHT PARKING PROGRAM	\$3,200.00	\$3,200.00
194935	101-3001-511.40-67	ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$107.47	\$205.69
			CANINE UNIT PROGRAM	\$85.98	
			CANINE UNIT PROGRAM	\$12.24	
194948	101-3001-511.22-03	JESSICA BLANCO	REPLACE LOST CK 192291	\$30.00	\$30.00
194951	101-3001-511.30-35	BRIAN BROSNAN	CLOTHING	\$215.83	\$215.83
194965	101-3001-511.22-03	COLLEGE OF DUPAGE	BASIC RECRUIT TRAINING	\$3,113.00	\$3,113.00
194968	101-3001-511.22-03	EDWARD COMMERS	TRAINING	\$30.00	\$30.00
194987	101-3001-511.33-25	CORPORATE IDENTITY INC	SUPPLIES	\$482.49	\$482.49
	101-3001-511.33-30		SUPPLIES	\$258.12	\$934.23
			POLICE EQUIPMENT & SUPPLY	\$617.31	
			SHIPPING/DELIVERY SERVICE	\$58.80	
194996	101-3001-511.22-03	GRZEGORZ J CZERNECKI	TRAINING	\$75.00	\$75.00
195014	101-3001-511.22-03	ANDREW FLENTGE	TRAINING	\$15.00	\$15.00
195020	101-3001-511.22-03	GAUSSELIN RICHARD	TRAINING	\$15.00	\$15.00
195021	101-3001-511.21-65	GOLF ROSE PET LODGE	SERVICE MISCELLANEOUS	\$196.00	\$236.00
			SERVICE MISCELLANEOUS	\$10.00	
			SERVICE MISCELLANEOUS	\$30.00	
195031	101-3001-511.22-10	HEART PRINTING INC	SERVICE PRINTING	\$92.00	\$92.00
195055	101-3001-511.22-03	HUDGENS STEVEN	TRAINING	\$45.00	\$45.00
195059	101-3001-511.30-35	TIMOTHY JASPER	CLOTHING	\$198.08	\$198.08
195060	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$160.62	\$359.24
			CLOTHING	\$190.62	
			CLOTHING	\$8.00	
195069	401-3001-572.50-15	KIESLER POLICE SUPPLY & AMMUNITION	POLICE EQUIPMENT & SUPPLY	\$2,270.00	\$2,270.00
195071	101-3001-511.22-03	KRYCA JAMES	TRAINING	\$75.00	\$75.00
195073	101-3001-511.22-03	DAVID LAVIN	TRAINING	\$75.00	\$75.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195088	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	\$98.00	\$98.00
195091	101-3001-511.40-67	MIDWEST GLASS TINTERS	K9 SQUAD VEHICLE	\$450.00	\$450.00
195099	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$165.00	\$290.00
			REGISTRATION	\$125.00	
195103	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	MORGUE TRANSPORT	\$375.00	\$375.00
195104	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 10-2015	\$64,519.40	\$64,519.40
195106	101-3001-511.22-03	CANDACE NYKIEL	TRAINING	\$15.00	\$15.00
195107	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$48.00	\$1,731.04
			OFFICE SUPPLIES	(\$42.12)	
			OFFICE SUPPLIES	\$1,382.34	
			OFFICE SUPPLIES	\$17.59	
			OFFICE SUPPLIES	\$192.62	
			OFFICE SUPPLIES	\$52.35	
			OFFICE SUPPLIES	\$68.68	
			OFFICE SUPPLIES	\$11.58	
195116	101-3001-511.22-03	KIM PETERSON	TRAINING	\$15.00	\$15.00
195118	101-3001-511.21-65	PETTY CASH/POLICE	LICENSE PLATE TRANSFERS	\$50.00	\$50.00
	101-3001-511.33-05		SUPPLIES	\$37.00	\$37.00
	101-3001-511.33-25		SUPPLIES	\$60.00	\$60.00
195126	101-3001-511.22-03	RADEK TODD	TRAINING	\$1,400.21	\$1,400.21
195127	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$117.00	\$1,591.30
			CLOTHING	\$33.50	
			CLOTHING	\$171.00	
			CLOTHING	\$591.48	
			CLOTHING	\$189.98	
			CLOTHING	\$350.34	
			CLOTHING	\$138.00	
	101-3001-511.33-25		UNIFORM EQUIPMENT	\$548.00	\$548.00
195143	101-3001-511.33-25	SAM'S CLUB/SYNCHRONY BANK	SUPPLIES	\$307.46	\$307.46
195153	101-3001-511.30-35	ERIK SLOAN	CLOTHING	\$398.28	\$398.28
195164	101-3001-511.40-67	JEFFREY TEGTMEYER	TRAINING	\$642.02	\$642.02
195171	101-3001-511.30-35	MICHAEL TURANO	CLOTHING	\$189.40	\$189.40
195172	401-3001-572.50-15	TYLER TECHNOLOGIES INC	POLICE EQUIPMENT & SUPPLY	\$425.00	\$425.00
195173	101-3001-511.33-25	ULINE INC	SUPPLIES	\$1,366.28	\$1,366.28

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195174	101-3001-511.40-67	ULTRA STROBE COMMUNICATIONS INC	NEW K-9 VEHICLE #3101	\$6,446.89	\$6,446.89
195175	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT SQUAD 3104	\$4,752.05	\$4,752.05
195178	101-3001-511.21-02	VERICOM COMPUTERS INC	EQUIPMENT MAINTENANCE	\$165.00	\$165.00
195182	101-3001-511.21-65	VERIZON WIRELESS	INV 9751179436	\$239.33	\$239.33
195191	101-3001-511.40-67	VOHNE LICHE KENNELS INC	SUPPLIES	\$70.00	\$70.00
901083	101-3001-511.22-05	CITIBANK	POSTAGE	\$621.56	\$621.56
Total Division:				\$98,747.83	
Division: 3					
194955	231-3003-511.40-11	CENTER FOR PROBLEM-ORIENTED	REG - POLICE CONFERENCE	\$2,225.00	\$2,225.00
194982	231-3003-511.40-11	COMMUNICATION REVOLVING FUND	SERVICE MISCELLANEOUS	\$186.08	\$186.08
Total Division:				\$2,411.08	
Total Department:				\$101,158.91	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
194937	101-3501-512.21-07	ARLINGTON POWER EQUIPMENT	OIL	\$140.86	\$140.86
195012	101-3501-512.30-01	FIRE ENGINEERING	RENEWAL- DC LYONS	\$21.00	\$42.00
			RENEWAL- CHIEF KOEPPEN	\$21.00	
195070	101-3501-512.22-03	CHARLES KRAMER	IEMA CONFERENCE	\$548.30	\$548.30
195098	101-3501-512.22-02	NATL FIRE PROTECTION ASSOC	ANNUAL DUES-CHIEF KOEPPEN	\$165.00	\$165.00
195104	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 10-2015	\$21,506.46	\$21,506.46
195107	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$313.58	\$313.58
195136	101-3501-512.22-03	WILLIAM RODGERS	TRAINING	\$127.91	\$127.91
195160	101-3501-512.21-02	SUBURBAN SERVICE INC	REPAIR SERVICE HOUSEHOLD	\$270.29	\$270.29
195176	101-3501-512.21-65	UNIVERSAL UPHOLSTERING INC	OTHER SERVICES	\$45.00	\$45.00
195180	101-3501-512.21-65	VERIZON WIRELESS	INV 9751173153	\$781.75	\$781.75
195196	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$22.07	\$173.28
			OFFICE MACHINES & ACCESS	\$85.00	
			OFFICE MACHINES & ACCESS	\$22.07	
			OFFICE MACHINES & ACCESS	\$22.07	
			OFFICE MACHINES & ACCESS	\$22.07	
901083	101-3501-512.22-05	CITIBANK	POSTAGE	\$19.45	\$19.45
Total Division:				\$24,133.88	
Total Department:				\$24,133.88	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
194959	101-4001-521.40-41	CHICAGO TRIBUNE	ADVERTISING	\$2,000.00	\$2,000.00
194988	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SERVICE PROFESSIONAL	\$723.21	\$723.21
194999	101-4001-521.40-41	DAILY HERALD	ADVERTISING	\$533.46	\$2,310.38
			ADVERTISING	\$533.46	
			ADVERTISING	\$710.00	
			ADVERTISING	\$533.46	
195004	101-4001-521.40-40	DUE NORTH CONSULTING INC	ADVERTISING	\$1,500.00	\$1,500.00
195023	101-4001-521.20-05	GOVTEMPS USA LLC	SERVICE PROFESSIONAL	\$1,120.00	\$2,240.00
			SERVICE PROFESSIONAL	\$1,120.00	
195077	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPTS	\$605.85	\$605.85
195107	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	(\$56.96)	\$93.92
			OFFICE SUPPLIES	\$125.70	
			OFFICE SUPPLIES	\$25.18	
195111	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$118.80	\$345.60
			ADVERTISING	\$145.80	
			ADVERTISING	\$81.00	
195181	101-4001-521.21-65	VERIZON WIRELESS	INV 9751273322	\$143.20	\$143.20
901083	101-4001-521.22-05	CITIBANK	POSTAGE	\$120.13	\$120.13
Total Division:				\$10,082.29	
Total Department:				\$10,082.29	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
195010	215-4101-522.41-02	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$24.62	\$24.62
195195	215-4101-522.41-52	WINGS PROGRAM INC	CDBG PROGRAM	\$733.75	\$733.75
Total Division:				\$758.37	
Total Department:				\$758.37	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building & Health Service					
Division: 1					
195100	101-4501-523.21-65	NEXTEL COMMUNICATIONS	ACCT 874139132	\$935.06	\$935.06
195101	101-4501-523.22-02	NFPA	MEMBER RENEWAL- CRAIG	\$165.00	\$165.00
195117	101-4501-523.30-05	PETTY CASH	SUPPLIES	\$44.73	\$44.73
195166	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$304.00
			SERVICE BLDG MAINT	\$190.00	
			SERVICE BLDG MAINT	\$76.00	
195196	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$107.07
			OFFICE MACHINES & ACCESS	\$22.07	
901083	101-4501-523.22-05	CITIBANK	POSTAGE	\$178.19	\$178.19
Total Division:				\$1,734.05	
Division: 2					
194985	101-4502-523.21-02	CONTROL COMPANY	EQUIPMENT MAINTENANCE	\$193.00	\$193.00
194986	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
195064	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$160.00	\$320.00
			COUNSELING	\$160.00	
195068	101-4502-523.20-25	KATOR LCSW, ANNE	COUNSELING	\$260.00	\$390.00
			COUNSELING	\$130.00	
195117	101-4502-523.33-10	PETTY CASH	SUPPLIES	\$21.83	\$21.83
195145	101-4502-523.33-10	SANOFI PASTEUR INC	CLINIC SUPPLIES	\$225.72	\$225.72
195189	101-4502-523.21-65	VERIZON WIRELESS	INV 9751395374	\$197.36	\$197.36
901083	101-4502-523.22-05	CITIBANK	POSTAGE	\$31.11	\$31.11
Total Division:				\$1,599.02	
Division: 3					
194993	101-4503-523.21-65	BRUCE CRUZ	CAREER ADVOCATE PROGRAM	\$250.00	\$250.00
195167	101-4503-523.22-40	THREE O THREE TAXI FLASH CAB	TAXI PROGRAM	\$108.00	\$108.00
901083	101-4503-523.22-05	CITIBANK	POSTAGE	\$49.82	\$49.82

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Total Division:				\$407.82	
Total Department:				\$3,740.89	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
194938	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$36,543.21	\$36,543.21
194964	401-5001-572.50-10	CLIFFORD WALD	COMPUTERS,DP & WORD PROC.	\$14,716.00	\$14,716.00
194997	401-5001-571.50-30	D & D LANDSCAPING & SPRINKLER	REPAIRS-5 W OLIVE	\$170.00	\$170.00
195006	401-5001-571.50-30	WAYNE/LINDA ECKLUND	SIDEWALK REIMBURSEMENT	\$232.50	\$232.50
195023	101-5001-524.20-05	GOVTEMPS USA LLC	TEMP ENGINEERING HELP	\$868.00	\$1,750.00
			TEMP ENGINEERING HELP	\$882.00	
195196	101-5001-524.22-15	XEROX CORPORATION	RENTAL/LEASE EQUIPMENT	\$85.00	\$85.00
901083	101-5001-524.22-05	CITIBANK	POSTAGE	\$110.36	\$110.36
Total Division:				\$53,607.07	
Total Department:				\$53,607.07	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
194927	101-7101-531.31-65	ALEXANDER EQUIPMENT CO INC	SUPPLIES	\$991.80	\$991.80
194937	101-7101-531.31-65	ARLINGTON POWER EQUIPMENT	SUPPLIES	(\$65.20)	\$-65.20
194938	101-7101-531.21-15	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$90,000.00	\$90,000.00
194943	101-7101-531.20-05	WESLEY BANK	CAR WASH	\$40.00	\$40.00
194952	101-7101-531.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$1,169.25	\$41,017.50
			RENTAL/LEASE EQUIPMENT	\$39,848.25	
194953	401-7101-572.50-15	CASEY EQUIPMENT CO	EQUIPMENT, NON OFFICE	\$19,097.00	\$19,097.00
194960	101-7101-531.30-35	CINTAS CORP	CLOTHING	\$52.11	\$133.98
			CLOTHING	\$39.73	
			CLOTHING	\$42.14	
194962	435-7101-571.50-55	CLEAN CUT TREE SERVICE INC	SERVICE TREES	\$49,170.00	\$106,829.00
			SERVICE TREES	\$57,659.00	
194967	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	\$2.11	\$2.11
194974	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	2985063029	\$86.30	\$86.30
194983	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	\$2,630.00	\$2,630.00
194990	101-7101-531.21-11	COYNE TEXTILE SERVICES	MAT CLEANING	\$19.64	\$212.44
			MAT CLEANING	\$15.84	
			MAT CLEANING	\$14.58	
			MAT CLEANING	\$19.64	
			MAT CLEANING	\$15.84	
			MAT CLEANING	\$17.10	
			MAT CLEANING	\$14.08	
			MAT CLEANING	\$27.44	
			MAT CLEANING	\$68.28	
194998	431-7101-571.50-20	DAHME MECHANICAL INDUSTRIES	SERVICE BLDG MAINT	\$3,555.10	\$8,824.85
			SERVICE BLDG MAINT	\$2,849.50	
			SERVICE BLDG MAINT	\$2,420.25	
195013	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$6,699.00	\$8,839.00
			SERVICE MISCELLANEOUS	\$2,140.00	
	435-7101-571.50-55		SERVICE MISCELLANEOUS	\$21,266.10	\$21,266.10

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195015	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	FOUNTAIN SERVICE	\$825.00	\$825.00
195022	435-7101-531.40-86	BRIAN GOODMILLER	EAB	\$50.00	\$50.00
195024	101-7101-531.31-45	GRAINGER W W INC	SUPPLIES	\$210.00	\$255.24
			JANITORIAL SUPPLIES	\$45.24	
	101-7101-531.31-65		DRAIN CLEANING CABLE	\$518.40	\$622.58
			SUPPLIES	\$65.40	
			SUPPLIES	\$38.78	
195026	101-7101-531.31-80	HALL SIGNS INC	SIGNS, SIGN MATERIAL	\$9,474.40	\$9,474.40
195028	101-7101-531.21-02	HASTINGS AIR ENERGY CONTROL	EQUIPMENT MAINTENANCE	\$976.95	\$976.95
195029	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$824.75	\$7,916.27
			EQUIPMENT MAINTENANCE	\$506.75	
			EQUIPMENT MAINTENANCE	\$495.50	
			EQUIPMENT MAINTENANCE	\$777.25	
			EQUIPMENT MAINTENANCE	\$267.50	
			EQUIPMENT MAINTENANCE	\$426.25	
			REPAIR SERVICE EQUIPMENT	\$2,264.40	
			REPAIR SERVICE EQUIPMENT	\$2,353.87	
	401-7101-571.50-20		REPAIR SERVICE EQUIPMENT	\$3,331.48	\$8,742.30
			REPAIR SERVICE EQUIPMENT	\$5,410.82	
195053	101-7101-531.21-50	HOMEFIELD ENERGY	3291084013	\$8,562.89	\$8,562.89
195054	101-7101-531.31-45	HP PRODUCTS CORP	JANITORIAL SUPPLIES	\$2,529.12	\$10,111.57
			JANITORIAL SUPPLIES	\$7,556.95	
			JANITORIAL SUPPLIES	\$98.94	
			SUPPLIES	\$7.44	
			SUPPLIES	(\$80.88)	
195058	101-7101-531.21-11	INTL EXTERMINATORS INC	SEPT SERVICE	\$59.00	\$59.00
195061	101-7101-531.31-65	JOHN DEERE LANDSCAPES	SUPPLIES	\$14.29	\$14.29
195075	101-7101-531.30-39	LEAHY WOLF CO	MOTOR OIL	\$1,286.71	\$1,286.71
195078	435-7101-531.40-86	DAMIAN LIPANI	EAB	\$50.00	\$50.00
195080	101-7101-531.21-36	LOWES COMMERCIAL SERVICES	RENTAL/LEASE EQUIPMENT	\$67.72	\$67.72
	101-7101-531.31-55		PLUMBING EQUIP FIXT,SUPP	\$31.10	\$31.10
	101-7101-531.31-65		RENTAL/LEASE EQUIPMENT	\$50.79	\$101.58
			RENTAL/LEASE EQUIPMENT	\$50.79	
	101-7101-531.31-75		HARDWARE SUPPLIES	\$208.40	\$208.40

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195080	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	ELECTRICAL EQUIP & SUPPLY	\$65.92	548.82
			HARDWARE SUPPLIES	217.55	
			HARDWARE SUPPLIES	\$265.35	
	515-7101-525.33-05		SUPPLIES	\$924.71	\$924.71
195081	101-7101-531.30-39	MANSFIELD OIL COMPANY	FUEL,OIL,GREASE, & LUBES	\$13,511.54	\$13,511.54
195082	435-7101-531.40-86	JASON MARTINSEN	EAB	\$50.00	\$50.00
195090	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	SEPT CONTRACT BILLING	\$1,336.50	\$1,336.50
195092	101-7101-531.21-62	MIDWEST MATERIAL MANAGEMENT	SERVICE DISPOSAL	\$7,536.60	\$7,536.60
195094	401-7101-572.50-15	MONROE TRUCK EQUIPMENT	EQUIPMENT, NON OFFICE	\$7,684.00	\$12,349.00
			VEHICLE ACCESSORIES	\$4,665.00	
195102	101-7101-531.22-03	NIPSTA	RECERTIFICATION -TRAINING	\$109.99	\$109.99
195107	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$22.83	\$26.02
			OFFICE SUPPLIES	\$3.19	
195108	101-7101-531.21-15	OLIVE GROVE LANDSCAPING INC	SERVICE MISCELLANEOUS	\$1,375.00	\$19,270.50
			SERVICE MISCELLANEOUS	\$9,872.50	
			SERVICE MISCELLANEOUS	\$8,023.00	
195110	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	PAY PHONES FEE	\$231.00	\$231.00
195114	101-7101-531.21-02	PATTEN INDUSTRIES INC	SERVICE EQUIPMENT	\$2,649.00	\$2,649.00
195119	435-7101-531.40-86	POINTE APARTMENTS	EAB	\$381.50	\$381.50
195120	101-7101-531.21-55	POWELL TREE CARE INC	SERVICE TREES	\$7,373.00	\$7,373.00
195129	101-7101-531.30-35	RED WING SHOE STORE	CLOTHING	\$42.49	\$204.48
			CLOTHING	\$161.99	
195130	101-7101-531.30-39	MID TOWN ACQUISITION LLC	REPLACE LOST CHECK 193206	\$1,247.50	\$1,247.50
195131	515-7101-525.33-05	RGB LIGHTS INC	RENTAL/LEASE EQUIPMENT	\$1,302.24	\$2,604.48
			RENTAL/LEASE EQUIPMENT	\$1,302.24	
195134	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$14,971.02	\$31,035.58
			FUEL,OIL,GREASE, & LUBES	\$16,064.56	
195137	101-7101-531.22-02	ROWADER SCOTT M	CDL	\$50.00	\$50.00
195144	101-7101-531.21-15	SANDY'S LAWN AND TREE CARE	SERVICE MISCELLANEOUS	\$950.00	\$950.00
195149	515-7101-525.33-05	SERVICE SANITATION	RENTAL/LEASE EQUIPMENT	\$1,813.00	\$3,626.00
			RENTAL/LEASE EQUIPMENT	\$1,813.00	
195151	101-7101-531.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$4.99	\$4.99
195154	101-7101-531.30-39	SPEEDWAY/SUPER AMERICA	FUEL	\$86.53	\$86.53
195155	101-7101-531.22-70	SPRINT	352372920	\$21.28	\$219.38

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195155	101-7101-531.22-70	SPRINT	840280811	\$198.10	\$219.38
195157	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	SUPPLIES	\$214.86	\$338.23
			SUPPLIES	\$85.65	
			BUILDING SUPPLIES	\$37.72	
195158	211-7101-571.50-40	STATE OF IL TREASURER	SERVICE PROFESSIONAL	\$23,176.20	\$23,176.20
195163	101-7101-531.31-80	TAPCO	ASPHALT SPRING POST	\$228.25	\$228.25
195169	101-7101-531.31-55	TOTAL PLASTICS INC	CLEAR ACRYLIC SHEETS	\$312.84	\$312.84
195173	401-7101-571.50-20	ULINE INC	FURNITURE, NON OFFICE	\$2,751.36	\$2,751.36
195184	101-7101-531.21-65	VERIZON WIRELESS	INV 9751194835	\$1,696.62	\$1,696.62
195185	101-7101-531.21-65	VERIZON WIRELESS	INV 9751194835	\$279.62	\$279.62
195197	435-7101-531.40-86	JON YONAMINE	EAB	\$50.00	\$50.00
195199	101-7101-531.21-15	LAN ZHAO	CURB REIMBURSEMENT	\$675.00	\$675.00
801487	101-7101-531.21-50	NICOR	06802945268	\$24.42	\$4,569.27
			38096400007	\$81.80	
			15839647334	\$24.41	
			25422686599	\$1,266.77	
			97034457784	\$484.97	
			95407400001	\$618.14	
			73488600005	\$1,268.22	
			19426400008	\$83.64	
			53278600001	\$166.54	
			53278600002	\$94.41	
			40178600009	\$27.66	
			38178600003	\$38.52	
			28178600004	\$245.62	
			38178600003	\$144.15	
801488	101-7101-531.22-70	AT & T	847398933608	\$334.72	\$10,385.62
			847253343808	\$189.80	
			847R19028908	\$737.67	
			847394436808	\$79.22	
			847394206208	\$79.22	
			847255350508	\$2,233.41	
			847253312008	\$6,731.58	
801489	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4286290000	\$542.87	\$1,256.10

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
80148	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4321662000	\$713.23	\$1,256.10
901083	101-7101-531.22-05	CITIBANK	POSTAGE	\$72.71	\$72.71
Total Division:				\$501,379.82	
Total Department:				\$501,379.82	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
194952	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$3,201.55	\$16,075.15
			RENTAL/LEASE EQUIPMENT	\$12,873.60	
	505-7201-561.21-62		SERVICE DISPOSAL	\$3,540.00	\$3,540.00
	505-7201-561.31-90		STREET/SIDEWALK SUPPLIES	\$6,049.88	\$6,049.88
194969	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0528113037	\$2,736.15	\$2,736.15
194970	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0117046072	\$59.74	\$59.74
194971	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1092085063	\$67.84	\$67.84
194972	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0441087047	\$2,429.72	\$2,429.72
194973	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0831076049	\$155.85	\$155.85
194975	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0405097038	\$3,052.72	\$3,052.72
194976	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0300013030	\$5,417.42	\$5,417.42
194977	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0159027139	\$2,181.62	\$2,181.62
194978	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0522082015	\$608.85	\$608.85
194980	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0111076085	\$57.28	\$57.28
194981	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0684023014	\$99.85	\$99.85
195005	505-7201-561.21-50	DYNEGY ENERGY SERVICES	0297160055	\$64.21	\$64.21
195024	505-7201-561.31-65	GRAINGER W W INC	COLD WATER HOSE	\$177.00	\$177.00
	505-7201-561.31-85		GAS PRESSURE WASHER	\$1,059.39	\$1,265.82
			MEASURING WHEEL	\$175.76	
			MARKING WAND	\$30.67	
195030	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	\$9,392.36	\$11,627.78
			SERVICE METER	\$2,235.42	
	505-7201-561.31-02		NO LEAD FLANGE SET	\$195.50	\$1,338.14
			METERS BACKFLOW DEVICES	\$409.86	
			METERS BACKFLOW DEVICES	\$732.78	
195033	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$945.13	\$945.13
195034	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$373.43	\$373.43
195035	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$376.30	\$376.30
195036	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$428.67	\$428.67
195037	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$453.68	\$453.68

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195038	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$608.99	\$608.99
195039	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$920.31	\$920.31
195040	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$107.40	\$107.40
195041	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$125.75	\$125.75
195042	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$127.31	\$127.31
195043	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$172.76	\$172.76
195044	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$240.23	\$240.23
195046	505-7201-561.21-50	HOMEFIELD ENERGY	0159027139	\$100.11	\$100.11
195047	505-7201-561.21-50	HOMEFIELD ENERGY	0522082015	\$276.90	\$276.90
195050	505-7201-561.21-50	HOMEFIELD ENERGY	0300013030	\$6,411.88	\$6,411.88
195051	505-7201-561.21-50	HOMEFIELD ENERGY	0405097038	\$2,144.41	\$2,144.41
195052	505-7201-561.21-50	HOMEFIELD ENERGY	0528113037	\$2,479.96	\$2,479.96
195080	505-7201-561.22-30	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$455.05	\$455.05
	505-7201-561.31-07		WATER SEWER SYSTEM SUPPLY	\$316.16	\$316.16
	505-7201-561.31-85		HAND TOOLS-POWER/NON POW	\$722.88	\$722.88
195084	505-7201-561.20-05	MC HENRY ANALYTICAL WATER LAB	WATER SAMPLES	\$450.00	\$490.00
			WATER SAMPLES	\$40.00	
195107	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$22.82	\$26.02
			OFFICE SUPPLIES	\$3.20	
195114	505-7201-561.21-36	PATTEN INDUSTRIES INC	EQUIPMENT RENTAL	\$461.70	\$461.70
	505-7201-561.31-07		SUPPLIES	\$78.68	\$0.00
			LEADER HOSE	(\$78.68)	
	505-7201-561.31-65		BATTERY	(\$230.88)	\$-77.80
			GENERATOR COUPLINGS	\$153.08	
			SUPPLIES	(\$194.06)	
			SUPPLIES	\$194.06	
195122	505-7201-561.21-02	PREMIER FALL PROTECTION	ANNUAL RECERT ELEVATED	\$850.00	\$850.00
195123	505-7201-561.30-35	PRO SAFETY INC	CLOTHING	\$916.50	\$916.50
195129	505-7201-561.30-35	RED WING SHOE STORE	CLOTHING	\$182.70	\$182.70
195151	505-7201-561.31-05	SHERWIN ACE HARDWARE	PAINT & EQUIPMENT	\$18.98	\$18.98
195152	505-7201-561.21-35	SKIRMONT MECHANICAL CONTRACTORS	SERVICE METER	\$3,623.04	\$3,623.04
195156	505-7201-561.31-65	STANDARD EQUIPMENT CO	SUPPLIES	\$32.28	\$403.78
			SUPPLIES	\$336.25	
			SUPPLIES	\$35.25	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195165	505-7201-561.31-02	TEST GAUGE & BACKFLOW SUPPLY	REDUCE PRESSURE ASSEMBLY	\$957.50	\$957.50
195183	505-7201-561.22-70	VERIZON WIRELESS	INV 9751194835	\$1,504.56	\$1,504.56
195190	505-7201-561.22-70	VERIZON WIRELESS	INV 9751194835	\$279.62	\$279.62
801487	505-7201-561.21-50	NICOR	90920700003	\$76.95	\$406.30
			42567835683	\$11.58	
			58544400003	\$24.42	
			05850400002	\$27.15	
			16797600000	\$85.80	
			04055600003	\$180.40	
801488	505-7201-561.22-70	AT & T	847253017408	\$82.31	\$82.31
801489	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0368380009	\$0.57	\$0.57
901076	505-7201-561.21-53	NORTHWEST WATER COMMISSION	QUARTERLY PAYMENT	\$1,065,594.00	\$1,065,594.00
Total Division:				\$1,150,512.11	
Total Department:				\$1,150,512.11	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 1					
801489	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	4643715006	\$21.50	\$21.50
Total Division:				\$21.50	
Division: 2					
195045	235-7302-532.21-50	HOMEFIELD ENERGY	4874331007	\$2,838.97	\$2,838.97
195048	235-7302-532.21-50	HOMEFIELD ENERGY	4874331007	\$2,838.97	\$2,838.97
195161	235-7302-532.21-11	SUBURBAN TRIM & GLASS	BUILDING MAINTENANCE	\$685.50	\$685.50
Total Division:				\$6,363.44	
Division: 3					
801488	235-7303-532.21-50	AT & T	847632002808	\$2,302.31	\$2,474.32
			847253097808	\$172.01	
Total Division:				\$2,474.32	
Division: 4					
194979	235-7304-532.21-50	COMMONWEALTH EDISON COMPANY	0983023007	\$314.40	\$314.40
195049	235-7304-532.21-50	HOMEFIELD ENERGY	0983023007	\$743.34	\$743.34
801487	235-7304-532.21-50	NICOR	92296400002	\$78.12	\$78.12
Total Division:				\$1,135.86	
Total Department:				\$9,995.12	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
2010	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	(\$71.94)	\$1,064.68
			VEH MAINTENANCE SUPPLY	(\$109.87)	
			VEH MAINTENANCE SUPPLY	(\$66.33)	
			VEH MAINTENANCE SUPPLY	\$31.81	
			VEH MAINTENANCE SUPPLY	\$44.72	
			VEH MAINTENANCE SUPPLY	(\$80.32)	
			VEH MAINTENANCE SUPPLY	\$10.21	
			VEH MAINTENANCE SUPPLY	\$75.60	
			VEH MAINTENANCE SUPPLY	\$2.60	
			VEH MAINTENANCE SUPPLY	\$4.49	
			VEH MAINTENANCE SUPPLY	\$4.94	
			VEH MAINTENANCE SUPPLY	\$184.95	
			VEH MAINTENANCE SUPPLY	\$16.76	
			VEH MAINTENANCE SUPPLY	\$1.74	
			VEH MAINTENANCE SUPPLY	\$46.18	
			VEH MAINTENANCE SUPPLY	\$57.92	
			VEH MAINTENANCE SUPPLY	\$48.34	
			VEH MAINTENANCE SUPPLY	\$198.60	
			VEH MAINTENANCE SUPPLY	\$107.96	
			VEH MAINTENANCE SUPPLY	\$43.39	
			VEH MAINTENANCE SUPPLY	\$144.37	
			VEH MAINTENANCE SUPPLY	\$63.63	
			VEH MAINTENANCE SUPPLY	\$61.59	
			VEH MAINTENANCE SUPPLY	\$215.64	
			VEH MAINTENANCE SUPPLY	(\$20.98)	
			VEH MAINTENANCE SUPPLY	\$45.12	
			VEH MAINTENANCE SUPPLY	\$3.56	
194925	621-7501-551.31-51	ADDISON BUILDING MATERIAL CO	VEH MAINTENANCE SUPPLY	\$3.73	\$3.73
194927	621-7501-551.31-51	ALEXANDER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	\$41.50	\$41.50
194936	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$115.72	\$304.23

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
194936.	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$188.51	\$304.23
194937	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	(\$9.57)	\$49.94
			VEH MAINTENANCE SUPPLY	\$39.99	
			VEH MAINTENANCE SUPPLY	\$19.52	
194940	621-7501-551.31-51	ATLAS FIRST ACCESS INC	VEH MAINTENANCE SUPPLY	\$846.58	\$846.58
194941	621-7501-551.21-07	AUTO GLASS TEK INC	RECOVER FIRE ENGINE SEAL	\$215.00	\$215.00
194945	621-7501-551.31-51	BATTERIES PLUS LLC	BATTERIES	\$244.08	\$596.98
			BATTERIES	\$81.36	
			BATTERIES	\$271.54	
194947	621-7501-551.31-51	BG PRODUCTS OF ILLINOIS	VEH MAINTENANCE SUPPLY	\$144.00	\$144.00
194950	621-7501-551.21-07	BRISTOL HOSE & FITTING INC	CUSTOM HOSE ASSY	\$47.03	\$47.03
194957	621-7501-551.31-51	CHICAGO PARTS AND SOUND	VEH MAINTENANCE SUPPLY	(\$91.97)	\$876.15
			VEH MAINTENANCE SUPPLY	\$116.80	
			VEH MAINTENANCE SUPPLY	\$210.47	
			VEH MAINTENANCE SUPPLY	\$122.18	
			VEH MAINTENANCE SUPPLY	\$275.10	
			VEH MAINTENANCE SUPPLY	\$16.17	
			VEH MAINTENANCE SUPPLY	\$151.60	
			VEH MAINTENANCE SUPPLY	\$75.80	
194960	621-7501-551.30-35	CINTAS CORP	CLOTHING	\$52.11	\$134.00
			CLOTHING	\$39.74	
			CLOTHING	\$42.15	
194961	621-7501-551.31-51	CITY LIMITS HARLEY DAVIDSON	VEH MAINTENANCE SUPPLY	\$43.96	\$512.87
			VEH MAINTENANCE SUPPLY	\$161.97	
			VEH MAINTENANCE SUPPLY	\$121.49	
			VEH MAINTENANCE SUPPLY	\$157.49	
			VEH MAINTENANCE SUPPLY	\$27.96	
194994	621-7501-551.21-07	CUMBERLAND SERVICENTER INC	SAFETY COUPONS	\$1,150.00	\$1,150.00
195003	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	POWER STEERING FLUID	\$84.00	\$84.00
	621-7501-551.31-85		TOOLS	\$139.95	\$139.95
195056	621-7501-551.31-51	IL RECOVERY GROUP INC	VEH MAINTENANCE SUPPLY	\$127.20	\$127.20
195074	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	\$25.60	\$25.60
195076	621-7501-551.31-51	LEE AUTO PARTS	VEH MAINTENANCE SUPPLY	\$15.98	\$36.36
			VEH MAINTENANCE SUPPLY	\$20.38	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195076	621-7501-551.31-65	LEE AUTO PARTS	SUPPLIES	\$11.98	\$11.98
195085	621-7501-551.31-51	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	\$8.39	\$8.39
195095	621-7501-551.31-51	MPC COMMUNICATIONS & LIGHTING INC	VEH MAINTENANCE SUPPLY	\$78.50	\$78.50
195096	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	(\$11.98)	\$82.24
			VEH MAINTENANCE SUPPLY	\$10.88	
			VEH MAINTENANCE SUPPLY	\$24.68	
			VEH MAINTENANCE SUPPLY	\$15.68	
			VEH MAINTENANCE SUPPLY	\$42.98	
195102	621-7501-551.22-03	NIPSTA	RECERTIFICATION -TRAINING	\$109.98	\$109.98
195114	621-7501-551.31-51	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	(\$300.85)	\$-682.97
			VEH MAINTENANCE SUPPLY	(\$1,593.80)	
			VEH MAINTENANCE SUPPLY	(\$13.48)	
			VEH MAINTENANCE SUPPLY	\$190.50	
			VEH MAINTENANCE SUPPLY	\$183.75	
			VEH MAINTENANCE SUPPLY	\$301.86	
			VEH MAINTENANCE SUPPLY	\$80.70	
			VEH MAINTENANCE SUPPLY	(\$281.26)	
			VEH MAINTENANCE SUPPLY	\$150.93	
			VEH MAINTENANCE SUPPLY	\$7.64	
			VEH MAINTENANCE SUPPLY	(\$5.84)	
			VEH MAINTENANCE SUPPLY	\$5.84	
			VEH MAINTENANCE SUPPLY	\$234.80	
			VEH MAINTENANCE SUPPLY	\$102.74	
			VEH MAINTENANCE SUPPLY	\$127.46	
			VEH MAINTENANCE SUPPLY	\$126.04	
195121	621-7501-551.31-51	PRECISION SERVICE PARTS	VEH MAINTENANCE SUPPLY	\$306.01	\$306.01
195124	621-7501-551.31-51	PRO VISION	VEH MAINTENANCE SUPPLY	\$288.74	\$288.74
195130	621-7501-551.31-51	MID TOWN ACQUISITION LLC	REFUND DRUM DEPOSIT	(\$120.00)	\$-120.00
195135	621-7501-551.22-02	SAM ROBINSON	CDL REIMBURSEMENT	\$50.00	\$50.00
195138	621-7501-551.33-05	RUBBER INC	IMPORT VALVE	\$189.60	\$189.60
195139	621-7501-551.31-51	RUSH TRUCK CENTERS/DECATUR	VEH MAINTENANCE SUPPLY	\$194.40	\$194.40
195141	621-7501-551.21-07	S & J AUTOMOTIVE LTD	REPAIRS	\$617.60	\$617.60
195150	621-7501-551.31-51	SGM COMPANY	VEH MAINTENANCE SUPPLY	\$9.12	\$9.12
195151	621-7501-551.31-51	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$4.80	\$6.48

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
195151	621-7501-551.31-51	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$1.68	\$6.48
195156	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	(\$415.94)	\$-304.14
			VEH MAINTENANCE SUPPLY	\$111.80	
195159	621-7501-551.21-07	SUBURBAN ACCENTS INC	GRAPHICS AND LETTERING	\$525.00	\$525.00
195174	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	NEW K-9 VEHICLE #3101	\$1,950.00	\$1,950.00
195175	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT SQUAD 3104	\$1,500.00	\$1,500.00
195177	621-7501-551.22-05	UPS	POSTAGE	\$12.30	\$12.30
195193	621-7501-551.31-51	WEST SIDE TRACTOR SALES CO	VEH MAINTENANCE SUPPLY	\$117.76	\$117.76
195194	621-7501-551.31-51	WHOLESALE DIRECT INC	VEH MAINTENANCE SUPPLY	\$191.74	\$191.74
195198	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	\$338.25	\$338.25
Total Division:				\$11,880.78	
Total Department:				\$11,880.78	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 1					
195001	505-9001-571.50-25	DIXON ENGINEERING INC	SERVICE CONSULTING	\$2,745.00	\$2,745.00
195032	505-9001-571.50-25	HOERR CONSTRUCTION	SERVICE CONSTRUCTION	\$267,512.50	\$267,512.50
195083	505-9001-571.50-25	MC CLURE ENGINEERING ASSOCIATES	SERVICE CONSULTING	\$4,180.00	\$4,180.00
195113	505-9001-571.50-25	PATNICK CONSTRUCTION INC	SERVICE CONSTRUCTION	\$157,796.33	\$157,796.33
Total Division:				\$432,233.83	
Division: 3					
194995	621-9003-572.50-05	CURRIE MOTORS	VEHICLE MAJOR TRANSPORT	\$80,166.00	\$80,166.00
Total Division:				\$80,166.00	
Total Department:				\$512,399.83	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 95 Debt Service					
Division: 51					
194942	301-9551-582.60-20	BANK OF NEW YORK MELLON	PAYING AGENT FEE-GO BOND	\$802.50	\$802.50
Total Division:				\$802.50	
Division: 53					
194942	301-9553-582.60-20	BANK OF NEW YORK MELLON	PAYING AGENT FEE-GO BOND	\$428.00	\$428.00
Total Division:				\$428.00	
Total Department:				\$1,230.50	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 99 Non Operating					
Division: 1					
195089	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BLDG RESERVE CHARGE 9-15	\$1,199.90	\$7,568.60
			CAM CHARGE 9-2015	\$6,368.70	
Total Division:				\$7,568.60	
Total Department:				\$7,568.60	
TOTAL ALL FUNDS:				\$2,913,502.25	



Item: Presentation of One Book, One Village Reading Event

Department: Village Manager's Office

Presentation of "One Book, One Village" Community reading event by Arlington Heights Memorial Library Deputy Director Jeremy Andrykowski

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Presentation of the 2015 Kenneth Hood Award

Department: Village Manager's Office

Presentation of the 2015 Kenneth Hood Senior Service Award to Julie Wright by the Senior Citizens Commission

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of September 21, 2015 - Osteria Trulli

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of September 21, 2015

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Osteria Trulli, LLC, dba Osteria Trulli, located at 1510 E. Hintz Road

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of September 21, 2015 - Interview of Charmaine Lowe

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of September 21, 2015

Interview of Charmaine Lowe for Appointment to the Arlington Economic Alliance

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of September 21, 2015 - Interview of Dave Parulo

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of September 21, 2015

Interview of Dave Parulo for Appointment to the Arlington Economic Alliance

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of September 21, 2015

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of September 21, 2015

Interview of Jon Ridler for Appointment to the Arlington Economic Alliance

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Tree Gator Watering Bags

Department: Public Works

BACKGROUND

The approved budget ending December 31, 2015 allocated \$34,800 for the purchase of tree watering bags, which are used by the Forestry Unit of Public Works after new tree plantings.

After a tree is planted, the watering bags are filled up and future watering instructions are left with the resident. Watering bags hold 20 gallons of water and slowly release the water over a period of time, allowing for a deep root watering of a newly planted tree. The bags speed up the watering process, as water loss due to runoff is eliminated. With the infestation of Emerald Ash Borer, staff is using the watering bags to aid residents in efficiently watering the newly planted trees.

On August 27, 2015, three bids were publicly opened and read aloud. The following bids were received:

Russo Power, Schiller Park, IL	\$34,020
John Deere Landscapes, Cleveland, OH	\$35,812
Conserv FS, Wauconda, IL	\$36,680

Russo Power was the lowest bidder at \$34,020 for 2800 bags at a price of \$12.15 per bag.

RECOMMENDATION

It is recommended that the Village Board award the Tree Gator Watering Bag contract to the low bidder, Russo Power of Schiller Park, Illinois, for the purchase of 2800 Tree Gator brand watering bags in the amount of \$34,020. The bidder has been determined to be responsible and the bid meets specifications.

Bid Section

Item: Tree Gator Watering Bags

Bid Opening Date:	August 27, 2015
Account Numbers:	435-7101-571.50-55 (ST1320)
Total Budget for Specific Item:	\$34,800
Bid Amount:	\$34,020



Item: Vehicle Lifts - Public Works

Department: Public Works

BACKGROUND

The fiscal budget ending December 31, 2015 includes \$31,000 for the purchase of four portable vehicle lifts used by the Fleet Services Unit of Public Works. These lifts are used to elevate trucks and equipment off the ground to allow for maintenance and repair services. It usually requires two lifts per axle and a minimum of four per truck, dependent on the weight. The current lifts are 20 years old and will be rotated into a backup role for working on larger Fire equipment.

All manufacturers have recently increased their standard capacity in this category from 60,000 to 72,000 lbs. This resulted in an increase in price that was not anticipated in our budget. Although this item's budget is exceeded, Staff is confident our Capital Expense Budget for Fleet can accommodate the overage.

National Joint Powers Alliance (NJPA) is a joint purchasing cooperative that is similar to the Northwest Municipal Conference and offers a bidding service to local agencies. Steril Koni won the public bid for mobile lifts. The total price for four mobile lifts with accessories is \$34,990.

RECOMMENDATION

It is recommended that the Village Board award the bid to Steril Koni of Stevensville, Maryland in the amount of \$34,990 for the purchase of four Mobile Lifts with accessories, and authorize Staff to execute the necessary contracts.

Bid Section

Item:	Vehicle Lifts - Public Works
Bid Opening Date:	National Joint Powers Alliance - Joint Purchase
Account Numbers:	401-7501-572.50-15 (EQ9701)
Total Budget for Specific Item:	\$31,000
Bid Amount:	\$34,990



Item: Heating, Ventilation, and Air Conditioning (HVAC) Preventative Maintenance Contract: Group B - Commercial

Department: Public Works

BACKGROUND

The Village Board awarded a contract to Hayes Mechanical for commercial heating ventilation, and air conditioning (HVAC) preventative maintenance and repairs on September 7, 2010. Municipal buildings affected by this contract include Village Hall, Police, Public Works, Senior Center, Fire Station #1, and Fire Station #2.

Hayes Mechanical was the lowest responsible bidder out of a total of eight bids in 2010. The initial contract was for three years with three optional one-year extensions. Since 2010, Hayes Mechanical has completed the original term of the contract as well as two, one-year extensions. Staff has been satisfied with Hayes Mechanical's responsiveness and work completed to date. Hayes Mechanical personnel have demonstrated that they are knowledgeable of HVAC maintenance issues and maintain professionalism when working in Municipal buildings. They have developed a deep understanding of our buildings and their HVAC systems which reduces troubleshooting times and therefore expense.

Per contract terms, Staff recommends a third and final one-year contract extension at a proposed price of \$39,577, which is a 0.60% increase over the last year's contract pricing. For reference, this increase is equal to ½ of the percentage in the Bureau of Labor Statistics 2015 consumer price index (CPI) for the Chicagoland area. As additional HVAC repairs become necessary, the Village will be billed at an established bid hourly rate. The Village reserves the right to obtain multiple prices for any large non-emergency repairs. Any repair costs that may be incurred are separate from the preventative maintenance expenses.

The FY2015b operational budget for equipment maintenance is \$126,800 which includes HVAC preventative maintenance.

RECOMMENDATION

It is recommended that the Village Board approve a one-year contract extension for commercial HVAC preventative maintenance to Hayes Mechanical, Chicago, IL in the amount of \$35,577. It is further understood that any repairs will be billed

in accordance with the contract documents.

Bid Section

Item:	Preventative Maintenance Contract: Group B - Commercial HVAC
Bid Opening Date:	September 7, 2010
Account Numbers:	101-7101-531.21-02
Total Budget for Specific Item:	\$126,800
Bid Amount:	\$39,577



Item: Resolution - Court Reporter Agreement

Department: Legal

BACKGROUND

The Village is required to provide court reporter services for local prosecution traffic court calls that include DUI tickets. Arlington Reporting Services, the service currently being used has proven to be very reliable and the current court session rate remains reasonable. With the current amendment to the agreement expiring at the end of September, a second amendment to the current agreement is proposed. The amendment consists of a two year extension with no rate increase.

RECOMMENDATION

It is recommended that the Village Board approve a Resolution Approving a Second Amendment to an Agreement with Arlington Reporting Services, for a term ending September 30, 2017.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Court Reporter Agreement	Resolution
Court Reporter Services	Agreement

**A RESOLUTION APPROVING A SECOND AMENDMENT
TO AN AGREEMENT FOR COURT REPORTER SERVICES**

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

SECTION ONE: That a second amendment to an agreement for court reporter services by and between the Village of Arlington Heights and Arlington Reporting Services, dated August 26, 2015, for the Arlington Heights local traffic court calls in the Circuit Court of Cook County, Third Municipal District, a true and correct copy of which is attached hereto, be and the same is hereby approved.

SECTION TWO: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of September, 2015.

Village President

ATTEST:

Village Clerk

**A SECOND AMENDMENT TO AN AGREEMENT
FOR COURT REPORTER SERVICES**

WHEREAS, on October 3, 2011, the Village of Arlington Heights entered into an agreement with Arlington Reporting Services for court reporter services for the Village's regularly scheduled traffic court calls. Said agreement was amended on October 7, 2013; and

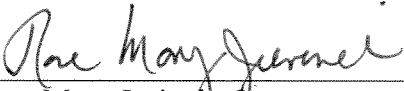
WHEREAS, an additional amendment to the agreement is needed,

NOW, THEREFORE, it is agreed by and between the parties to further amend the agreement as follows:

1. In paragraph "I. Statement of Services," the term of the agreement shall change to October 1, 2015 through September 30, 2017.

IN WITNESS WHEREOF, the parties hereby execute this amendment to agreement this 26th day of August, 2015.

ARLINGTON REPORTING SERVICES VILLAGE OF ARLINGTON HEIGHTS



Rose Mary Jurinek, Owner

Robin R. Ward, Assistant Village Attorney



Item: Resolution - Agreement - Catholic Charities

Department: Legal

BACKGROUND

The Village currently has two Letters of Agreement with Catholic Charities relating to the use of space at the Senior Center - one to house the Agency's case coordination unit and one for their congregate meals program. This is a request for approval of one new agreement covering the services of the existing two agreements, as well as the addition of the Meals on Wheels program.

This action was prompted by the upcoming award of federal funds to operate these programs to Catholic Charities effective October 1, 2015. Federal funding for senior services are awarded based on townships, not municipalities. Title IIIB funds were awarded to Catholic Charities' Senior Services Northwest for case management services for the townships of Wheeling, Palatine, Hanover and Barrington. Title IIIC funds were awarded to Catholic Charities' Community Development and Outreach for the federally funded Meals on Wheels programs covering Wheeling and Maine Townships as well as Congregate Dining.

Previously, Community Nutrition Network had operated the federally funded Meals on Wheels program covering Wheeling Township. Due to the new award of federal funds for this service area, CNN will no longer operate the program effective October 1, 2015.

RECOMMENDATION

It is recommended that the Village Board approve the Resolution Approving an Agreement with Catholic Charities concerning the use of space at the Senior Center.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Type

Agreement - Catholic Charities - Senior
Center

Resolution

Senior Center - Catholic Charities

Agreement

**A RESOLUTION APPROVING AN
AGREEMENT WITH CATHOLIC CHARITIES**

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

SECTION ONE: That an agreement by and between the Village of Arlington Heights and Catholic Charities, to utilize space at the Senior Center, located at 1801 West Central Road, Arlington Heights, Illinois, a true and correct copy of which is attached hereto, be and the same is hereby approved.

SECTION TWO: The Village President and Village Clerk are hereby authorized and directed to execute said agreement on behalf of the Village of Arlington Heights.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of September, 2015.

Village President

ATTEST:

Village Clerk

AGGRES:Senior Center Catholic Charities

AGREEMENT

THIS AGREEMENT entered into by and between the Village of Arlington Heights, a municipal corporation of the County of Cook, State of Illinois ("Village") and Catholic Charities of the Archdiocese of Chicago ("Agency"), a not-for-profit organization recognized by the State of Illinois.

WHEREAS, the Agency provides a particular program or service for senior citizens of the Village; and

WHEREAS, the Village is the owner of a building ("Senior Center") located at 1801 West Central Road in the Village of Arlington Heights, Cook County, Illinois; and

WHEREAS, the Agency desires to use space in the Senior Center for programs specifically designed for senior citizens aged 60 or older; and

NOW, THEREFORE, it is expressly agreed that the parties acknowledge the sufficiency of the consideration and it is further agreed by and between the parties as follows:

SECTION ONE: All matters set forth in the preamble of this Agreement are expressly made a part of this Agreement.

SECTION TWO: The Village, in consideration for this Agreement, hereby agrees as follows:

- A. To provide approximately 4900 square feet in the Senior Center to house the Agency's programs. Of that square footage, approximately 1600 square feet is for the use of Catholic Charities Community Development and Outreach Services ("CCCDOS") and 3300 square feet is for the use of Catholic Charities Northwest Senior Services ("CCNSS"). The CCCDOS space includes half of Room 139, Room 140, Room 137, which is the kitchen, and Room 138, which is the Dry Storage Pantry. The CCNSS space includes half of Room 139, Room 145 and its attached private offices, Room 162 and Room 163.
- B. To ensure adequate interior building conditions by providing heat, electricity and water service.
- C. To provide routine and usual maintenance and repair and limited daily routine custodial services to the Senior Center facility and grounds.
- D. To provide assistance from the Senior Center Volunteer Program by helping to recruit and enroll volunteers, maintain time records for volunteers and coordinate the recognition of volunteers.
- E. To coordinate the use of space within the Senior Center.

SECTION THREE: The Agency, in consideration for this Agreement, hereby agrees as follows:

- A. To cooperate with the Village in the use of the Senior Center.
- B. To operate a program or provide a service for senior citizens aged 60 and older.
- C. To keep operating hours substantially consistent with the operating hours of the Village administrative facilities. A list of Village designated holidays, when the Senior Center will be closed, will be provided on an annual basis, prior to January 1 of each year.
- D. To provide all furniture and equipment, with the exception of telephones, necessary for the operation of the Agency and to ensure that the Agency area is secure at the end of each day.
- E. To cooperate when using the Senior Center Volunteer Program by filling out any necessary forms, surveys, etc. required by any agency providing funding for the Volunteer Program.
- F. To attend meetings as scheduled by Village staff of the Senior Center to ensure continued cooperation and smooth operation of the Senior Center.
- G. To pay the Village within 30 days of receipt of an invoice for telephone service. The Village will bill CCCDOS and CCNSS separately for telephone service.
- H. To pay to the Village for custodial services, an annual fee of \$4.00 per square foot for the space assigned to the Agency, with payment to be made on a quarterly basis. The Village will bill CCCDOS and CCNSS separately for custodial services for their respective square footage.
- I. To provide, on a timely basis, a list of programs and services and publicity for each to the Senior Center Manager, prior to general public release, for information and for inclusion in the Senior Center newsletter.
- J. To obtain the written approval of the Village Manager prior to making any substantive changes to the physical space utilized by the Agency.
- K. To operate the Agency on a free or user-fee basis where the charge to participants is based only on the direct cost of the program to the Agency. The Agency understands that the Senior Center is a tax-exempt property because all of the users of space in the Senior Center are not-for-profit agencies.

- L. To operate the program and/provide services under the supervision of trained staff and volunteers as needed.
- M. To furnish one copy of a Certificate of Insurance issued by an insurance carrier having at least an "A" rating as defined in Best's Key Rating Guide for coverages required, with the Village of Arlington Heights named as an additional insured for coverage, other than Workers' Compensation and Employer's Liability Coverage. This Certificate of Insurance will reflect the actual amount of insurance in force. It should not reflect only the minimum insurance requirements required by this Agreement.

The Village requires a certified copy of the insurance policies held by the Agency. The policies will provide, in the event the insurance should be changed or canceled, such change or cancellation will not be effective until 30 days after the Village has received written notice from the insurance company(s). Such notice will be mailed to the Village in care of the Arlington Heights Finance Director, 33 S. Arlington Heights Road, Arlington Heights, Illinois, 60005. Only an insurance company having at least an "A" Policyholders Rating as listed in the most recently published "Alfred M. Best and Company Insurance Guide," will be considered acceptable.

Types and amount of insurance protection required:

1. Workers' Compensation and Workers' Occupational Disease. Workers' compensation limits of coverage will be as required by law in the State of Illinois. This will include coverage for all persons whom the Agency may employ directly or through Subcontractors in carrying out the work under this contract.
2. Employer's Liability will be \$1,000,000.
3. Commercial General Liability for Bodily Injury and Property Damage (occurrence form) including General Coverage, Broad Form Property Damage. Contractual Liability assumed in the Agreement and Personal Injury Liability will be no less than \$1,000,000.
4. Comprehensive Automobile Liability for bodily injury and property damage arising out of owned, non-owned and hired vehicles. A combined single limit of \$1,000,000 per occurrence is required.

The Agency will retain the responsibility for loss or damage of their own or rented property or property of their employees of whatever kind or nature.

- N. In the event of accidents of any kind that involve the general public and/or private or public property, the Agency will immediately notify the Senior Center Manager and will provide a full accounting of all details of the accident. The Agency will furnish the Village with copies of all reports of

accidents at the same time that the reports are forwarded to any other interested parties.

- O. The Agency will indemnify and save harmless the Village, and its officers, agents and employees from any and all liability, losses or damages, including attorneys' fees and costs of defense, the Village may suffer as a result of claims, demands, suits, actions or proceedings of any kind or nature, including workers' compensation claims in any way resulting from or arising out of the operations of the Agency under this Agreement, including operations of subcontractors; and the Agency will, at its own expense, appear, defend, and pay all charges of attorneys and all costs and other expenses arising therefrom, or incurred in connection therewith; and, if any judgments will be rendered against the Village in any such act, the Agency will, at its own expense, satisfy and discharge same. The Agency expressly understands and agrees that any performance bond or insurance protection required by the Agreement, or otherwise provided by the Agency, will in no way limit the responsibility to indemnify, keep and save harmless and defend the Village as herein provided.

In the event of any conflict between the language of the insurance policies and the above paragraph, the above paragraph will govern.

- P. To advise all Agency staff as to the existence of this Agreement, outlining common areas of interest, such as hours of operation, security, volunteer coordination and the newsletter as well as any other areas deemed appropriate by the Agency supervisor.
- Q. To operate the program in compliance with the rules and regulations of the Arlington Heights Senior Center as established by the Village and with all other applicable laws and regulations.

SECTION FOUR: This Agreement shall become effective October 1, 2015, and remain in effect for two years. This Agreement shall renew automatically every two years unless terminated by either party. Any party wishing to terminate this Agreement prior to that date must notify the other party in writing prior to the desired effective date of the termination.

SECTION FIVE: All notices required to be sent to either party shall be served by U. S. certified mail, postage prepaid, return receipt requested, to the following addresses:

For the Village: Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

For CCNSS: Program Coordinator

Catholic Charities of the Archdiocese of Chicago/
Northwest Suburban Senior Services
1801 W. Central Road
Arlington Heights, IL 60005

For CCCDOS: Director of Operations
Catholic Charities of the Archdiocese of Chicago/
Community Development & Outreach Services
1801 W. Central Road
Arlington Heights, IL 60005

or by personal delivery of any such notice delivered to an employee of the Village or Catholic Charities at its administration offices during the regular business hours of the office.

SECTION SIX: This Agreement shall be binding upon and inure to the benefit of any successor entity which may assume and perform the duties of either party.

SECTION SEVEN: This Agreement sets forth the entire understanding of the parties and may only be amended or modified by a written instrument signed by the parties except as otherwise provided herein.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers this 21st day of September, 2015.

Catholic Charities of the
Archdiocese of Chicago

Village of Arlington Heights



Administrator, President and CEO
Title

Village President
Title

August 27, 2015
Date

September 21, 2015
Date

Attest:



Karen O'Mara, Senior Attorney

Attest:

Rebecca Hume, Village Clerk



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
9/9/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Arthur J. Gallagher Risk Management Services, Inc. Two Pierce Place, 22nd Floor Itasca IL 60143		CONTACT NAME: PHONE (A/C, No, Ext): 866-829-8486 FAX (A/C, No): 855-858-0904 E-MAIL ADDRESS: cbccerts@gbtpa.com		
INSURED CATHBIS-01 Catholic Bishop of Chicago A Corporation Sole 835 N. Rush St. Chicago IL 60611		INSURER(S) AFFORDING COVERAGE		NAIC #
		INSURER A : Underwriters at Lloyd's London		15792
		INSURER B : American Alternative Insurance Corp		19720
		INSURER C : State National Insurance Company, I		12831
		INSURER D :		
		INSURER E :		
INSURER F :				

COVERAGES

CERTIFICATE NUMBER: 1997483775

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC OTHER:		N	BP1000915	7/1/2015	7/1/2016	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$Included MED EXP (Any one person) \$Included PERSONAL & ADV INJURY \$Included GENERAL AGGREGATE \$N/A PRODUCTS - COMP/OP AGG \$Included \$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ ALL OWNED AUTOS ☒ HIRED AUTOS ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS		N	BP1000915	7/1/2015	7/1/2016	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	☐ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION \$1,000,000		N	R2A2FF000000900	7/1/2015	7/1/2016	EACH OCCURRENCE \$9,000,000 AGGREGATE \$9,000,000 \$
C A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐ N/A	N	NDE-0858984-15 BP1000915	7/1/2015 7/1/2015	7/1/2016 7/1/2016	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$5,000,000 E.L. DISEASE - EA EMPLOYEE \$5,000,000 E.L. DISEASE - POLICY LIMIT \$5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

If additional Insured status granted herein, coverage afforded by Endorsement 1 issued by Company A above.
CATHOLIC CHARITIES OF THE ARCHDIOCESE OF CHICAGO/NORTHWEST SUBURBAN SENIOR SERVICES/COMMUNITY DEVELOPMENT & OUTREACH SERVICES, 1801 W. CENTRAL ROAD, ARLINGTON HEIGHTS, IL 60005
PROOF OF INSURANCE FOR THE ABOVE-MENTIONED RENTAL SPACE THROUGHOUT THE CURRENT POLICY PERIOD

ADDITIONAL INSURED: VILLAGE OF ARLINGTON HEIGHTS

CERTIFICATE HOLDER

CANCELLATION

VILLAGE OF ARLINGTON HEIGHTS 33 S. ARLINGTON HEIGHTS ROAD ARLINGTON HEIGHTS IL 60005	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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Item: Ordinance - No Parking - North Salem Avenue cul-de-sac

Department: Engineering/Legal

BACKGROUND

A couple of residents in the 700 Block of North Salem Avenue contacted the Village with safety concerns when vehicles are parked in the cul-de-sac at the south end of their block. Specifically, when vehicles are parked there, it can be difficult for emergency vehicles to get to homes, creating a concern for fire or medical situations. Another consequence of these cars parked in the cul-de-sac is that access for vehicles for trash, delivery, and service type trucks is limited to such an extent that damage to the parkway occurs from tires rolling off the pavement.

The Village sent out two separate letters proposing parking restrictions under two configurations. From the results of the second survey, of the 12 letters delivered, 10 responses were received back and seven residents were in favor of restricting parking around the cul-de-sac only, and three were opposed.

RECOMMENDATION

Based upon this consensus, it is recommended that the Village Board adopt the attached Ordinance Prohibiting Parking starting at the north property line of 824 N. Salem Avenue, proceeding southerly around the entire cul-de-sac, and terminating at the north property line of 823 N. Salem.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Type

No Parking North Salem Avenue cul-de-sac Ordinance

AN ORDINANCE PROHIBITING PARKING

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

SECTION ONE: It shall be unlawful for any person, firm or corporation to park or permit to be parked, stop or stand a motor vehicle at any time on the following designated street within the corporate limits of the Village of Arlington Heights:

**NORTH PROPERTY LINE OF 824 NORTH SALEM AVENUE,
PROCEEDING SOUTHERLY AROUND THE ENTIRE CUL-DE-SAC AND
TERMINATING AT THE NORTH PROPERTY LINE OF 823 NORTH
SALEM AVENUE**

SECTION TWO: That the Village Manager is hereby directed to install appropriate signs to effectuate the purposes of this Ordinance.

SECTION THREE: That any person, firm or corporation violating any of the terms of this Ordinance shall be fined not more than \$750.00 for each such offense.

SECTION FOUR: This Ordinance shall be in full force and effect from and after its passage, approval, publication in pamphlet form, and the posting of such signs in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of September, 2015.

Village President

ATTEST:

Village Clerk

TRAFFICREGS:North Salem Avenue cul de sac



Item: Settlement - Workers' Compensation Claim - Palczynski

Department: Human Resources

At the July 6 2015 Closed Session, the Village Board authorized settlement of the workers' compensation claim for Firefighter Phillip Palczynski. Firefighter Palczynski was diagnosed with a hernia after carrying a patient down stairs in a rescue seat.

The settlement amount of \$14,251 falls within the authorization previously granted by the Board.

Recommendation

It is recommended that the Village Board approve a settlement of \$14,251 for the worker's compensation claim of Firefighter Phillip Palczynski.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Xilin Adult Day Care - 145 E. Algonquin Rd. - PC#15-011

Department: Planning & Community Development

BACKGROUND

A Land Use Variation to allow a 16,200 square foot addition to an existing adult day care facility in an M-2, Limited Heavy Manufacturing District.

RECOMMENDATION

A public hearing was held on September 9, 2015 where Commissioner Green moved and Commissioner Warskow seconded:

A motion to recommend to the Village Board of Trustees approval of PC #15-011, a Land Use Variation to allow a 16,200 square foot addition to an existing adult day care facility in an M-2, limited heavy manufacturing district.

This approval is contingent upon compliance with the recommendations of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 4, 2015:

1. If in the future Xilin sells the adult day care operation to another operator, the new operator must be in substantial compliance with the terms and conditions of the approved ordinance.
2. The property owner acknowledges that this property is in an area for potential STAR line redevelopment. The Petitioner shall work with the Village and Metra on redevelopment of the property for Transit Oriented Development (TOD) in accordance with plans as may be developed by the Village and subject to the installation of the new transit line.
3. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

Roll Call Vote: Commissioners Green, Warskow, Jensen, Sigalos and Chairman Lorenzini voted in favor. Motion carried.

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

PC Staff Report

PC Minutes 9/9/15 DRAFT

Location Map

Plat of Survey

Floor Plans

Building Usage

Justification

Business Plan

Traffic Study

Department Comments

Response to Department Comments

PC Timeline Tracker

Type

Board or Commission Report

Minutes

Exhibits

Exhibits

Exhibits

Correspondence

Correspondence

Correspondence

Exhibits

Correspondence

Correspondence

Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

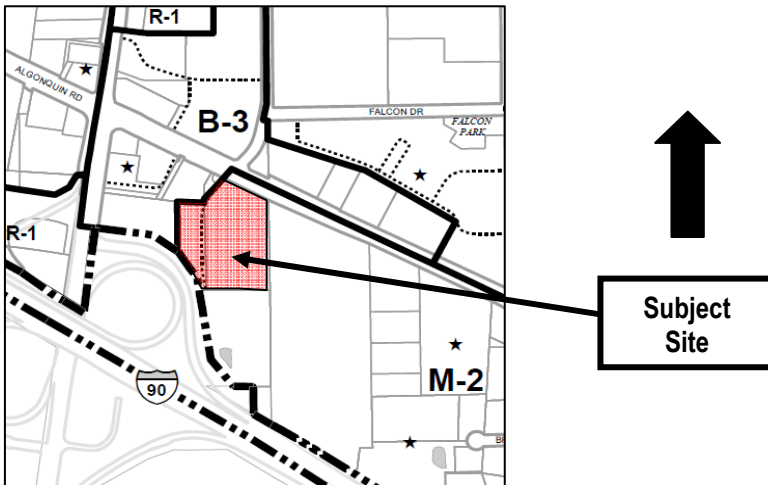
To: Plan Commission
Prepared By: Latika Bhide, Development Planner
Meeting Date: September 9, 2015
Date Prepared: September 4, 2015
Project Title: Xilin Adult Day Care Facility
Address: 145 E. Algonquin Road

BACKGROUND INFORMATION

Petitioner: Linda Yang
Address: Xilin Associates
 1163 E. Ogden Avenue, Suite 301
 Naperville, Illinois 60540
Existing Zoning: M-2, Limited Heavy Manufacturing District

Requested Action:

- A Land Use Variation to allow a 16,200 square foot addition to an existing adult day care facility in an M-2, Limited Heavy Manufacturing District.



Surrounding Zoning

	Zoning	Use	Comprehensive Plan
North	B-3, General Service, Wholesale, and Motor Vehicle	Mitsuwa	Commercial
South	M-2, Limited Heavy Manufacturing	Daily Herald	R&D, Mfg, Warehouse
East	M-2, Limited Heavy Manufacturing	Light industrial/office building	R&D, Mfg, Warehouse
West	B-3, General Service, Wholesale, and Motor Vehicle	Applebee's	Commercial

Background

The subject site is 6.25 acres and there is an existing one-story office building that is 68,043 square feet and divided into three tenant areas. The northern two thirds of the building (125 and 135 E. Algonquin Road) is occupied by office related uses, while Xilin occupies 13,012 square feet within the southern third tenant area (145 E. Algonquin Road). The remaining 16,200 square feet within the southern third tenant area is currently vacant. In 2013, a land use variation was approved for an adult day care facility for Xilin at this location. The existing parking, which is located along the south and west building elevations as well as on the west side of the private access drive, has a total of 279 parking stalls. Access to the site is via one driveway along Algonquin Road and two driveways along the private access drive that is located along the west property line and serves both the subject site and the Daily Herald building to the south.

The proposed action, if approved would allow the Xilin Associates to acquire and expand the existing day care facility into the 16,200 square foot vacant tenant space at the southeast corner of the building (145 E. Algonquin) along with an in-home Care

service office, general social services, a Chinese language learning and test center and Chinese performing art and music learning classes. Xilin Associates is a not for profit organization that is located in Naperville, Illinois and works with various Human Services departments and organizations (i.e. Catholic Charities) for financial assistance and program enrollment. The existing daycare has an enrollment of 130 adults. The facility is expected to have an additional enrollment of 70 adults following expansion, for a total of 200 adults. The daycare is for adults want to remain in the community but cannot remain home alone during the day due to a physical, social, and/or mental impairment. Although the business plan focuses primarily on the Asian community, the proposed facility will be open to the general public. The petitioner has indicated that there are 19 employees employed by Xilin at this time. With the proposed expansion, 9 additional employees for a maximum of 28 employees are anticipated and the hours of operation are expected to be Monday through Friday from 7:00 AM to 7:00 PM and on Saturday and Sunday from 9:30 AM to 5:00 PM. The Petitioner has indicated that staff normally leaves around 6:00 PM to 7:00 PM whereas the patrons typically leave around 3:00 PM.

Xilin will be purchasing this 16,200 SF portion of the Arlington Heights facility and they will be applying for a tax exemption status. Staff does not see this to be a significant issue as: i) the size of the tenant space is only 16,200 square feet, (29,212 SF total; the property owned by Xilin is 42% of the total space at this location) ii) it would bring activity to a tenant space that has been vacant for nearly 8 years, and iii) could generate other tax revenues (food and beverage and retail sales tax) as Xilin plans to cater from local restaurants and take seniors to shop at local stores.

In addition to the day care component, the Petitioner is planning to have an in-home care service office, as well as Chinese Language Learning and Test Center. The In-home care service office is classified as a Business/Professional Office and is a permitted use within the M-2 district. Similarly, the Chinese language lab is considered a commercial school and is a permitted use in the M-2 district. The language lab will be open to the public and open on weekdays. The petitioner has stated that folk dancing; music instrument and martial art lessons will take place on the weekends. However, no schedule has been set for the activities at this time. The petitioner has indicated that these activities will take place on the weekends and a maximum of 40 people are present in the Center on the weekend. The aforementioned components do not require any zoning approval as dance class, music instruments and martial arts classes are considered a commercial school, which is allowed within the underlying M-2 district and would therefore not need a land use variation.

Zoning and Comprehensive Plan

According to the Permitted Use Table outlined in the Village's Zoning Ordinance, an adult day care facility is not allowed within the underlying M-2 district and would therefore need Plan Commission review and Village Board approval of a Land Use Variation. A written justification to the following hardship criteria has been provided by the property owner (see attached).

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

The Staff Development Committee supports the proposed concept as it is an expansion of an already approved land use variation, approved in 2013. The subject property has been vacant since 2007. Also, although the proposed request is inconsistent with the Village's Comprehensive Plan, which designates the subject site as Research Development, Manufacturing and Light Manufacturing; the proposed land use is compatible with the surrounding land uses, which include office buildings, multi-tenant commercial shopping centers, restaurants, automobile service stations, and single family/multi-family homes. Also, the subject site is at the edge of the M-2 district and is a good transition for the commercial uses to the north and west. Lastly, there is sufficient parking on site to accommodate the proposed land use and said use will not have a significant impact to the surrounding roadway network.

Plat and Subdivision Committee Meeting

The Plat & Subdivision Committee reviewed the project at their July 8, 2015 meeting. The Committee felt that this was a good use at this location and encouraged the petitioner to move forward with the zoning approvals.

STAR line Master Plan

On July 6, 2009, the Village Board approved Ordinance 09-023, which established the STAR Line Master Plan for an area that is approximately 85 acres in size and bounded by Algonquin Road to the north, I-90 Tollway to the south, the properties fronting

Clearbrook Drive to the east, and Arlington Heights Road to the west. While the plans are still conceptual; it is important to point out the impacts it may have on future land uses on this site and its vicinity. This plan contains two phases - Phase One, known as the Station Area Development, includes the construction of a train station at the 425 E. Algonquin Road site along with ancillary parking and vehicular/pedestrian access. Phase Two, known as the Long Range Vision, is a conceptual build out plan for the area twenty five years in the future. The subject site is located within the Gateway Area, of the STAR line Master plan, which is characterized for moderate to high density mixed use redevelopment, with wide boulevards for vehicular access. As a gateway from I-90 into the Village and Star line area, the gateway area provides an opportunity to make a statement about the community. While there is currently no funding available to implement the STAR line, the business owner and property owner are advised of the long term redevelopment potential for the area.

Staff recommended that the petitioner and property owner evaluate the possibility of rezoning the property to the B-3 district which may closer reflect the existing building uses and the building configuration which is set up for office uses. Also, the Plan Commission on August 26, 2015, has recommended to the Village Board that the Comprehensive Plan Land Use Designation for this property be changed from R & D, Mfg., Warehouse to Mixed Use. While the petitioner is not seeking rezoning at this time, they have indicated that they will work with the building owner to explore the rezoning of the property.

Building, Site and Landscape Related Issues

The petitioner has provided a floor plan and agreed to comply with all applicable accessibility, building, health and life safety code requirements. Xilin is not proposing any exterior changes therefore Design Commission review is not necessary. Furthermore, a site inspection was conducted by Staff and the existing screening for the parking lot along Algonquin Road is in substantial compliance with Village code. The existing parking lot does not meet Code requirements as far as landscaping – landscaping islands are not present at the ends of all parking rows and every 20 spaces. This is considered nonconforming and no action is required at this time.

Traffic & Parking Issues

According to Village Code, a Land Use Variation request adjacent to a major arterial such as Algonquin Road must provide a detailed traffic and parking study from a Certified Traffic Engineer. This study, which was prepared by Gewalt-Hamilton assessed access, on-site circulation, trip generation, trip distribution, pick-up and drop-off operations and impacts to the surrounding streets.

Trip Generation

Pursuant to the traffic study the projected number of trips coming to and leaving the proposed expansion of the Xilin day care facility during the weekday morning peak hour (7:30 AM to 8:30 AM) is 9 trips (inbound = 9 + outbound = 0), while the weekday evening peak hour (4:30 PM to 5:30 PM) is 9 trips (inbound = 0 = outbound = 9). Gewalt-Hamilton used observations of the current Xilin center on site as well as previous observations of the Xilin's Naperville facility to determine the trip generation rates as; i) there are no ITE (Institute for Transportation Engineers) standards for adult day care and ii) the ITE standard for traditional day care, which would amount to 197 trips generated, is not a comparable assessment as most child day care facilities do not offer a shuttle service and a majority of parents drop off and pick up their children.

By way of comparison, a professional office occupying the same tenant space would generate up to 36 trips more, during the weekday morning peak hour and up to 21 trips more during the weekday evening peak hour (see Table 1) than the proposed day care. A medical office use would generate up to 30 trips more, during the weekday morning peak hour and up to 48 trips more during the weekday evening peak hour (see Table 1) than the proposed day care. Staff concurs with the Gewalt Hamilton assessment that while delays along Algonquin Road and those experienced by vehicles on S. Tonne Road are greater than desirable, the minimal additional traffic volumes generated by the expansion at Xilin Adult Day Care will not result in any noticeable increase in delays. The signalized driveway will continue to operate at a Level of Service (LOS) of F for the southbound leg of the intersection, or better during morning peak hour and while all other movements will continue to operate at a LOS of E or better.

Table 1: Trip Generation Analysis

	Weekday Morning Peak Hour (7:30 AM to 8:30 AM)			Weekday Evening Peak Hour (4:30 PM to 5:30 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Xilin	9	0	9	0	9	9
Professional (16,200 SF)	40	5	45	5	25	30
Medical (16,200 SF)	31	8	39	16	41	57

Parking

As shown in Table 2, Xilin requires 42 parking spaces, while the rest of the building requires 147 spaces for a combined total of 189 spaces. As previously mentioned, the site has a total of 279 parking stalls, thereby resulting in a parking code surplus of 90 parking spaces.

Table 2: Parking Code Analysis

Use	Square Footage/ Employees	Parking Ratio	Required Parking
145 E. Algonquin Road			
Xilian Day Care	25,945 SF/28 employees	3 spaces / 2 employees	42
125-135 E. Algonquin Road			
Programmers Investment Corp	26,226	1 space / 300 SF	87
AXA Advisors	2,020	1 space / 300 SF	7
Vacant	7,586	1 space/ 300 SF	25
Thin Fast	3,480	1 space/ 200 SF	17
iPure Med Spa	2,786	1 space/ 250 SF	11
Total	42,098		147
Total			189
Total Provided			279
Surplus / (Deficit)			90

Staff arrives prior to 7:30 AM, while patrons arrive between 8:00 AM and 9:10 AM. The vast majority of patrons arrive via Xilin vans or taxis. Very few, if any patrons, arrive by cars. After daily activities, patrons begin to leave the facility between 2:50 PM and 4:00 PM. The current parking demand on site peaked at 69 occupied spaces at 11:00 AM. With the added demand of the Xilin expansion and accounting for the vacant space, a total of 104 spaces are projected to be occupied, leaving 63% (175 spaces) of the parking lot as open.

Based on this information the Staff Development Committee concurs with the Petitioner that there is sufficient parking on site to accommodate the proposed use.

RECOMMENDATION

The Staff Development Committee reviewed the proposed request and recommends **approval** of a Land Use Variation to allow a 16,200 SF expansion to an adult day care facility in an M-2, Limited Heavy Manufacturing District located at 145 E. Algonquin Road. This approval shall be subject to the following conditions:

1. If in the future Xilin sells the adult day care operation to another operator, the new operator must be in substantial compliance with the terms and conditions of the approved ordinance.
2. The property owner acknowledges that this property is in an area for potential STAR line redevelopment. The petitioner shall work with the Village and Metra on redevelopment of the property for Transit Oriented Development (TOD) in accordance with plans as may be developed by the Village and subject to installation of the new transit line

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

____ September 4, 2015

Bill Enright, AICP
Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

PLAN

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

COMMISSION

RE: XILIN ADULT DAY CARE FACILITY; PC# 15-011

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
9th day of September, 2015, at the hour of 7:30 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
BRUCE GREEN
JOHN SIGALOS
MARY JO WARSKOW

ALSO PRESENT:

LATIKA BHIDE, Development Planner

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

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Latika, could you please do the roll call.

MS. Bhide: Commissioner Cherwin.

(No response.)

MS. Bhide: Commissioner Dawson.

(No response.)

MS. Bhide: Commissioner Drost.

(No response.)

MS. Bhide: Commissioner Ennes.

(No response.)

MS. Bhide: Commissioner Green.

COMMISSIONER GREEN: Here.

MS. Bhide: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MS. Bhide: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MS. Bhide: Commissioner Warskow.

COMMISSIONER WARSKOW: here.

MS. Bhide: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Okay, the first thing on the, the next thing on the agenda is approval of the meeting minutes from August 26, Competency plan update and the regular meeting.

COMMISSIONER JENSEN: I so move.

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay, moving on to public hearings. Just so everybody in the, in the audience knows, the way this, the public hearing works, we'll have the Petitioner come up, give a brief presentation, then Latika from the Plan, the Planning Department will give a staff report. Commissioners will ask questions, then we'll open it up to the public for, for questions. So, having said that, Latika, have all the proper notices been given?

MS. Bhide: They have.

CHAIRMAN LORENZINI: Is the, let's see the first one on the agenda is the Xilin Adult Day Care, is the Petitioner here?

MR. CLERY: Yes.

CHAIRMAN LORENZINI: Would you please come forward. Is anybody else going to testify beside you? If anybody's going to testify, please come forward. Raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Okay, thank you. You too?

MR. CLERY: No, I'm not testifying, I'm the attorney.

CHAIRMAN LORENZINI: Oh, okay.

MR. CLERY: I could be sworn in though, if you like.

CHAIRMAN LORENZINI: Yes, please.

MR. CLERY: Sure.

(Witness sworn.)

CHAIRMAN LORENZINI: Thank you. Okay, would you please state your name and spell it, and your address for the court reporter?

MR. CLERY: My name is John Clery, C-l-e-r-y, my address is 1515 East Woodfield Road, Suite 830 in Schaumburg, 60173.

CHAIRMAN LORENZINI: Ma'am, would you do the same?

MS. YANG: Linda Yang, and --

CHAIRMAN LORENZINI: Could you speak into that microphone?

MS. YANG: Okay, Linda Yang, I live at 1304 Coventry Court, Roselle, Illinois, 60172.

CHAIRMAN LORENZINI: Could you spell your last name?

MS. YANG: Y, like yellow, a-n-g, g like girl.

CHAIRMAN LORENZINI: Oh, okay, thank you. So, has the Petitioner read the conditions and you agree with them in the staff report?

MR. CLERY: Yes, sir.

CHAIRMAN LORENZINI: Okay, thank you. And would you give us a brief presentation of what you --

MR. CLERY: Why certainly, if I may. Good evening Plan Commissioners and staff. My name, as I mentioned before is John Clery. I'm the attorney for Xilin Association. I want to thank you for volunteering your service here tonight, I know you have some other things to do, but your main goal I'm sure is to keep Arlington Heights the great town that it is. I should say village. I appeared in front of you approximately two years ago and introduced Linda Yang as the Executive Director of Xilin Association.

We presented to you our outline and finance for the adult day care center. At that time, you were so very gracious and wished Xilin the best. I'm sure there was some skepticism about Xilin's plans and questions about their immediate success. Well, we had a fabulous grand opening, attended by Jesse White and some Village of Arlington Heights officials and some Chinese dignitaries. Your village, the village board approved the land use variation two years ago. This adult day care center has been such a success, that they now need to expand.

However, they once again need your help as they need a land use variation. They want to provide additional services to their clients in home care, general service office, general social services, a Chinese language learning and test center and Chinese performing arts and music learning centers or classes, excuse me.

There is a need for these services and Xilin will provide them. This is a great location for Xilin, and it's a benefit to the Village also. The report that was presented by staff states this, when it says that; though Xilin is a tax exempt entity, they will bring activity to our tenant space that has been vacant for eight years and will generate other tax revenues through food and beverage retail sales tax as Xilin plans to cater from local restaurants and take seniors to shop at local stores.

The Staff Development Committee support for this concept as an expansion of an already approved land-use variation approved by the Village Board in 2013. This proposed land use is compatible with surrounding uses. It's also a good transition to the commercial uses to the North and the West. So I would hope that you will follow the recommended approval of staff and recommend to the Village Board the land use variation. Thank you for your time tonight.

CHAIRMAN LORENZINI: Thank you, Mr. Clery. Latika, would you give us the staff presentation, please?

MS. BHIDE: Definitely. And I, in fact apologize, because our video system is not working tonight, so I don't have the PowerPoint up in the screen. So I apologize for that. The Petitioner is --

CHAIRMAN LORENZINI: Actually, we've got to see it to know what you're talking about.

MS. BHIDE: The Petitioner is here this evening, they are seeking a land use variation to allow a 16,200 square foot addition to and existing adult day care facility in the M-2, limited heavy manufacturing district. The site is approximately 6.25 acres. There is an existing one story office building that is approximately 68,000 square feet and divided into three tenant areas. The northern two thirds of the building, 125 and 135 Algonquin Road, are occupied by office related leases. And Xilin occupies approximately 13,000 square feet within the third tenant area. The remaining 16,200 square feet are currently vacant.

In 2013, a land use variation was approved for an adult day care facility by this operator, at this location. The existing parking is located on the northeast and west side of the building as well as on the west side of the private access drive. And there is a total of 279 parking spaces for this building. Access is we have one driveway along the Algonquin Road and there are two driveways along that private access drive.

If approved, it will allow Xilin to acquire and expand their existing day care facility into the 16,200 square feet vacant tenant space at the southeast corner of the building. Along with adult day care, they are hoping to provide an in-home care service, office general, social services, a Chinese language test center, a Chinese performing art and music classes. The existing day care has an enrollment of about 130 adults. The facility will have an

additional room and expand the adults for a total of 200 adults.

The Petitioner has indicated that there are 19 employees that are currently employed and with this expansion, nine additional employees for a total of 28 employees would be anticipated. The hours of operation are expected to be Monday to Friday, 7:00 a.m. to 7:00 p.m. And Saturday and Sunday from 9:30 a.m. to 5:00 p.m. The Petitioner has indicated that staff normally leaves around 6:00 or 7:00 in the evening and patients typically leave around 3:00.

The, in addition to the day care component, as I said, the Petitioner will have an in-home care office, a Chinese language lab and test center. The in-home care office, or the office is backed by, as a business official office that's permitted in the M-2 District. Similarly, the Chinese language lab is considered a commercial school and that is also a permitted use. The language lab will be open to the public, and open only on weekdays. The Petitioner has stated that folk dancing, music, instrument, martial art lessons will take place on Wednesday, or on weekends. However, no schedule has been set for these activities.

The Petitioner has indicated that these activities will take place on the weekend and a maximum of 40 people will be present in the center at those times. The aforementioned components do not require zoning approval because they are all considered a commercial school, which is allowed in that underlying M-2 District. The plat and sub-division review of this project was done at the July 8, 2015 meeting and the committee found this was a good use of this location and encouraged the Petitioner to move forward.

I want to talk briefly about the STAR line master plan. The Village Board, in 2009, approved the STAR line master plan for the area, which is approximately 85 acres. It's bound by Algonquin Road to the North, the tollway to the South, the property starting Clearbrook Drive to the East and Arlington Heights Road to the West. The plans are still conceptual, but it is important to point out the affects that it may have on future land uses.

So the Phase I of this plan will be the stationary land development, which would be the construction of the train station and then the ancillary parking. And then Phase II was a conceptual build-out for about 25 years into the future. This property is located in what's called the Gateway Area of the STAR line master plan and it's characterized for moderate to high-density mixed-use redevelopment.

So staff has recommended to the Petitioner and the property owner, that they evaluate the possibility of rezoning this property to B-3 District which, you know, may effect the configuration of the property which is set up for office uses and the plan, and the master plan. But the Plan Commission, in August, did recommend to the Village Board that the context of land use language for this property be changed to mixed use in the plan. That has still not been adopted the Village Board yet.

The Petitioner's are not seeking a rezoning at this time, because they would have to work with the other property owners in this location. But that is something they had indicated to staff they would pursue.

I wanted to touch briefly on the traffic and parking issues. A traffic study provided by Gewalt Hamilton was provided. And pursuant to the traffic study, the projected number of trips coming to and leaving this facility is nine inbound on weekday morning hours and nine outbound on the weekday morning hours. Gewalt Hamilton used observations of the current Xilin center as well as a neighborhood facility to determine these rates because they show the ideal standard for an adult day care.

In comparison, a traditional day care would have generated 197 trips of similar size. A professional office or a medical office would also generate additional trips compared to this use. Talking about parking, Xilin requires 42 parking spaces, which is based on the premise of three spaces for every two employees. The rest of the users within this development would require 147 spaces for a combined 189 spaces.

As previously mentioned, there are 279 parking stalls so there is a surplus of 90 parking spaces. Staff arrives prior to 7:30 a.m., patrons arrive between 8:00 and 9:00, 9:00/10:00. The vast majority of patrons use buses or taxis, very few patrons will arrive by cars. And the patrons begin to leave the facility between 2:50 and 4:00 or 5:00 in the afternoon. The current parking demand on the site peaked at 69 occupied spaces at 11:00 a.m., with the additional demand of the Xilin expansion, a total of 104 spaces are projected to be occupied which leaves 62 percent of the parking lot as vacant. Based on this information, the staff developed -- from the Petitioner that there is additional parking on the site to accommodate this proposed use.

That being said, the staff development committee has reviewed this request and recommend approval of the expansion of the adult day care, with the following conditions. That if Xilin sells the adult day care to another operator, that they would have to be in substantial compliance with the terms and conditions. That they acknowledges that this property is in an area for potential STAR line redevelopment and they will work with the Village and Metra on redevelopment of the property and they will comply with all state, federal, federal, state, Village codes regulations and policies. Thank you.

CHAIRMAN LORENZINI: Thank you, Latika. Is there any motion to include the Staff report into the public record?

COMMISSIONER JENSEN: I'll make that motion.

CHAIRMAN LORENZINI: Okay.

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: Latika, a role call, please.

MS. Bhide: Okay. Commissioner Green?
COMMISSIONER GREEN: Yes.
MS. Bhide: Commissioner Jensen?
COMMISSIONER JENSEN: Yes.
MS. Bhide: Commissioner Sigalos?
COMMISSIONER SIGALOS: Yes.
MS. Bhide: Commissioner Warskow?
COMMISSIONER WARSKOW: Yes.
MS. Bhide: Chairman Lorenzini?
CHAIRMAN LORENZINI: Yes. Okay, let's start with questions from the Commissioners. John, would you like to start?
COMMISSIONER SIGALOS: Yes, thank you. As I understand it, your existing facility is for adult day care and the --
CHAIRMAN LORENZINI: Would you call it --
COMMISSIONER SIGALOS: -- adults are transported there by your vans or buses or whatever, they're not driving and parking there obviously. They're being transported?
MS. YANG: That's correct.
COMMISSIONER SIGALOS: Okay so expand, you're expanding your services beyond, if I'm reading correctly, beyond adult day care, where you're expanding general social services, Chinese language learning and test center, performing art and music. So this would be clients other than adult day care, is that correct?
MS. YANG: That's correct.
COMMISSIONER SIGALOS: So those people would most likely drive themselves there and park there?
MS. YANG: Yes.
COMMISSIONER SIGALOS: Okay. I was having a hard time with this parking analysis with, it sounded like, based on the square footage of 28 employees, you need three parking spaces for every two employees, and it says employee parking 42, my math says that would be, require 84 parking spaces. If you require three spaces for every two employees.
MS. Bhide: So, 28 divided by 14, times three, 42.
COMMISSIONER SIGALOS: Oh, okay, so two thirds, I'm sorry, you're right. I guess didn't do well in math. Thank you. The other question I had was, and I think you mentioned it was at a plat and sub, that you rely on state funding for your adult day care and I'd be concerned with the issue our state is in right now, how will that affect your business?
MS. YANG: Right now, this program belongs to Medicaid, and we were for a while. And, you know, two years ago, state started a program, you know, divided this program between IDOA and insurance companies. Currently we have half of the clients under insurance company, which is not affected. So, you know, even the other half, so we have still half of the income and we're waiting for the budget approval. And she has accumulated a reserved fund for the new

days so, you know, I think we are fine.

COMMISSIONER SIGALOS: So right now you only rely on the state for about half of your income?

MS. YANG: Yes.

COMMISSIONER SIGALOS: The last question I had and maybe this is more for Latika, is, I saw that there is a, the existing parking lot does not have landscape islands every 20 spaces. And why doesn't this have to be brought up to code now? I thought whenever there's an improvement or, to a property that it has to be brought up to the current code.

MS. BHIDE: Right, so it's only missing in the parking lot locations, there is parking lots along Algonquin Road and I think that the island is at the end of the property, you know, where there's entrances to the building. So the, you know, our landscape planners did look at that and they said, you know, it's in substantial compliance with the ordinance. But technically there would be that one variation which --

COMMISSIONER SIGALOS: So it's just one island there?

MS. BHIDE: Yes.

COMMISSIONER SIGALOS: All right, that's all I have, thank you.

CHAIRMAN LORENZINI: Bruce, anything?

COMMISSIONER GREEN: We went over this in the plat and sub and I think this is a great use for this, for this project, for this site. I really have no questions. I think it's a great, great fit.

CHAIRMAN LORENZINI: Thanks Bruce, Mary Jo, anything?

COMMISSIONER WARSKOW: No, I'm supportive, no questions. Thank you.

CHAIRMAN LORENZINI: Lynn?

COMMISSIONER JENSEN: Yes, I'm supporting too, and the only question I have is maybe, if you would kind of, you indicated you have a reserve fund if the state budget doesn't come through, is not approved. How many months of operating could you do if we don't get a budget approved?

MS. YANG: We will have three to four months.

COMMISSIONER JENSEN: Okay, that's the only question, I think it's a good project and I'm pleased that the first phase of this went as well as it did. And so I don't really have any further questions.

CHAIRMAN LORENZINI: Okay, thank you. I agree as well, it sounds like a good project. So having said that, we'll open it up for any public comment. Anybody in the audience want to speak about this project? Anybody? Okay, if not, we'll close the public comment and back to the Commissioners, any further questions or a motion?

COMMISSIONER SIGALOS: No, I think it's an excellent project and a great use for the space.

CHAIRMAN LORENZINI: Would somebody like to make a motion?

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

A motion to recommend to the Village Board of Trustees approval of PC #15-011, a Land Use Variation to allow a 16,200 square foot addition to an existing adult day care facility in an M-2, limited heavy manufacturing district.

This approval is contingent upon compliance with the recommendations of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 4, 2015:

Recommendation

The Staff Development Committee has reviewed the Petitioner's request for a land use variation to allow a 16,200 square foot addition to an existing adult day care facility in an M-2, limited heavy manufacturing district located at 145 E. Algonquin Road, subject to the following conditions:

1. If in the future Xilin sells the adult day care operation to another operator, the new operator must be in substantial compliance with the terms and conditions of the approved ordinance.
2. The property owner acknowledges that this property is in an area for potential STAR line redevelopment. The Petitioner shall work with the Village and Metra on redevelopment of the property for Transit Oriented Development (TOD) in accordance with plans as may be developed by the Village and subject to the installation of the new transit line.
3. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

CHAIRMAN LORENZINI: Do we have a second?

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: Roll call vote, please.

MS. BHIDE: Commissioner Jensen?

COMMISSIONER JENSEN: Yes.

MS. BHIDE: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes.

MS. BHIDE: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes.

MS. BHIDE: Commissioner Green?

COMMISSIONER GREEN: Yes.

MS. BHIDE: Chairman Lorenzini?

CHAIRMAN LORENZINI: Yes. Okay, congratulations, is

there a date that it goes to the Board of Trustees yet?

MS. BHIDE: No we'll, I'll keep in touch with the Petitioner.

CHAIRMAN LORENZINI: Okay, as you know this is only advisory, the Board of Trustees has the final say so.

MR. CLERY: Thank you so much.

CHAIRMAN LORENZINI: Thank you. Congratulations.

(Whereupon, at 7:50 p.m., the hearing on the above-mentioned petition was concluded.)



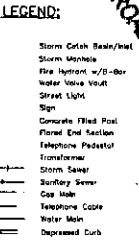
Xilin Adult Day Care
145 E. Algonquin Road
Prepared by: Planning & Economic Development
Department
July 2015

EXHIBIT D



THE VILLAGE AT LINCOLN SQUARE
RECEIVED NOVEMBER 19, 1968 DOCUMENT NO. 00000000

ALCONQUIN PARTNERSHIP - GOLDBERT
 DATED SEPTEMBER 2, 1986 SUBDIVISION II
 DOCUMENT NO. 18278973



SUMMARY OF PAINTED PARKING SPACES
REGULAR SPACES: 275
HANDICAPPED SPACES: 8
TOTAL: 283

AREA SUMMARY OF TRACT SURVEYED

PARCEL 1	=	81,707	SQUARE FEET	OR	1.417	ACRES
PARCEL 2	=	210,689	SQUARE FEET	OR	4.836	ACRES
TOTAL	=	272,396	SQUARE FEET	OR	6.253	ACRES



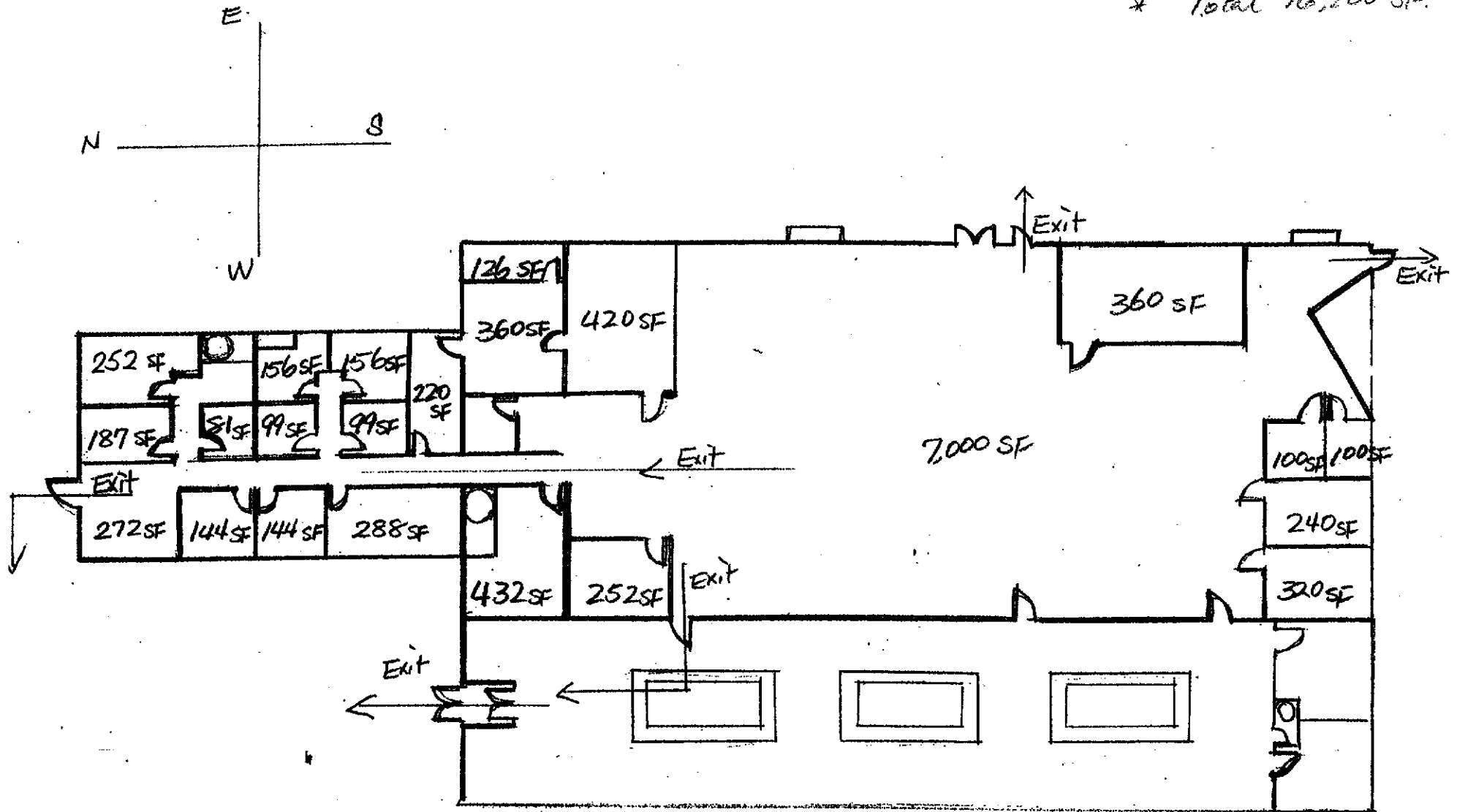
A. EDWARD J. MOLLOY, AN ALKIND PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AND THE FOLLOWING IS A TRUTHFULLY DESCRIBED ON PAGE 2 HEREIN AND THAT THE PLAN HEREON DRAWN CORRECTLY REPRESENTS THE UNITS, COMMON ELEMENTS AND LIMITED COMMON ELEMENTS EXISTING WITHIN SAID PROPERTY FOR PURPOSES OF THE ALKIND COMMONWEALTH PROPERTY ACT. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

DATED AT BIRMINGHAM, ALABAMA, THIS 13TH DAY OF JANUARY, A.D. 2004.

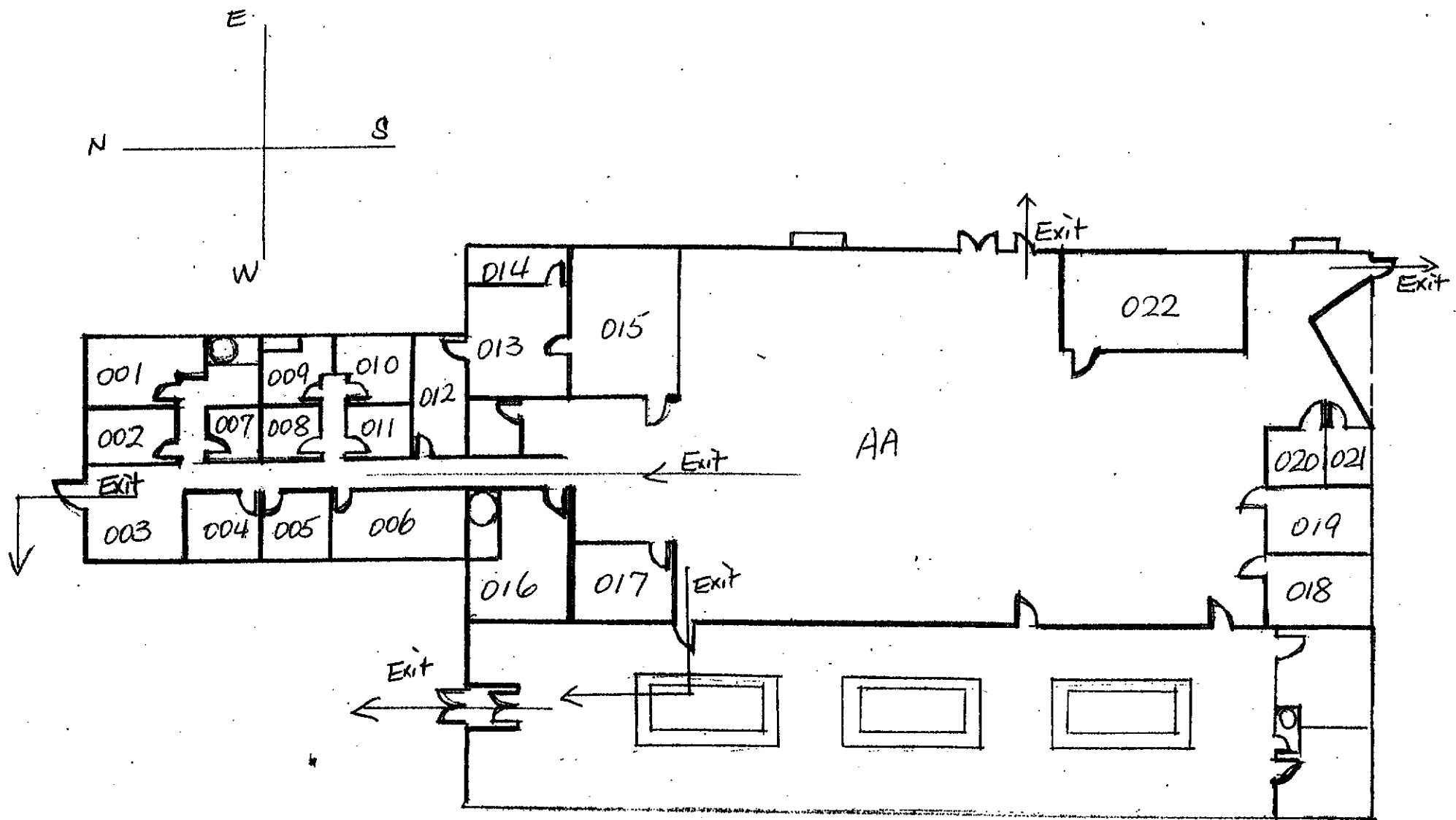
Edward J. Molloy
EDWARD J. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 1817
MY LICENSE EXPIRES NOVEMBER 30, 2004 AND IS RENEWABLE

Attachment I

- * Evacuation map
- * Total 16,200 SF.



145 E. Algonquin Rd
Arlington Heights, IL 60005



145 E. Algonquin Rd
Arlington Heights, IL 60005

Building Layout and Occupancy Analysis

Room #	Function	Size in SF	Max People	Max Employee	Opt Hours
001	In-home Care Svce Office	21x12=252	4	4	M-F, 7am-7pm
002	Transportation Service Office	17x11=187	2	2	M-F, 7am-7pm
003	Reception	17x16=272	0		M-F, 7am-7pm
004	Director/Manager Office	12x12=144	1	1	M-F, 7am-7pm
005	Director/Manager Office	12x12=144	1	1	M-F, 7am-7pm
006	Internal Training/Meeting Room	24x12=288	0		M-F, 7am-7pm
007	Language Lab	9x9=81	1		M-F, 7am-7pm
008	Language Lab	11x9=99	1		M-F, 7am-7pm
009	Language Lab	13x12=156	1		M-F, 7am-7pm
010	Language Lab	13x12=156	1		M-F, 7am-7pm
011	Language Lab	11x9=99	1		M-F, 7am-7pm
012	Internal Training/Meeting Room	22x10=220	0		M-F, 7am-7pm
013	Computer Room	20x18=360	1	1	M-F, 7am-7pm
014	Patch Panel Room	18x7=126	0		M-F, 7am-7pm
015	Library II	28x15=420	4		M-F, 7am-7pm
016	Kichen/Rest	24x18=432	0		M-F, 7am-7pm
017	Library I	18x14=252	5	1	M-F, 7am-7pm
018	Nurse Room	20x16=320	2	1	M-F, 7am-7pm
019	Quiet (rest) Room	20x12=240	3		M-F, 7am-7pm
020	Hot Floor Therapy Room	10x10=100	6		M-F, 7am-7pm
021	Hot Floor Therapy Room	10x10=100	6		M-F, 7am-7pm
022	Art Room	24x15=360	10		M-F, 7am-7pm
AA	Activity Room	100x70=7000	40		S, S, 9am-5pm, M-F, 7pm-10pm
		Total weekdays:	50	11	
		Total weekends:	40		

Xilin Organization Mission and New Building Usage Plan

Xilin Association is a non-profit social service organization established in 1989. Xilin Association's programs has been evolved from one-day Chinese learning classes to become a community based, client needs driven, multi-social services organization. Currently, Xilin has 2 senior congregation meal sites in Schaumburg and Arlington Heights, 2 Adult Day Service Center in Naperville and Arlington Heights, 10 Chinese Language Sunday schools throughout city of Chicago and northwestern suburban areas, on-going community health screening and outreach programs, in-home care service program for aging and/or disabled individuals, Chinese folk dance and other performing arts program, Library, etc. Overall, Xilin is now focusing on providing one-stop for multi-social services.

Because of the tremendous booming of Xilin business, half year after Adult Day Service Center at Arlington Heights opened, Xilin purchased another half of 145 East Algonquin Road building. The following are the plan for usage of each business functionalities and occupancy analysis:

1. In-home care service for seniors or disabled individuals:
 - Two Director/Manager offices, around 288 sf.
 - One staff offices, around 252 sf.
 - Max 6 people during week days. All are employees
2. Transportation to doctor's appointments or related trips:
 - One staff office, around 187 sf.
 - Max 2 people during week days. All are employees
3. Therapy rooms for existing Adult Day Service:
 - Two hot floor rooms, around 200 sf.
 - One quiet room, around 240 sf.
 - Max 15 people during week days. These people belongs ADS.
4. Nurse room for existing Adult Day Service:
 - One room, around 320 sf.
 - Max 2 people during week days. These people belongs ADS.
5. Art room for existing Adult Day Service:
 - One room, around 360 sf.
 - Max 10 people during week days. One employee. These people belongs ADS.
6. Library:
 - Two rooms, around 672 sf.
 - Max 9 people during week days. One employee.
7. Chinese language testing lab:
 - Five rooms, around 591 sf.
 - Max 6 people during week days. One employee.
8. Computer room:

- Two rooms, around 486 sf.
- One employee
- 9. Training room for Xilin workers, who will participate in variety social services:
 - Two rooms, around 508 sf.
 - All people come from other offices which had counted.
- 10. Activity Room:
 - Open area, around 7,000 sf.
 - Max 40 people, only weekends or evenings.

The potential objectives are as follows:

- 11. Networking with other social service agencies and governmental officials
- 12. Assist individuals to adjust to the main stream society by referral workshops, special trainings, etc.
- 13. Be a resource for the local governmental entities

The building operation hour will be 7:00am-7:00pm on Monday through Friday, 9:30am-5:00pm on Saturday and Sunday. Occasionally, the evening event could be 7:00pm-10:00pm.

July 1st, 2015

From: Linda Yang, Executive Director

Xilin Association

145 E. Algonquin Rd. Arlington Heights, IL 60005

847-607-6555, Fax 847-621-2863

To: Latika Bhide, Planning and Community Development

Village of Arlington Heights

Re: 145 E. Algonquin Rd. Arlington Heights, IL 60005

Dear Latika:

The purpose of this letter is to address the criteria for the Village of Arlington Heights to approve a Land Use Variation, namely:

- 1. 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.**

This site has been vacant for several years. Certainly a conclusion can be drawn that the restrictive M-2 Zoning has been a component of the vacancy. The economics of the past several years has not helped the vacancy of any business in the area. This project will certainly reduce the vacancy in this site and is compatible with the surrounding land users.

- 2. The plight of the owner is due to unique circumstances.**

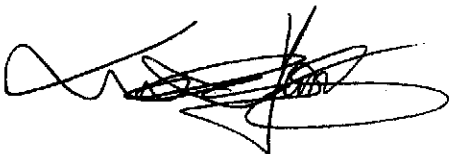
The economic downturn of the past few years has been unique... this area has never encountered price reductions in commercial property that we have seen in the last seven years. "Never seen before" drops in prices make these times unique.

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

The proposed concept plan is compatible with the various uses surrounding this property which are various professional and retail/commercial offices. As concluded in the traffic impact and parking study done by Gewalt Hamilton Associated, Inc. "Based on our observations and analyses of the traffic volumes and parking demands of the existing Xilin Adult Day Care facility, we feel that the area roadways and on-site parking supply can readily accommodate the proposed expansion with minimal impact upon operations and parking supply." Please incorporate this into the Application for Land Use Variation that has been previously filed by Xilin Association.

Sincerely,

Linda Yang



RECEIVED

JUL 08 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Xilin Association Community Service Center Business Plan



Linda Yang
Executive Director
1163 E. Ogden Ave. Suite 301
Naperville, IL. 60563

Tel : 630-355-4322
Email : lindayang@xilin.org
Web : www.xilin.org

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1. Business Description

1.1 About Xilin Association

Xilin Association, a well-known 501C (3) non-profit social service organization established in 1989, serves more than 10,000 disadvantaged and underserved ethnic individuals a year.

Xilin Association stands out not only because of its sensitivity to clients' needs, but also because of its capability of providing culturally and linguistically appropriate services for clients.

Since its inception in 1989, Xilin Association's programs have been evolved from one-day Chinese learning classes to become a community based, client needs driven, multi-social services organization. Currently, Xilin Association's programs include: 2 senior congregation meal sites in Schaumburg and Arlington Heights, 2 Adult Day Service Centers in Naperville and Arlington Heights, 10 Chinese Language Sunday schools throughout city of Chicago and northwestern suburban areas, on-going community health screening and outreach programs, general information and referral programs for low income, low English proficiency individuals, Chinese folk dance and other performing arts program, and a Xilin Art Institute in Chicago Chinatown which provides and trains performing art teachers and students.

Xilin Association's business has been booming tremendously in the last 26 years, inasmuch as the increasing needs of low income, low English proficiency and underserved population. Furthermore, building a holistic one-stop services center is always the mission and direction that leads Xilin Association. Hence, Xilin Association is in the process of getting a certificate from Illinois Department on Aging to provide In-Home Care service for the vulnerable ethnic seniors who either currently receiving Xilin's programs or are in the catchment of Xilin Association's service.

Xilin Association has a great management team and outstanding governing board of directors, who provide strong support and directions. Their wisdom and dedication are the driven force of Xilin Association's success. Xilin Association's slogan serves the needy and sustains the able.

1.2 Building One-Stop Multi-Social Service Center

Xilin Association is petition for a land variation of 1B (the vacant half of the Building on 145 East Algonquin Road, Arlington Heights, IL in the Lincoln Atrium Plaza), which is in the process of purchasing with the contingency of Approval from the Village of Arlington Heights.

Xilin Association, a one-stop multi-social service organization, headquartered in Naperville, has experienced the necessity of expanding its services to northwest suburban area, such as Arlington Heights. According to the census 2010 and Xilin's client assessment in previous years, about 16% of Asians in Illinois live in northwestern suburban areas and many of them are seniors live alone in the senior

housing buildings. For example, a senior housing building in Barrington composed almost 1/3 of Chinese seniors.

Xilin Association is very grateful that the Adult Day Service Center in Arlington Heights has been up running and well accepted by the neighborhood since June 2014. Therefore, Xilin Association strongly believes that brings in a multi-social service agency in Arlington Heights will not only enrich lives of fragile needy individuals in the area, but also will bring in more job opportunities and help the local economy growth as well.

Xilin's Asian Community Service Center in Naperville is well-known among Asian communities and governmental officials and is a critical part of the development of the city. It provides linguistic and cultural capacity to the governmental entities, and brings information and services back to Asian communities from the governmental entities. She streams the gap in between the government and the Asian communities. She is also a language bank and culture competency training center for staff of hospitals, County Sheriff's office, townships, public school system, Case Management Units, Department Family and Human Services, etc. Xilin Association hopes that the Village of Ariling Heights will give Xilin Association an opportunity to play a similar role and to be an asset as it is in Du Page County.

1.3 Purchasing Facility and Modification to the Building

Responding to the need from numerous senior residents in the Northwestern of Chicago and a year's worth of research and discussion, Xilin Association's board has approved the purchasing of Unit1B on 145 E. Arlington Heights , IL 60005, which is the vacant half where current Xilin's Adult Day Service is operating. If Xilin Association gets Unit 1B, a comprehensive one-stop social services center will be established and will benefit not only the minority communities, but also the others who are interested. Unit 1B had been well maintained and can be converted into office space without major renovation, except the installation of partition and furnishings.

1.4 Goals and Objectives

The goal is to provide social services to the needy individuals due to age, culture, and language barriers and so on.

The objectives are to:

- Provide daily culturally sensitive social services
- Provide transportation to doctor's appointments or related trips.
- Offer adult day care for fragile seniors
- Provide in-home care service for aging and/or disabled individuals
- Networking with other social service agencies and governmental officials.
- Assist individuals to adjust to the main stream society by referral, workshops, special trainings, etc.
- Be a Resource for the local governmental entities
- Promote Asian cultures to the mainstream

1.5 Critical Success Factors

The critical factor to overall success is financial stability. Xilin Association, under the guidance of the great management team and board of directors, has developed a strong and sound financial structure with a reserve fund of \$300,000 in the last 15 years and expects to be so in the future. As a non-profit organization, Xilin Association's revenue, 85% comes from governmental program reimbursement, e.g. Adult Day Care program, Health Promotion programs, Golden Dining program, In-Home Care service; the other 15% comes either from fundraising events or private foundations.

1.6 Xilin Association's Governing Body

Xilin Association is a 501 C (3) non-profit organization. The governing Body of the organization is our Board of Directors.

1.7 Xilin Association's Operating Chart

Please see attachment.

1.8 Exit Strategy

The Exit plan is to inform work related entities such as: Illinois Department on Aging, the CCU (Kenneth Young and Catholic Charity Arlington Heights), foundations and patrons of the center, about its leaving the area and sells the property.

2. Services

2.1 Adult Daycare Service

Adult Day Service is designed specifically for older people who want to remain in the community but cannot be home alone during the day due to a physical, social, and/or mental impairment. Adult day service provides socialization for isolated seniors, and also provides respite for family caregivers. The services offered in adult day service center include health monitoring, medication supervision, personal care and recreational/therapeutic activities. Nutritious snacks and lunches are served and special diets are provided. Since its opening in June 2014, current daily census is 40-50 per day. It is expected that the attendance will reach 100 in the next year.

2.2 In-Home Care Service

In-Home Care Service provides house chores, personal hygiene care, cooking, shopping, running errands, escorting and companionship, to the isolated and fragile seniors who are home-bound. It is estimated by Xilin Association that 800 to 1000 thousand seniors will benefit from this program within the next couple of years.

2.3 General Social Services

This program will help individuals with low English proficiency to access governmental services such as citizenship process, filing personal income tax, finding right schools for children, sorting mails, looking for ethnic culture classes, etc.

2.4 Chinese Language Learning and Test Center

Xilin Association will be an official Chinese language lab and test center certified by China. Also it will be a Chinese language learning center for people interested in Chinese, and a Chinese Culture training center for people who are going to work or do business in China.

2.5 Chinese performing Art and Music Instruments Learning Classes

The facility will also provide Chinese folk dancing classes, Chinese music instrument classes, and Marshall Art classes

3. Building A Comprehensive One-Stop Social Service Organization

3.1 No Comprehensive One-Stop Social Service Organization in Northwestern of Chicago Serves

According to Xilin Association's internal assessment in last few years there is no culturally and linguistically appropriate social service organization in northwestern of Chicago that serves Chinese, Korean and people from Southeast Asian countries.

3.2 In-Home Care Service

Xilin Association is going to start its In-Home Care Service to seniors in the client's homes. The service will cover areas as follows: Barrington, Elk Grove, Hanover, Palatine, Schaumburg, and Wheeling and northwestern of Chicago area. The service will focus on Asian elders who are in need and underserved due to language barrier.

3.3 A New Service Model of Adult Day Service Center

According to the Census Bureau 2005-2009 estimation, Asians are 16.9% of the total population in Schaumburg, the highest next to the Caucasian, which is 74% of the total population. Xilin Association Adult Day Service Center in Arlington Heights currently serves mainly Chinese, Korean and a small portion of other ethnicities. Xilin Association is expecting to serve more non-Asians in our Adult Day Center and will work harder to let our services known in the area.

4. Marketing and Outreach Plan

4.1 Reach out current clients in Xilin Association

Xilin Association serves more than 25,000 clients a year through its programs, such as: Senior congregation meals, Community health outreach program, Arranging 150 slots of mammogram screening for low income women, after school learning center for children of age 6-14, Chinese folk dance classes on weekends, Chinese music instrument classes, and ad hoc workshops...

4.2 Outreach to Churches, supermarkets, restaurants and others

Indian temples, mosques, Korean and Chinese churches, and Chinese Sunday Schools will be reached on a regular basis. Xilin Association will try to advertise their services on various ethnic newspapers and on local township special event calendar. Xilin Association will disseminate service flyers to restaurants, supermarkets, and senior housing buildings.

4.3 General Marketing Plan

Xilin Association will make it known to the local business entities, governmental official and develop a good working relationship. Xilin Association will also use local media, internet social networks and other possible media channels to introduce their services, and hires qualified individuals to join their workforce.

5. Program Development

5.1 Development of the program

Xilin Association's Adult Day Service in Arlington Heights started in June, 2014 and runs very well, clients are growing every week. In presence, our daily census of participants is 25-30. We are expecting other programs will grow steadily as well, once the Unit 1B is available.

5.2 Development timeline

Xilin's Center is planning to open all services in fall 2015 pending on the approval from Village of Arlington Heights and other minor modification needed.

6. Operations

6.1 Daily Activities

Center will be open 7 days a week 7:00am-7:00pm on Monday thru Friday, Weekend 9:30am-5:00pm. Occasionally, there will be a special event, the center could be close 10:30pm.

6.2. Emergency

Xilin will be working with local police department and medical facilities whenever there is an emergency. Xilin Association has an emergency policy and procedures to follow when there is an emergency due to unexpected incidents or natural disasters. Xilin has care workers trained and certified for CPR, and a nurse who can perform first aid procedures once an incident happens. Fire drills will be conducted periodically.

6.3 Book Keeping

Xilin has a centralized accounting and control system. The off-site controller is paying bills, issuing salaries, and monitoring spending. There will be a bookkeeper in the Arlington Heights Center. The controller issues petty cash to the bookkeeper and the bookkeeper reports back to the controller at least once per month. Most of the revenue will be coming from state reimbursement. A small portion is privately paid.

6.4 Inventory and Supplies

The Arlington Heights Center will need to purchase dry goods, and supplies for activities and office. Staff of Arlington Heights Center will follow Xilin Association's purchase procedure and make an inventory list. Supplies and dry goods are stored in the storage room.

8. Financials

8.1 Start-up Funds

Total start-up funds required total at \$200,000 (\$50,000 down payment and closing cost of purchase, \$100,000 remodeling, and \$50,000 for the first three months of operation). \$15,000 will be grant funding from the Chicago Community Trust, and \$185,000 will be from Xilin's own reserve fund.

8.2 Lender – Illinois Financial Fund

The purchase price of building is \$485,000, 10% down payment being \$48,500. Xilin will borrow \$436,500. The lender is the Illinois Facility Fund, a financial institution specializing in lending to non-profit capital projects. More information can be found at <http://www.iff.org>. The loan officer who handles Xilin's case is Mr. Steve Bricker, and he can be reached at 312-629-0060 or sbricker@iff.org.

8.3 Financial Forecast

See attached Xilin Association Budget 2014

9. Appendix

Traffic Impact and Parking Study

To: **Ms. Linda Yang – Executive Director**
Xilin Association

Copy: Ms. Ann Fei – Xilin Association

From: Daniel P. Brinkman, P.E., PTOE

Date: June 3, 2015

Subject: Proposed Adult Day Care Center Expansion
135 - 145 E. Algonquin Road – Lincoln Atrium
Arlington Heights, IL

Part I. Project Context

Per your request, GEWALT HAMILTON ASSOCIATES, INC. (GHA) has conducted a traffic impact and parking study for the above captioned project. The following highlights our methodology and findings and provides various recommendations for your consideration. The Exhibits and Appendices referenced throughout this report are conveniently located in the Technical Addendum at the end of this document.

Xilin Association is petitioning the Village of Arlington Heights for an amendment to the existing Special Use that was granted in 2013 for the operation of an approximately 13,200 square foot Adult Day Care center in one of the existing office suites in the Lincoln Atrium Center. Xilin is the contract purchaser of the adjacent 16,200 square feet in 135-145 E. Algonquin Road (See *Appendix A*). The approximately 8.25-acre site is located at the southeast corner of the IL Rte 62 (Algonquin Road) / S. Tonne Drive intersection.

Part II. Summary Statement

Briefly summarizing the additional traffic generated by the proposed Adult Day Care expansion will have a negligible impact on the delays experienced by existing vehicles at the key Algonquin Road / S. Tonne Drive intersection currently. Furthermore, parking on the overall site is more than sufficient to accommodate the additional demand generated by the few additional employees of the expanded Adult Day Care facility with more than sufficient surplus to accommodate the other vacant spaces in Lincoln Atrium.

Part III. Background Conditions

Site Context and Photo Inventory

Exhibits 1 and 2 respectively provide a location map/aerial photograph and a street-level photo inventory of the site vicinity. Key conditions in the area are as follows:

- The subject site is a portion of the approximately 8.25-acre Lincoln Atrium site is located on the southeast quadrant of the IL Rte 62 (Algonquin Road) / S. Tonne Drive intersection.

- IL Rte 62 is a major east-west route under the jurisdiction of the Illinois Department of Transportation (IDOT).
- S. Tonne Drive is a local (Village of Arlington Heights jurisdiction) north-south route between IL Rte 62 and E Seegers Road. S. Tonne Drive north of IL Rte 62 serves as a collector type roadway (not classified as such) for the various developments to the north. South of IL Rte 62 it functions as a signalized access for the Lincoln Atrium center, the Daily Herald building, and also as access to the commercial properties to the west.
- The posted speed limit is 45 mph along IL Rte 62. However we did not observe a posted speed limit on S. Tonne Drive.
- At its signalized intersection with IL Rte 62, S. Tonne Drive provides a single travel lane in each direction and a separate left turn lane, IL Rte 62 is a six lane divided highway with a barrier style median and separate left turn lanes. Just east of the subject site's Right-In / Right-Out access, IL Rte 62 becomes a four lane roadway with a mountable median.
- Nearly 300 parking spaces serve the Lincoln Atrium site and very few were observed to be utilized even though the complex is nearly completely leased.

Existing Traffic Counts

Peak period traffic turning movement counts were conducted by GHA on Tuesday May 5, 2015 from 6:00–9:00 AM and 3:00–6:00 PM at the intersection of E Algonquin Road (IL Rte 62) and Tonne Drive as well as the unsignalized access and the first internal intersection on site. The observed Peak Hours occurred from 7:30–8:30 AM and 4:30–5:30 PM. Per Annual Average Daily Traffic (AADT) data from the IDOT website (www.gettingaroundillinois.com); IL Rte 62 carried approximately 30,400 vehicles per day in 2013.

No unusual activities (e.g. roadway construction, or inclement weather) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the vicinity.

Summaries of the existing traffic count can be found in *Appendix B*

Existing Parking Observations

Exhibit 4 divides the subject site (Lincoln Atrium) into four separate parking zones. It is our understanding that all of the tenants in Lincoln Atrium have rights to utilize the surface parking lot spaces. There are a total of 279 spaces (including 7 marked Handicapped Accessible) for use by the tenants of Lincoln Atrium. On Wednesday and Thursday, April 27-28, 2015 GHA conducted hourly parking occupancy counts of the four zones utilized by tenants of Lincoln Atrium. The four parking zones and the hourly occupancy is illustrated / tabulated in *Exhibit 4*. As can be seen, with the exception of Zone 2 very little parking is utilized.

Based on our observations, Lincoln Atrium is approximately 2/3 occupied. The offices of 125 E Algonquin appear completely occupied by a single tenant. The majority of the 135 E. Algonquin building also appears occupied (the proposed Xilin space and a few other offices are vacant). Lastly Xilin occupies 1/2 of the 145 E. Algonquin building and proposes to occupy the balance of it. Nonetheless, based on our observations the existing parking demand peaked at 69 spaces (25% of the available parking) at 11:00 am, indicating that more than sufficient parking is available at the site.

A summary of parking observations is included as *Appendix C*.

Part IV. Proposed Development

Exhibit 5 – Part A tabulates the anticipated traffic generations for the proposed Adult Day Care Facility. Traffic generations are typically based on trip rate data published by the Institute of Transportation Engineers (ITE) in the most recent, 9th Edition of the manual *Trip Generation*. However, the ITE has no published data available for an Adult Day Care Facility as is proposed. Therefore, our estimates for traffic volumes are based on 1) previous observations of the Xilin Associates space in Naperville, 2) observations of the current Xilin center on site and discussions with the operator. For comparison we have also tabulated traffic volume data one would expect for the same size space occupied by a typical office user and a Medical Office space, both of which are permitted uses in the M-1 zoning district. We have also presented for comparison the traffic volumes one would expect from a traditional Day Care Center of the same size (although most commercial Day Care centers are smaller than the 16,200 square feet of the proposed expansion). The purpose of the Xilin Association's desire to expand on site is to offer additional space and amenities / services for its clientele. The primary traffic generator for Xilin during the observed Peak Hours is the arrival and departure of its staff. The expansion if approved, will allow Xilin to increase its current staff level by 9 employees. As can be seen, the Adult Day Care Facility is expected to generate fewer than 10 trips in the AM and PM Peak Hours. By comparison this is fewer trips than either office space tenant would be expected to generate and much less than a traditional commercial Day Care Center.

The expanded operations will be very similar to the current Arlington Heights operations. Staff (approximately 40 total, 9 new) will arrive prior to 7:30 am, while patrons typically arrive between 8:00 am and 9:10 am. Given the nature of the patrons (i.e. the need for adult day care services) the vast majority arrive by private buses or taxi. Very few, if any were observed arriving by car. After daily activities, patrons begin to leave the facility between 2:50 and 4:00 pm and staff departs generally between 3:30 and 4:30 pm.

Exhibit 5 – Part B provides the anticipated trip distribution, which is primarily based on the existing traffic volumes and patterns at the key IL Rte 62 intersection with S. Tonne Drive. We anticipate that approximately 35% of site traffic will be approaching from the east and 55% from the west along IL Rte 62. The remaining 10% of the site traffic is expected to approach from the west through the adjacent commercial space. Currently very little traffic utilizes S Tonne Drive north of Algonquin Road. Ultimately, the trip distribution will be a function of many factors, including residential locations of employees, patrons, and private bus arrival and departure routes.

Part V. Traffic Evaluation

Traffic Assignments

Exhibit 6 illustrates the additional traffic anticipated from the Xilin expansion, which is based on the traffic characteristics summarized in Exhibit 5 (i.e. traffic generation and trip distribution) and assigned to the site access and area roadway network.

Site traffic was then combined with the Existing volumes in Exhibit 3 to produce the Total Traffic, which is illustrated in Exhibit 7.

Capacity Analysis

The analysis parameters are listed in Exhibit 8 Part A, as published in the Transportation research Board's (TRB) 2010 Highway Capacity Manual (HCM). At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst) and measures the "control delay" per vehicle in seconds. LOS C is often referred to as intersection "design" guideline and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable".

At unsignalized intersections, the HCM methodology reports the results differently for Two-Way Stop Controlled (TWSC) or All-Way Stop Controlled (AWSC) intersections. For TWSC intersections, LOS is reported for conflicting movements on the major street (i.e. left turns onto the minor approach) and for each movement on the stopped approach. Approach "control delay" is also reported in seconds per vehicle. Results of AWSC analyses are slightly different. LOS is reported for each stopped approach as well as an average overall intersection "control delay" in seconds per vehicle. LOS C and D continue to be considered "design" and "acceptable" operations respectively.

Exhibit 8 Part B summarizes the intersection capacity analysis results for the Weekday Morning and Evening Peak Hours. While the analysis clearly indicates that overall operations at the IL 62 / S. Tonne Drive intersection are more than "acceptable" observations and actual experience suggests that significant delays are experienced by motorists along IL Rte 62 during the Peak Hours. The proximity of S. Tonne Drive to Arlington Heights Road and the two signalized intersections create residual delay along Algonquin Road that queues east beyond the S. Tonne Drive intersection. These two major regional roadways (IL 62 and Arlington Heights Road) carry nearly 65,000 vehicles per day, and despite the number of lanes provided cannot adequately accommodate the traffic demands. While delays along Algonquin Road and those experienced by vehicles on S. Tonne Drive are greater than desirable currently, the minimal additional traffic volumes generated by the expansion at Xilin Adult Day Care will not result in any noticeable increase in delays.

The Highway Capacity Software (HCS) summary printouts are provided as *Appendix D* for reference.

Parking Discussion

Exhibit 9 Tabulates the observed parking demand as well as the estimated demand for both the expanded Xilin Facility as well as providing 1/300 square feet for the balance of the unoccupied space at Lincoln Atrium. Key points include:

- Current parking demand on site peaked at 69 occupied spaces at 11:00 am.
- The additional staff for Xilin Day Care will increase the demand by 9 spaces for the majority of the day.
- Based on information provided by the management company for 125-145 E. Algonquin Road, should Xilin expand as proposed, only approximately 7,600 square feet of unoccupied space will remain.
- At 1 space / 300 square feet, the additional unoccupied space will require 26 parking spaces.
- Even with the Xilin estimated demand of 9 additional spaces and the remaining occupied spaces in Lincoln Atrium requiring 26 spaces total, there remains a considerable (at least 63%) amount of parking for the development as a whole.

A summary of current tenants and uses at the Lincoln Atrium buildings is enclosed as *Appendix E*.

Part VI. Conclusions and Recommendations

Based on our observations and analyses of the traffic volumes and parking demands of the existing Xilin Adult Day Care facility, we feel that the area roadways and on-site parking supply can readily accommodate the proposed expansion with minimal impact upon operations and parking supply.

Part VII. Technical Addendum

The following Exhibits and Appendices were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

Exhibits

1. Site Context
2. Photographic Inventory
3. Existing Traffic
4. Parking Observations
5. Project Traffic Characteristics
6. Site Traffic
7. Total Traffic
8. Intersection Capacity Analyses
9. Parking Calculations

Appendices

- A. *Real Estate Flyer for proposed Expansion Area*
- B. *Traffic Count Summaries*
- C. *Parking Observation & Operations Summary*
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TECHNICAL ADDENDUM



135-145 E. Algonquin Road – Proposed Xilin Association Center Expansion – Arlington Heights, IL



Looking north along site access approaching E. Algonquin Road intersection



Approaching main entrance to Xilin Center



The south from site access approaching Daily Herald Building



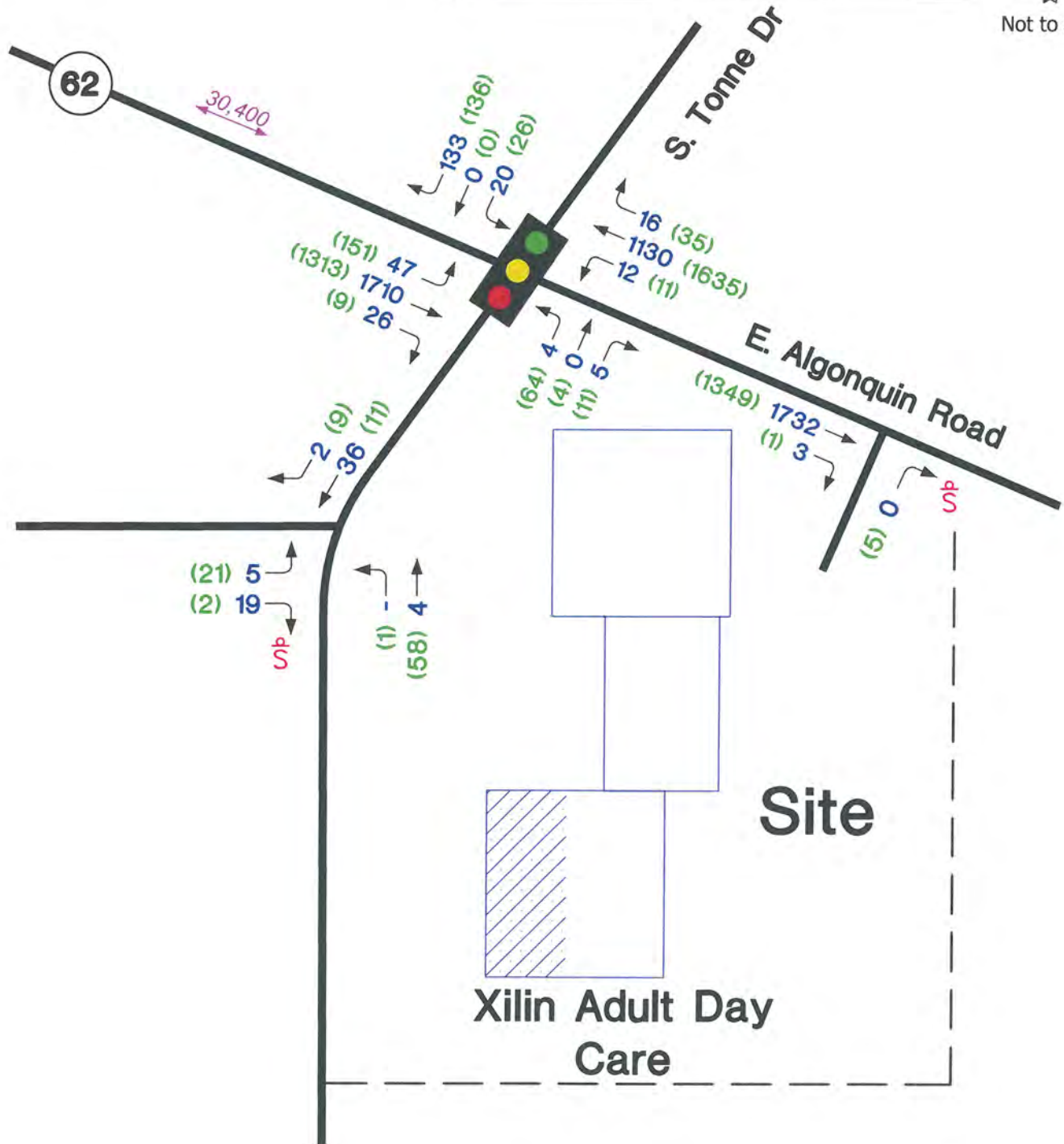
Parking lot along the face of 135 & 125 E. Algonquin Road

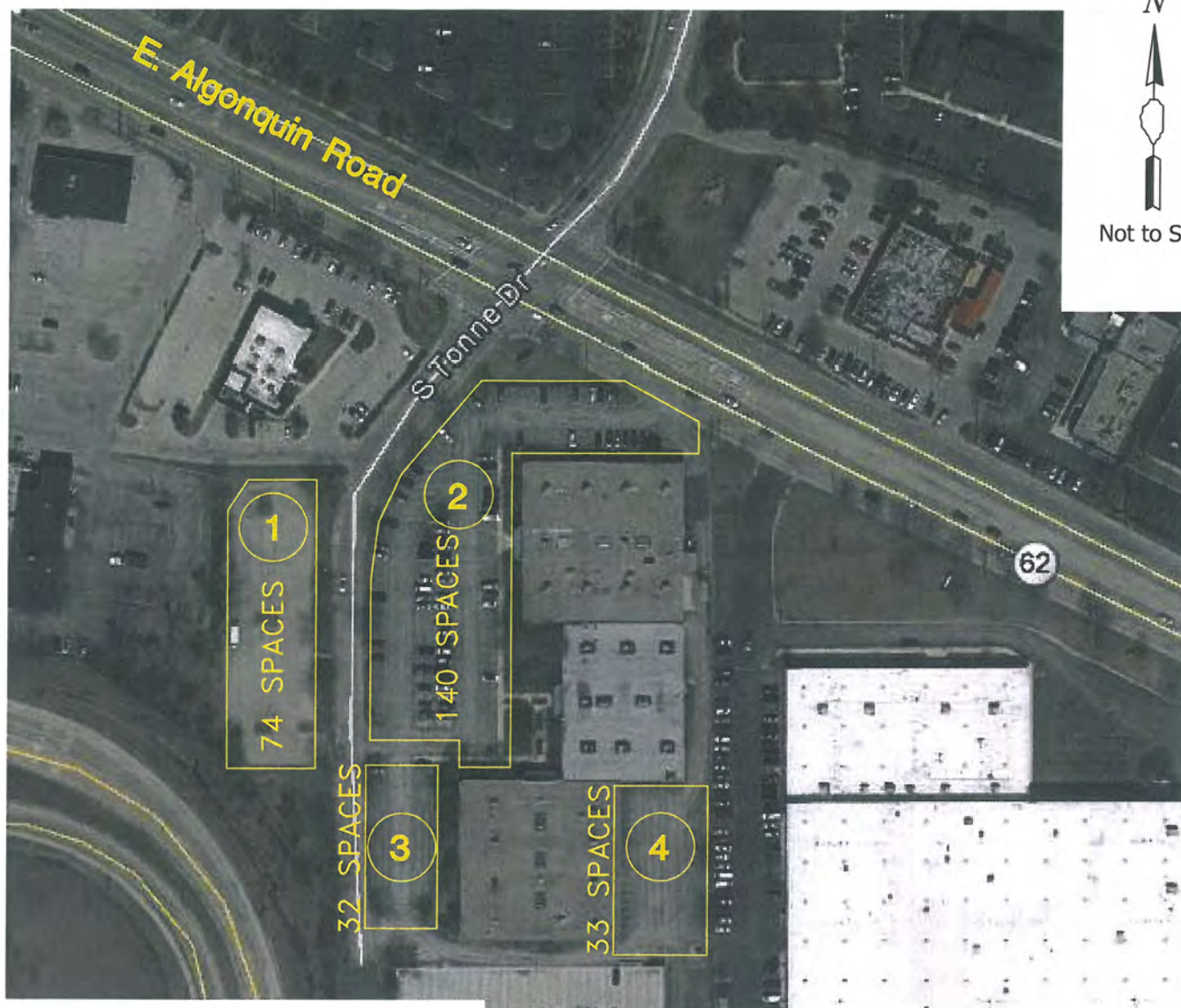
Legend:

- XX** — AM Peak Hour 7:30–8:30
- (XX)** — PM Peak Hour 4:30–5:30
- XX** — 2013 AADT per IDOT



Not to Scale





Parking Summary

Area 1 – 74 Spaces

Area 2 – 140 Spaces

Area 3 – 32 Spaces

Area 4 – 33 Spaces

Total Parking: 279 Spaces

Occupied Spaces

Zone					
Time	1	2	3	4	Total
7:00 AM	0	12	4	0	16
8:00 AM	0	31	7	0	38
9:00 AM	2	36	15	0	53
10:00 AM	0	40	18	0	58
11:00 AM	0	50	19	0	69
12:00 PM	1	47	20	0	68
1:00 PM	2	46	16	0	64
2:00 PM	1	43	17	0	61
3:00 PM	0	43	13	0	56
4:00 PM	0	30	11	0	41
5:00 PM	0	22	8	0	30
6:00 PM	0	6	7	0	13

Exhibit 5
Project Traffic Characteristics
Proposed Adult Day Care Expansion - 135-145 E. Algonquin Road
Arlington Heights, Illinois

Part A. Trip Generations

Permitted M-1 Uses for Space	ITE Land ^(a) Use Code	Morning Peak Hour (7:30 to 8:30 AM)			Evening Peak Hour (4:30 to 5:30 PM)		
		In	Out	Sum	In	Out	Sum
General Office • 16,200 sq ft	# 710	40	5	45	5	25	30
Medical Office • 16,200 sq ft	# 720	31	8	39	16	41	57
Special Use M-1 Uses for Space							
Traditional Day Care Center • 16,200 sq ft	# 565	104	93	197	94	106	200
Requested Special Use							
Xilin Adult Day Care Expansion • 9 employees	n/a (b)	9	0	9	0	9	9

(a) — Sources: Institute of Transportation Engineers (ITE) Trip Generation Manual; 9th Edition

(b) — Previous observations at Xilin Naperville, observations at Existing Arlington Heights Facility and business operations inform:

Part B. Trip Distribution

Route	Direction (To / From)	Percent Use By Route
IL Rte 62	East of Tonne	35%
	West of Tonne	55%
S. Tonne Drive	North of IL Rte 62	negligible%
Commercial to west	West of Tonne	10%
Total =		100%

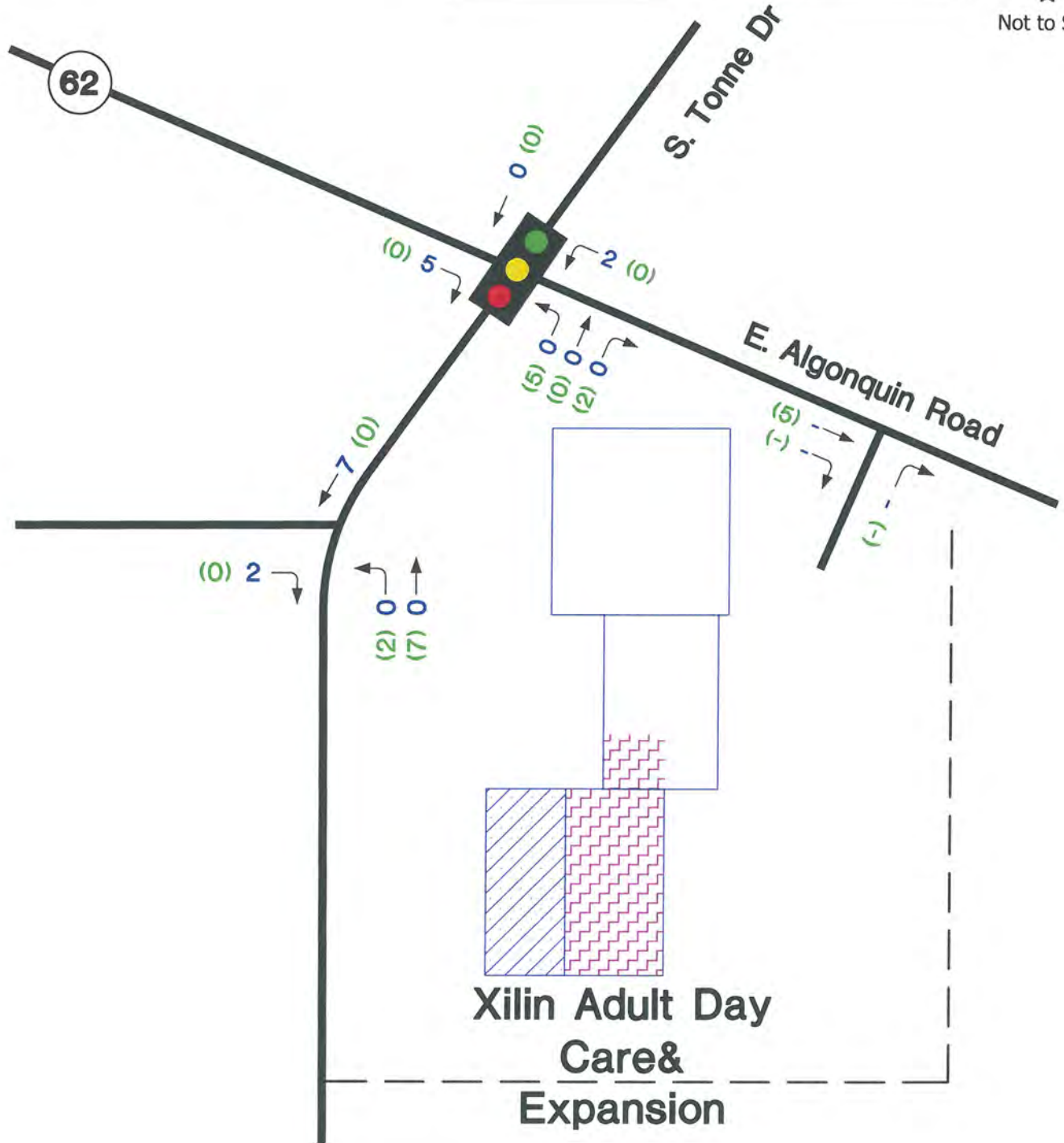
Legend:

XX — AM Peak Hour 7:30–8:30

(XX) — PM Peak Hour 4:30–5:30



Not to Scale



Legend:

XX — AM Peak Hour 7:30–8:30

(XX) — PM Peak Hour 4:30–5:30



Not to Scale

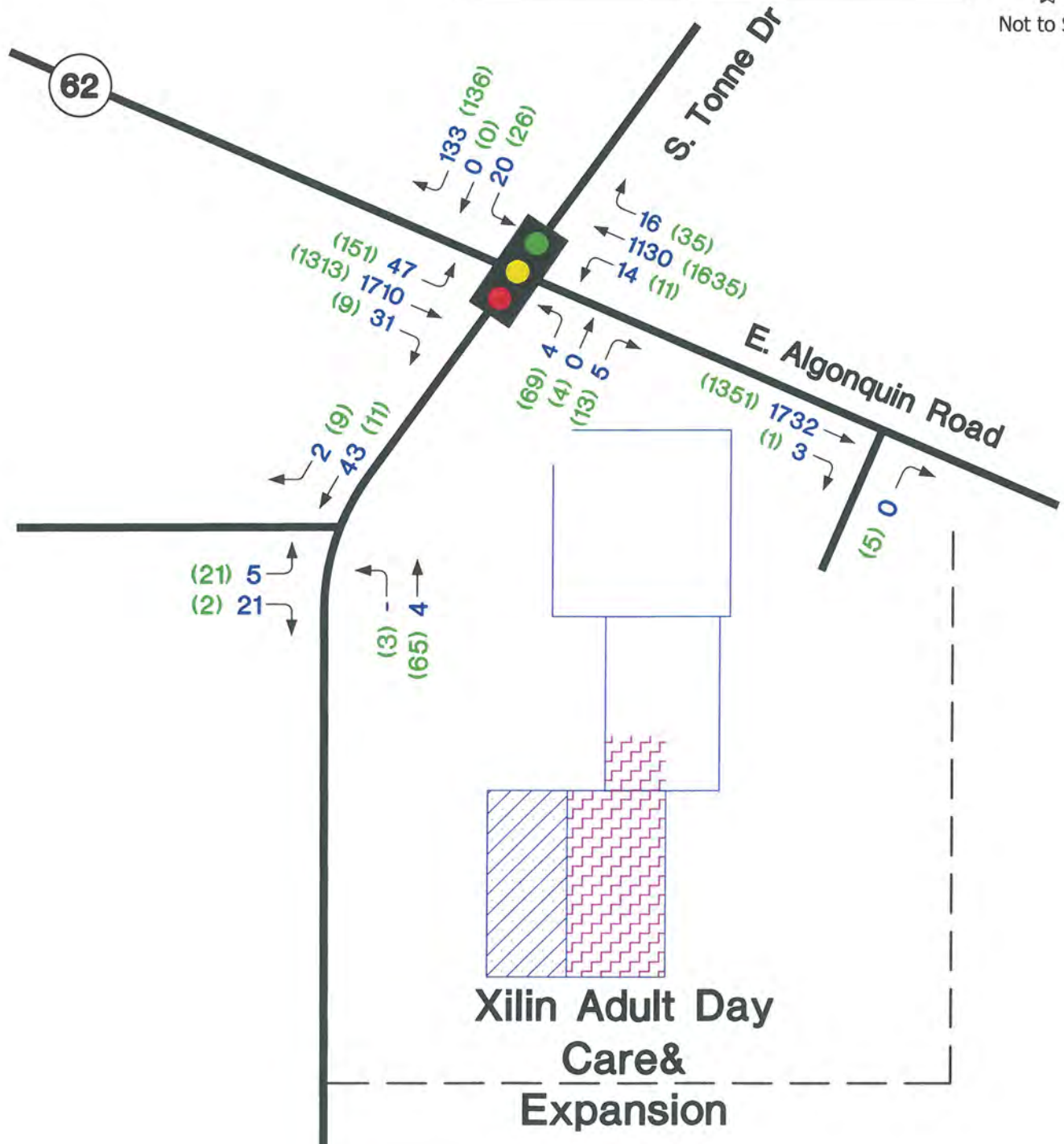


Exhibit 8 Intersection Capacity Analyses

Proposed Adult Day Care Expansion - 135-145 E. Algonquin Road -Arlington Heights, Illinois

Part A. Parameters - Type of Traffic Control *(Source: 2010 Highway Capacity Manual)*

I. Traffic Signals

LOS	Delay (sec / veh)	Description
A	≤ 10	All signal phases clear waiting vehicles without delay
B	>10 and ≤ 20	Minimal delay experienced on select signal phases
C	>20 and ≤ 35	Some delay experienced on several phases; often used as design criteria
D	>35 and ≤ 55	Usually considered as the acceptable delay standard
E	>55 and ≤ 80	Very long delays experienced during the peak hours
F	>80	Unacceptable delays experienced throughout the peak hours

Part B. Results

Part B. Results	Roadway Conditions	LOS Per Movement By Approach												Intersection / Approach	
		> = Shared Lane - = Non Critical or not Allowed Movement TRT - Shared Through/Right lane (with an additional Through lane(s))													
		Eastbound			Westbound			Northbound			Southbound			Delay	LOS
LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)			
1. E. Algonquin Rd at S. Tonne Drive	Signalized												Intersection Delay		
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	A	A	A	A	A	A	E	E	<	E	F	<	4.7	A
Total Traffic (See Exhibit 7)	• Current	A	A	A	A	A	A	E	E	<	E	F	<	4.7	A
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	A	A	A	A	A	A	E	D	<	E	E	<	6.2	A
Total Traffic (See Exhibit 7)	• Current	A	A	A	A	A	A	E	D	<	E	E	<	6.5	A

Exhibit 9
Parking Calculations

Proposed Xilin Adult Day Care Expansion: 135- 145 E. Algonquin Road; Arlington Heights, IL

Part A. Existing Observations - April 27/28, 2015

Time	Zone	Occupied Spaces				Total
		1	2	3	4	
7:00 AM		0	12	4	0	16
8:00 AM		0	31	7	0	38
9:00 AM		2	36	15	0	53
10:00 AM		0	40	18	0	58
11:00 AM		0	50	19	0	69
12:00 PM		1	47	20	0	68
1:00 PM		2	46	16	0	64
2:00 PM		1	43	17	0	61
3:00 PM		0	43	13	0	56
4:00 PM		0	30	11	0	41
5:00 PM		0	22	8	0	30
6:00 PM		0	6	7	0	13

Part B. Estimated Additional Demand of Xilin Adult Day Care

Time	Users			Subtotal
	Employees	Drivers	Patrons	
7:00 AM	9	0	0	9
8:00 AM	9	0	0	9
9:00 AM	9	0	0	9
10:00 AM	9	0	0	9
11:00 AM	9	0	0	9
12:00 PM	9	0	0	9
1:00 PM	9	0	0	9
2:00 PM	9	0	0	9
3:00 PM	9	0	0	9
4:00 PM	2	0	0	2
5:00 PM	2	0	0	2
6:00 PM	0	0	0	0

Part C. Lincoln Atrium Total Demand

Time	Tenant	Current Tenants	Proposed Xilin Expansion Demand	Remaining Space @ 1/300	Subtotal	Remaining Open Spaces	Remaining Open Space Percentage
7:00 AM		16	9	26	51	228	82%
8:00 AM		38	9	26	73	206	74%
9:00 AM		53	9	26	88	191	68%
10:00 AM		58	9	26	93	186	67%
11:00 AM		69	9	26	104	175	63%
12:00 PM		68	9	26	103	176	63%
1:00 PM		64	9	26	99	180	65%
2:00 PM		61	9	26	96	183	66%
3:00 PM		56	9	26	91	188	67%
4:00 PM		41	2	26	69	210	75%
5:00 PM		30	2	26	58	221	79%
6:00 PM		13	0	26	39	240	86%

APPENDICES

- A. *Real Estate Flyer for proposed Expansion Area*
- B. *Traffic Count Summaries*
- C. *Parking Observation & Operations Summary*
- D. *Capacity Analysis Worksheets*
- E. *Lincoln Atrium Tenant information*

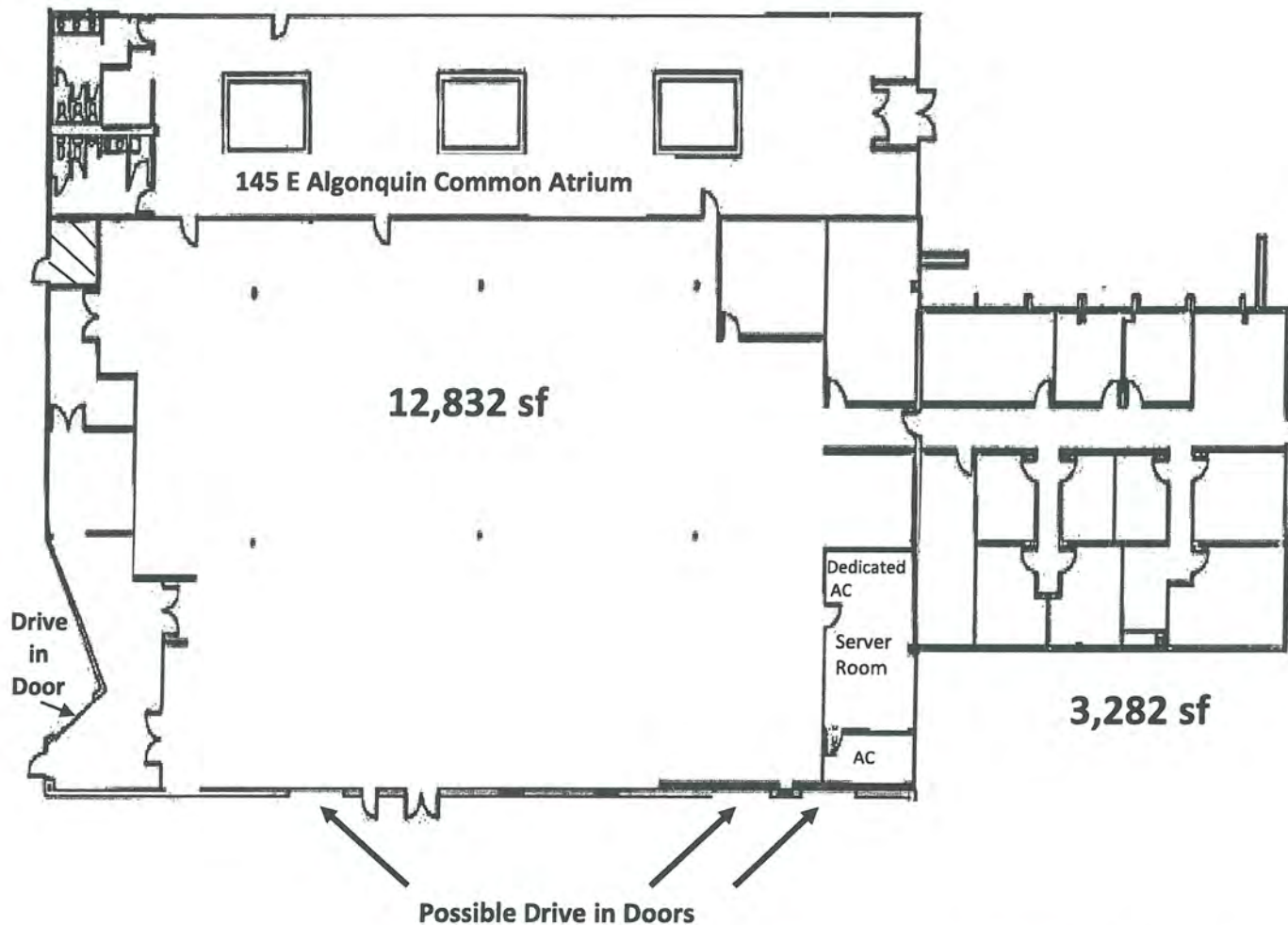
BANK OWNED FOR SALE OFFICE / FLEX

135-145 E Algonquin Road

Arlington Heights, IL 60005



3,282 sf contiguous to 16,114 sf



Appendix A - Real Estate Flyer

For More Information Please Contact:

LESLIE WEBBER

847.359.5557

Lwebber@newlondonassoc.com

New London Associates

1605 Colonial Parkway

Inverness, Illinois 60067

www.newlondonassoc.com

4679.905 Xilin Expansion
Algonquin @ Tonne
6-9 & 3-6
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Algonquin and Tonne
Site Code:
Start Date: 05/05/2015
Page No: 1

Turning Movement Data

Start Time	Tonne Dr. Southbound					Algonquin Rd. Westbound					Tonne Dr. Northbound					Algonquin Rd. Eastbound					Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	
6:00 AM	0	1	1	17	19	0	0	112	1	113	0	0	0	0	0	0	5	193	1	199	331
6:15 AM	0	1	0	14	15	0	2	164	2	168	0	2	0	0	2	1	6	232	3	242	427
6:30 AM	0	5	0	18	23	0	0	188	1	189	0	1	0	1	2	0	10	331	2	343	557
6:45 AM	0	1	0	25	26	0	2	214	4	220	0	1	0	1	2	0	21	349	3	373	621
Hourly Total	0	8	1	74	83	0	4	678	8	690	0	4	0	2	6	1	42	1105	9	1157	1936
7:00 AM	0	4	0	39	43	0	2	220	2	224	0	1	0	2	3	0	19	369	2	390	660
7:15 AM	0	9	0	34	43	0	3	208	2	213	1	2	0	1	4	0	20	382	10	412	672
7:30 AM	0	4	0	35	39	0	1	301	4	306	0	1	0	1	2	0	20	478	2	500	847
7:45 AM	0	6	0	34	40	0	4	301	3	308	0	1	0	1	2	0	10	446	7	463	813
Hourly Total	0	23	0	142	165	0	10	1030	11	1051	1	5	0	5	11	0	69	1675	21	1765	2992
8:00 AM	0	6	0	33	39	0	3	260	4	267	0	2	0	1	3	0	10	409	4	423	732
8:15 AM	0	4	0	31	35	0	4	268	5	277	0	0	0	2	2	0	7	377	13	397	711
8:30 AM	0	2	0	37	39	0	1	280	5	286	0	2	0	1	3	0	9	317	8	334	662
8:45 AM	0	1	0	32	33	0	5	241	10	256	0	2	0	0	2	0	21	311	9	341	632
Hourly Total	0	13	0	133	146	0	13	1049	24	1086	0	6	0	4	10	0	47	1414	34	1495	2737
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	0	32	46	0	0	406	6	412	0	16	0	1	17	1	29	284	3	317	792
4:15 PM	0	7	0	28	35	0	0	377	8	385	0	12	0	2	14	2	49	302	8	361	795
4:30 PM	0	6	0	50	56	0	1	436	7	444	1	17	0	4	22	1	38	328	2	369	891
4:45 PM	0	6	0	24	30	0	3	401	8	412	0	14	0	4	18	0	35	279	2	316	776
Hourly Total	0	33	0	134	167	0	4	1620	29	1653	1	59	0	11	71	4	151	1193	15	1363	3254
5:00 PM	0	7	0	31	38	0	6	434	7	447	0	12	3	3	18	2	29	360	3	394	897
5:15 PM	0	7	0	31	38	0	1	368	13	382	0	21	1	0	22	1	49	346	2	398	840
5:30 PM	0	9	0	30	39	0	2	399	11	412	0	13	0	3	16	0	45	323	2	370	837
5:45 PM	0	7	0	33	40	0	0	350	9	359	0	6	0	4	10	0	57	317	3	377	786
Hourly Total	0	30	0	125	155	0	9	1551	40	1600	0	52	4	10	66	3	180	1346	10	1539	3360
6:00 PM	0	10	0	37	47	0	3	304	11	318	0	10	0	8	18	1	34	248	0	283	666
6:15 PM	0	6	0	43	49	0	2	275	7	284	0	4	1	2	7	1	59	283	2	345	685
6:30 PM	0	9	0	26	35	0	1	252	5	258	0	6	1	1	8	0	40	218	0	258	559
6:45 PM	0	4	1	26	31	0	0	202	10	212	0	5	0	1	6	0	28	217	0	245	494
Hourly Total	0	29	1	132	162	0	6	1033	33	1072	0	25	2	12	39	2	161	966	2	1131	2404
Grand Total	0	136	2	740	878	0	46	6961	145	7152	2	151	6	44	203	10	650	7699	91	8450	16683
Approach %	0.0	15.5	0.2	84.3	-	0.0	0.6	97.3	2.0	-	1.0	74.4	3.0	21.7	-	0.1	7.7	91.1	1.1	-	-
Total %	0.0	0.8	0.0	4.4	5.3	0.0	0.3	41.7	0.9	42.9	0.0	0.9	0.0	0.3	1.2	0.1	3.9	46.1	0.5	50.7	-
Lights	0	134	2	727	863	0	43	6603	141	6787	2	150	6	40	198	10	639	7422	90	8161	16009
% Lights	-	98.5	100.0	98.2	98.3	-	93.5	94.9	97.2	94.9	100.0	99.3	100.0	90.9	97.5	100.0	98.3	96.4	98.9	96.6	96.0
Mediums	0	2	0	11	13	0	2	245	4	251	0	1	0	4	5	0	11	191	1	203	472
% Mediums	-	1.5	0.0	1.5	1.5	-	4.3	3.5	2.8	3.5	0.0	0.7	0.0	9.1	2.5	0.0	1.7	2.5	1.1	2.4	2.8
Articulated Trucks	0	0	0	2	2	0	1	113	0	114	0	0	0	0	0	0	0	86	0	86	202
% Articulated Trucks	-	0.0	0.0	0.3	0.2	-	2.2	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.0	1.2

4679.905 Xilin Expansion
Algonquin @ Tonne
6-9 & 3-6
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Algonquin and Tonne
Site Code:
Start Date: 05/05/2015
Page No: 3

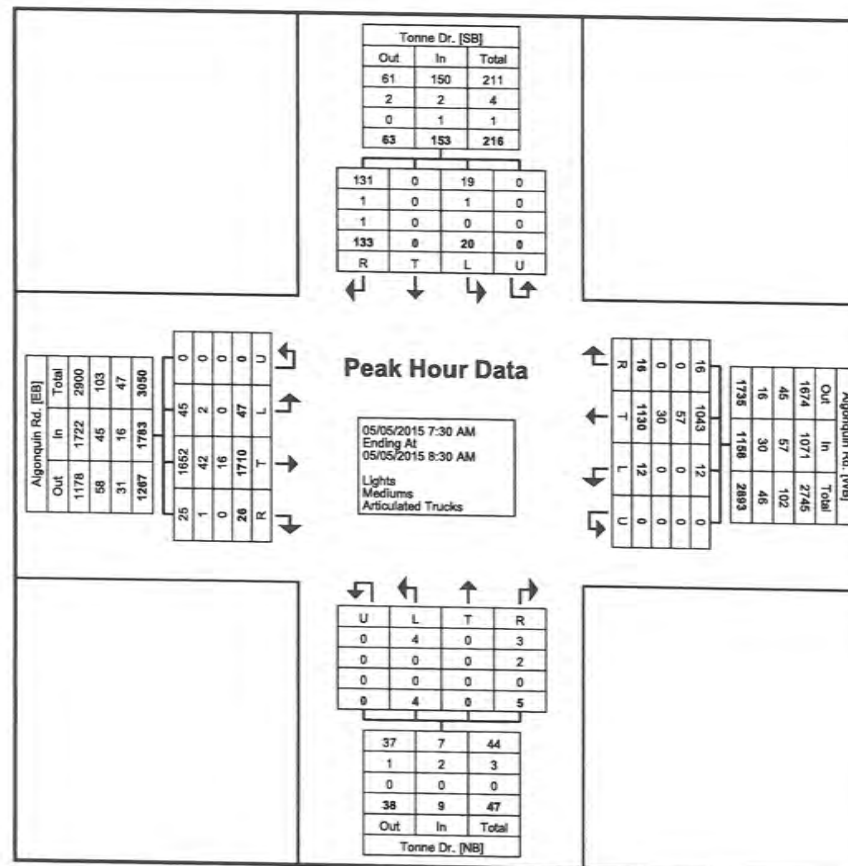
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Tonne Dr. Southbound					Algonquin Rd. Westbound					Tonne Dr. Northbound					Algonquin Rd. Eastbound					Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	
7:30 AM	0	4	0	35	39	0	1	301	4	306	0	1	0	1	2	0	20	478	2	500	847
7:45 AM	0	6	0	34	40	0	4	301	3	308	0	1	0	1	2	0	10	446	7	463	813
8:00 AM	0	6	0	33	39	0	3	260	4	267	0	2	0	1	3	0	10	409	4	423	732
8:15 AM	0	4	0	31	35	0	4	268	5	277	0	0	0	2	2	0	7	377	13	397	711
Total	0	20	0	133	153	0	12	1130	16	1158	0	4	0	5	9	0	47	1710	26	1783	3103
Approach %	0.0	13.1	0.0	86.9	-	0.0	1.0	97.6	1.4	-	0.0	44.4	0.0	55.6	-	0.0	2.6	95.9	1.5	-	-
Total %	0.0	0.6	0.0	4.3	4.9	0.0	0.4	36.4	0.5	37.3	0.0	0.1	0.0	0.2	0.3	0.0	1.5	55.1	0.8	57.5	-
PHF	0.000	0.833	0.000	0.950	0.956	0.000	0.750	0.939	0.800	0.940	0.000	0.500	0.000	0.625	0.750	0.000	0.588	0.894	0.500	0.892	0.916
Lights	0	19	0	131	150	0	12	1043	16	1071	0	4	0	3	7	0	45	1652	25	1722	2950
% Lights	-	95.0	-	98.5	98.0	-	100.0	92.3	100.0	92.5	-	100.0	-	60.0	77.8	-	95.7	96.6	96.2	96.6	95.1
Mediums	0	1	0	1	2	0	0	57	0	57	0	0	0	2	2	0	2	42	1	45	106
% Mediums	-	5.0	-	0.8	1.3	-	0.0	5.0	0.0	4.9	-	0.0	-	40.0	22.2	-	4.3	2.5	3.8	2.5	3.4
Articulated Trucks	0	0	0	1	1	0	0	30	0	30	0	0	0	0	0	0	0	16	0	16	47
% Articulated Trucks	-	0.0	-	0.8	0.7	-	0.0	2.7	0.0	2.6	-	0.0	-	0.0	0.0	-	0.0	0.9	0.0	0.9	1.5

4679.905 Xilin Expansion
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 (847) 478-9700 dbrinkman@gha-engineers.com

Count Name: Algonquin and Tonne
 Site Code:
 Start Date: 05/05/2015
 Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

4679.905 Xilin Expansion
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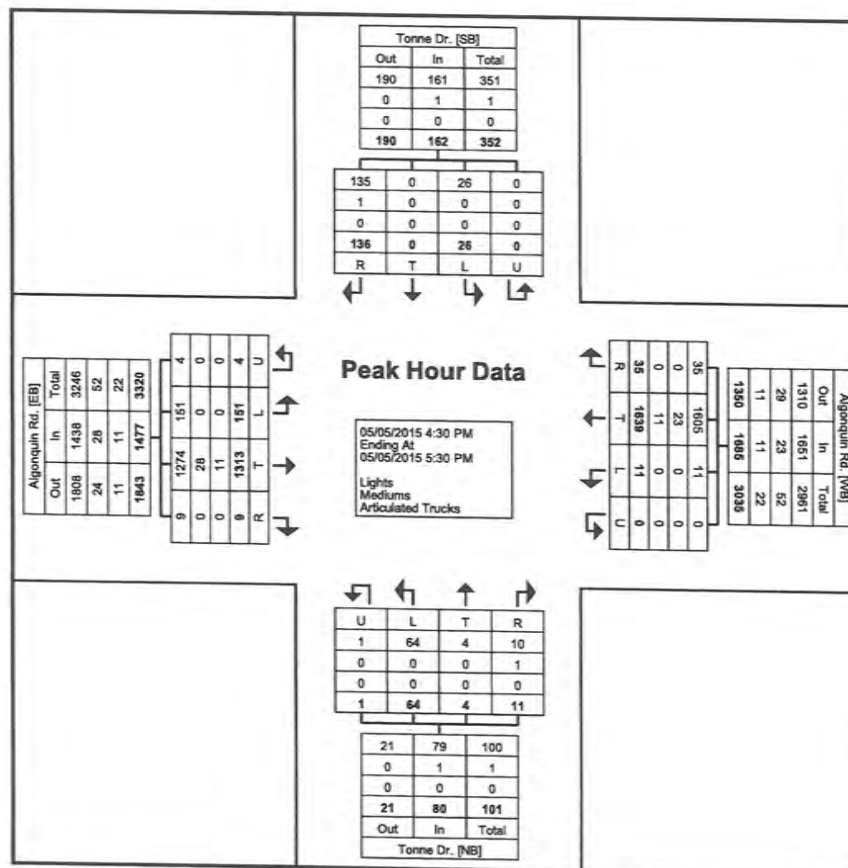
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Tonne Dr. Southbound					Algonquin Rd. Westbound					Tonne Dr. Northbound					Algonquin Rd. Eastbound					Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	
4:30 PM	0	6	0	50	56	0	1	436	7	444	1	17	0	4	22	1	38	328	2	369	891
4:45 PM	0	6	0	24	30	0	3	401	8	412	0	14	0	4	18	0	35	279	2	316	776
5:00 PM	0	7	0	31	38	0	6	434	7	447	0	12	3	3	18	2	29	360	3	394	897
5:15 PM	0	7	0	31	38	0	1	368	13	382	0	21	1	0	22	1	49	346	2	398	840
Total	0	26	0	136	162	0	11	1639	35	1685	1	64	4	11	80	4	151	1313	9	1477	3404
Approach %	0.0	16.0	0.0	84.0	-	0.0	0.7	97.3	2.1	-	1.3	80.0	5.0	13.8	-	0.3	10.2	88.9	0.6	-	-
Total %	0.0	0.8	0.0	4.0	4.8	0.0	0.3	48.1	1.0	49.5	0.0	1.9	0.1	0.3	2.4	0.1	4.4	38.6	0.3	43.4	-
PHF	0.000	0.929	0.000	0.680	0.723	0.000	0.458	0.940	0.673	0.942	0.250	0.762	0.333	0.688	0.909	0.500	0.770	0.912	0.750	0.928	0.949
Lights	0	26	0	135	161	0	11	1605	35	1651	1	64	4	10	79	4	151	1274	9	1438	3329
% Lights	-	100.0	-	99.3	99.4	-	100.0	97.9	100.0	98.0	100.0	100.0	100.0	90.9	98.8	100.0	100.0	97.0	100.0	97.4	97.8
Mediums	0	0	0	1	1	0	0	23	0	23	0	0	0	1	1	0	0	28	0	28	53
% Mediums	-	0.0	-	0.7	0.6	-	0.0	1.4	0.0	1.4	0.0	0.0	0.0	9.1	1.3	0.0	0.0	2.1	0.0	1.9	1.6
Articulated Trucks	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	11	0	11	22
% Articulated Trucks	-	0.0	-	0.0	0.0	-	0.0	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.7	0.6

4679.905 Xilin Expansion
 Algonquin @ Tonne
 6-9 & 3-6
 GHA MIO

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Count Name: Algonquin and Tonne
 Site Code:
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Turning Movement Peak Hour Data Plot (4:30 PM)

4679.905 Xilin Expansion
Tonne Drive @ Internal
6-9 & 4-7
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Count Name: Tonne and Parking Lot South of
Algonquin
Site Code:
Start Date: 05/05/2015
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Turning Movement Data

Start Time	Tonne Dr. Southbound				Tonne Dr. Northbound				Parking Lot South of Algonquin Rd. Eastbound				Int. Total
	U-Turn	Thru	Right	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	
6:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:15 AM	0	4	0	4	0	0	1	1	0	1	0	1	6
6:30 AM	0	3	0	3	0	0	2	2	0	0	2	2	7
6:45 AM	1	1	0	2	0	0	0	0	0	0	3	3	5
Hourly Total	1	10	0	11	0	0	3	3	0	1	5	6	20
7:00 AM	1	6	0	7	0	0	1	1	0	1	0	1	9
7:15 AM	0	10	0	10	0	0	2	2	0	1	0	1	13
7:30 AM	0	4	0	4	0	0	0	0	0	1	3	4	8
7:45 AM	0	8	0	8	0	0	1	1	0	1	4	5	14
Hourly Total	1	28	0	29	0	0	4	4	0	4	7	11	44
8:00 AM	0	9	1	10	0	0	2	2	0	1	8	9	21
8:15 AM	0	15	0	15	0	0	2	2	0	0	4	4	21
8:30 AM	1	9	0	10	0	0	2	2	0	0	7	7	19
8:45 AM	0	14	1	15	0	0	1	1	0	2	9	11	27
Hourly Total	1	47	2	50	0	0	7	7	0	3	28	31	88
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	0	3	0	1	16	17	0	2	0	2	22
4:15 PM	0	8	0	8	0	0	14	14	0	2	0	2	24
4:30 PM	0	3	1	4	0	0	14	14	0	6	1	7	25
4:45 PM	0	4	1	5	0	1	11	12	0	8	0	8	25
Hourly Total	0	18	2	20	0	2	55	57	0	18	1	19	96
5:00 PM	0	4	4	8	0	0	17	17	0	2	1	3	28
5:15 PM	0	1	3	4	0	0	16	16	0	5	0	5	25
5:30 PM	0	3	1	4	0	0	14	14	0	3	0	3	21
5:45 PM	0	1	1	2	0	1	5	6	0	5	0	5	13
Hourly Total	0	9	9	18	0	1	52	53	0	15	1	16	87
6:00 PM	0	3	0	3	0	0	11	11	0	5	3	8	22
6:15 PM	0	1	3	4	0	0	6	6	0	1	0	1	11
6:30 PM	0	1	0	1	0	0	3	3	0	5	0	5	9
6:45 PM	0	1	0	1	0	0	3	3	0	3	0	3	7
Hourly Total	0	6	3	9	0	0	23	23	0	14	3	17	49
Grand Total	3	118	16	137	0	3	144	147	0	55	45	100	384
Approach %	2.2	86.1	11.7	-	0.0	2.0	98.0	-	0.0	55.0	45.0	-	-
Total %	0.8	30.7	4.2	35.7	0.0	0.8	37.5	38.3	0.0	14.3	11.7	26.0	-
Lights	3	114	16	133	0	3	141	144	0	53	45	98	375
% Lights	100.0	96.6	100.0	97.1	-	100.0	97.9	98.0	-	96.4	100.0	98.0	97.7
Mediums	0	3	0	3	0	0	3	3	0	2	0	2	8
% Mediums	0.0	2.5	0.0	2.2	-	0.0	2.1	2.0	-	3.6	0.0	2.0	2.1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	0.8	0.0	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3

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Count Name: Tonne and Parking Lot South of
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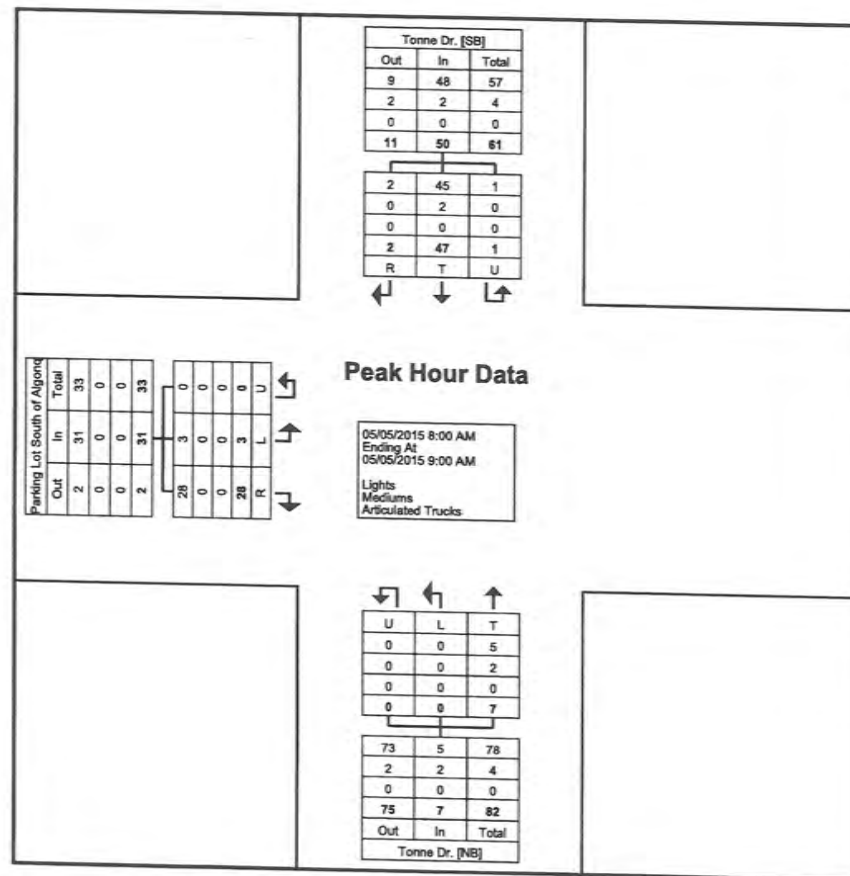
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Tonne Dr. Southbound				Tonne Dr. Northbound				Parking Lot South of Algonquin Rd. Eastbound				
	U-Turn	Thru	Right	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	Int. Total
8:00 AM	0	9	1	10	0	0	2	2	0	1	8	9	21
8:15 AM	0	15	0	15	0	0	2	2	0	0	4	4	21
8:30 AM	1	9	0	10	0	0	2	2	0	0	7	7	19
8:45 AM	0	14	1	15	0	0	1	1	0	2	9	11	27
Total	1	47	2	50	0	0	7	7	0	3	28	31	88
Approach %	2.0	94.0	4.0	-	0.0	0.0	100.0	-	0.0	9.7	90.3	-	-
Total %	1.1	53.4	2.3	56.8	0.0	0.0	8.0	8.0	0.0	3.4	31.8	35.2	-
PHF	0.250	0.783	0.500	0.833	0.000	0.000	0.875	0.875	0.000	0.375	0.778	0.705	0.815
Lights	1	45	2	48	0	0	5	5	0	3	28	31	84
% Lights	100.0	95.7	100.0	96.0	-	-	71.4	71.4	-	100.0	100.0	100.0	95.5
Mediums	0	2	0	2	0	0	2	2	0	0	0	0	4
% Mediums	0.0	4.3	0.0	4.0	-	-	28.6	28.6	-	0.0	0.0	0.0	4.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0

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 Site Code:
 Start Date: 05/05/2015
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Turning Movement Peak Hour Data Plot (8:00 AM)

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Count Name: Tonne and Parking Lot South of
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Site Code:
Start Date: 05/05/2015
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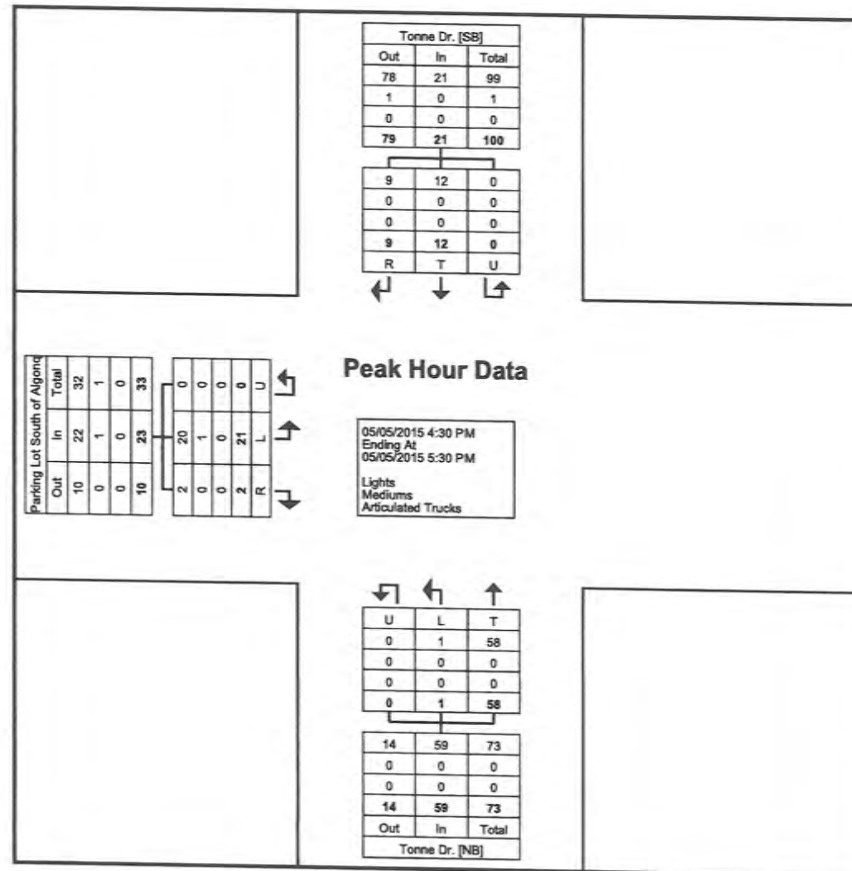
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Tonne Dr. Southbound				Tonne Dr. Northbound				Parking Lot South of Algonquin Rd. Eastbound				Int. Total
	U-Turn	Thru	Right	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	
4:30 PM	0	3	1	4	0	0	14	14	0	6	1	7	25
4:45 PM	0	4	1	5	0	1	11	12	0	8	0	8	25
5:00 PM	0	4	4	8	0	0	17	17	0	2	1	3	28
5:15 PM	0	1	3	4	0	0	16	16	0	5	0	5	25
Total	0	12	9	21	0	1	58	59	0	21	2	23	103
Approach %	0.0	57.1	42.9	-	0.0	1.7	98.3	-	0.0	91.3	8.7	-	-
Total %	0.0	11.7	8.7	20.4	0.0	1.0	56.3	57.3	0.0	20.4	1.9	22.3	-
PHF	0.000	0.750	0.563	0.656	0.000	0.250	0.853	0.868	0.000	0.656	0.500	0.719	0.920
Lights	0	12	9	21	0	1	58	59	0	20	2	22	102
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	95.2	100.0	95.7	99.0
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
% Mediums	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	4.8	0.0	4.3	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0

4679.905 Xilin Expansion
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Count Name: Tonne and Parking Lot South of
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4679.905 Xilin Expansion
Algonquin @ RIRO Access
6-9 & 4-7
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Count Name: Algonquin and Parking Lot East of
Tonne
Site Code:
Start Date: 05/05/2015
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Turning Movement Data

Start Time	Algonquin Rd. Westbound				Parking Lot East of Tonne Dr. Northbound				Algonquin Rd. Eastbound				Int. Total
	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	
6:00 AM	0	0	115	115	0	0	0	0	0	193	0	193	308
6:15 AM	0	0	162	162	0	0	0	0	0	236	0	236	398
6:30 AM	0	0	189	189	0	0	0	0	0	338	0	338	527
6:45 AM	0	0	209	209	0	0	0	0	0	364	0	364	573
Hourly Total	0	0	675	675	0	0	0	0	0	1131	0	1131	1806
7:00 AM	0	0	216	216	0	0	0	0	0	373	0	373	589
7:15 AM	0	0	228	228	0	0	0	0	0	382	0	382	610
7:30 AM	0	0	283	283	0	0	0	0	0	468	0	468	751
7:45 AM	0	0	300	300	0	0	0	0	0	439	0	439	739
Hourly Total	0	0	1027	1027	0	0	0	0	0	1662	0	1662	2689
8:00 AM	0	0	251	251	0	0	0	0	0	414	2	416	667
8:15 AM	0	0	276	276	0	0	0	0	0	385	1	386	662
8:30 AM	0	0	278	278	0	0	0	0	0	320	2	322	600
8:45 AM	0	0	251	251	0	0	2	2	0	311	3	314	567
Hourly Total	0	0	1056	1056	0	0	2	2	0	1430	8	1438	2496
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	415	415	0	0	6	6	0	304	0	304	725
4:15 PM	0	0	372	372	0	0	1	1	0	313	0	313	686
4:30 PM	0	0	455	455	0	0	2	2	0	341	1	342	799
4:45 PM	0	0	420	420	0	0	2	2	0	292	0	292	714
Hourly Total	0	0	1662	1662	0	0	11	11	0	1250	1	1251	2924
5:00 PM	0	0	451	451	0	0	1	1	0	371	0	371	823
5:15 PM	0	0	373	373	0	0	0	0	0	350	0	350	723
5:30 PM	0	0	385	385	0	0	1	1	0	335	0	335	721
5:45 PM	0	0	358	358	0	0	1	1	0	328	0	328	687
Hourly Total	0	0	1567	1567	0	0	3	3	0	1384	0	1384	2954
6:00 PM	0	0	319	319	0	0	2	2	0	273	0	273	594
6:15 PM	0	0	288	288	0	0	1	1	0	293	0	293	582
6:30 PM	0	0	264	264	0	0	1	1	0	226	0	226	491
6:45 PM	0	0	218	218	0	0	2	2	0	225	0	225	445
Hourly Total	0	0	1089	1089	0	0	6	6	0	1017	0	1017	2112
Grand Total	0	0	7076	7076	0	0	22	22	0	7874	9	7883	14981
Approach %	0.0	0.0	100.0	-	0.0	0.0	100.0	-	0.0	99.9	0.1	-	-
Total %	0.0	0.0	47.2	47.2	0.0	0.0	0.1	0.1	0.0	52.6	0.1	52.6	-
Lights	0	0	6788	6788	0	0	22	22	0	7591	8	7599	14409
% Lights	-	-	95.9	95.9	-	-	100.0	100.0	-	96.4	88.9	96.4	96.2
Mediums	0	0	193	193	0	0	0	0	0	183	1	184	377
% Mediums	-	-	2.7	2.7	-	-	0.0	0.0	-	2.3	11.1	2.3	2.5
Articulated Trucks	0	0	95	95	0	0	0	0	0	100	0	100	195
% Articulated Trucks	-	-	1.3	1.3	-	-	0.0	0.0	-	1.3	0.0	1.3	1.3

4679.905 Xilin Expansion
 Algonquin @ RIRO Access
 6-9 & 4-7
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Count Name: Algonquin and Parking Lot East of
 Tonne
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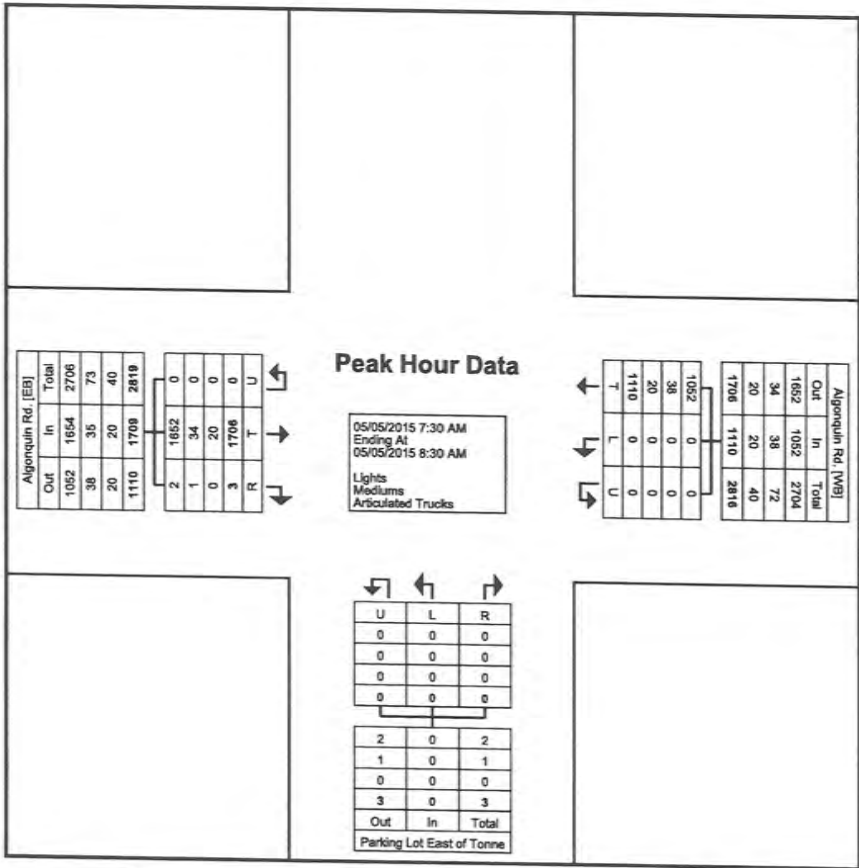
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Algonquin Rd. Westbound				Parking Lot East of Tonne Dr. Northbound				Algonquin Rd. Eastbound				Int. Total
	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	
7:30 AM	0	0	283	283	0	0	0	0	0	468	0	468	751
7:45 AM	0	0	300	300	0	0	0	0	0	439	0	439	739
8:00 AM	0	0	251	251	0	0	0	0	0	414	2	416	667
8:15 AM	0	0	276	276	0	0	0	0	0	385	1	386	662
Total	0	0	1110	1110	0	0	0	0	0	1706	3	1709	2819
Approach %	0.0	0.0	100.0	-	NaN	NaN	NaN	-	0.0	99.8	0.2	-	-
Total %	0.0	0.0	39.4	39.4	0.0	0.0	0.0	0.0	0.0	60.5	0.1	60.5	-
PHF	0.000	0.000	0.925	0.925	0.000	0.000	0.000	0.000	0.000	0.911	0.375	0.913	0.938
Lights	0	0	1052	1052	0	0	0	0	0	1652	2	1654	2706
% Lights	-	-	94.8	94.8	-	-	-	-	-	96.8	66.7	96.8	96.0
Mediums	0	0	38	38	0	0	0	0	0	34	1	35	73
% Mediums	-	-	3.4	3.4	-	-	-	-	-	2.0	33.3	2.0	2.6
Articulated Trucks	0	0	20	20	0	0	0	0	0	20	0	20	40
% Articulated Trucks	-	-	1.8	1.8	-	-	-	-	-	1.2	0.0	1.2	1.4

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Site Code:
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Turning Movement Peak Hour Data Plot (7:30 AM)

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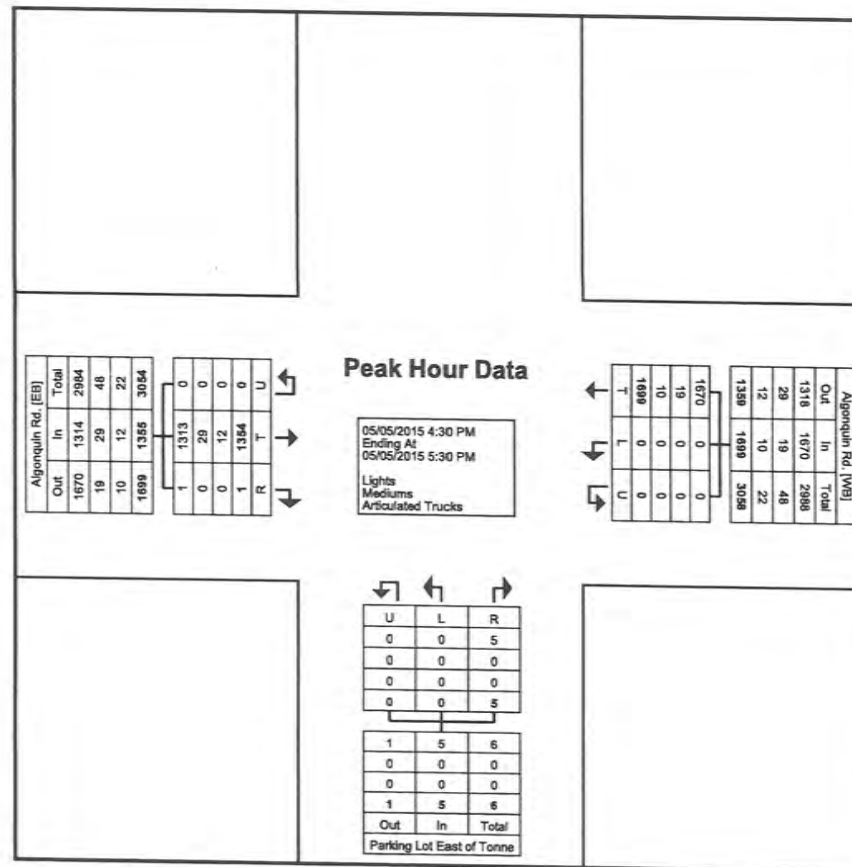
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Algonquin Rd. Westbound				Parking Lot East of Tonne Dr. Northbound				Algonquin Rd. Eastbound				Int. Total
	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	
4:30 PM	0	0	455	455	0	0	2	2	0	341	1	342	799
4:45 PM	0	0	420	420	0	0	2	2	0	292	0	292	714
5:00 PM	0	0	451	451	0	0	1	1	0	371	0	371	823
5:15 PM	0	0	373	373	0	0	0	0	0	350	0	350	723
Total	0	0	1699	1699	0	0	5	5	0	1354	1	1355	3059
Approach %	0.0	0.0	100.0	-	0.0	0.0	100.0	-	0.0	99.9	0.1	-	-
Total %	0.0	0.0	55.5	55.5	0.0	0.0	0.2	0.2	0.0	44.3	0.0	44.3	-
PHF	0.000	0.000	0.934	0.934	0.000	0.000	0.625	0.625	0.000	0.912	0.250	0.913	0.929
Lights	0	0	1670	1670	0	0	5	5	0	1313	1	1314	2989
% Lights	-	-	98.3	98.3	-	-	100.0	100.0	-	97.0	100.0	97.0	97.7
Mediums	0	0	19	19	0	0	0	0	0	29	0	29	48
% Mediums	-	-	1.1	1.1	-	-	0.0	0.0	-	2.1	0.0	2.1	1.6
Articulated Trucks	0	0	10	10	0	0	0	0	0	12	0	12	22
% Articulated Trucks	-	-	0.6	0.6	-	-	0.0	0.0	-	0.9	0.0	0.9	0.7

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Turning Movement Peak Hour Data Plot (4:30 PM)

Appendix C - Parking Observations

Parking Observations April 27 & 28, 2015
135-145 Algonquin Rd, Arlington Heights, IL

	Lot 1	Lot 2	Lot 3	Lot 4	Total of lots
Total spaces	80*	142*	32	34*	288
7:00 am	0	12	4	0	16
8:00 am	0	31, (1 visitor)	7	0	38
9:00 am	0	36, (1 visitor)	15	0	51
10:00 am	0	40, (1 visitor)	18, (1 small bus, 3 large vans)	0	58
11:00 am	0	50, (1 visitor, 1 AXA, 1 Midwest)	19, (1 small bus, 1 large van)	0	69
12:00 pm	0	47, (1 visitor, 1 AXA, 1 Thinfast)	20, (1 small bus, 3 large vans)	0	67
1:00 pm	0	46, (1 visitor, 1 AXA, 1 Thinfast, 1 Midwest)	16, (1 small bus, 2 large vans)	0	62
2:00 pm**	0	43, (1 visitor, 1 AXA, 1 Thinfast, 1 Midwest)	17, (1 small bus, 2 large vans)	0	60
3:00 pm	0	43, (1 visitor, 1 AXA, 1 Thinfast, 1 Midwest)	13	0	56
4:00 pm	0	30, (1 AXA, 1 Midwest)	11	0	41
5:00 pm	0	22, (1 visitor, 1 Thinfast)	8, (1 small bus, 1 large van)	0	30
6:00 pm	0	6, (1 Thinfast)	7, (1 small bus, 2 large vans)	0	13

- * lines for parking spots are indiscernible, in Lot 2 lines are painted over previous lines
- **school bus parked, unrelated to businesses
- Lots are in disrepair, landscaping is pulled up, parking spaces hard to distinguish
- Lot 1-no lines remain, water detention area South of lot, small sidewalk and crosswalk go from Lot 1 to Lot 2
- Lot 2-4 handicap, 1 Midwest Media, 2 AXA Advisors, 2 Thinfast
- Lot 3-6 posts but no signs remain
- Lot 4- 3 posts on Eastside of lot but no signs remain, 1 unattached trailer in SE corner
- Cars pull in from Algonquin and turn around
- Cars cut through in both directions from Arlington Hts Rd and Algonquin in back of the closed Applebee's on the SW corner of Tonne DR and Algonquin
- Bus and vans drop off adults back door of 145 @8 am and pick-up same door around @2:45

HCS 2010 Signalized Intersection Input Data Appendix D - HCS Summaries

General Information					Intersection Information				
Agency	GHA				Duration, h	0.25			
Analyst	DPB	Analysis Date	May 20, 2015		Area Type	Other			
Jurisdiction	IDOT	Time Period	AM PEAK		PHF	0.95			
Intersection	IL 62 @ S Tonne Drive		Analysis Year	EXISTING	Analysis Period	1> 7:00			
File Name	62-Ton AME.xus								
Project Description									

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				47	1710	26	12	1130	16	4	0	5	20	1	133

Signal Information				Signal Phases						Signal Diagrams				
Cycle, s	150.0	Reference Phase	2	Green	1.2	1.4	116.0	15.4	0.0	0.0	Diagram 1	Diagram 2	Diagram 3	Diagram 4
Offset, s	0	Reference Point	End	Yellow	3.0	0.0	4.0	4.0	0.0	0.0	Diagram 5	Diagram 6	Diagram 7	Diagram 8
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	0.0	2.0	2.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

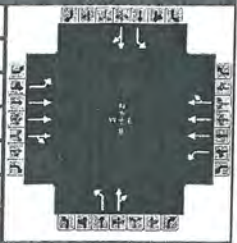
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				47	1710	26	12	1130	16	4	0	5	20	1	133
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (f)				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				120	0		200	0		100	0		100	0	
Grade (Pg), %				0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h				35	35	35	35	35	35	35	35	35	35	35	35

Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		14.0	108.0	14.0	108.0		28.0		28.0
Yellow Change Interval (Y), s		3.0	4.0	3.0	4.0	0.0	4.0	0.0	4.0
Red Clearance Interval (R _c), s		1.0	2.0	1.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s		3	15	3	15	5	8	5	8
Start-Up Lost Time (l _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode		Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry		No	No	No	No	No	No	No	No
Walk (Walk), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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	GHA			Duration, h	0.25
Analyst	DPB	Analysis Date	May 20, 2015	Area Type	Other
Jurisdiction	IDOT	Time Period	AM PEAK	PHF	0.95
Intersection	IL 62 @ S Tonne Drive	Analysis Year	EXISTING	Analysis Period	1> 7:00
File Name	62-Ton AME.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	26	12	1130	16	4	0	5	20	1	133

Signal Information												
Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.2	1.4	116.0	15.4	0.0	0.0		
				Yellow	3.0	0.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	2.0	2.0	0.0	0.0		

												
1	2	3	4	5	6	7	8	9	10	11	12	13

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.6	123.4	5.2	122.0		21.4		21.4
Change Period, (Y+R _c), s	4.0	6.0	4.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0		3.3		3.3
Queue Clearance Time (g _s), s	2.9		2.2			15.7		15.2
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.87		0.41			0.33		1.00
Max Out Probability	0.00		0.00			0.04		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	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	49	1221	606	13	806	400	4	5		21	141	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1848	1774	1863	1849	1242	1579		1405	1580	
Queue Service Time (gs), s	0.9	0.0	0.8	0.2	0.0	0.4	0.5	0.5		2.1	13.2	
Cycle Queue Clearance Time (gc), s	0.9	0.0	0.8	0.2	0.0	0.4	13.7	0.5		2.5	13.2	
Green Ratio (g/C)	0.79	0.78	0.78	0.78	0.77	0.77	0.10	0.10		0.10	0.10	
Capacity (c), veh/h	435	2916	1446	256	2882	1430	66	162		188	162	
Volume-to-Capacity Ratio (X)	0.114	0.419	0.419	0.049	0.280	0.280	0.064	0.033		0.112	0.872	
Available Capacity (ca), veh/h	601	2916	1446	439	2882	1430	121	232		250	232	
Back of Queue (Q), veh/ln (50th percentile)	0.3	0.2	0.5	0.1	0.1	0.3	0.2	0.2		0.7	6.1	
Queue Storage Ratio (RQ) (50th percentile)	0.06	0.00	0.00	0.01	0.00	0.00	0.04	0.00		0.19	0.00	
Uniform Delay (d1), s/veh	3.4	0.0	0.2	3.6	0.0	0.2	73.1	60.6		61.8	66.4	
Incremental Delay (d2), s/veh	0.0	0.4	0.9	0.0	0.2	0.5	0.1	0.0		0.1	16.5	
Initial Queue Delay (d3), 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	3.4	0.4	1.1	3.6	0.2	0.7	73.3	60.7		61.9	82.9	
Level of Service (LOS)	A	A	A	A	A	A	E	E		E	F	
Approach Delay, s/veh / LOS	0.7	A		0.4	A		66.3	E		80.1	F	
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2	B		2.2	B		3.3	C		3.3	C	
Bicycle LOS Score / LOS	1.5	A		1.2	A		0.5	A		0.8	A	

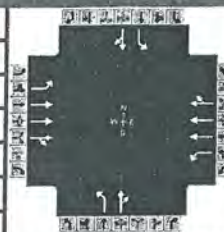
HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	GHA		
Analyst	DPB	Analysis Date	May 20, 2015
Jurisdiction	IDOT	Time Period	AM PEAK
Intersection	IL 62 @ S Tonne Drive	Analysis Year	EXISTING
File Name	62-Ton AME.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00

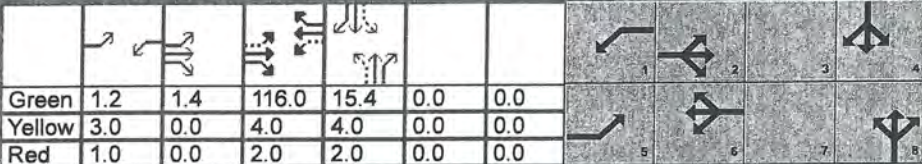


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	26	12	1130	16	4	0	5	20	1	133

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	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})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	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
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.992			0.992			0.847			0.848	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5490		1774	5496			0			12	
Proportion of Vehicles Arriving on Green (P)	0.02	1.00	0.78	0.01	1.00	0.77	0.10	0.00	0.10	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.14	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	6.0	4.0	6.0		6.0		6.0
Green Ratio (g/C)	0.79	0.78	0.78	0.77		0.10		0.10
Permitted Saturation Flow Rate (s_o), veh/h/ln	462	0	254	0		1242		1405
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	116.0	0.0	116.0	0.0		15.4		15.4
Permitted Service Time (g_u), s	115.6	0.0	114.6	0.0		2.2		14.9
Permitted Queue Service Time (g_{os}), s	0.1		0.1			0.5		2.1
Time to First Blockage (g_l), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ls}), 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	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.051	0.000	0.054	0.000	0.164	0.000	0.164
Pedestrian M_{comer} / M_{cw}								
Bicycle c_b / d_b	1565.63	3.54	1547.09	3.85	204.67	60.44	204.67	60.44
Bicycle F_w / F_v	-3.64	1.03	-3.64	0.67	-3.64	0.02	-3.64	0.27

--- Messages ---

No errors or warnings exist.

--- Comments ---

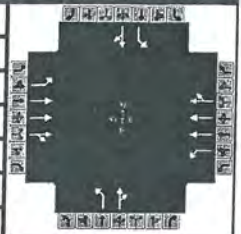
HCS 2010 Signalized Intersection Input Data

General Information

Agency	GHA		
Analyst	DPB	Analysis Date	May 20, 2015
Jurisdiction	IDOT	Time Period	AM PEAK
Intersection	IL 62 @ S Tonne Drive	Analysis Year	TOTAL
File Name	62-Ton AMT.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	31	14	1130	16	4	0	5	20	0	133

Signal Information

Cycle, s	150.0	Reference Phase	2																
Offset, s	0	Reference Point	End	Green	1.4	1.2	116.1	15.3	0.0	0.0									
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	2.0	2.0	0.0	0.0									

Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	31	14	1130	16	4	0	5	20	0	133
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}), %	2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	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	120	0		200	0		100	0		100	0	
Grade (Pg), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	14.0	108.0	14.0	108.0		28.0		28.0
Yellow Change Interval (Y), s	3.0	4.0	3.0	4.0	0.0	4.0	0.0	4.0
Red Clearance Interval (R _c), s	1.0	2.0	1.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	15	3	15	5	8	5	8
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	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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	

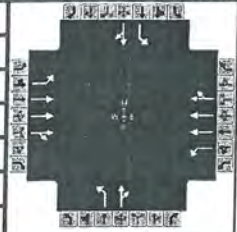
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	GHA		
Analyst	DPB	Analysis Date	May 20, 2015
Jurisdiction	IDOT	Time Period	AM PEAK
Intersection	IL 62 @ S Tonne Drive	Analysis Year	TOTAL
File Name	62-Ton AMT.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	31	14	1130	16	4	0	5	20	0	133

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.4	1.2	116.1	15.3	0.0	0.0						
Yellow	3.0	0.0	4.0	4.0	0.0	0.0						
Red	1.0	0.0	2.0	2.0	0.0	0.0						

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.6	123.4	5.4	122.1		21.3		21.3
Change Period, (Y+R _c), s	4.0	6.0	4.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0		3.3		3.3
Queue Clearance Time (g _s), s	2.9		2.3			15.6		15.1
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.87		0.46			0.33		1.00
Max Out Probability	0.00		0.00			0.04		0.02

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	49	1225	607	15	806	400	4	5		21	140	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1845	1774	1863	1849	1244	1579		1405	1579	
Queue Service Time (g _s), s	0.9	0.0	1.0	0.3	0.0	0.4	0.5	0.5		2.1	13.1	
Cycle Queue Clearance Time (g _c), s	0.9	0.0	1.0	0.3	0.0	0.4	13.6	0.5		2.5	13.1	
Green Ratio (g/C)	0.79	0.78	0.78	0.78	0.77	0.77	0.10	0.10		0.10	0.10	
Capacity (c), veh/h	435	2915	1443	257	2884	1431	66	161		187	161	
Volume-to-Capacity Ratio (X)	0.114	0.420	0.421	0.057	0.280	0.280	0.064	0.033		0.113	0.871	
Available Capacity (c _a), veh/h	602	2915	1443	438	2884	1431	122	232		250	232	
Back of Queue (Q), veh/ln (50th percentile)	0.3	0.2	0.6	0.1	0.1	0.3	0.2	0.2		0.7	6.0	
Queue Storage Ratio (RQ) (50th percentile)	0.06	0.00	0.00	0.01	0.00	0.00	0.04	0.00		0.19	0.00	
Uniform Delay (d ₁), s/veh	3.4	0.0	0.2	3.6	0.0	0.2	73.1	60.7		61.8	66.4	
Incremental Delay (d ₂), s/veh	0.0	0.4	0.9	0.0	0.2	0.5	0.1	0.0		0.1	16.2	
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	3.4	0.4	1.1	3.6	0.2	0.7	73.3	60.7		61.9	82.6	
Level of Service (LOS)	A	A	A	A	A	A	E	E		E	F	
Approach Delay, s/veh / LOS	0.7		A	0.4		A	66.3		E	79.9		E
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2		B	2.2		B	3.3		C	3.3		C
Bicycle LOS Score / LOS	1.5		A	1.2		A	0.5		A	0.8		A

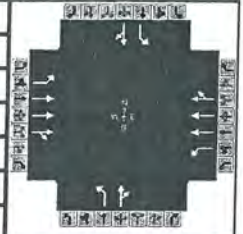
HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	GHA	Analysis Date	May 20, 2015
Analyst	DPB	Time Period	AM PEAK
Jurisdiction	IDOT	Analysis Year	TOTAL
Intersection	IL 62 @ S Tonne Drive	Analysis Period	1> 7:00
File Name	62-Ton AMT.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	31	14	1130	16	4	0	5	20	0	133

Signal Information

Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.4	1.2	116.1	15.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	4.0	0.0	0.0		
				Red	1.0	0.0	2.0	2.0	0.0	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})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	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
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.990			0.992			0.847			0.847	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5471		1774	5496			0			0	
Proportion of Vehicles Arriving on Green (P)	0.02	1.00	0.78	0.01	1.00	0.77	0.10	0.00	0.10	0.10	0.00	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.14	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	6.0	4.0	6.0		6.0		6.0
Green Ratio (g/C)	0.79	0.78	0.78	0.77		0.10		0.10
Permitted Saturation Flow Rate (s_o), veh/h/ln	462	0	253	0		1244		1405
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	116.1	0.0	116.1	0.0		15.3		15.3
Permitted Service Time (g_u), s	115.7	0.0	114.4	0.0		2.2		14.8
Permitted Queue Service Time (g_{os}), s	0.1		0.1			0.5		2.1
Time to First Blockage (g), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.051	0.000	0.054	0.000	0.165	0.000	0.165
Pedestrian M_{oomer} / M_{ow}								
Bicycle c_b / d_b	1564.76	3.55	1548.21	3.83	203.55	60.51	203.55	60.51
Bicycle F_w / F_v	-3.64	1.04	-3.64	0.67	-3.64	0.02	-3.64	0.27

--- Messages ---

No errors or warnings exist.

--- Comments ---

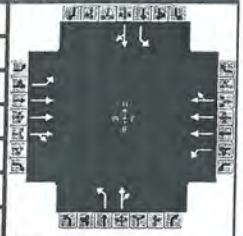
HCS 2010 Signalized Intersection Input Data

General Information

Agency	GHA	Analysis Date	May 20, 2015
Analyst	DPB	Time Period	PM PEAK
Jurisdiction	IDOT	Analysis Year	EXISTING
Intersection	IL 62 @ S Tonne Drive	Analysis Period	1> 7:00
File Name	62-Ton PME.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



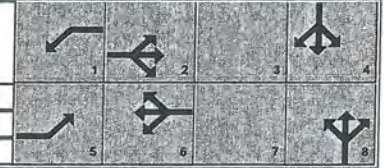
Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	64	4	11	26	0	136

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB	WB	NB	SB
Green	1.1	0.7	105.9	22.3
Yellow	3.0	3.0	4.0	4.0
Red	1.0	1.0	2.0	2.0



Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	64	4	11	26	0	136
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}), %	2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	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	120	0		200	0		100	0		100	0	
Grade (P _g), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	24.0	102.0	13.0	91.0		35.0		35.0
Yellow Change Interval (Y), s	3.0	4.0	3.0	4.0	0.0	4.0	0.0	4.0
Red Clearance Interval (R _c), s	1.0	2.0	1.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	15	3	15	5	8	5	8
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	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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	

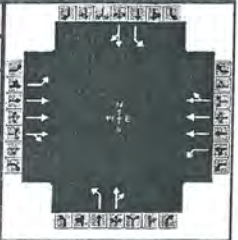
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	GHA	Analysis Date	May 20, 2015
Analyst	DPB	Time Period	PM PEAK
Jurisdiction	IDOT	Analysis Year	EXISTING
Intersection	IL 62 @ S Tonne Drive	Analysis Period	1> 7:00
File Name	62-Ton PME.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00

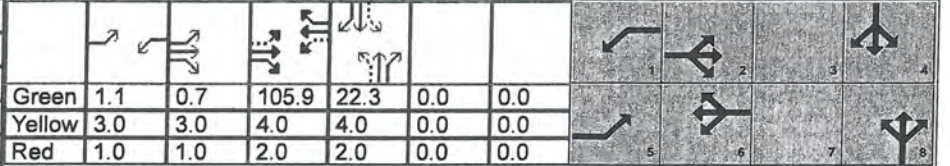


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	64	4	11	26	0	136

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	9.8	116.5	5.1	111.9		28.3		28.3
Change Period, (Y+R _c), s	4.0	6.0	4.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0		3.3		3.3
Queue Clearance Time (g _s), s	5.6		2.3			22.7		14.7
Green Extension Time (g _e), s	0.2	0.0	0.0	0.0		0.3		0.4
Phase Call Probability	1.00		0.38			0.97		1.00
Max Out Probability	0.00		0.00			0.08		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	159	929	463	12	1176	582	67	16		27	143	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1856	1774	1863	1842	1240	1646		1392	1579	
Queue Service Time (g _s), s	3.6	1.0	1.3	0.3	4.8	6.0	8.1	1.2		2.6	12.7	
Cycle Queue Clearance Time (g _c), s	3.6	1.0	1.3	0.3	4.8	6.0	20.7	1.2		3.8	12.7	
Green Ratio (g/C)	0.76	0.74	0.74	0.71	0.71	0.71	0.15	0.15		0.15	0.15	
Capacity (c), veh/h	297	2745	1367	334	2629	1300	128	245		244	235	
Volume-to-Capacity Ratio (X)	0.534	0.338	0.338	0.035	0.447	0.448	0.527	0.064		0.112	0.609	
Available Capacity (c _a), veh/h	543	2745	1367	506	2629	1300	183	318		306	305	
Back of Queue (Q), veh/ln (50th percentile)	1.3	0.4	0.6	0.1	1.4	1.9	2.6	0.5		0.9	5.2	
Queue Storage Ratio (RQ) (50th percentile)	0.27	0.00	0.00	0.01	0.00	0.00	0.66	0.00		0.23	0.00	
Uniform Delay (d ₁), s/veh	5.4	0.4	0.5	6.2	1.4	1.9	69.4	54.9		56.5	59.7	
Incremental Delay (d ₂), s/veh	0.6	0.3	0.7	0.0	0.6	1.1	1.3	0.0		0.1	1.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	5.9	0.7	1.1	6.2	2.0	3.0	70.7	54.9		56.5	60.7	
Level of Service (LOS)	A	A	A	A	A	A	E	D		E	E	
Approach Delay, s/veh / LOS	1.4	A		2.3	A		67.7	E		60.0	E	
Intersection Delay, s/veh / LOS	6.2						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.2	B		2.2	B		3.3	C		3.3	C	
Bicycle LOS Score / LOS	1.3	A		1.5	A		0.6	A		0.8	A	

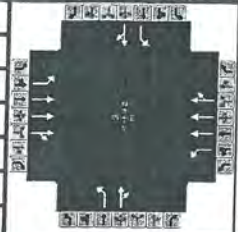
HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	GHA		
Analyst	DPB	Analysis Date	May 20, 2015
Jurisdiction	IDOT	Time Period	PM PEAK
Intersection	IL 62 @ S Tonne Drive	Analysis Year	EXISTING
File Name	62-Ton PME.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	64	4	11	26	0	136

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	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})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	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_o)	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
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.996			0.989			0.883			0.847	
Left-Turn Pedestrian Adjustment Factor (f_{Lob})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rob})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5543		1774	5451			439			0	
Proportion of Vehicles Arriving on Green (P)	0.04	0.98	0.74	0.01	0.94	0.71	0.15	0.15	0.15	0.15	0.00	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	6.0	4.0	6.0		6.0		6.0
Green Ratio (g/C)	0.76	0.74	0.71	0.71		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	272	0	387	0		1240		1392
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	107.8	0.0	105.8	0.0		22.3		22.3
Permitted Service Time (g_u), s	99.7	0.0	105.8	0.0		9.7		21.1
Permitted Queue Service Time (g_{os}), s	11.5		0.0			8.1		2.6
Time to First Blockage (g_r), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), 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	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.066	0.000	0.075	0.000	0.160	0.000	0.160
Pedestrian M_{corner} / M_{cwb}								
Bicycle c_b / d_b	1473.80	5.19	1411.59	6.49	297.55	54.34	297.55	54.34
Bicycle F_w / F_v	-3.64	0.85	-3.64	0.97	-3.64	0.14	-3.64	0.28

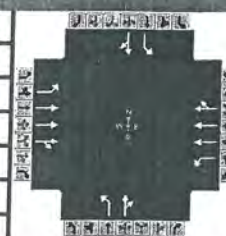
--- Messages ---

No errors or warnings exist.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.25
Analyst	DPB	Analysis Date	May 20, 2015	Area Type	Other
Jurisdiction	IDOT	Time Period	PM PEAK	PHF	0.95
Intersection	IL 62 @ S Tonne Drive	Analysis Year	TOTAL	Analysis Period	1> 7:00
File Name	62-Ton PMT.xus				
Project Description					



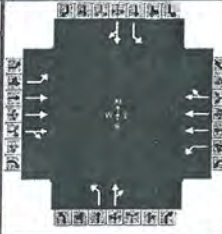
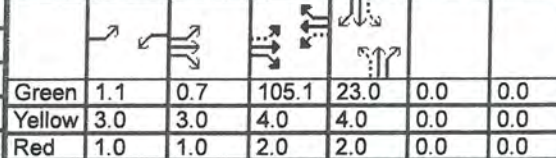
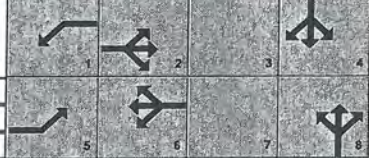
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	69	4	13	26	0	136

Signal Information																
Cycle, s	150.0	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	0.7	105.1	23.0	0.0	0.0						
				Yellow	3.0	3.0	4.0	4.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	2.0	0.0	0.0						

[illegible][illegible]

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		GHA				Duration, h		0.25									
Analyst		DPB		Analysis Date		May 20, 2015		Area Type		Other							
Jurisdiction		IDOT		Time Period		PM PEAK		PHF		0.95							
Intersection		IL 62 @ S Tonne Drive		Analysis Year		TOTAL		Analysis Period		1> 7:00							
File Name		62-Ton PMT.xus															
Project Description																	
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						151	1313	9	11	1635	35	69	4	13	26	0	136
Signal Information																	
Cycle, s	150.0	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
						Green	1.1	0.7	105.1	23.0	0.0	0.0					
						Yellow	3.0	3.0	4.0	4.0	0.0	0.0					
						Red	1.0	1.0	2.0	2.0	0.0	0.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						5	2	1	6		8		4				
Case Number						1.1	4.0	1.1	4.0		6.0		6.0				
Phase Duration, s						9.9	115.8	5.1	111.1		29.0		29.0				
Change Period, (Y+R _c), s						4.0	6.0	4.0	6.0		6.0		6.0				
Max Allow Headway (MAH), s						3.0	0.0	3.0	0.0		3.3		3.3				
Queue Clearance Time (g _s), s						5.6		2.3			23.3		14.7				
Green Extension Time (g _e), s						0.2	0.0	0.0	0.0		0.3		0.4				
Phase Call Probability						1.00		0.38			0.98		1.00				
Max Out Probability						0.00		0.00			0.13		0.00				
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h						159	929	463	12	1176	582	73	18		27	143	
Adjusted Saturation Flow Rate (s), veh/h/ln						1774	1863	1856	1774	1863	1842	1240	1637		1389	1579	
Queue Service Time (g _s), s						3.6	1.3	1.6	0.3	5.4	6.5	8.7	1.4		2.6	12.7	
Cycle Queue Clearance Time (g _c), s						3.6	1.3	1.6	0.3	5.4	6.5	21.3	1.4		3.9	12.7	
Green Ratio (g/C)						0.75	0.73	0.73	0.71	0.70	0.70	0.15	0.15		0.15	0.15	
Capacity (c), veh/h						296	2727	1359	332	2609	1290	134	252		249	243	
Volume-to-Capacity Ratio (X)						0.537	0.341	0.341	0.035	0.451	0.451	0.541	0.071		0.110	0.590	
Available Capacity (c _a), veh/h						533	2727	1359	495	2609	1290	184	317		304	305	
Back of Queue (Q), veh/ln (50th percentile)						1.3	0.5	0.7	0.1	1.5	2.0	2.8	0.6		0.9	5.1	
Queue Storage Ratio (RQ) (50th percentile)						0.27	0.00	0.00	0.01	0.00	0.00	0.71	0.00		0.23	0.00	
Uniform Delay (d ₁), s/veh						5.6	0.5	0.6	6.4	1.7	2.1	69.0	54.3		56.0	59.1	
Incremental Delay (d ₂), s/veh						0.6	0.3	0.7	0.0	0.6	1.1	1.3	0.0		0.1	0.9	
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						6.2	0.8	1.3	6.4	2.2	3.2	70.2	54.4		56.0	59.9	
Level of Service (LOS)						A	A	A	A	A	A	E	D		E	E	
Approach Delay, s/veh / LOS						1.5	A	2.6	A	67.1	E	59.3	E				
Intersection Delay, s/veh / LOS						6.5						A					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.2	B	2.2	B	3.3	C	3.3	C				
Bicycle LOS Score / LOS						1.3	A	1.5	A	0.6	A	0.8	A				

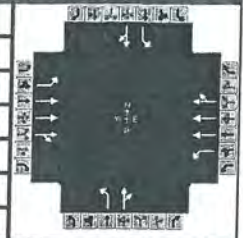
HCS 2010 Signalized Intersection Intermediate Values

General Information

Agency	GHA	Analysis Date	May 20, 2015
Analyst	DPB	Time Period	PM PEAK
Jurisdiction	IDOT	Analysis Year	TOTAL
Intersection	IL 62 @ S Tonne Drive	Analysis Period	1> 7:00
File Name	62-Ton PMT.xus		
Project Description			

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	69	4	13	26	0	136

Signal Information

Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	0.7	105.1	23.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	3.0	4.0	4.0	0.0	0.0		
				Red	1.0	1.0	2.0	2.0	0.0	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})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	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
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.996			0.989			0.879			0.847	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5543		1774	5451			385			0	
Proportion of Vehicles Arriving on Green (P)	0.04	0.98	0.73	0.01	0.93	0.70	0.15	0.15	0.15	0.15	0.00	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	6.0	4.0	6.0		6.0		6.0
Green Ratio (g/C)	0.75	0.73	0.71	0.70		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	272	0	387	0		1240		1389
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	107.1	0.0	105.1	0.0		23.1		23.1
Permitted Service Time (g_u), s	98.4	0.0	105.0	0.0		10.4		21.7
Permitted Queue Service Time (g_{os}), s	12.2		0.0			8.7		2.6
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

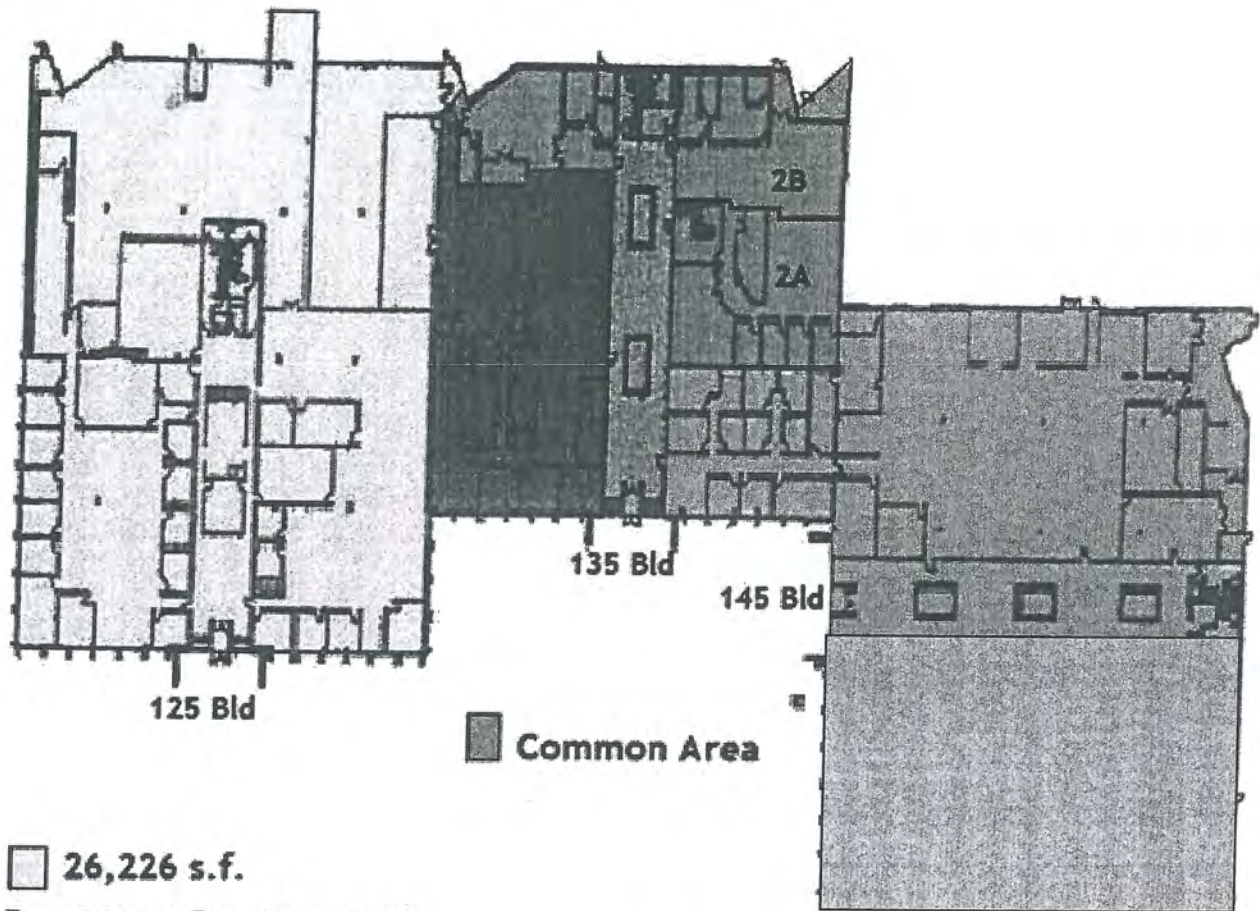
	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.068	0.000	0.076	0.000	0.160	0.000	0.160
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1464.18	5.38	1401.06	6.73	307.18	53.73	307.18	53.73
Bicycle F_w / F_v	-3.64	0.85	-3.64	0.97	-3.64	0.15	-3.64	0.28

--- Messages ---

No errors or warnings exist.

--- Comments ---

Lincoln Atrium Condominium Association



26,226 s.f.

Programmers Investment Corp.

2,020 s.f.

AXA Advisors

7,586 s.f.

REO VACANT)

2A - 3,480 s.f.

ThinFastMD

2B - 2,786 s.f.

iPure Med Spa

1A - 13,113 sf

Xilin Association

1B - 12,832 sf

American Midwest Bank (VACANT)

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15/011
 Petitioner: Linda Yang
145 E. Algonquin Rd. Arlington Hts. 60005
847-607-6555 Fax 847-621-2863
 Owner: National Realty Holdings, LLC
1985 DeKalb Ave. Sycamore, IL 60178
763-458-9542
 Contact Person: _____
 Address: _____
 Phone #: _____
 Fax #: _____
 E-Mail: LindaYang@xilin.org

P.I.N.# 08-16-401-021
 Location: 145 E. Algonquin Rd. Arlington Hts, 60005
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: ✓ For: Expanding
Adult Day Care Center and other services
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 16,114sf
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

YES NO

1. _____ ✓ VILLAGE BUILDING CODE
2. _____ PRESENT ZONING USE
3. _____ REQUESTED ZONING USE
4. _____ SUBDIVISION REQUIRED
5. _____ SIGN CODE

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

6. GENERAL COMMENTS:

- PROVIDE PROPOSED OCCUPANT LOAD
- PROVIDE TOTAL SQUARE FOOTAGE OF
EXISTING & NEW EXPANSION AREA
- INDICATE LOCATION AND NUMBER OF EXITS

DAB PIERCE 7-20-15
 Director PLAN REVIEWER Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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of Lots: _____ Current: _____ Proposed: _____
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Special Use: _____ For: _____
Land Use Variation: ☒ For: Expanding
Adult Day Care Center and other services
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 16,114sf
of Units Total: _____
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

INSPECTIONAL SERVICES

REFER TO ATTACHED

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Paul Butta
Director

7/21/15

Date

MEMORANDUM

TO: Latika Bhide - Development Planner

FROM: Paul Butt – Fire Safety Plan Reviewer

DATE: 7/22/15

RE: Xilin Adult Day Care Center
145 E. Algonquin Rd
PC#15-011 – Round 1

I have reviewed the documents submitted for the above referenced Plan Commission hearing review and offer the following comments:

1. Plans are too incomplete to conduct a review. Show the existing facility and how the expansion will be incorporated.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-011

Petitioner: Linda Yang

145 E. Algonquin Rd. Arlington Hts. 60005

847-607-6555 Fax 847-621-2863

Owner: National Realty Holdings, LLC

1985 DeKalb Ave. Sycamore, IL 60178

763-458-9542

Contact Person: _____

Address: _____

Phone #: _____

Fax #: _____

E-Mail: LindaYang@xilin.org

P.I.N.# 08-16-401-021

Location: 145 E. Algonquin Rd. Arlington Hts, 60005

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: ☒ For: Expanding

Adult Day Care Center and other services

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: 16,114sf

of Units Total: _____

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

	EXISTING IMPROVEMENT	REQUIRED IMPROVEMENT	COMMENTS
1. <u>UTILITIES:</u>			
Water	_____	_____	_____
Metering	_____	_____	_____
Backflow	_____	_____	_____
Sanitary Sewer	_____	_____	_____
Storm Sewer	_____	_____	_____
2. <u>SURFACE:</u>			
Pavement	_____	_____	_____
Curb & Gutter	_____	_____	_____
Sidewalks	_____	_____	_____
Street Lighting	_____	_____	_____
3. <u>GENERAL COMMENTS:</u>			



 Director

7-14-15

 Date

See memo dated 7-14-15

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: July 14, 2015

Subject: 145 E. Algonquin Rd, P.C. #15-011

Cris,

With regard to the proposed land use variation at 145 E. Algonquin Rd.;

- 1) The owner will need to install new RPZ devices for fire protection and domestic consumption.
- 2) The owner will need to install a new compound water meter. The existing meter is 35 years old.

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

C. file

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>15-011</u>	P.I.N.# <u>08-16-401-021</u>
Petitioner: <u>Linda Yang</u>	Location: <u>145 E. Algonquin Rd. Arlington Hts, 60005</u>
<u>145 E. Algonquin Rd. Arlington Hts, 60005</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>847-607-6555 Fax 847-621-2863</u>	Subdivision: <u> </u>
Owner: <u>National Realty Holdings, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>1985 DeKalb Ave. Sycamore, IL 60178</u>	PUD: <u> </u> For: <u> </u>
<u>763-458-9542</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u> </u>	Land Use Variation: <u>✓</u> For: <u>Expanding</u>
Address: <u> </u>	<u>Adult Day Care Center and other services</u>
Phone #: <u> </u>	Land Use: <u> </u> Current: <u> </u>
Fax #: <u> </u>	Proposed: <u> </u>
E-Mail: <u>LindaYang@xilin.org</u>	Site Gross Area: <u>16,114sf</u>
	# of Units Total: <u> </u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water XSanitary Sewer XStorm Sewer X

b. Surface Improvement

Pavement XCurb & Gutter XSidewalks XStreet Lighting X

c. Easements

Utility & Drainage XAccess X

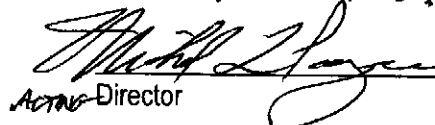
2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC b. IDOT c. ARMY CORP d. IEPA e. CCHD

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

GENERAL COMMENTS ATTACHED

No ADDITIONAL COMMENTS AT THIS TIME.

 PLANS PREPARED BY: N/A
 DATE OF PLANS: N/A

 7/24/15
 Acting Director Date

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Xilin Adult Day Care Center
145 E. Algonquin Road
Land Use- Adult Daycare

Round 1 Review Comments

7/13/2015

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code.

3. Present traffic problems?

There are no apparent traffic problems at this location.

4. Traffic accidents at particular location?

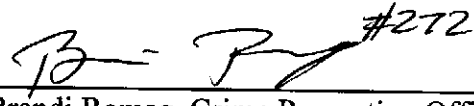
This is not a problem area in relation to traffic accidents.

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

This development should not create any additional traffic problems.

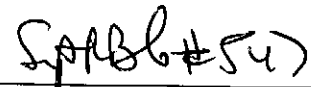
6. General comments:

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.



Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:



Supervisor's Signature

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JUL 14 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

POLICE DEPARTMENT

5

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 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: ✓ For: Expanding
Adult Day Care Center and other services
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 16,114sf
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. CHARACTER OF USE: (WOULD IT BE A PROBLEM TYPE?)

2. ARE LIGHTING REQUIREMENTS ADEQUATE?

3. PRESENT TRAFFIC PROBLEMS?

4. TRAFFIC ACCIDENTS AT PARTICULAR LOCATION:

5. TRAFFIC PROBLEMS THAT MAY BE CREATED BY THE DEVELOPMENT:

6. GENERAL COMMENTS:

Chief

Date

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>15-011</u>	P.I.N.# <u>08-16-401-021</u>
Petitioner: <u>Linda Yang</u>	Location: <u>145 E. Algonquin Rd. Arlington Hts, 60005</u>
<u>145 E. Algonquin Rd. Arlington Hts, 60005</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>847-607-6555 Fax 847-621-2863</u>	Subdivision: <u> </u>
Owner: <u>National Realty Holdings, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>1985 DeKalb Ave. Sycamore, IL 60178</u>	PUD: <u> </u> For: <u> </u>
<u>763-458-9542</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u> </u>	Land Use Variation: <u> ✓ </u> For: <u>Expanding</u>
Address: <u> </u>	<u>Adult Day Care Center and other services</u>
<u> </u>	Land Use: <u> </u> Current: <u> </u>
Phone #: <u> </u>	Proposed: <u> </u>
Fax #: <u> </u>	Site Gross Area: <u>16,114sf</u>
E-Mail: <u>LindaYang@xilin.org</u>	# of Units Total: <u> </u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

*(Petitioner: Please do not write below this line.)*1. GENERAL COMMENTS:

No comments at this time.

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JUL 14 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

7/14/15

Date

James McCalister

Director

7/14/15

Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Linda Yang _____
 145 E. Algonquin Rd. Arlington Hts, 60005
 847-607-6555 Fax 847-621-2863
 Owner: National Realty Holdings, LLC
 1985 DeKalb Ave. Sycamore, IL 60178
 763-458-9542
 Contact Person: _____
 Address: _____
 Phone #: _____
 Fax #: _____
 E-Mail: LindaYang@xilin.org

P.I.N.# 08-16-401-021
 Location: 145 E. Algonquin Rd. Arlington Hts, 60005
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: ☒ For: Expanding
 Adult Day Care Center and other services
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 16,114sf
 # of Units Total: _____
 1BR: 2BR: 3BR: 4BR:

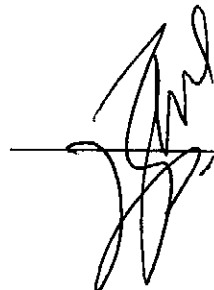
(Petitioner: Please do not write below this line.)

YES NO

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

Comments:

Please see attached

 7/23/15
 Date

Planning Department Comments (PL15-011, Xilin Adult Day Care, 145 E. Algonquin Road, Round 1)

7. The property at 145 E. Algonquin Road is zoned M-2, Limited Heavy Manufacturing District. A Land Use Variation for an 'Adult Day Care Center' in the M-2 district is required. The Chinese language lab is considered a commercial school and is a permitted use in the M-2 district. The In-home care service office is classified as a Business/Professional Office and is a permitted use within the M-2 district.
8. What is the square footage of the space to be purchased by Xilin? It was previously indicated that it was 12,831 SF, but the traffic study indicates that it will be 16,200 SF.
9. How many clients/adults utilize the day care currently and what enrollment is expected after expansion?
10. Please confirm the total number of staff at this location – how many existing employees and how many additional staff are proposed with the expansion.
11. What areas will the expanded Adult Day Care occupy? Will the Day Care utilize the activity room during the day?
12. Will the Adult Day Care be open on Saturday and Sunday? What activities will take place on the weekends?
13. Please provide a schedule of monthly activities. Where and when will the folk dancing, Chinese music instrument and martial art classes be held?
14. Will Xilin pursue a property tax exemption for this space?
15. How long has the current tenant space been vacant for? The Land Use Variation justification states that it has been vacant for several years. Explain the type of marketing efforts used by the current property to re-tenant the building with a use that is allowed within the underlying zoning district.
16. The floor plan is not dimensioned. Please provide a dimensioned plan.
17. How do clients/adults arrive at the day care? Are there any clients that drive? The parking study suggests that only the 9 additional employees –no clients will drive a vehicle to the site.
18. Parking counts were conducted on two weekdays. Please provide counts for Saturday or explain why counts were not conducted on a weekend?
19. How many vehicles does Xilin own? What type? Where are they parked?
20. The parking study does not analyze the parking impacts associated with the other functions such as dance lessons, language lab, martial arts, etc. The additional demand due to these activities needs to be included in the parking calculations.
21. The existing parking lot does not meet Code requirements as far as landscaping – landscaping islands are not present at the ends of all parking rows and every 20 spaces. This is considered nonconforming.

22. The total code required parking for this site is calculated as:

Use	Square Footage/ Employees	Parking Ratio	Required Parking
145 E. Algonquin Road			
Xilian Day Care	25,945 SF/40 employees	3 spaces / 2 employees	60
125-135 E. Algonquin Road			
Programmers Investment Corp	26,226	1 space / 300 SF	87
AXA Advisors	2,020	1 space / 300 SF	7
Vacant	7,586	1 space/ 300 SF	25
Thin Fast	3,480	1 space/ 200 SF	17
iPure Med Spa	2,786	1 space/ 250 SF	11
Total	42,098		147
Total			207
Total Provided			279
Surplus / (Deficit)			72

It appears that there is adequate parking on site.

23. Staff recommends that the petitioner and property owner evaluate the possibility of rezoning the property to the B-3 district and a Comprehensive Plan Amendment which may closer reflect the master plan, and the existing building configuration.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-011
 Petitioner: Linda Yang
145 E. Algonquin Rd. Arlington Hts, 60005
847-607-6555 Fax 847-621-2863
 Owner: National Realty Holdings, LLC
1985 DeKalb Ave. Sycamore, IL 60178
763-458-9542
 Contact Person: _____
 Address: _____
 Phone #: _____
 Fax #: _____
 E-Mail: LindaYang@xilin.org

P.I.N.# 08-16-401-021
 Location: 145 E. Algonquin Rd. Arlington Hts, 60005
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: ✓ For: Expanding
Adult Day Care Center and other services
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 16,114sf
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	<u>N/A</u>	_____
2. Complies with Landscape Plan Ordinance	<u>N/A</u>	_____
3. Parkway Tree Fee Required (See below.)	_____	<u>X</u>

Comments:

NO COMMENTS

[Signature] 7/24/15
 Coordinator Date

Responses to all the Comments in Petitioner's Application

Building Department Form 1

1. Provide proposed occupant load.

Answer: 100 clients in the proposed area

2. Provide total square footage of existing & new expansion area.

Answer: The existing area is 12,933 SF; the new expansion area is 16,200 SF

3. Indicate location and number of exits.

Answer: Please see attached diagram I. (Room number with function and square foot, as well as the fire exit for future area)

Building Department Form 1A

From Fire Safety Plan Reviewer: 1. Plans are too incomplete to conduct a review. Show the existing facility and how the expansion will be incorporated.

Answer: Please see attached diagram II. (The fire exit for existing area)

Public Works Department Form 2

1. The owner will need to install new RPZ devices for fire protection and domestic consumption.

Answer: Yes, we will.

2. The owner will need to install a new compound water meter.

Answer: Yes, we will.

Engineering Department Form 3

No additional comments at this time.

Fire Department Form 4

No comments at this time.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Police Department Form 5

1. Character of use: The character of use is consistent with the area and is not a concern.
2. Are lighting requirements adequate? Lighting should be up to Village of Arlington Heights code.
3. Present traffic problem: There are no apparent traffic problems at this location.
4. Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.
5. Traffic problems that may be created by the development. This development should not create any additional traffic problem.
6. General comments: Agent contact information must be provided to the Arlington Heights Police Department during all construction phases.

Answer: Had filled out the Emergency contact cards via the Village of Arlington Heights website.

Health Services Department Form 6

No comments at this time.

Planning & Community Development Department Form 7

7. The property at 145 E. Algonquin Road is zoned M-2, Limited Heavy Manufacturing District. A Land Use Variation for an 'Adult Day Care Center' in the M-2 district is required. The Chinese language lab is considered a commercial school and is a permitted use in the M-2 district. The In-home care service office is classified as a Business/Professional Office and is a permitted use within the M-2 district.

Answer: We are applying the Land Use Variation for Adult Day Care center.

8. What is the square footage of the space to be purchased by Xilin? It was previously indicated that it was 12,831 SF, but the traffic study indicates that it will be 16,200SF.

Answer: 12,831 SF is for existing area; 16,200 SF is for proposed purchasing.

9. How many clients/adults utilize the day care currently and what enrollment is expected after expansion?

Answer: 130 clients is the currently maximum number. We expect have 200 max after expansion.

10. Please confirm the total number of staff at this location – how many existing employees and how many additional staffs are proposed with the expansion.

Answer: 19 employees currently have. We will add 9 employees after expansion.

11. What areas will the expanded Adult Day Care occupy? Will the Day Care utilize the activity room during the day?

Answer: 12,832 SF is planned for Adult Day Care. Yes, the activity room will be used for Adult Day Care.

12. Will the Adult Day Care be open on Saturday and Sunday? What activities will take place on weekend?

Answer: There's no Adult Day Care on Saturday and Sunday. Chinese dance lessons, martial arts, etc. will be in the weekend.

13. Please provide a schedule of monthly activities. Where and when will the folk dancing, Chinese music instrument and martial art classes be hold?

Answer: There's no scheduled yet. The activities will utilize all the rooms, and only be hold in the weekend.

14. Will Xilin pursue a property tax exemption for this space?

Answer: Yes, we are applying for the tax exemption.

15. How long has the current tenant space been vacant for? The Land Use Variation justification states that it has been vacant for several years. Explain the type of marketing efforts used by the current property to re-tenant the building with a use that is allowed within the underlying zoning district.

Answer: The building has been vacant since 2007. *There's no serious buyer who interesting this building due to the slow economy.*

16. The floor plan is not dimensioned. Please provide a dimensioned plan.

Answer: Please see attached sheet I. (Room number with function and square foot, as well as the fire exit for future area)

17. How do clients/adults arrive at the day care? Are there any clients that drive? The parking study suggests that only the 9 additional employees – no clients will drive a vehicle to the site.

Answer: By Xilin's vans. We did reserve 2 positions for private cars when we purchased the first half of building. The 2 positions are enough at this point.

18. Parking counts were conducted on two weekdays. Please provide counts for Saturday or explain why counts were not conducted on a weekend?

Answer: Currently, all the businesses are closed during the weekend. Xilin doesn't have activities during the weekend for now. The programs will be opened gradually after the expansion. We don't have measurement yet.

19. How many vehicles does Xilin own? What type? Where are they parked?

Answer: Xilin has 5 vans. They are parked in parking lot.

20. The parking study does not analyze the parking impacts associated with the other functions such as dance lessons, language lab, martial arts, etc. The additional demand due to these activities needs to be included in the parking calculations.

Answer: The language labs, which open in weekdays, will have 4 people at the most. Other activities are held in weekend and there're no more than 40 people on each day, which will not affect the traffic around the area.

21. The existing parking lot does not meet Code requirements as far as landscaping – landscaping islands are not present at the ends of all parking rows and every 20 spaces. This is considered nonconforming.

Answer: There're landscape islands on the Plat of Survey. Please see attached "Flat of survey", attachment III.

22. It appears that there is adequate parking on site.

23. Staff recommends that the petitioner and property owner evaluate the possibility of rezoning the property to the B-3 district and a Comprehensive Plan Amendment which may closer reflect the master plan, and the existing building configuration.

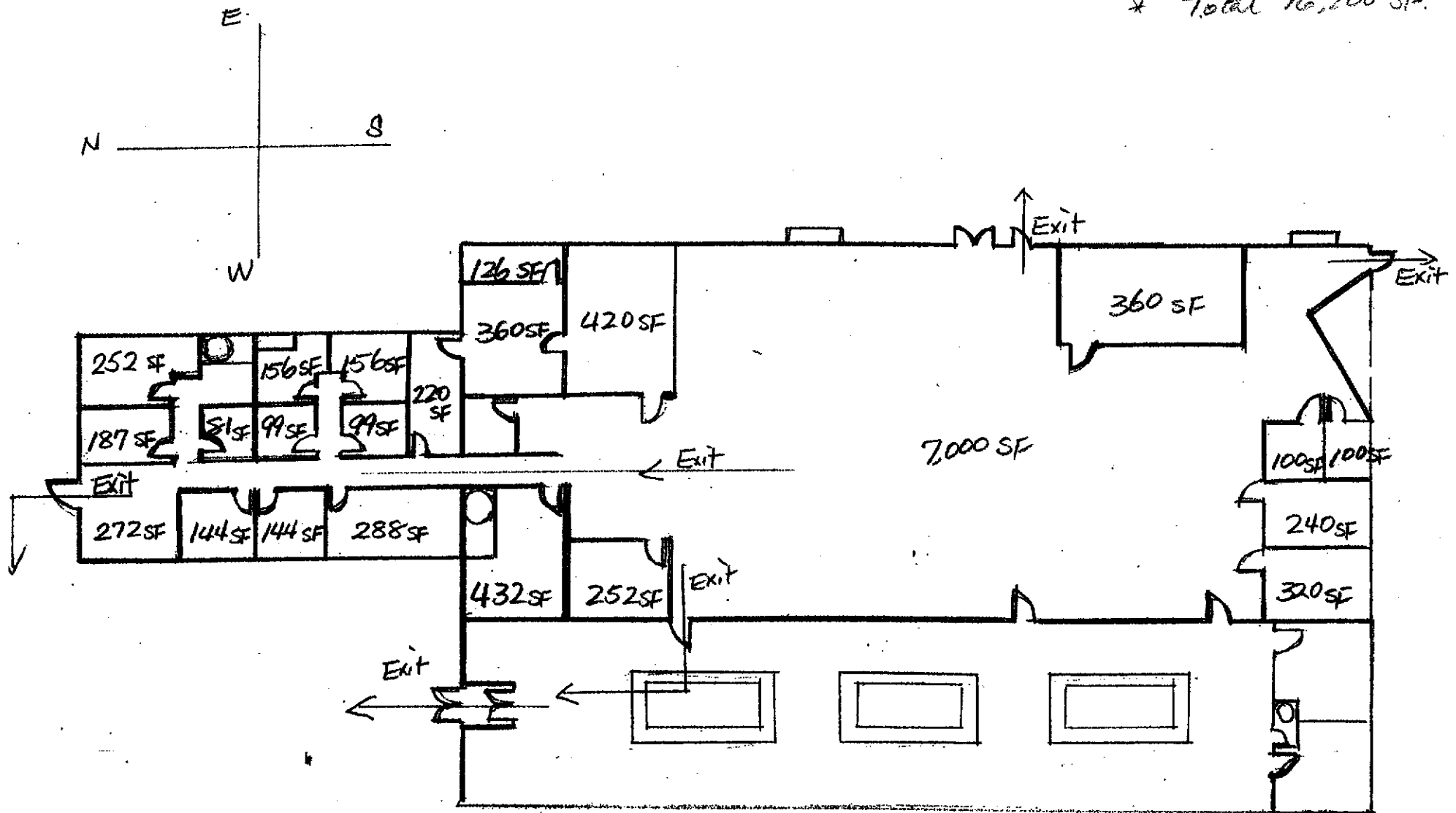
Answer: Yes, we will work with the building association.

Planning & Community Development Department Form 7A

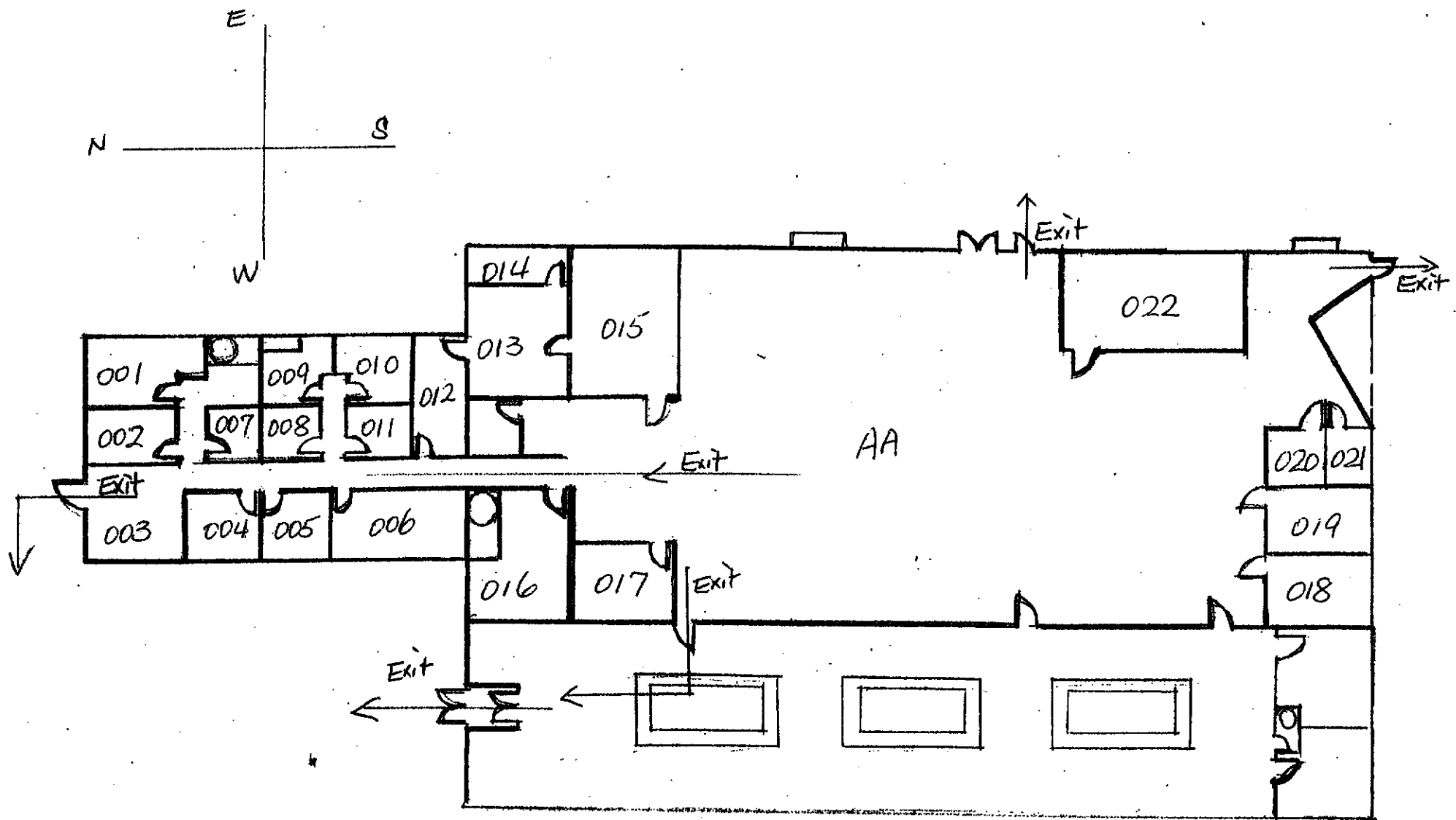
No comments

Attachment I

- * Evacuation map
- * Total 16,200 SF.



145 E. Algonquin Rd
Arlington Heights, IL 60005



145 E. Algonquin Rd
Arlington Heights, IL 60005

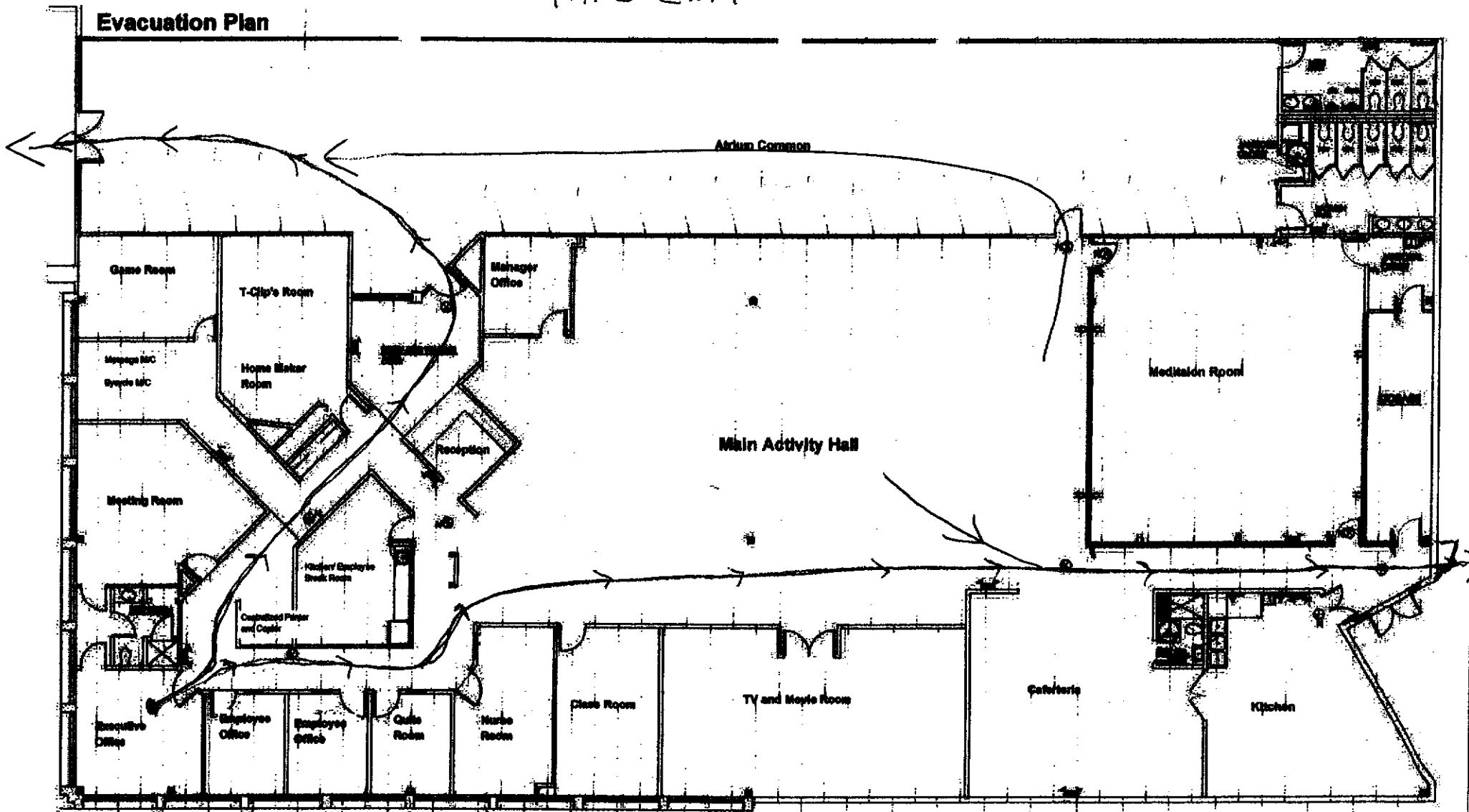
Building Layout and Occupancy Analysis

Room #	Function	Size in SF	Max People	Max Employee	Opt Hours
001	In-home Care Svce Office	21x12=252	4	4	M-F, 7am-7pm
002	Transportation Service Office	17x11=187	2	2	M-F, 7am-7pm
003	Reception	17x16=272	0		M-F, 7am-7pm
004	Director/Manager Office	12x12=144	1	1	M-F, 7am-7pm
005	Director/Manager Office	12x12=144	1	1	M-F, 7am-7pm
006	Internal Training/Meeting Room	24x12=288	0		M-F, 7am-7pm
007	Language Lab	9x9=81	1		M-F, 7am-7pm
008	Language Lab	11x9=99	1		M-F, 7am-7pm
009	Language Lab	13x12=156	1		M-F, 7am-7pm
010	Language Lab	13x12=156	1		M-F, 7am-7pm
011	Language Lab	11x9=99	1		M-F, 7am-7pm
012	Internal Training/Meeting Room	22x10=220	0		M-F, 7am-7pm
013	Computer Room	20x18=360	1	1	M-F, 7am-7pm
014	Patch Panel Room	18x7=126	0		M-F, 7am-7pm
015	Library II	28x15=420	4		M-F, 7am-7pm
016	Kichen/Rest	24x18=432	0		M-F, 7am-7pm
017	Library I	18x14=252	5	1	M-F, 7am-7pm
018	Nurse Room	20x16=320	2	1	M-F, 7am-7pm
019	Quiet (rest) Room	20x12=240	3		M-F, 7am-7pm
020	Hot Floor Therapy Room	10x10=100	6		M-F, 7am-7pm
021	Hot Floor Therapy Room	10x10=100	6		M-F, 7am-7pm
022	Art Room	24x15=360	10		M-F, 7am-7pm
AA	Activity Room	100x70=7000	40		S, S, 9am-5pm, M-F, 7pm-10pm
		Total weekdays:	50	11	
		Total weekends:	40		

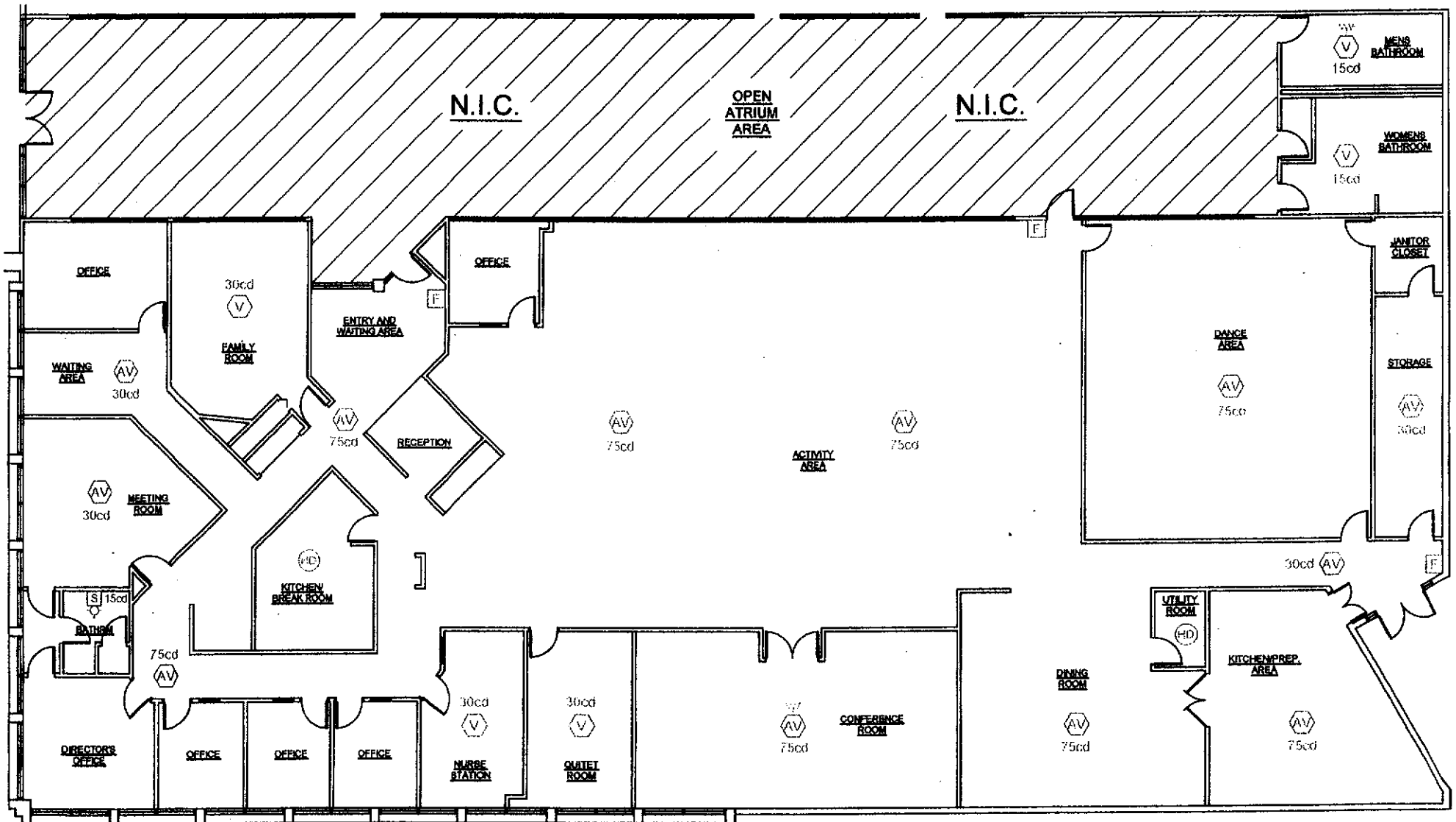
Attachment II

145 E Algonquin Rd.
Arlington Heights, IL 60005
Fire Exit

Evacuation Plan



145 E. ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL 60005



FIRE ALARM PLAN

PLAN COMMISSION PROJECT TIMELINE

Project Name: Xilin Adult Day Care Facility
PC Number: PC 15-011
Location: 145 E. Algonquin Road
Requested Action: Land Use Variation to allow a 16,200 square foot addition to an existing adult day care facility in an M-2, Limited Heavy Manufacturing District.

	Date	# of Business Days
Plat and Sub Committee Meeting	7-8-2015	
Awaiting Petitioner PC Application	7-8-2015	0 days
PC Application Submittal Date	7-8-2015	
1 st Round Department Comments	7-24-2015	12 days
Petitioner's Response	8-7-2015	10 days
PC Hearing*	9-9-2015	44 days from application date
Village Board	9-21-2015	8 days
Village Board Ordinance Adoption	10-5-2015	10 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.



Item: Northwest Crossings - 1421 & 1501 W. Shure Dr.- PC#15-019

Department: Planning & Community Development

BACKGROUND

1. Amendment to PUD Ordinances 88-060, 14-002 and 15-016.
2. A variation from Chapter 28, Section 6.12, Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis.
3. A variation from Chapter 28, Section 6.5, Accessory Structures, to allow a sports/basketball court and associated basketball pole at 1421 W. Shure Drive and within the side yard along Shure Drive.
4. A variation from Chapter 28, Section 6.13-3, Location of Fences to allow a fence 14 feet in height (6 feet fence with an 8 foot tall sports net/mesh constructed thereon) in conjunction with the aforesaid sports/basketball court.

RECOMMENDATION

A public hearing was held by the Plan Commission on September 16, 2015 where Commissioner Green moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees approval of PC# 15-019, an amendment to PUD Ordinances 88-060, 14-002, and 15-016; a variation from Chapter 28, Section 6.12, Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis; a variation from Chapter 28, Section 6.5, Accessory Structures, to allow a sports/basketball court and associated basketball pole at 1421 West Shure Drive and within the side yard along Shure Drive; and a variation from Chapter 28, Section 6.13-3, Location of Fences, to allow a fence 14 feet in height (six-foot fence with an eight-foot tall sports net/mesh constructed thereon) in conjunction with the aforesaid sports/basketball court.

This approval is contingent upon compliance with the recommendations of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 10, 2015, and the following:

1. The Petitioner shall, within not more than three years from the date of Village

Board approval of the current request for PUD amendment, provide to the Department of Planning and Community Development an approved option for upgrading the exterior proposed interim CMU north wall of the 1501 West Shure Drive building along with the schedule of construction.

2. The Petitioner shall provide a landscaping plan that consists of shade trees, shrubs, and perennials on the north elevation of the 1501 West Shure Drive building, foundation plantings, and it will be submitted concurrent with the design approval referenced in number 1.

3. Prior to Village Board consideration, the Petitioner shall provide details of the proposed sports fence.

4. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
PC Minutes 9/16/15 DRAFT	Minutes
Location Map	Exhibits
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Storm Water Memo	Correspondence
Justification	Correspondence
Department Comments	Correspondence
Response to Department Comments	Correspondence
PC Timeline Tracker	Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Latika Bhide, Development Planner
Meeting Date: September 16, 2015
Date Prepared: September 10, 2015

Project Title: Northwest Crossings
Address: 1421 W. Shure Drive and 1501 W. Shure Drive

BACKGROUND INFORMATION

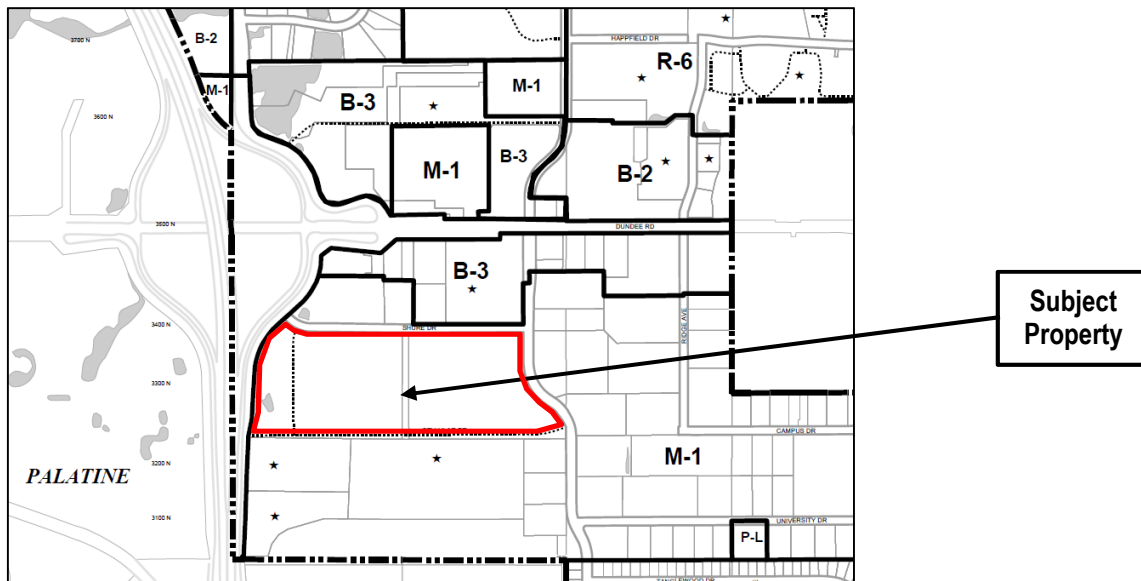
Petitioner: Adam Keldermans
Address: Torburn Partners
1033 Skokie Blvd., Suite 480
Northbrook, IL 60062

Existing Zoning: M-1, Research Development and Light Manufacturing District

Requested Action:
Amendment to PUD Ordinances 88-060, 14-002 and 15-016.

Variations Required:

1. Chapter 28, Section 6.12, Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis;
2. Chapter 28, Section 6.5, Accessory Structures, to allow a sports/basketball court and associated basketball pole at 1421 W. Shure Drive and within the side yard along Shure Drive;
3. Chapter 28, Section 6.13-3, Location of Fences to allow a fence 14 feet in height (6 feet fence with an 8 foot tall sports net/mesh constructed thereon) in conjunction with the aforesaid sports/basketball court.



Surrounding Land Uses

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1, Research, Development, and Light Manufacturing District and B-3	Multi-tenant office buildings	Offices only, Commercial
South	M-1, Research, Development, and Light Manufacturing District	Nokia south campus	R&D, Mfg, Warehouse
East	M-1, Research, Development, and Light Manufacturing District	Multi-tenant office/warehouse buildings	R&D, Mfg, Warehouse
West	Village of Palatine (Route 53)		

Summary

The overall site is approximately 39.6 acres in area and located on the north side of Cellular Drive. The former Nokia Siemens property at 1421, 1441, and 1501 W. Shure Drive was previously purchased by Torburn Partners in 2013. As part of the sale of the property to Torburn, Nokia entered into a 12-year lease for the 1455 W. Shure Drive building located south of Cellular Drive. Nokia completed renovations to this building and relocated and occupied the entire southern portion of the campus in 2014. Earlier this year, Torburn received a PUD amendment and a Plat of Subdivision to subdivide the north campus (1421 and 1501 W. Shure Drive) property into 2 lots.

Currently, the building at 1501 W. Shure Drive is 1-story with an approximately 318,227 SF floor area. In 2014, previous Ordinances 94-026 and 94-098 were repealed to allow Torburn to demolish the building at 1441 W. Shure Drive. As part of that approval, the Village Board conditioned that "Any future changes to the property site shall be subject to submission for all appropriate approvals, which shall include but not be limited to amendment to the Planned Unit Development, Design Commission approval as well as any other Code regulations."

As part of this PUD amendment, the petitioner would like to demolish an 118,227 SF portion of the 1501 W. Shure Road building.

Zoning and Comprehensive Plan

The Petitioner must amend the existing PUD Ordinances to incorporate the proposed modification to the site. Furthermore, the proposed actions are consistent with the Village's Comprehensive Plan that designates the subject site as Research and Development, Manufacturing, and Warehousing.

Plat and Subdivision Committee meeting

The Plat and Subdivision Committee discussed the project at their meeting on August 12, 2015. The petitioner stated that they have strategically gone over the buildings and are doing some selective demolition on campus to address tenant demand and the marketplace. The Committee response was positive and they stated that the petitioner should move through the process.

Site, Traffic & Parking IssuesSite

The petitioner has executed the lease with HSBC for the 1421 W. Shure building. They are required under the parameters of the lease to demolish approximately 118,227 SF of the northern portion of the 1501 W. Shure building. The petitioner has also indicated that the reduction of the building will allow them to diversify their marketing efforts with a more flexible site. With the demolition of the building, the 1501 W. Shure Drive will have approximately 200,000 SF of tenant space remaining.

After a portion of the building at 1501 W. Shure Drive is demolished, Torburn is proposing to install an interim CMU wall on the northern façade, until a tenant has been identified for 1501 W. Shure Drive. The petitioner has stated that the CMU wall will allow them to enclose the building prior to winter, while remaining flexible. Once a tenant is identified, the exterior

upgrades can be finalized. The petitioner has indicated that if the building is occupied by an industrial user, they can provide an upgrade to the CMU wall with materials including stucco, paint, metal panel, etc. If the building is occupied by an office user, the petitioner is proposing to add windows to the CMU façade.

Torburn has indicated that they will upgrade the proposed interim CMU block wall once a tenant is identified. The upgrades to that wall and the 1501 W. Shure Drive building will be tenant-driven and determined based upon the proposed use thereof and the tenant's requirements. Therefore, the petitioner has not provided options for upgrading the wall with timeframes at this time.

The area that will be demolished will be restored with bluegrass/fescue hydroseed and hydromulch and will tie in to match existing turf.

The petitioner is also installing a half basketball court north of the cafeteria along Shure Drive for the building at 1421 W. Shure Drive. The half court will be located approximately 16 feet from the property line along Shure Drive. The court will be enclosed by a perimeter fence 6 FT tall semi-open wood, stone-textured precast concrete or metal with an 8 foot tall sports net/mesh constructed thereon. Since accessory structures are not permitted in the yard adjoining a street, a variation will be necessary. Also, per Chapter 28, the maximum height of the fence is limited to 5 FT. Therefore, the following variations are needed:

- **Chapter 28, Section 6.5, Accessory Structures, to allow a sports/basketball court and associated basketball pole at 1421 W. Shure Drive and within the side yard along Shure Drive;**
- **Chapter 28, Section 6.13-3, Location of Fences to allow a fence 14 feet in height (6 feet fence with an 8 foot tall sports net/mesh constructed thereon) in conjunction with the aforesaid sports/basketball court.**

Traffic & Parking

The subject property has approximately 795 parking spaces. As the proposed users for the site are not known at this time, the entire site is calculated as an office use.

<i>Building</i>	<i>Use</i>	<i>SF</i>	<i>Divider</i>	<i>Parking Required</i>	<i>Parking Provided</i>	<i>Surplus/(Deficit)</i>
1501 Shure	Office	200,000	300	667	795	128

As indicated in the table above a surplus of 128 spaces are available on the lot.

Per Ordinance 15-016 approved earlier this year, the property is required to comply with all zoning requirements, when specific users are known. By removing leasable square footage from the building, adequate parking will be available on site for an office user.

Per Chapter 28, Section 6.12, a traffic study and parking analysis prepared by a qualified professional is required, since the project is 5,000 square feet or more in floor area and located along a major or secondary arterial street as defined by the Village's Thoroughfare Plan. The Petitioner is seeking the following variation:

- **Variation from Chapter 28, Section 6.12, Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis.**

Staff does not object to this variation as the 1501 W. Shure Road building was previously used for office uses and there has been an overall reduction in the gross leasable area on this site with the demolition of approximately 118,227 SF of leasable space.

Building and Detention

As part of the recent PUD amendment, the existing detention basin on site was upgraded. The removal of a portion of the building will not negatively impact the available detention on-site. From the Building Code perspective, at building permit, additional details must be provided to determine that the integrity of the sprinkler system is maintained. Details including building dimensions, construction details, egress paths, etc. will be required. The interim CMU wall must meet all applicable code requirements and the project must meet the requirements in the 2009 I.B.C., I.F.C., and 1997 I.A.C. Once upgrades to the wall are proposed, Design Commission review of the proposed modifications will be required.

RECOMMENDATION

The Staff Development Committee has reviewed the Petitioner's request and recommends **approval** subject the following conditions:

1. The petitioner shall provide options for upgrading the northern wall with timeframes for proposed improvements, irrespective of when the space is tenanted and within a specified timeframe to be determined by the Plan Commission and Village Board.
2. Prior to Village Board consideration, the petitioner shall provide a landscaping plan that consists of shade trees, shrubs, and perennials on the north elevation of the 1501 W. Shure Drive building. Foundation plantings must be provided.
3. Prior to Village Board consideration, the petitioner shall provide details of the proposed sports fence.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

_____, September 10, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

PLAN

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

COMMISSION

RE: NORTHWEST CROSSINGS - 1421 & 1501 W. SHURE DR. - PC# 15-019

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
 16th day of September, 2015, at the hour of 9:55 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

LATIKA BHIDE, Development Planner

CHAIRMAN LORENZINI: Okay. That brings us to the second public hearing, Northwest Crossings, PC# 15-019. Have all the proper notices been given?

MS. BHIDE: They have.

CHAIRMAN LORENZINI: Is the Petitioner here?

MR. BAUER: We are.

CHAIRMAN LORENZINI: Okay, let's give them a few minutes to clear the room.

(Pause.)

CHAIRMAN LORENZINI: Anybody else going to testify besides yourself?

MR. BAUER: I don't believe that's so, but I will introduce the other parties in the room.

CHAIRMAN LORENZINI: Okay. Why don't you raise your right hand?

(Witness sworn.)

CHAIRMAN LORENZINI: Thank you. Would you state your name, spell it, and give your address?

MR. BAUER: Absolutely. Good evening, Mr. Chairman and members of the Commission. My name is Steve Bauer. I'm an attorney with the law firm of Meltzer, Purtill & Stelle. I'm here this evening on behalf of the Applicant, Torburn North Campus, LLC. My address is 300 South Wacker Drive, Suite 2300, Chicago, Illinois.

CHAIRMAN LORENZINI: Thank you. Would you give us a brief description of your program or project?

MR. BAUER: Certainly. As I alluded to, I'm joined this evening by a couple of the Applicant representatives, specifically Bob Horne and Adam Keldermans from Torburn Partners, as well as Travis Bridges from OKW Architects, the project architect.

As a matter of housekeeping, just very quickly, I just want to make sure that our entire petition, inclusive of our letter of request, our responses to standards of justification, as well as the plans and renderings that we've submitted to date relative to this petition be introduced and be made a part of the record.

CHAIRMAN LORENZINI: Okay. Have you read the conditions by the Planning Department and do you agree with them?

MR. BAUER: We have read them and we agree with them generally, but we do have some minor comments that we would like to discuss with the Commission which we've shared with the Planning Staff already.

CHAIRMAN LORENZINI: Okay, all right.

MR. BAUER: So, I had a very detailed presentation that I was going to give you tonight, but I think given the hour, I'll break from script and truncate that and provide you with at least just the fundamentals. Latika, can you go to the next slide please?

As you may recall, we were before you in May of

this year, and we received at that time, you were favorable, a unanimous recommendation of approval for what was then a PUD amendment, similar in nature to the one that we are now before you tonight. Then subsequently, on June 1st of this year, the Village Board also unanimously recommended, or excuse me, unanimously approved that request. So, we are now before you, as I had suggested, for a very similar type of request.

Just to go quickly through the slides that we have here as a sort of refresher, the subject property is depicted in shade in green there. It's generally located south of Dundee Road, or more specifically, south of Shure Drive, east of Wilke, and west of Kennicott.

Again, just a little background context, as we had explained to you back in May, Torburn acquired the entire former Nokia Motorola campus in 2013, so then the southern portion of that campus being the portion of the property south of Cellular Drive, and then retains ownership as I present to you now of the north campus. The north campus is composed of two properties being 1421 Shure and 1501 Shure from east to west.

The petition that was previously before you pertained to certain modifications to the site which we don't necessarily need to get into now unless you would like me to do so, but specifically pertaining to some modifications regarding demolition of certain portions of the site that were not previously demolished back in early 2014 when Torburn demolished the 1441 building which is depicted on the top site plan there as being the white footprint that is no longer there today. That area is now grass. The southern, or excuse me, the site plan there to the south or to the bottom is a depiction of what was approved and specifically depicts, among other things, the modification of that area south of the 1421 building to include a parking lot expansion as well as a new drop-off and pickup location for the new building lobby, et cetera.

With the significant tenant recently secured for the 1421 building identify on the slide as HSBC, Torburn is now looking at further modifications to the site necessary to repurpose, reposition, and retrofit the site in the manner necessary to allow to accommodate, instead of a single tenant/single use that it historically has served, but instead a multi-tenant/multi-use that it's now intended to serve from this point and well into the future.

So, just generally speaking, the PUD amendment consists of two primary requests. The first are site plan modifications, the second are variations. The site plan modifications involve specifically the addition of a sports court on the north side of the 1421 building. You can see it there depicted in green on the bottom site plan, north of the 1421 building. Then to the west, it's a partial demolition of the 1501 building to the tune of approximately

120,000 square feet. I should explain very briefly at least that the proposed demolition is in part due to market demand and in part due to Torburn's very specific efforts in, I should say calculated efforts after a lot of due diligence and analysis given the extreme measures that are proposed, to modify that building to a footprint that is more acceptable for the market and ultimately make it more flexible for office or manufacturing uses alike.

What's depicted here is a rendering of what would be the demolished portion of the 1501 building. Again, that's the approximately 120,000 square feet of space that would be removed from the 1501 building.

CHAIRMAN LORENZINI: Which one are you looking in this view?

MR. BAUER: That would be looking generally southeast. So, to your left would be Shure Drive, and then you'd be looking, you know, sort of diagonally, you know, toward southeast from Kennicott.

But as this depicts the footprint, the removed footprint of the 1501 building would become a grassed, you know, turfed surface with some sort of related landscaping at the time that the final improvements are made to the 1501 building. The 1501 facade on the north wall there would be a CMU or concrete manufactured unit material that would be an interim solution between the time that the 120,000 square feet of space is demolished and the time that Torburn secures a new tenant or a tenant to occupy the entire building.

The intention here is to demolish this portion of the building within this current calendar year, close it up in time for the cold winter months so that the building can be, you know, heated as necessary to allow it to be maintained, you know, with respect to HVAC, water and things of that nature. Then as soon as the cold weather breaks and Torburn has secured a tenant for this space, be in a position to begin modifying that north facade to whatever extent necessary dependent upon the tenant requirements as well as the type of user, be it manufacturing or office, then ultimately put in a final cladding type material on it to give it the finished appearance that you would expect and are accustomed to seeing.

Then at the same time, and I can discuss this to some extent when we get to the conditions of approval, the intention would be to landscape the area accordingly, but of course only after that final finished cladding is added to the building. Otherwise, it would obviously be destroyed as a consequence of the construction activities which this site would be, you know, at least until, you know, April or May of next year, until, you know, construction activities can resume after the cold winter months.

Then what's depicted here is a rendering of the area sort of southwesterly from Shure Drive, across the back of the 1421 building. There's depicted there the patio area which was

approved previously as part of the PUD amendment considered back in May by the Plan Commission and approved in June, and then the now proposed sports court which is immediately adjacent to the patio area. The sports court is proposed to be enclosed or enveloped along with the patio area with a six-foot tall fence. At this time, we've identified that fence as being of a material either wood, metal or a stone type precast concrete, really it's just sort of driven by the tenant requirements; and then for the sports court, an eight-foot tall mesh or net type material similar to what you've seen like for example in like a batting cage, that is really intended equally for both safety and security. Naturally, Torburn doesn't want a ball bouncing out of the sports court and onto the public right of way, you know, to cause some sort of traffic issue, any more than it wants unauthorized personnel to be entering the sports court, you know, during or after business hours.

Then this again is just really a further depiction of the same area that you were seeing. So, for example, on the left side of the screen you've got a portion of the 1421 building footprint. You can see there the proposed sports court, and then in the sort of the speckled area if you will, the patio that was previously proposed and approved, and then some renderings on the right side of the screen that depict both the sports court and the patio.

With respect to the conditions of approval, as I mentioned, I did present those suggested modifications to Staff. I have a copy of them for you this evening which I would be happy to distribute. But essentially, the proposed modifications are really intended to do two things. One, it's to address the question if you will that's raised by the Staff-prepared conditions of approval, and two, it's to provide the flexibility necessary to prepare and provide a landscape plan in conjunction with the finishing process for that north facade 1501 building. So, it really just pertains to the first two conditions. The other two, items 2 and 3, excuse me, 3 and 4, don't change at all.

CHAIRMAN LORENZINI: Is that it? Thank you. Latika, Staff report?

MS. BHIDE: Sure. So, the Petitioner is seeking an amendment to prior PUD Ordinances 88-060, 14-002 and 15-016 which was the latest PUD amendment. They are also seeking three variations. One is the requirement, to waive the requirement for a traffic study and parking analysis; to allow a sports/basketball court and pole at 1421 West Shure Drive within the side yard along Shure Drive; and then the height of the fence at 14 feet, six foot fence plus eight feet tall mesh, in conjunction with that court.

So, as you know, that site is approximately 40 acres in area. As indicated by the Petitioner, it was previously purchased by Torburn in 2013. The last PUD amendment was to subdivide the property into two lots, the 1421 and the 1501 as two separate lots.

Now they are seeking a PUD amendment to demolish a portion of the 1501 building and the addition of the sports court.

So, the 1421 building, the Petitioner has executed a lease with the HSBC and under the parameters of that lease they are required to demolish, about 118,000 square-foot of that 1501 building. They will be left with about 200,000 square-foot leasable tenant space on that building.

What they are suggesting is to install an interim CMU wall on the north facade of the 1501 building. This will allow them to enclose the building for winter and it will also allow them to remain flexible, so any improvements to that wall will be tenant-driven. They have indicated to us that if it's an industrial user, then they can upgrade the CMU wall with materials like stucco or paint or metal panel. If it's an office tenant, then they would add clear story windows or they'd add curtain walling to that facade. In here you see the view, this is more or less looking from 53 I guess at the 1501 west building.

In the landscape plan that was provided, the area that's proposed to be demolished would be restored with grass and mulch and will tie in to existing turf.

So, I just summarized, you know, the interim wall. After the Petitioner installs that wall, it will allow them to enclose it for the winter. The exterior upgrades will be driven by the tenant once one is identified. So, at this time, they have not provided options for upgrading the wall with time frames. Since then, you know, we've had discussions with the Petitioner and they have agreed, I think within three years of the Village Board adopting the ordinance, to provide updates to the wall and provide options for upgrades irrespective of whether the space is tenanted or not, so whichever comes first.

I just want to talk a little bit about the parking. With the demolition of about 118,000 square feet, the square footage of this building, the 1501 building is coming down to 200,000. So, even if that entire space was occupied by an office, there will be a surplus of 128 parking spaces. So, that's the parking variation or the variation from the traffic study and parking analysis ties in to that. Staff does not have a concern that there would be, you know, a surplus of parking spaces on the site.

The sports court would be, it's a half basketball court. It does need two variations. One would be to have it located within a street side yard, and the second is for the fencing. So, the fencing that would go around the court would be a six-foot tall fence. The Village will only allow a five-foot tall fence, but it's a six-foot fence and an eight-foot mesh and then six-foot around the back area.

That being said, the Staff Development Committee recommends approval of the request. The Petitioner did agree to a

three-year time frame to provide these improvements and Staff thinks that's acceptable. Staff was, one of the conditions was that prior to Village Board consideration they provide us with a landscape plan that consists of shade trees, shrubs and perennials on that north elevation where the demolition is being done in the space, but that's up to the Plan Commission if you want to change that condition to, you know, recommend that those improvements be tied with the upgrade of the CMU wall. Then you know, we were just saying provide details of the sports fence prior to Board consideration, and then comply with all federal, state and Village codes and policies.

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

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay, questions?
Bruce, do you want to start?

COMMISSIONER GREEN: I really have no questions on this one.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: I don't have any.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: No. No questions.

CHAIRMAN LORENZINI: George?

COMMISSIONER DROST: I have one question. I'd like to have the representative of Torburn step forward.

CHAIRMAN LORENZINI: Please state your name, spell it, and your address please.

MR. HORNE: My name is Bob Horne, H-o-r-n-e, and we're at 1033 Skokie Boulevard, Northbrook.

COMMISSIONER DROST: Good. The question is with these improvements, does this build some flexibility in your ability to locate a tenant? You don't have a tenant yet, you're negotiating the last series of that, correct?

MR. HORNE: Yes, I think your statement is exactly correct. We think that this square footage building gives us more flexibility for both office and for industrial type uses. The depths of it are so significant in its current condition that it really eliminates the office option. But I think in the new condition, it really does create an office option in addition to the industrial/manufacturing option.

COMMISSIONER DROST: Yes, reading today's paper with the headline news in the Herald --

MR. HORNE: Right, Motorola Solutions.

COMMISSIONER DROST: That Motorola is moving Schaumburg, does that, I mean this obviously will play favorably to the market as you see maybe an increase in vacancies.

MR. HORNE: Sure. I mean we actually, no, we've known about Motorola Solutions for a long time. We were a landlord of theirs in Florida as well, so we intimately know the company well. You know, we really, as you've kind of seen how we've gone about this whole project, I think we've made kind of very good decisions strategically to allow us to attract companies like HSBC. We feel like this move that we're now proposing is in line with that same kind of strategy.

COMMISSIONER DROST: Is that with their London-based office or is it a --

MR. HORNE: So, it's a consolidation of Chicago offices.

COMMISSIONER DROST: Okay. Yes, I just want to make that point for the record.

MR. HORNE: Sure. No, it's a good question. Thank you.

COMMISSIONER DROST: Good. I have no other comments.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: I have no questions.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: I just have a couple. The time frame as I understand it is three years that you would upgrade that north facade, whether it be leased or not, is that correct?

MR. HORNE: Yes. I mean we were asked by Staff if we could make a commitment of a date and that's what we've agreed to.

COMMISSIONER SIGALOS: At that time then, the landscaping would be done. Right now when you demolish the portion of the existing building, you're just going to seed that area?

MR. HORNE: That's our intent, yes, which was what we did with the other demolition as well if you recall. We did demolish another building and just seeded it with grass and maintained it.

COMMISSIONER SIGALOS: Then my last question is you're still intending to do that this fall prior to this winter, to get this building demolished, a new foundation put in and a new whatever, eight-inch or 12-inch CMU wall constructed?

MR. HORNE: That is our intent. So, we are actually, I think we've already submitted demolition plans to the Village.

COMMISSIONER SIGALOS: I was going to ask that.

MR. HORNE: Yes.

COMMISSIONER SIGALOS: I'm a general constructor so this is very --

MR. HORNE: We're on a very fast track as well with the, you know, getting HSBC into their space. So, we've got a lot of

activity going on right now.

COMMISSIONER SIGALOS: All right. Okay, I have no further questions.

CHAIRMAN LORENZINI: Jay?

COMMISSIONER CHERWIN: So, just for clarification, the landscaping, you talk about really just seeding and that's it. That's acceptable to you? Or did you say you were looking for more in the interim?

MS. BHIDE: Right. So, the recommended condition was that they provide us with a plan that shows, you know, more landscaping whether it's foundation plantings or trees and shrubs, you know, before Board consideration. But if the Plan Commission, you know, they have indicated that the landscaping would get overrun during construction and it's something they would like to do with the upgrade of the CMU wall, so you can definitely recommend that that condition be changed.

COMMISSIONER CHERWIN: I personally wouldn't require a landscaping recommendation for the interim period if it would be destroyed. That would be my recommendation to change. Otherwise, I'm good.

CHAIRMAN LORENZINI: Okay. Just a question. On the CMU wall, why not just put up a precast concrete wall? Wouldn't that be -- your name and spell it please.

MR. BAUER: This is Travis Bridges from OKW Architects.

MR. BRIDGES: Travis Bridges, B-r-i-d-g-e-s. The reason why we're not going with a precast wall, the duration to get precast onsite and getting it up right now is a very difficult --

CHAIRMAN LORENZINI: Makes sense, okay, thank you. That's really all I had. Any other questions or motions from anybody?

MR. BAUER: Mr. Chair?

CHAIRMAN LORENZINI: Yes?

MR. BAUER: Just before you go to motion, would the Commission like to see the conditions as we modified them after communicating with the Village Staff?

CHAIRMAN LORENZINI: Sure, yes. Maybe you can just explain real quick what the difference is?

MR. BAUER: Certainly. So, as I referenced earlier in the presentation, the modifications are really just two conditions, 1 and 2, with one minor exception, and so I'll take them in that order.

So, for condition number 1, obviously the Staff recommendation was for the Petitioner to provide a time frame. What we've provided in the revised or proposed the condition on is reflective of the three-year time frame that we referenced earlier as part of the presentation. Then condition number 2 obviously reflects an obligation, a Staff-proposed obligation to provide a landscape plan prior to review by Village Board consideration. What we have proposed is really language that largely mirrors the condition of approval that

was provided as part of the prior ordinance approval for the PUD modifications that were previously approved. As you can see, it specifically but not only includes an obligation to provide a landscaping modification when the final improvements or upgrades are made to that north wall.

CHAIRMAN LORENZINI: Have you seen this before, Latika?

MS. BHIDE: I have, yes.

CHAIRMAN LORENZINI: Are you okay with these?

MS. BHIDE: Yes, I'm fine with the 1. My only question with the 2 is it says building site restoration and landscaping and talks about site restoration after the wall is upgraded. My understanding was the site would be restored with seeding. It's the additional landscaping that's going to happen in three years, you know, or whenever. So, I'm just a little confused.

MR. BAUER: Yes, I mean I think the only distinction really is that the area north of what will become the new north wall of the 1501 building, that will, you know, probably be somewhat of a construction zone, you know, while the modifications are being made to the site where they may be staging the materials and things like that there. Again, only until there is a final material added to the CMU wall that's proposed. So, really what is contemplated is just an opportunity to do all those improvements to the wall and to the landscaping and to the site itself, all in conjunction at the same time, once and done.

CHAIRMAN LORENZINI: Commissioner, is there any --

COMMISSIONER GREEN: Well, this is just for clarification. So, you're going to put the wall and then wait three years to landscape possibly?

MR. BAUER: Well, I don't think the Village Code would actually allow something like that. That's certainly not the intention and certainly not in Torburn's financial best interest to, you know, wait that long.

COMMISSIONER GREEN: Right. I can see where you'd want to put final landscaping. But if you put the black dirt back and put some grass there, if that's the intention --

MR. HORNE: That is the intention.

COMMISSIONER GREEN: Okay.

CHAIRMAN LORENZINI: Speak into the mic.

MR. HORNE: I'm sorry. We would be seeding it. We'll be doing this demolition work, you know, in the winter months. We'll be seeding it in the spring.

COMMISSIONER GREEN: In the spring, clean it up and seed it?

MR. HORNE: Seed it in the spring.

COMMISSIONER GREEN: Get it to grow and see what happens.

MR. HORNE: Exactly, right.

COMMISSIONER GREEN: I don't have a problem with that. I think that would be the way to go.

COMMISSIONER DAWSON: Wait, the only question I have, I know it's late and I'm not understanding, I thought the prior recommendation was just to provide a landscaping plan, not to install landscaping. Yet we're not even going to get a plan?

COMMISSIONER GREEN: Well, I think the problem, if I can just jump in, I think the problem with the plan is you don't know what the facade is going to be. You don't know where doors are going to be, you don't know where windows are going to be. So, if you put a plan together and then you change the facade of the building, then you have to change the landscape plan.

COMMISSIONER DAWSON: But we don't have, I mean is there a code that's going to require certain number of shrubs and certain number of this and that? I mean it's kind of leaving the whole, I mean at least if we had a plan that everyone understood might have to be modified around that, we would have an idea what they're agreeing to install. But otherwise, they can install really nothing because our code doesn't require them to install anything.

MS. BHIDE: Right. I mean if the area that was removed or demolished, if it's converted into a parking area, then those landscaping provisions would kick in. They'd need landscaping islands, they'd need to screen it from right of ways. But if not, they could just seed and sod and leave it like that.

COMMISSIONER DAWSON: And leave it alone. I do feel like there should be some sort of proposed plan even if it's subject to modifications based on locations of windows and doors and such so that we have an understanding of what you're willing to install because, again, our code isn't going to require anything.

MR. BAUER: Sure. Commissioner Dawson, your point is well taken. I guess I have two responses. The first is Commissioner Green's suggestion or assumption is in fact accurate. I mean obviously without knowing exactly where the building's, excuse me, where windows and doorways will be within that building facade, it's difficult to anticipate what the landscaping would look like. So, really in the end any type of a landscape plan that we submit could wind up being entirely useless.

But you know, leaving that point aside, I spoke with the Village's design planners as recently as today, Steve Hautzinger, and you know, as part of that conversation we spoke specifically about landscaping and the design review, the Design Commission review that would be done for the finished facade of this north wall, landscaping is part of the Design Commission's purview. So, you know, presumably any type of Village concern with respect to landscaping would be, you know, concurrently with Design Commission's

review of the proposed finished material for the wall.

COMMISSIONER DAWSON: Okay. I would still prefer that this not just rely, this as written only says that you'll install to code. So, my vote today is based on whether you're going to install landscaping to code and code doesn't require you to do anything. So, I would like some adjustment to the language that you will --

MS. BHIDE: So, one recommendation I have is that, you know, you could change the prior to Village Board consideration portion of that recommendation and mirror condition 1 for it to say when upgrades or concurrent with the upgrades to the CMU wall, the Petitioner shall provide a landscape plan that consists of, and then the rest of that.

COMMISSIONER DAWSON: Right, and I like that with that language because it specifically talks that you're going to be adding more than just meeting code.

COMMISSIONER CHERWIN: I think that makes sense.

COMMISSIONER GREEN: I think that makes sense. I'd go along with that.

COMMISSIONER CHERWIN: The other issue I'd raise is --

MS. BHIDE: What it does is it ties it to the landscaping so it's not just code --

COMMISSIONER CHERWIN: Then the issue, the other one we talked about, within three years providing options, but it doesn't talk about executing any improvements within any time frame.

COMMISSIONER SIGALOS: That's exactly what I was going to bring up.

COMMISSIONER CHERWIN: That would be my only other thing would be if you want to put in, you know, and shall complete all, you know, I don't know if it's another three or four months or it's just showing reasonable efforts to commence improvements upon approval or something.

COMMISSIONER SIGALOS: These are options that would have to go to Design Commission?

MS. BHIDE: That's correction.

COMMISSIONER SIGALOS: Would it have to come back here again or no?

COMMISSIONER DAWSON: I don't think so. I think just Design Commission.

MS. BHIDE: Yes.

COMMISSIONER SIGALOS: I'm just thinking of the timing it would take. Okay, so just only Design Commission and not Village Board approval either. Okay, yes, I kind of share what Commissioner Cherwin was suggesting, that something should be stated when it should be completed rather than you present options because the options, that could go on for months and months and months. Come back with an option, Design doesn't like it, come back with other options, they

don't like it, I mean it could be delayed until you find the time. That's one way of delaying it.

MR. BAUER: We understand your concern. Obviously it's in no one's best interest, either the Village's nor Torburn's, to allow this wall to be unfinished for an extended period of time.

COMMISSIONER SIGALOS: Well, but if you don't have a tenant, you won't want to put additional expense into something that you may not know the tenant will want. So, that gives you --

MR. BAUER: That's exactly what's --

COMMISSIONER SIGALOS: A way of getting away from making this a finished wall.

COMMISSIONER DAWSON: Well, I think the idea is if you put a deadline here, you can always come back to us and ask for an extension. We're just wanting some sort of deadline so that you have to come back to us and ask for an extension. So, you know, I mean it could be "and completely within a year thereof."

MS. BHIDE: So, you can modify that condition to say shall install within three years from Village adoption or ordinance adoption, like you said, and they can come back and ask for an extension at the end of that period.

MR. HORNE: Say that again?

COMMISSIONER GREEN: The improvement will be made within three years.

MR. HORNE: I think, I mean --

CHAIRMAN LORENZINI: Can you speak into the mic please?

MR. HORNE: Sure, I'm sorry. It was our intent not to have that from the three-year improvement date, it was three years to come back and present a plan to then do it. So, does that mean it's three years and six months to complete? I don't know.

COMMISSIONER SIGALOS: Well, what we're looking at is from the time frame of when it would be completed. If it's three years, it could be four years, it could be five years.

MR. HORNE: Right. Right, right, I understand that point. Honestly, we haven't thought it through. I mean, and I think we're prepared to commit to a date, so I don't know what's reasonable. We felt we wanted to have enough latitude to let the market tell us what this building wants to be. We felt three years was an adequate time frame for us, and if it doesn't happen in three years we'd come back and say, you know, we can tell you exactly why. But our belief is that we'll get something accomplished in the three-year time frame, and as a result we're comfortable with that date.

As it relates to committing to completing the work, I don't know what's a reasonable commitment beyond that three years. Is it six months, is it a year? I mean, something, I mean so I don't want it to be an indefinite period, I agree with that.

COMMISSIONER DROST: Isn't a tenant key to this? I

mean you brought up the point.

MR. HORNE: The tenant is everything about this. So, if it's an office building, it's going to be a window system and there's going to be parking and it's going to be, you know.

COMMISSIONER DROST: Well, that's the whole thing, the market is going to drive it.

MR. HORNE: Yes.

COMMISSIONER DROST: Then certainly the downside is that you get some kind of warehouse type operation, you know, with a bunch of outsourced services and they don't need windows.

MR. HORNE: Right. But we don't know, I mean that might be a great use because it could be a great company that brings jobs.

COMMISSIONER DROST: Right, and you don't get much landscaping.

MR. HORNE: Right. Yes.

COMMISSIONER DAWSON: John, can you, I mean I don't know, I'm not a contractor. So, this wall, if it were to stay out there forever, is that a problem?

COMMISSIONER SIGALOS: It's an ugly wall. I mean you can see it off of 53, you can see it off of Wilke Road, you can see it off Shure.

MR. HORNE: We'd want to finish it.

COMMISSIONER SIGALOS: That wall is a basic ugly wall that you'd never want to see.

COMMISSIONER DAWSON: Okay. So, our objection is that it would be unsightly and at some point we would like something that's much more, you know, a nicer appearance, okay. So, you know, if we're giving you three years for options, I'm happy to say within four years it will be installed. I don't know what anybody else thinks.

COMMISSIONER GREEN: Why don't we just add, John, I'm just going to throw this out there, how about if we have an approved option within three years and at that time submit a completion date for that approved option?

MR. HORNE: I think that's totally reasonable.

COMMISSIONER DAWSON: Sue.

COMMISSIONER GREEN: Latika, what do you think about that?

MS. BHIDE: So, they're not --

COMMISSIONER GREEN: In other words, in three years they've got to know what it's going to be, and so when they submit that approved option within three years, they're going to submit a construction schedule to go along with that option. Then there will be a discussion at that time about, they'll say that it's going to take, you know, 17 months, and we're going to say, no, we want six months.

MS. BHIDE: So, they'd have to come back to Plan

Commission and the Village Board to get that time frame?

COMMISSIONER DAWSON: No, no. I think Staff can do that.

MS. BHIDE: Just Staff.

COMMISSIONER GREEN: To Staff.

MR. HORNE: I think that's a very reasonable approach which is I'm coming in with a plan and say this is going to be our schedule to do this plan.

COMMISSIONER GREEN: Right.

COMMISSIONER DROST: Does that give build enough flexibility in for you? I mean you would think the market will absorb that --

MR. HORNE: If the market is completely upside down in three years, we'd come to you, we might have a different discussion. We might come to you and say the market is upside down, what do you want us to do.

COMMISSIONER DROST: Attorney Bauer is going to come in again and --

MR. HORNE: I mean that's not our hope. You know, we're trying to be flexible to respond to the market. I can't predict the market necessarily.

COMMISSIONER DROST: Okay. I just, you know, the idea is, you know, we're not, we'd like to forecast and we like to think in terms of, you know, positives.

MR. HORNE: Sure.

COMMISSIONER DROST: But if there are --

MR. HORNE: Our intent is to do exactly what we're saying tonight.

COMMISSIONER GREEN: See, if it comes in three years from now, we're in September again, you're going to be fighting the weather. So, the construction schedule, if it was to start three years from today with an approved plan is going to take, it's going to be a different schedule than if it was in the spring.

COMMISSIONER DAWSON: Sure.

COMMISSIONER GREEN: And they get that whole summer to work on.

COMMISSIONER DAWSON: I think your proposal is a good one. At least they come back with a schedule --

COMMISSIONER GREEN: With a schedule then. You'll have to present it to Latika and she's a tough one.

COMMISSIONER DAWSON: She has a comment.

MS. BHIDE: My only concern is that it leaves Staff in the position of having to negotiate their construction schedule. So, I know that this is not Torburn's intent but if they come back and say, well, it's going to take us four more years to finish it, now we're left to argue the four-year time frame.

COMMISSIONER GREEN: Just call me, Latika.

MS. BHIDE: Okay.

CHAIRMAN LORENZINI: Does somebody want to try to craft a motion here?

COMMISSIONER DAWSON: No. Well, do we have the language for what's happening with number 2?

COMMISSIONER DROST: Well, you'll take number 1 as --

COMMISSIONER GREEN: And we'll mod that.

COMMISSIONER DAWSON: So, number 1 is being modified. Number 1 is gone on the blue sheet and we're doing modification on the white sheet as you stated, right, Bruce?

COMMISSIONER GREEN: Yes.

COMMISSIONER DAWSON: Okay. So, then what's happening with number 2? Is it, no, because we want this language.

COMMISSIONER WARSKOW: Right, meaning the same thing, it's being completely changed and then we're amending the change.

COMMISSIONER DAWSON: So, how? Because to be honest, I'm tired. But you know, I have a brain, I usually read this stuff and I'm looking at this going this number 2 still doesn't make any sense to me. George, do you understand number 2?

COMMISSIONER DROST: No.

COMMISSIONER DAWSON: Thank you, okay. So, I don't know. I'm not understanding the way number 2 is written. It's confusing me so I'm trying to figure out how to revise it.

COMMISSIONER WARSKOW: I thought we decided concurrent with the upgrade to the CMU wall, a landscape plan would be submitted.

COMMISSIONER SIGALOS: Right. So, the original --

COMMISSIONER DAWSON: It's doing more than that, this sentence is doing more than that.

COMMISSIONER SIGALOS: But if you take number 2 --

COMMISSIONER WARSKOW: Well, we're modifying it in a sense.

COMMISSIONER SIGALOS: The original recommendation number 2 and just say concurrent with the approved plan for the upgrade of the north wall, the Petitioner shall provide a landscaping plan that consist of shade trees, shrubs, perennials, et cetera.

COMMISSIONER DAWSON: Okay. There isn't anything else going on in this number 2 written on the white sheet that I'm missing, right? Okay. All right, it just wasn't making any sense to me.

Okay. So, if we just take number 2 on the blue sheet and we just say what you just said, concurrent with the approved plan, the Petitioner shall provide a landscaping plan, then we don't need number 2 on the white sheet. Are you in agreement with me? Yes?

MR. BAUER: Yes, correct.

COMMISSIONER DAWSON: Okay, all right. Okay. Go, Bruce.

COMMISSIONER GREEN: Thank you.

A motion to recommend to the Village Board of Trustees approval of PC# 15-019, an amendment to PUD Ordinances 88-060, 14-002, and 15-016; a variation from Chapter 28, Section 6.12, *Traffic Engineering Approval*, to waive the requirement for a traffic study and parking analysis; a variation from Chapter 28, Section 6.5, *Accessory Structures*, to allow a sports/basketball court and associated basketball pole at 1421 West Shure Drive and within the side yard along Shure Drive; and a variation from Chapter 28, Section 6.13-3, *Location of Fences*, to allow a fence 14 feet in height (six-foot fence with an eight-foot tall sports net/mesh constructed thereon) in conjunction with the aforesaid sports/basketball court.

This approval is contingent upon compliance with the recommendations of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 10, 2015:

1. The Petitioner shall, within not more than three years from the date of Village Board approval of the current request for PUD amendment, provide to the Department of Planning and Community Development an approved option for upgrading the exterior proposed interim CMU north wall of the 1501 West Shure Drive building along with the schedule of construction.
2. The Petitioner shall provide a landscaping plan that consists of shade trees, shrubs, and perennials on the north elevation of the 1501 West Shure Drive building, foundation plantings, and it will be submitted concurrent with the design approval referenced in number 1.
3. Prior to Village Board consideration, the Petitioner shall provide details of the proposed sports fence.
4. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER SIGALOS: I'll second.

COMMISSIONER DROST: The discussion is this.

MR. BAUER: Okay, I just have one point of clarification before you vote, sorry to interrupt. With respect to condition number 1, I think I heard Petitioner shall submit an approved plan within three years? I'm just paraphrasing.

COMMISSIONER GREEN: Right, an approved option or plan within three years.

MR. BAUER: Approved by whom though? I'm asking the question because if it's --

COMMISSIONER GREEN: Department of Planning and

Community Development, the Staff.

MR. BAUER: Okay. So, my question is just simply if in the, say 30th month they submit a plan and that results in some dialogue between the Staff and the property owner, and then we get to the 36th month in three years and we don't have a "approved" plan by the Staff, are we then deemed to be in violation of this condition? I just want to make sure that's not an issue.

COMMISSIONER DAWSON: You can come back here and ask for an extension.

COMMISSIONER GREEN: Yes. We're looking for an approved plan within three years.

MR. BAUER: Okay, thank you.

COMMISSIONER DROST: Yes, and the discussion point is this, that if there needs to be some more word-smithing, we've got some time before it goes to the Board of Trustees. If on reflection you can fine tune this or refine it, with the intent --

COMMISSIONER DAWSON: Yes, do that.

CHAIRMAN LORENZINI: Okay, do we have a second?

COMMISSIONER WARSKOW: I second.

COMMISSIONER SIGALOS: I second.

CHAIRMAN LORENZINI: Yes, there was a second. Roll call vote please.

MS. Bhide: Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

MS. Bhide: Commissioner Drost.

COMMISSIONER DROST: Aye.

MS. Bhide: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MS. Bhide: Commissioner Green.

COMMISSIONER GREEN: Yes.

MS. Bhide: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MS. Bhide: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MS. Bhide: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MS. Bhide: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Commissioner Dawson?

COMMISSIONER DAWSON: I just, no one ever said thank you for demolishing and putting more green space in Arlington Heights, so I think it's a great plan. I know we never said that because we're all too tired, so I just wanted to say thank you.

CHAIRMAN LORENZINI: All right, congratulations. You received a unanimous approval. Any date this is going to the Village Board, Latika?

MS. Bhide: They are in the next schedule, so the plan

is to have them for next Monday.

MR. BAUER: Thanks for your time.

CHAIRMAN LORENZINI: Anything else on the agenda? I'll take a motion to adjourn.

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you.

(Whereupon, at 10:40 p.m., the meeting was concluded.)

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

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF _____
_____, A.D. 2015.

NOTARY PUBLIC



Northwest Crossings
1501 W. Shure Drive
Prepared by: Planning & Community
Development Department
August 2015

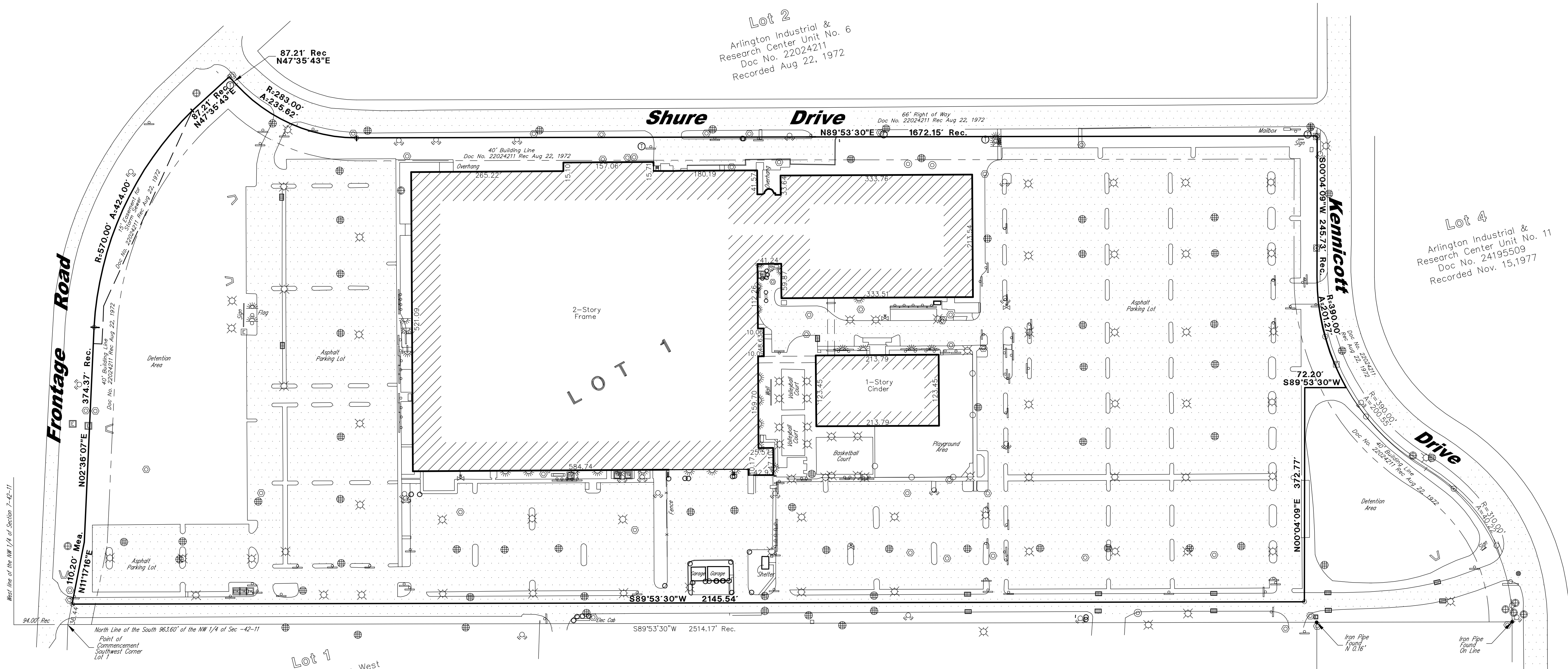
ALTA/ACSM Land Title Survey

THAT PART OF LOT 1 IN RURLINGTON INDUSTRIAL & RESEARCH CENTER-UNIT NUMBER 6, BEING A SUBDIVISION OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON AUGUST 22, 1972 AS DOCUMENT NUMBER 22024211, IN THE OFFICE OF RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, SAID PARTS LYING NORTH AND WEST OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 11 DEGREES 17 MINUTES 16 SECONDS EAST, 36.44 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 08 SECONDS EAST, 2145.54 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 09 SECONDS EAST, 372.77 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 30 SECONDS EAST, 72.20 FEET TO THE EAST LINE OF LOT 1 AFORSAID, IN COOK COUNTY, ILLINOIS.

- | | |
|---|----------------------|
|  | FIRE CONNECTION |
|  | WATER B.BOX |
|  | FIRE HYDRANT |
|  | WATER MANHOLE |
|  | WATER VALVE |
|  | TRANS. POLE |
|  | UTILITY POLE |
|  | GAS MH |
|  | GAS METER |
|  | GAS VALVE |
|  | SANITARY MANHOLE |
|  | CULVERT DRAIN/F.E.S. |
|  | STORM MANHOLE |
|  | CATCH BASIN |
|  | INLET |
|  | TELEPHONE MANHOLE |
|  | TELEPHONE BOX |
|  | TELEPHONE HANDHOLE |
|  | ELECTRIC MANHOLE |
|  | ELECTRIC TRANSFORMER |
|  | ELECTRIC PED |
|  | ELECTRIC HANDHOLE |
|  | ELEC. METER |
|  | CATV PED |
|  | CATV/COMM. MH |
|  | TRAFFIC HANDHOLE |
|  | TRAFFIC MH |
|  | TRAFFIC LIGHT |
|  | TRAFFIC BOX |
|  | LIGHT POLE |
|  | MISC. LIGHT |
|  | MAIL BOX |
|  | SIGN |
|  | PARKING METER |
|  | BOLLARD |

-  BUILDING
 CONCRETE
 GRAVEL
 PROPERTY LINE



Legend:

- 1/2" 112" Iron Pipe
 - Found Iron Pipe
 - Significant Noise
1. Field Work Completed on 12-05-12
 2. Prepared for Nokia Siemens Networks
 3. Site Address: 1501 W. Shure Drive, Arlington Heights, IL
 4. Pin No: 03-07-100-005
 5. The easements shown herein are provided from the use of the recorded subdivision plat and the use of a title policy # 41412 008915272. Date May 30, 2010. The additional search of the records for easements or encumbrances was made as part of this survey.
 6. Compare deed description and site condition with the data given on the plat and report any discrepancies to the surveyor at once.
 7. The property herein appears to be in zone "X" area of minimal flooding of the Federal Insurance Rate Map, Cook County Community Plan number 17031C00044J dated August 19, 2008, such review may/should subject to possible scaling interpretation and map reproduction errors.
 8. Due to faded paint striping no parking spaces shown on this survey.
 9. Total land area is 1,726,943.942 sq ft or 39.85 Acres. Building is 394,159.56 Sq. Ft.
 10. There is no evidence of this site being used as a solid waste dump, pump or sanitary land fill.
 11. The utilities as shown on this drawing were determined from the information available. This is not implies nor intended to be the complete inventory of utilities in this area. It is the clients responsibility to verify the location of all utilities (whether shown or not) and protect said utilities from any damage.
 12. The location of underground utilities was determined by field observations and visible markings only. Call J.U.L.I.E. before digging.
 13. This property is zoned M1 Research, development, and light manufacturing district.
 14. Easement Document number 220242111 not plotted (item 16 on schedule B)
 15. Easement Document number 86082621 not plotted (item 19 on schedule B)
 17. There is no observed evidence of current earth moving work, building construction or building additions.
 18. There is no observed evidence of site use as a solid waste dump, pump or sanitary landfill.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

TO: Nokia Siemens Networks US LLC
TO: Torburn Arlington Heights, LLC
TO: Torburn North Campus, LLC
TO: Chicago Title Insurance Company
TO: The Private Bank and Trust Company

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2011, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 6b, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 AND 18 FROM TABLE A THEREOF PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION. UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A SURVEYOR REGISTERED, IN THE STATE OF ILLINOIS, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

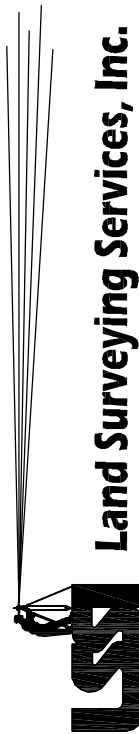
GIVEN UNDER MY HAND AND SEAL THIS 12th DAY OF June, A.D. 2013
AT PALATKA, ILLINOIS.

ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 3323

ADOPTED BY THE AMERICAN LAND TITLE ASSOCIATION ON FEBRUARY 23, 2011 ADOPTED BY THE BOARD
OF DIRECTORS, AMERICAN CONGRESS ON SURVEYING AND MAPPING ON FEBRUARY 23, 2011, ADOPTED
BY THE BOARD OF DIRECTORS, NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS ON FEBRUARY
23, 2011, THIS SURVEY WAS PREPARED FOR TITLE PURPOSES ONLY.



Drawn by:	Date:	Checked
Revision:	Date	GJK



Land Surveying Services, Inc.
574 W. Colfax Street Palatine, Illinois 60067
Ph. (847)991-7700 Fax. (847)991-7707
Professional Design Firm License No. 184-003632

Field Work Completed:	12-5-12	Scale:	1" = 100'	Date:	4-3-2013
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Plotted:	12-5-12	Scale:	1" = 100'	Date:
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Site Address:

1501 W. Shure Drive
Arlington Heights, Illinois

Job Number

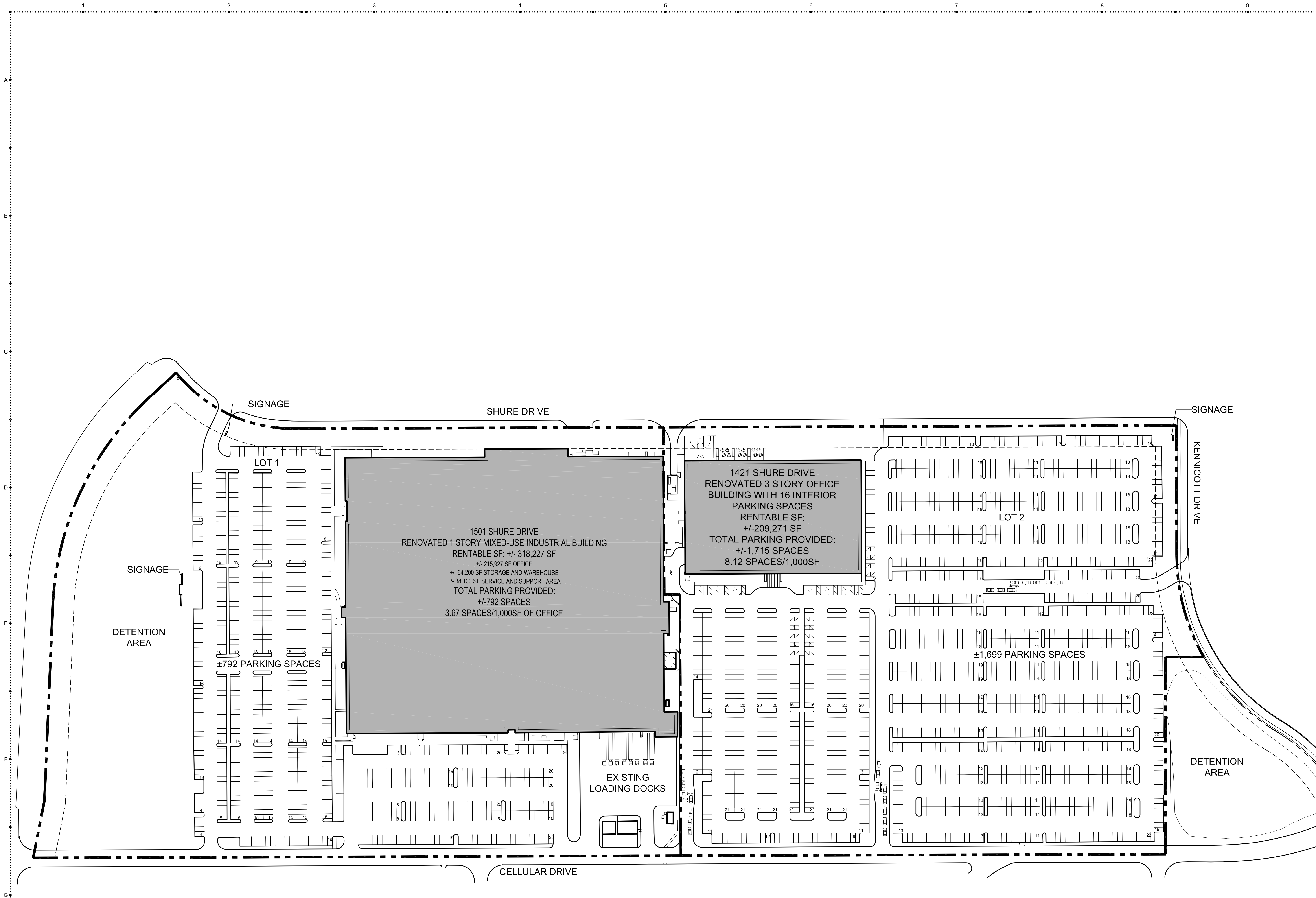
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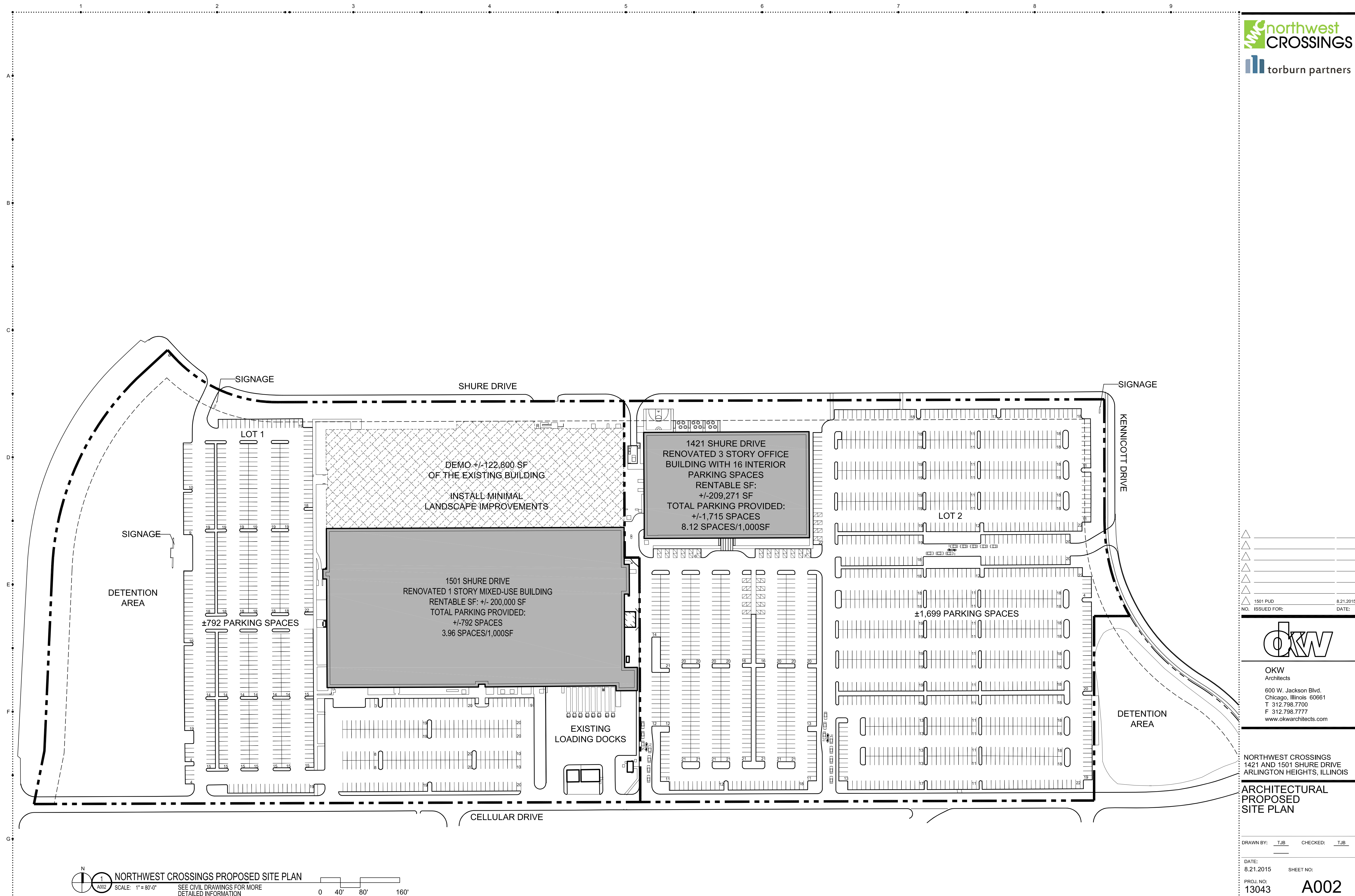
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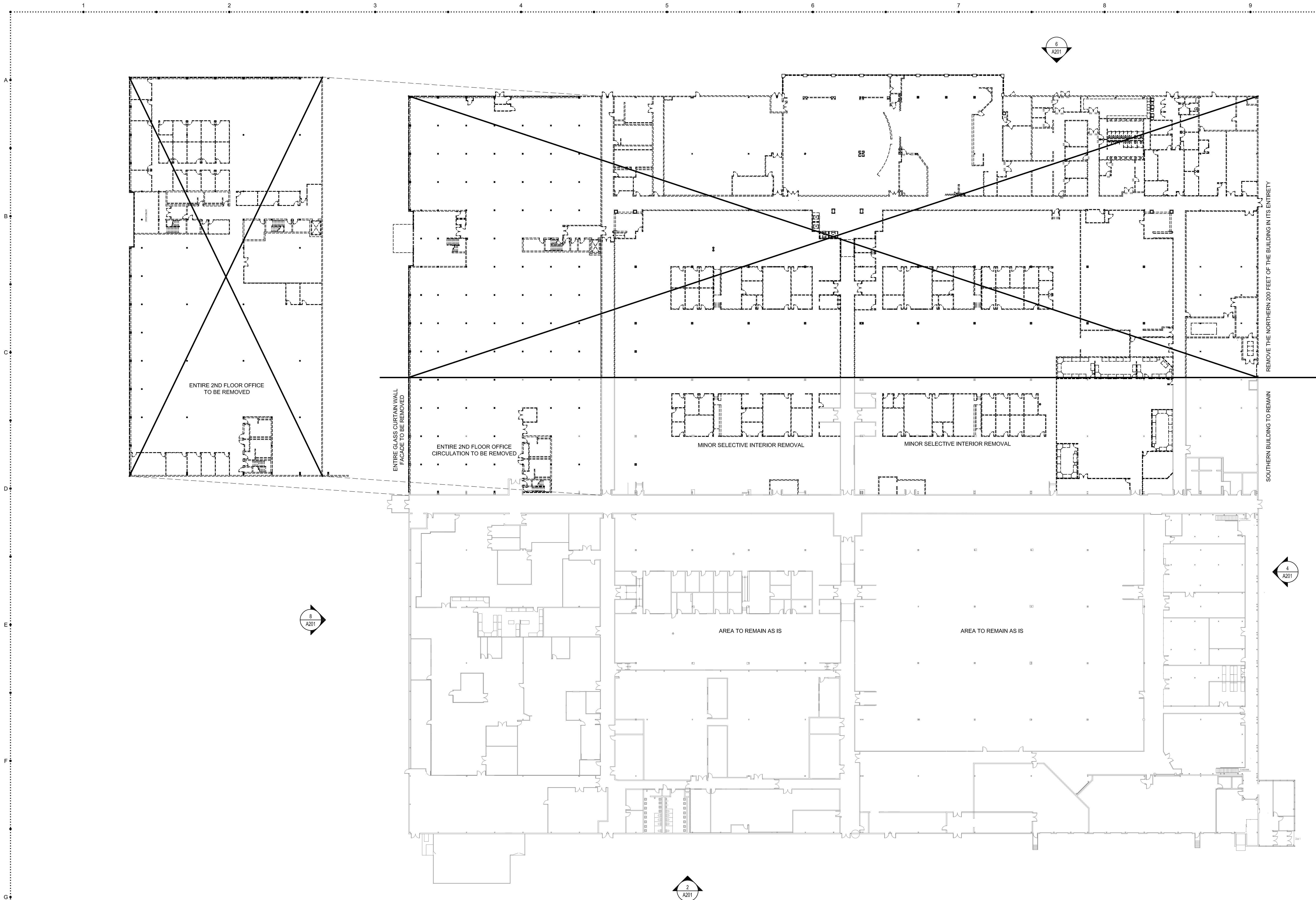
ALTA/ACSM

Sheet Number

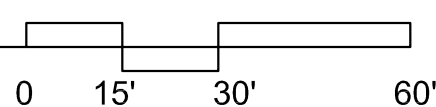
ALTA/ACSM



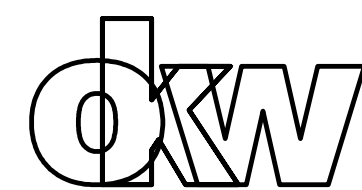




1501 REMOVAL PLAN
SCALE: 1" = 30'-0"



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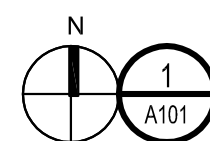
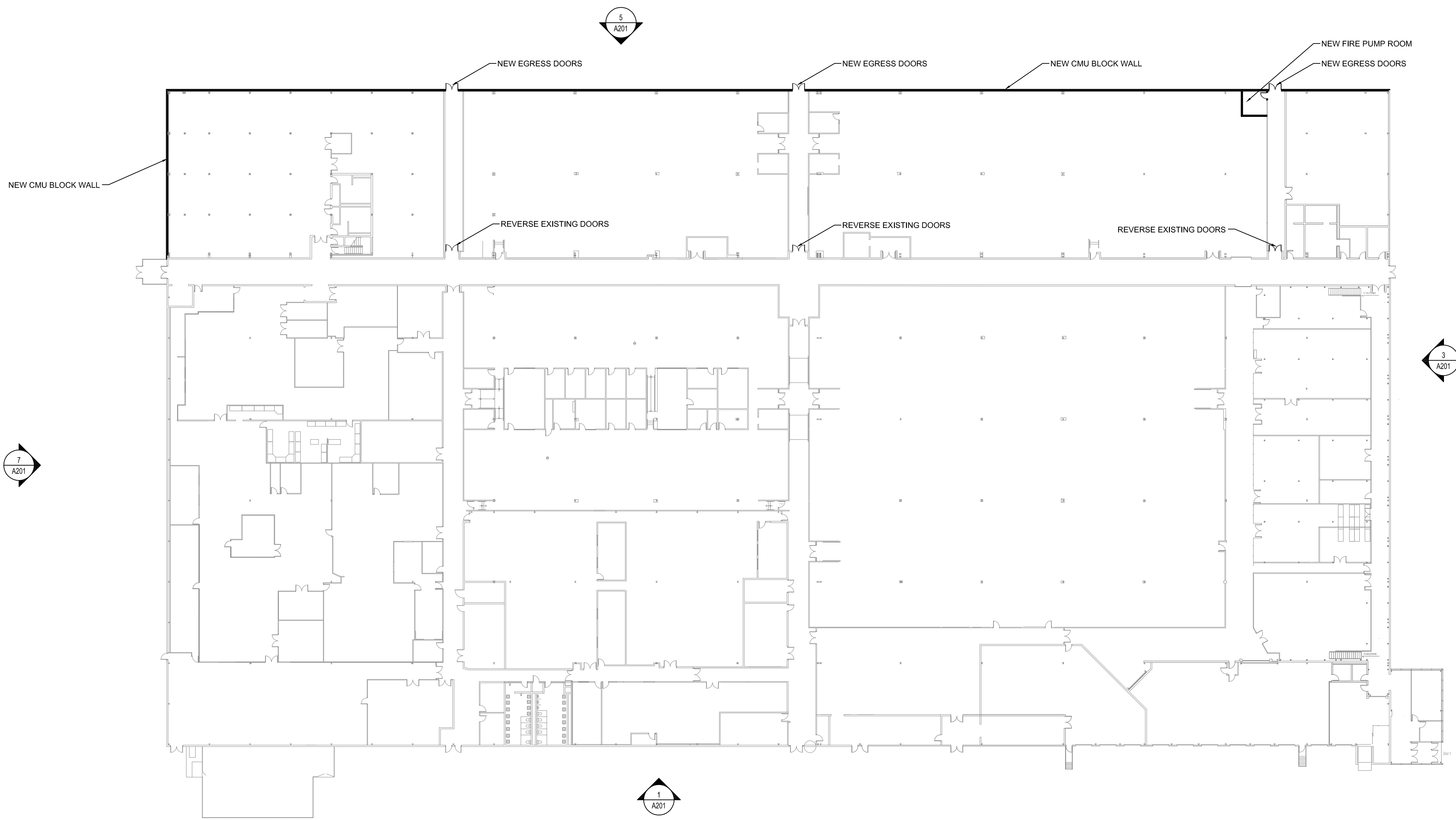


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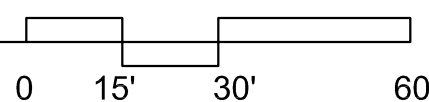
1501 REMOVAL PLAN

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PROJ. NO:	13043		

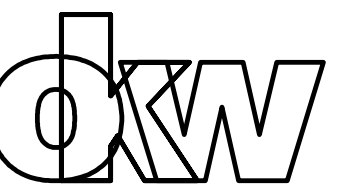


1501 INTERIM FLOOR PLAN

SCALE: 1" = 30'-0"



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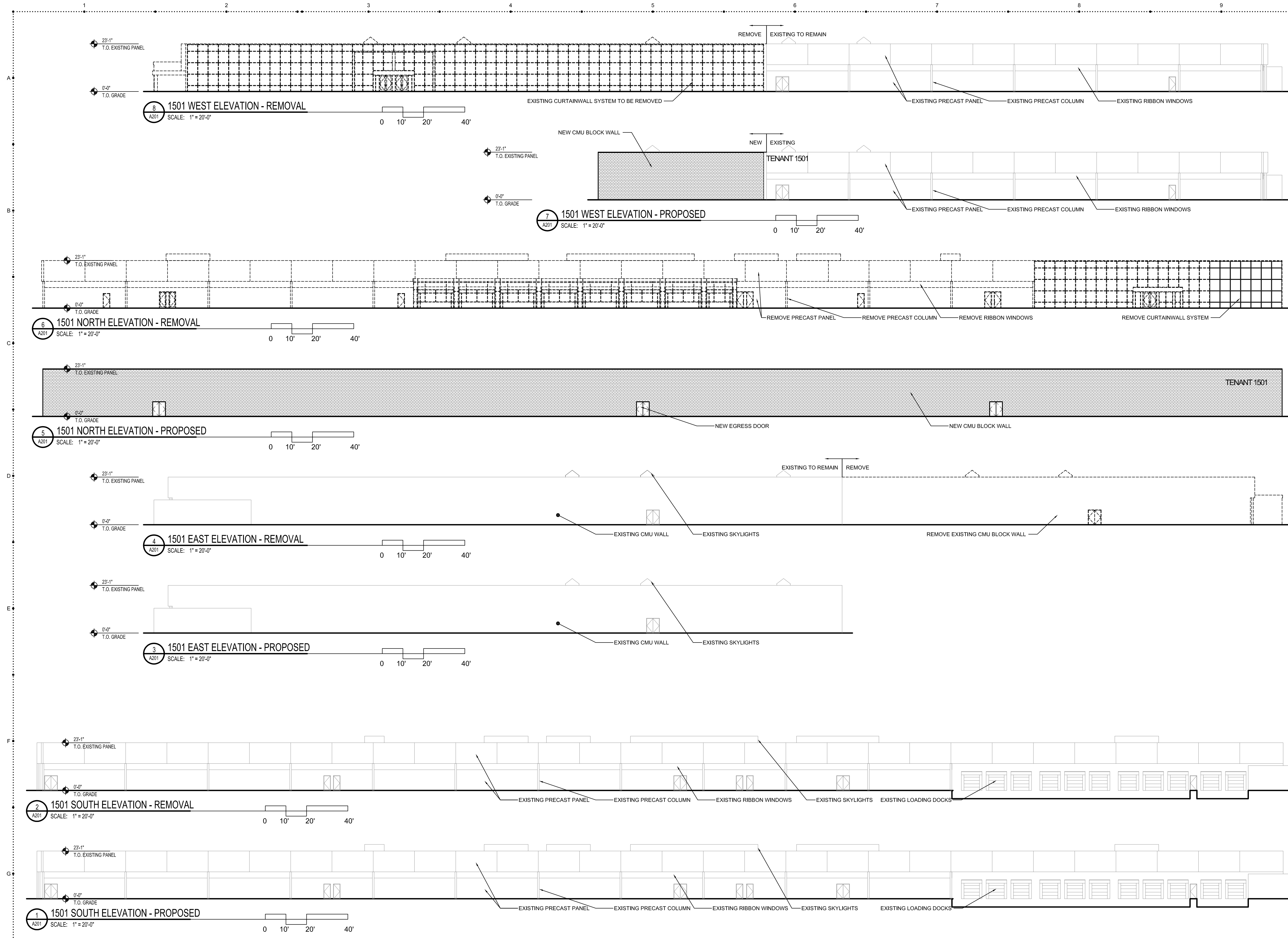
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1421 AND 1501 SHURE DRIVE
ARLINGTON HEIGHTS, ILLINOIS

1501 INTERIM
FLOOR PLAN

DRAWN BY: TJB CHECKED: TJB

DATE: 8.21.2015 SHEET NO:

PROJ. NO: 13043 A101



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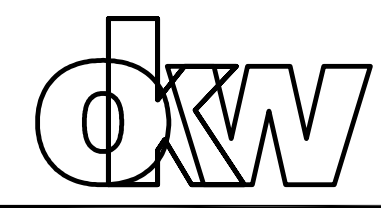
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BUILDING ELEVATIONS

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PROPOSED INTERIM
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DATE:
8.21.2015 SHEET NO:

PROJ. NO:
13043 A300

1501 W. SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004



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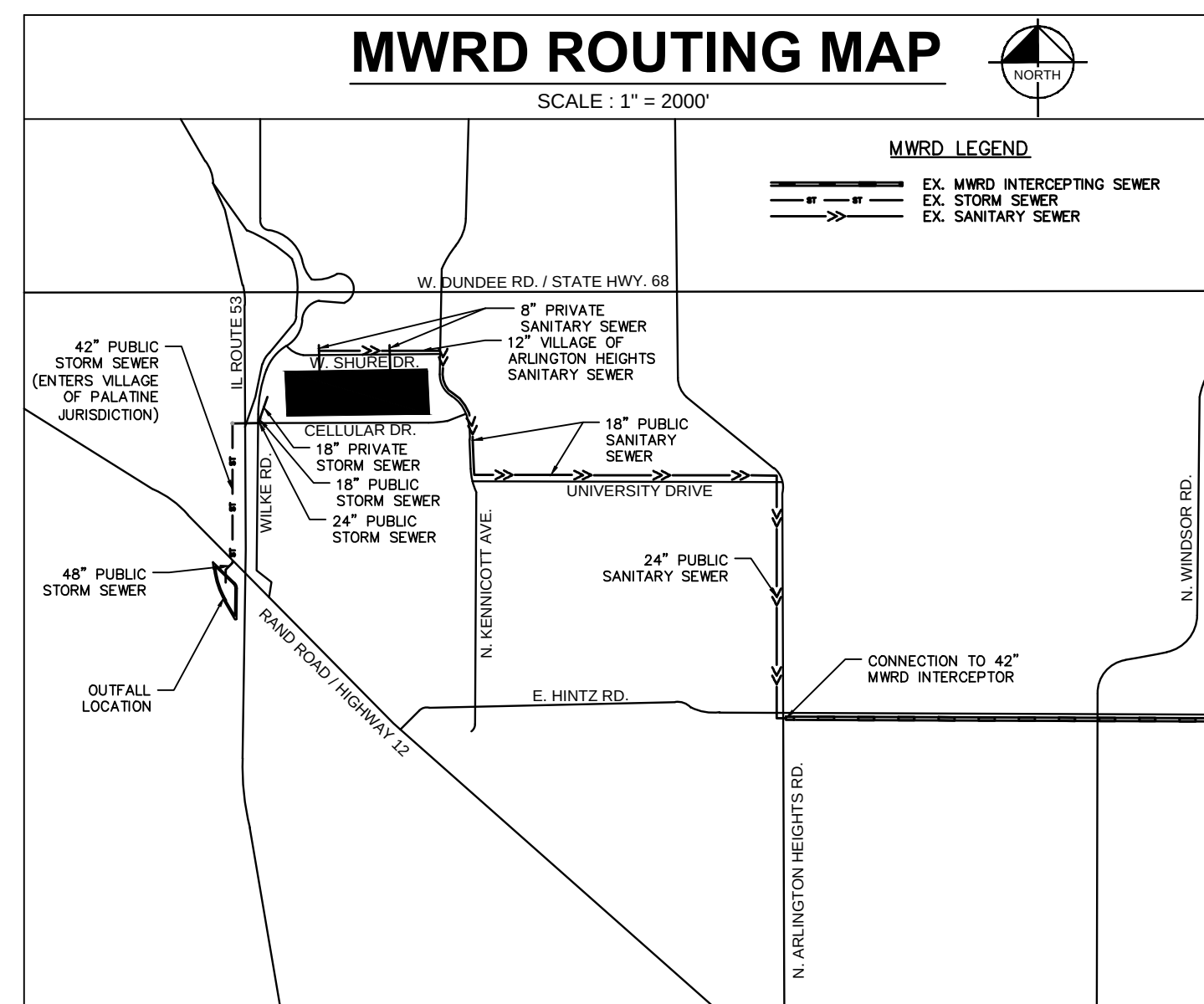
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LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE RD, SUITE 350
LISLE, IL 60532
TEL: (630) 487-5550
EMAIL: KEITH.DEMCHINSKI@KIMLEY-HORN.COM
CONTACT: KEITH DEMCHINSKI, PLA, LEED AP



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VILLAGE OF ARLINGTON HEIGHTS MONUMENT #8
(NAVD 1988 DATUM)

1" BRASS DISK ON THE EAST SIDE OF CONCRETE BASE FOR A LIGHT POLE
APPROXIMATELY 42.5 FEET SOUTH OF THE CENTERLINE OF CELLULAR DRIVE AND 25'
EAST OF THE CENTERLINE OF WILKE ROAD

ELEVATION=723.37

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)

SBM #1: SOUTHWEST BONNET BOLT ON FIRST FIRE HYDRANT SOUTH OF CELLULAR DRIVE
NEAR SOUTHEAST ENTRANCE OF SITE ON WEST SIDE OF KENNICOTT AVENUE

ELEVATION=732.41

SBM #2: ARROW BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF BUILDING #1455
SOUTH OF SITE AT APPROXIMATELY MIDPOINT OF SOUTH LOT LINE OF SITE

ELEVATION=738.01

SBM #3: SOUTHWEST BONNET BOLT ON FIRST FIRE HYDRANT SOUTH OF SHURE DRIVE ON
WEST SIDE OF KENNICOTT AVENUE

ELEVATION=737.10SBM #4; NORTHEAST BONNET BOLT ON FIRST FIRE HYDRANT SOUTH OF CELLULAR DRIVE NEAR SOUTHWEST ENTRANCE OF SIDE

ELEVATION=724.38

SBM #5: NORTHWEST BONNET BOLT ON FIRST FIRE HYDRANT EAST OF WILKE ROAD AT
NORTHWEST CORNER OF SITE ON NORTH SIDE OF SHURE DRIVE

ELEVATION=725.95

SBM #6: NORTHEAST BONNET BOLT ON FOURTH FIRE HYDRANT EAST OF WILKE ROAD
ON NORTH SIDE OF SHURE DRIVE

ELEVATION=740.22

THAT PART OF LOT 1 IN ARLINGTON INDUSTRIAL & RESEARCH CENTER - UNIT NUMBER 6, BEING A SUBDIVISION OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON AUGUST 22, 1972 AS DOCUMENT NUMBER 22024211, IN THE OFFICE OF RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, SAID PARTS LYING NORTH AND WEST OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 11 DEGREES 17 MINUTES 16 SECONDS EAST, 36.44 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 08 SECONDS EAST, 2145.54 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 09 SECONDS EAST 372.77 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 30 SECONDS EAST, 72.20 FEET TO THE EAST LINE OF LOT 1 AFORESAID, IN COOK COUNTY, ILLINOIS.

I, LESLEY NETZER, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE, WAS PREPARED ON BEHALF OF TORNBURN PARTNERS BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____ DAY OF _____, A.D., 2015.

IL LICENSED PROFESSIONAL ENGINEER 062-064543
MY LICENSE EXPIRES ON NOVEMBER 30, 2015

C0.0	SHEET NUMBER	ORIGINAL ISSUE: 08/21/2015 KHA PROJECT NO. 16B19J3002	NORTHWEST CROSSINGS 1501 W. SHURE DRIVE ARLINGTON HEIGHTS, IL 60004	TITLE SHEET	TORBURN PARTNERS 1033 SKOKIE BOULEVARD, SUITE 150 NORTHBROOK, IL 60062	SCALE: DESIGNED BY: LEN DRAWN BY: LEN CHECKED BY: DMA	Kimley»Horn KIMLEY-HORN CONSULTING, INC. 1001 WARRENVILLE ROAD, SUITE 350, LIBERTYVILLE, ILLINOIS 60150 WWW.KIMLEY-HORN.COM
No.							DATE
							BY

Drawing name: K:\GIS_LIVE\16813002 Torburn Partners - 1501 Arlington Heights\1501-04 SITE SURVEY.dwg V0.0 Aug 21, 2015 4:56pm by Joe Meyer
This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

BOUNDARY AND TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION

THAT PART OF LOT 1 IN ARLINGTON INDUSTRIAL & RESEARCH CENTER -- UNIT NUMBER 6, BEING A SUBDIVISION OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON AUGUST 22, 1972 AS DOCUMENT NUMBER 22024211, IN THE OFFICE OF RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, SAID PARTS LYING NORTH AND WEST OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 11 DEGREES 17 MINUTES 16 SECONDS EAST, 36.44 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 08 SECONDS EAST, 2145.54 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 09 SECONDS EAST, 372.77 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 30 SECONDS EAST, 72.20 FEET TO THE EAST LINE OF LOT 1 AFORESAID, IN COOK COUNTY, ILLINOIS.

BENCHMARKS

REFERENCE BENCHMARK

VILLAGE OF ARLINGTON HEIGHTS MONUMENT #8
(NAVD 1988 DATUM)

1" BRASS DISK ON THE EAST SIDE OF CONCRETE BASE FOR A LIGHT POLE APPROXIMATELY 42.5 FEET SOUTH OF THE CENTERLINE OF CELLULAR DRIVE AND 25' EAST OF THE CENTERLINE OF WILKE ROAD

ELEVATION=723.37

SITE BENCHMARKS

SITE BENCHMARK #1

SOUTHWEST BONNET BOLT ON FIRST FIRE HYDRANT SOUTH OF CELLULAR DRIVE NEAR SOUTHEAST ENTRANCE OF SITE ON WEST SIDE OF KENNICOTT AVENUE

ELEVATION=732.41

SITE BENCHMARK #2

ARROW BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF BUILDING #1455 SOUTH OF SITE AT APPROXIMATELY MIDPOINT OF SOUTH LOT LINE OF SITE

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SITE BENCHMARK #3

SOUTHWEST BONNET BOLT ON FIRST FIRE HYDRANT SOUTH OF SHURE DRIVE ON WEST SIDE OF KENNICOTT AVENUE

ELEVATION=737.10

SITE BENCHMARK #4

NORTHEAST BONNET BOLT ON FIRST FIRE HYDRANT SOUTH OF CELLULAR DRIVE NEAR SOUTHWEST ENTRANCE OF SITE

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SITE BENCHMARK #5

NORTHWEST BONNET BOLT ON FIRST FIRE HYDRANT EAST OF WILKE ROAD AT NORTHWEST CORNER OF SITE ON NORTH SIDE OF SHURE DRIVE

ELEVATION=725.95

SITE BENCHMARK #6

NORTHEAST BONNET BOLT ON FOURTH FIRE HYDRANT EAST OF WILKE ROAD ON NORTH SIDE OF SHURE DRIVE

ELEVATION=740.22

LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION) (CONTROL POINT)
- CONCRETE MONUMENT
- + CROSS IN CONCRETE MANHOLE
- ⊕ STORM STRUCTURE
- ⊕ SANITARY MANHOLE
- ⊕ VALVE VAULT
- ⊕ FIRE HYDRANT
- ⊕ FLARED END SECTION
- ⊕ UTILITY POLE
- ⊕ GUY POLE
- ⊕ OVERHEAD TRAFFIC SIGNAL
- ⊕ TRAFFIC SIGNAL MANHOLE
- ⊕ OVERHEAD WIRES
- ⊕ GAS METER
- ⊕ ELECTRIC METER
- ⊕ TRANSFORMER PAD
- ⊕ TELEPHONE PEDESTAL
- ⊕ ELECTRIC BOX
- ⊕ POST INDICATOR VALVE
- ⊕ TELEPHONE MANHOLE
- ⊕ CABLE TELEVISION PEDESTAL
- ⊕ ELECTRIC MANHOLE
- ⊕ VALVE BOX
- ⊕ B/BOX
- ⊕ SIGN
- ⊕ BOLLARD POLE
- ⊕ LIGHT
- ⊕ LIGHT POLE
- ⊕ MAILBOX
- ⊕ FLAGPOLE
- ⊕ GAS MARKER
- ⊕ ELECTRIC MARKER
- ⊕ TELEPHONE MARKER
- ⊕ WATER MARKER
- ⊕ GAS VALVE
- SAN— SANITARY SEWER
- STM— STORM SEWER
- W— WATER MAIN
- G— GAS MAIN
- E— ELECTRIC LINE
- T— TELEPHONE LINE
- ⊕ CONIFEROUS TREE
- ⊕ W/APPROX. DIAMETER
- ⊕ DECEIDUOUS TREE
- ⊕ W/APPROX. DIAMETER
- ⊕ NS-MULTI-STEM
- (DRIP LINE SHOWN IS APPROXIMATE)
- ⊕ ELEVATION
- ⊕ BITUMINOUS PAVEMENT
- ⊕ CONCRETE SURFACE
- ⊕ LANDSCAPE AREA
- ⊕ STONE SURFACE
- ⊕ DETECTABLE TACTILE WARNING SURFACE
- ⊕ STEEL FENCE
- ⊕ CHAIN LINK FENCE
- ⊕ METAL GUARDRAIL
- ⊕ OVERHEAD TRAFFIC SIGNAL

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
T.F. = TOP OF FOUNDATION
F.F. = FINISHED FLOOR
F.E.S. = FLARED END SECTION
V.C.P. = VITRIFIED CLAY PIPE
D.I.P. = DUCTILE IRON PIPE
P.V.C. = POLYVINYL CHLORIDE
R.C.P. = REINFORCED CONCRETE PIPE
C.M.P. = CORRUGATED METAL PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
A = ARC LENGTH
R = RADIUS
CH = CHORD
CB = CHORD BEARING
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
B.C. = BACK OF CURB
B.D.C. = BACK OF DEPRESSED
F.L. = FLOW LINE
C = CONCRETE
P = PAVEMENT
G = GRAVEL
E.W. = EDGE OF WALK
T.W. = TOP OF WALL
T.P. = TOP OF PIPE
I.E. = INVERT ELEVATION
P.L. = PROPERTY LINE
D.S. = DOWN SPOUT
S.F. = SQUARE FEET
A.C. = AIR CONDITIONING UNIT

LINE LEGEND

LIMITS OF LAND PER
LEGAL DESCRIPTION
ADJACENT LAND
PARCEL LINE
EASEMENT LINE
CENTERLINE
BUILDING SETBACK LINE
SECTION LINE
EXISTING CONTOUR

GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS SUPPLIED TO SURVEYOR. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION. THE SURVEYOR HAS PHYSICALLY LOCATED VISIBLE STRUCTURES; HOWEVER, HE HAS NOT PHYSICALLY LOCATED THE UNDERGROUND LINES.

Kimley»Horn
© 2015 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
Lisle, IL 60532-5559
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED

DESIGNED BY: LEN

DRAWN BY: LEN

CHECKED BY: DWA

TORBURN PARTNERS
1033 SKOKIE BOULEVARD,
SUITE 150
NORTHBROOK, IL 60062

OVERALL SITE SURVEY

NORTHWEST CROSSINGS
1501 W. SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
08/21/2015
KHA PROJECT NO.
168193002

SHEET NUMBER

V0.0

CERTIFICATION

STATE OF ILLINOIS }
COUNTY OF KANE } SS

THE ABOVE DESCRIBED PROPERTY WAS SURVEYED UNDER THE DIRECTION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR ON 9-24-13. ALL DISTANCES SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS.

COMPASS SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184.002778
LICENSE EXPIRES 4/30/15

BY: _____ DATE: 3509

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. _____

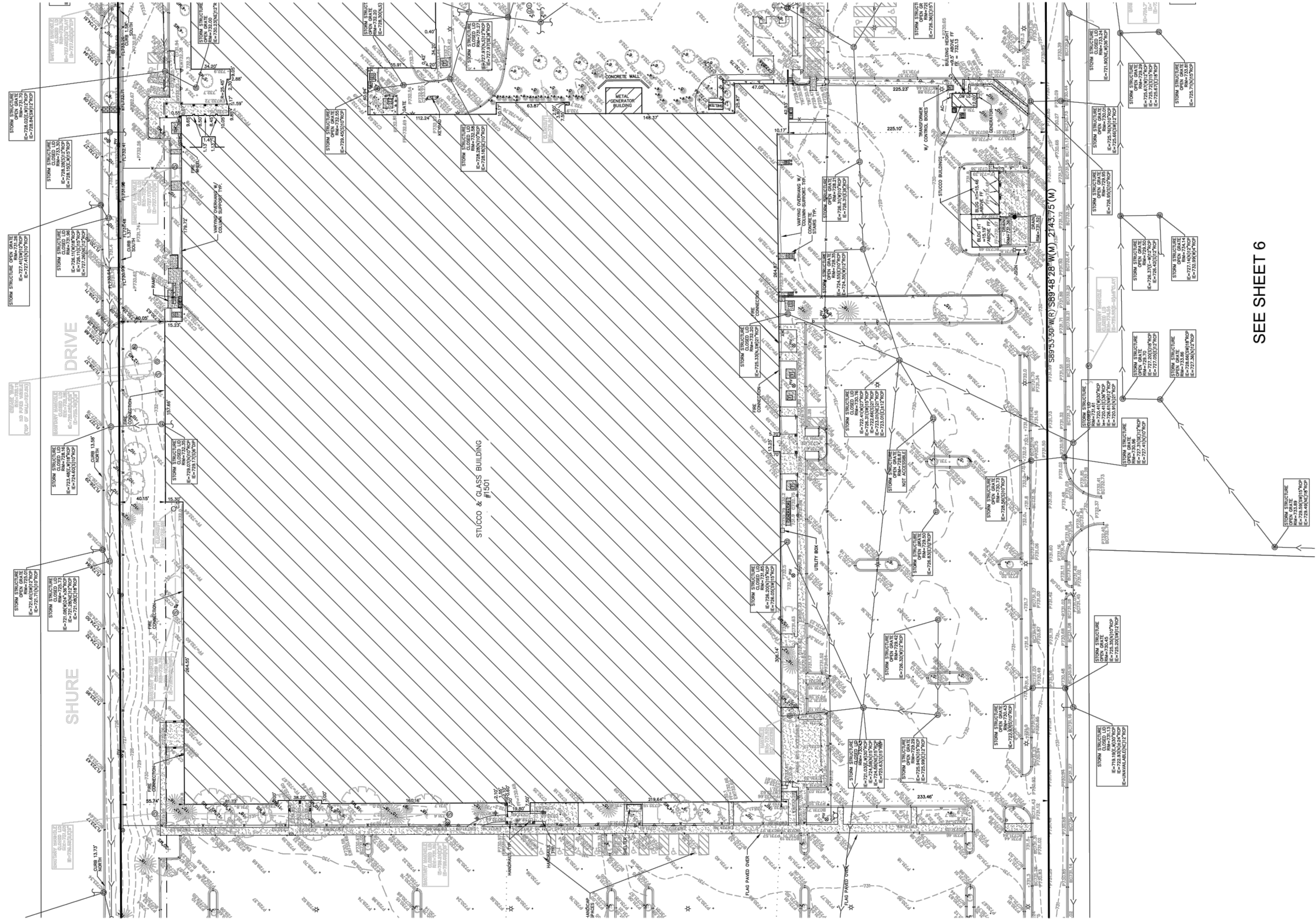
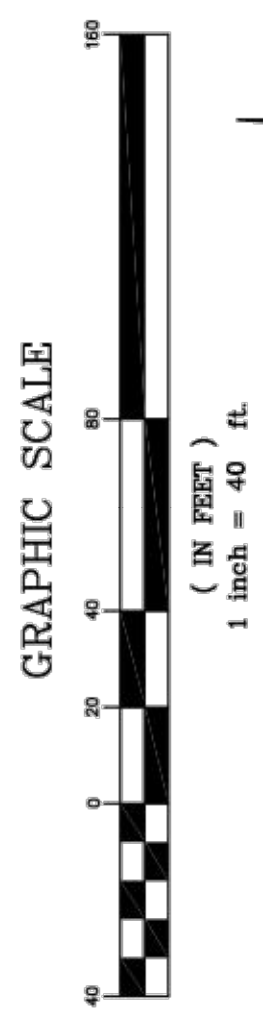
LICENSE EXPIRES 11/30/14

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SEE SHEET 2

SEE SHEET 2

SEE SHEET 4



SEE SHEET 6

NORTHWEST CROSSINGS	
1501 W. SHURE DRIVE	
ARLINGTON HEIGHTS, IL 60004	

DETAILED SITE SURVEY	
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TORBURN PARTNERS	
1033 SKOKIE BOULEVARD,	
SUITE 150	
NORTHBROOK, IL 60062	

Kimley»Horn	
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1001 WARENVILLE ROAD, SUITE 350,	
Lisle, IL 60532	
WWW.KIMLEY-HORN.COM	

No.	
REVISIONS	
DATE	
BY	

ORIGINAL ISSUE:
08/21/2015
KHA PROJECT NO.
168193002
SHEET NUMBER

V0.1

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL, SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:
- COMPASS SURVEYING, LTD.
2631 GINGER WOODS PARKWAY, SUITE 100
AURORA, IL 60052
TEL: (630) 620-9100
- COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.
2. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR IN ORDER TO INSTALL THE PROPOSED IMPROVED STRUCTURES ARE ALL TO BE CONSIDERED AS PART OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SITE-DEPENDENT SOILS INVESTIGATION.
3. THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART THEREOF:
- A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.
- B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.
- C. "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.
- D. REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE MUNICIPALITY, UNLESS OTHERWISE NOTED ON THE PLANS.
- E. THE NATIONAL ELECTRIC CODE.
- F. ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
5. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS, INCLUDING EROSION CONTROL, SEDIMENTATION, AND STORMWATER MANAGEMENT, SHALL BE PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THE CONTRACTOR'S WORK MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT REQUIRED BY THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.
7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT THEM TO THE SURVEYOR OR ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS, AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT THE CONTRACTOR'S OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
8. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS, AGREES TO HOLD HARMLESS KIMLEY-HORN AND ASSOCIATES, INC., THE ENGINEER, THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN.
9. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION METHODS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
10. CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.
11. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
12. OWNER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL OBTAIN ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS AND EASEMENTS.
13. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.
14. NOTIFICATION OF COMMENCING CONSTRUCTION:
- 14.A. THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY, AS NECESSARY, ALL TESTING AGENCIES, THE MUNICIPALITY, AND THE OWNER SUFFICIENTLY IN ADVANCE OF CONSTRUCTION.
- 14.B. FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN THE TESTING COMPANIES TO BE UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.
15. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY TRAFFIC, AS DIRECTED BY THE MUNICIPALITY.
16. ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR REMOVAL AND RESET BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE, AS DIRECTED BY THE ENGINEER, ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
17. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER IDOT SECTION 201.05. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE TO TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.
18. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT, FORESTER, OR ARBORIST AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THE CONTRACTOR'S WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.
19. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.
20. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.
21. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.
22. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEANUP, AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
23. NO UNDERGROUND WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, AND SURFACE, AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET, AS NECESSARY.
24. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND PIPES SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE PROPER DRAINAGE. IF THE STRUCTURE, THE CONTRACTOR'S WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE MERGED INTO THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL, AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. NO EXTRA PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) AND THE MUNICIPALITY FOR UTILITY LOCATIONS.
26. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO GENERAL CONTRACTOR AGREEMENT WITH THE OWNER. ANY CONFLICTS UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
27. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONNECTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.
28. ANY FIELD TIES ENCOUNTERED SHALL BE INSPECTED BY THE ENGINEER. THE DRAIN TIE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD KEPT BY THE CONTRACTOR OF THE LOCATIONS AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
29. ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWERS, VALVE VAULT COVERS, FIRE HYDRANTS, AND

- B-BOXES ARE TO BE ADJUSTED TO MEET FINISHED GRADE. THE CONTRACTOR'S ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE CITY ENGINEER OR THE INSPECTOR OF THE PROJECT.
30. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM, IF AVAILABLE. DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HIGH PRESSURE FLUSHING OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM WILL BE REPAIRED BY THE CONTRACTOR FLUSHING OR USING THE HYDRANT AT THE CONTRACTOR'S OWN EXPENSE. LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER MAIN CONTRACTOR AND SHALL BE REPAIRED BY THE WATER MAIN CONTRACTOR.
31. TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATERMAIN WITHIN TWO (2) FEET HORIZONTAL OF PROPOSED OR EXISTING PAVEMENT.
32. IF SOFT, SPONGY, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL-COMPACTED, CRUSHED LIMESTONE BEDDING MATERIAL. IF ROCK IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING. ANY UNDERCUTS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DEPTHS GREATER THAN TWO (2) FEET SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PROCEEDING WITH THE TRENCHING OPERATION.
33. THE TRENCHES FOR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY TRENCH SHALL BE PROVIDED BY THE CONTRACTOR, AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE ITEM. PLANS FOR THE SITE REMOVAL, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE OWNER.
34. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE PROPER INLET PROTECTION EROSION CONTROL AT LOCATIONS INDICATED BY THE ENGINEER. THE PURPOSE OF THE INLET PROTECTION WILL BE TO MINIMIZE THE AMOUNT OF SILTATION THAT NORMALLY WOULD ENTER THE STORM SEWER SYSTEM FROM ADJACENT AND/OR UPSTREAM DRAINAGE AREAS.
35. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
36. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH IEPA REGULATIONS AND IDOT STANDARDS FOR SOIL EROSION AND SEDIMENTATION. EROSION CONTROL SHALL BE MAINTAINED BY THE CONTRACTOR AND REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS, ACCEPTABLE TO THE ENGINEER, HAS DEVELOPED.
37. THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE STANDARDS FOR SOIL EROSION AND SEDIMENTATION AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION REQUIREMENTS AND GOVERNING MUNICIPALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THE EROSION CONTROL DRAWINGS AND SPECIFICATIONS AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP AT A MINIMUM, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL SWPPP DOCUMENTATION CURRENT AND READILY AVAILABLE ON THE PROJECT SITE AT ALL TIMES FOR REVIEW BY THE OWNER, ENGINEER, TESTING AGENCIES, KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS OR SUPPLIERS, WHICH CONTRIBUTE TO DEFICIENCIES IN THE SWPPP OR ANY VIOLATIONS RESULTING FROM INADEQUATE EROSION CONTROL PROTECTION AND/OR DOCUMENTATION.
38. THE PAVEMENT SHALL BE KEPT FREE OF MUD AND DEBRIS AT ALL TIMES. IT MAY BE NECESSARY TO KEEP A SWEEPER ON SITE AT ALL TIMES.
39. ALL DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM OF SIX (6) INCHES OF TOPSOIL, SEEDING, AND MULCH AS PER IDOT STANDARDS.
40. ALL PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.
41. ALL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. IF REQUESTED BY THE MUNICIPALITY OR ENGINEER, COPIES OF ALL TEST RESULTS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW AND APPROVAL.
42. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADIES. AVOID RIDGES AND DEPRESSIONS.
43. WHEN REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER WHEN RECORD DRAWINGS CAN BE PREPARED. RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL IMPROVEMENTS, INCLUDING VERIFICATION OF ALL CONCRETE PADS, INVERTS, AND SPOT GRADE ELEVATIONS, AND INCORPORATE ALL FIELD DESIGN CHANGES APPROVED BY THE OWNER.
44. BEFORE ACCEPTANCE, ALL WORK SHALL BE INSPECTED BY THE MUNICIPALITY, AS NECESSARY.

EARTHWORK NOTES

1. GENERAL
- 1.1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.
- 1.2. ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND BE KNOWLEDGEABLE OF ALL SITE CONDITIONS.
- 1.3. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE, THAT PAVEMENT THICKNESS, TOPSOIL, ETC., MUST BE ACCOUNTED FOR.
- 1.4. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND PREVENT STORMWATER FROM OVERTFLOWING OR STANDING IN EXCAVATED AREAS. THE CONTRACTOR SHALL PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRADE TRAFFIC.
- 1.5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SOIL EROSION AND SEDIMENTATION CONTROL MEASURES, THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC., TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC., SHALL OCCUR BEFORE BEGINNS.
- 1.6. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A CONSTRUCTION FENCE AROUND ANY SITE DESIGNATED TO BE PRESERVED. THE FENCE SHALL BE IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.
2. TOPSOIL EXCAVATION INCLUDES:
- 2.1. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.
- 2.2. PLACEMENT OF EXCAVATED MATERIAL IN OWNER-DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STORMWATER.
- 2.3. TOPSOIL STOCKPILED FOR SPREADSHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE.
- 2.4. TOPSOIL SPREADSHALL INCLUDE HAULING AND SPREADING SIX (6) INCHES OF TOPSOIL DIRECTLY OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER.
- 2.5. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.
3. EARTH EXCAVATION INCLUDES:
- 3.1. EXCAVATION OF SUBSURFACE MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.
- 3.2. PLACEMENT OF SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIALS SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION.
- 3.3. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THE FILLER SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.
- 3.4. COMPACTION OF SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC. COMPACTION SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS.
4. UNSUITABLE MATERIAL: UNSUITABLE MATERIALS SHALL BE CONSIDERED MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SUD MATERIAL AND TO WHAT EXTENT SHALL BE MADE BY THE ENGINEER WITH THE CONCURRENCE OF THE OWNER.
5. MISCELLANEOUS. THE CONTRACTOR SHALL:
- 5.1. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.
- 5.2. SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF ANY SUITABLE SUBGRADE MATERIAL IN ALL AREAS THAT MAY BE SUBJECT TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.
- 5.3. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.
- 5.4. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.
6. TESTING AND FINAL ACCEPTANCE
- 6.1. THE CONTRACTOR SHALL PROVIDE AS A MINIMUM A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE COURSE MATERIAL. THIS SHALL BE WITNESSED BY THE ENGINEER AND THE OWNER. (SEE PAVING SPECIFICATION.)
- 6.2. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL OR OTHERWISE CORRECTED AND APPROVED BY THE ENGINEER.

PAVING NOTES

1. GENERAL
- 1.1. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION, AND COMPACTION; PLACEMENT OF SUBGRADE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING, AND CURING CONCRETE PAVEMENT, CURBS, AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.
- 1.2. COMPACTION REQUIREMENTS [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)]: SUBGRADE = 93% SUBBASE = 93% AGGREGATE BASE COURSE = 95% BITUMINOUS COURSE = 95% OF MAXIMUM CRYSTALLINE AGGREGATE. WATER TOLERANCE SHALL BE 10% FOR ALL LAYERS.
- 1.3. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING WARNING DEVICES, AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION, ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, AND IN ACCORDANCE WITH THE MUNICIPALITY CODE.
2. SUBGRADE PREPARATION
- 2.1. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHALL CONFIRM THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISHED TOP SUBGRADE ELEVATION HAS BEEN GRADED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE CONTRACTOR ADVISES THE ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT SHALL BE UNDERSTOOD THAT THE CONTRACTOR HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE.
- 2.2. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF-ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED. THIS MAY INCLUDE ONE OR MORE OF THE FOLLOWING METHODS:
- 2.2.1. SCARIFY, DISC, AND AERATE.
- 2.2.2. REMOVE AND REPLACE WITH STRUCTURAL CLAY FILL.
- 2.2.3. REMOVE AND REPLACE WITH GRANULAR MATERIAL.
- 2.2.4. USE OF GEOTEXTILE FABRIC.
- MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE ONE-QUARTER (1/4) INCH TO ONE-HALF (1/2) INCH IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA.
- 2.3. PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREA SHALL BE FINE-GRADED TO WITHIN 0.04 FEET (1/2 INCH) OF FINAL SUBGRADE ELEVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER GRADING TO ENSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS QUANTITY OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED.
- 2.4. PRIOR TO PLACEMENT OF THE BASE COURSE, THE SUBGRADE SHALL BE APPROVED BY THE TESTING ENGINEER.
3. CONCRETE WORK
- 3.1. ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) INCHES THICK. AGGREGATE SHALL BE NO SMALLER THAN NO. 10. CURB SHALL BE A MINIMUM OF FOURTEEN (14) DAYS AND A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT TWENTY-EIGHT (28) DAYS. ALL CONCRETE SHALL BE BROOM-FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL.
- 3.2. CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR IS OBLIGED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. PER-MOLDED FIRE EXPANSION JOINTS, WITH TWO (2) INCHES OF EPOXY-RESIN COATED STEEL DOWEL BARS, SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES.
- 3.3. CURBS SHALL BE DEPRESSED AND MEET THE SLOPE REQUIREMENTS OF THE ILLINOIS ACCESSIBILITY CODE AT LOCATIONS WHERE PUBLIC WALKS INTERSECT CURB LINES AND OTHER LOCATIONS, AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY.
- 3.4. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE.
- 3.5. CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5-FOOT INTERVALS AND 1/2-INCH PER-MOLDED FIRE EXPANSION JOINTS AT 20-FOOT INTERVALS AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, AND OTHER STRUCTURES.
- 3.6. CONCRETE CURING AND PROTECTION SHALL BE PER IDOT STANDARDS. TWO (2) COATS OF IDOT APPROVED CURING AGENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
- 3.7. THE COST OF AGGREGATE BASE OR SUBBASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM.
4. FLEXIBLE PAVEMENT
- 4.1. THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, AND DRIVE AISLES SHALL BE AS DETAILLED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE FLEXIBLE PAVEMENTS SHALL CONSIST OF AGGREGATE BASE COURSE, TYPE B, BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, 1.9, NSQ, AND BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX NSQ, OF THE THICKNESS AND SPECIFIED FINISHES. PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS.
- 4.2. ALL TRAFFIC SHALL BE KEPT OFF THE COMPLETED AGGREGATE BASE UNTIL THE BINDER COURSE IS LAID. THE AGGREGATE BASE SHALL BE UNIFORMLY PRIME COATED AT A RATE OF 0.4 TO 0.5 GALLONS PER SQUARE YARD PRIOR TO PLACING THE BINDER COURSE. PRIME COAT MATERIALS SHALL BE IDOT APPROVED.
- 4.3. PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE BINDER COURSE SHALL BE CLEANED AND TACK-COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE BINDER, BASE, OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE WHATEVER EQUIPMENT AND STAFF NECESSARY, INCLUDING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. THE TACK COAT SHALL BE UNIFORMLY APPLIED TO THE BINDER COURSE AT A RATE OF 0.4 TO 0.5 GALLONS PER SQUARE YARD. TACK COAT SHALL BE IDOT APPROVED.
- 4.4. SEAMS IN BAM, BINDER, AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6 INCHES.
5. TESTING AND FINAL ACCEPTANCE
- 5.1. THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE ENGINEER.
- 5.2. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN REQUESTED, SHALL BE REQUIRED TO PREPARE AND PRESERVE SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION.
- 5.3. WHEN REQUIRED BY THE MUNICIPALITY, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE FULL DEPTH BITUMINOUS CONCRETE PAVEMENT STRUCTURE WITH A CORE DRILL WHERE DIRECTED IN ORDER TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED FOR BY THE METHOD REQUIRED BY IDOT STANDARDS.
- 5.4. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.
6. ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE MUNICIPALITY CODE. WHEN CONFLICTS ARISE BETWEEN MUNICIPAL CODE, GENERAL NOTES AND SPECIFICATIONS, THE MORE STRINGENT SHALL TAKE PRECEDENCE.

SIGNAGE AND PAVEMENT MARKING NOTES

1. ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARDS.
2. SIGNS: SIGNS SHALL BE CONSTRUCTED OF 0.080-INCH THICK PLAT ALUMINUM PANELS WITH REFLECTORIZED LEGEND ON THE FACE. LEGEND SHALL BE IN ACCORDANCE WITH THE MUTCD.
3. POSTS: SIGN POSTS SHALL BE A HEAVY-DUTY STEEL "J" SHAPED CHANNEL WEIGHING 30 POUNDS/FOOT, SUCH AS A TYPE B METAL POST, AS PER THE IDOT STANDARDS (OR 2-INCH PERFORATED STEEL TUBE).
4. SIGNS AND POSTS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT STANDARDS.
5. PAVEMENT MARKINGS: ALL PAVEMENT MARKINGS IN THE PUBLIC RIGHT-OF-WAY, SUCH AS STOP LINES, CENTERLINES, CROSSWALKS, AND DIRECTIONAL ARROWS, SHALL BE REFLECTORIZED THERMOPLASTIC HOT ROLLED INTO PAVEMENT.
6. PAVEMENT MARKINGS ON BIKE PATHS, PARKING LOT STALLS, AND SIMILAR "LOW-WEAR" APPLICATIONS, SHALL BE PAINT IN ACCORDANCE WITH IDOT STANDARDS.
7. COLOR, WIDTH, STYLE, AND SIZE OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD AND LOCAL CODE. STANDARD PARKING SPACES SHALL BE PAINTED WHITE.
8. THERMOPLASTIC MARKINGS SHALL BE INSTALLED WHEN THE PAVEMENT TEMPERATURE IS 55 DEGREES FAHRENHEIT AND RISING. PAINT MARKINGS MAY BE INSTALLED WHEN THE AIR TEMPERATURE IS 50 DEGREES FAHRENHEIT AND RISING.

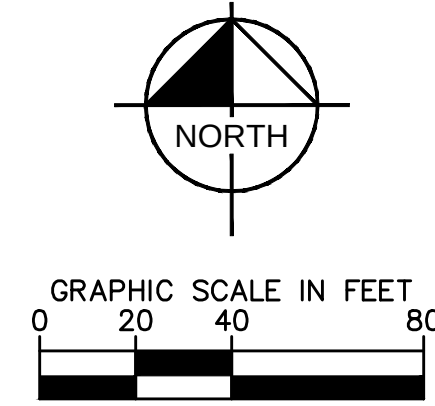
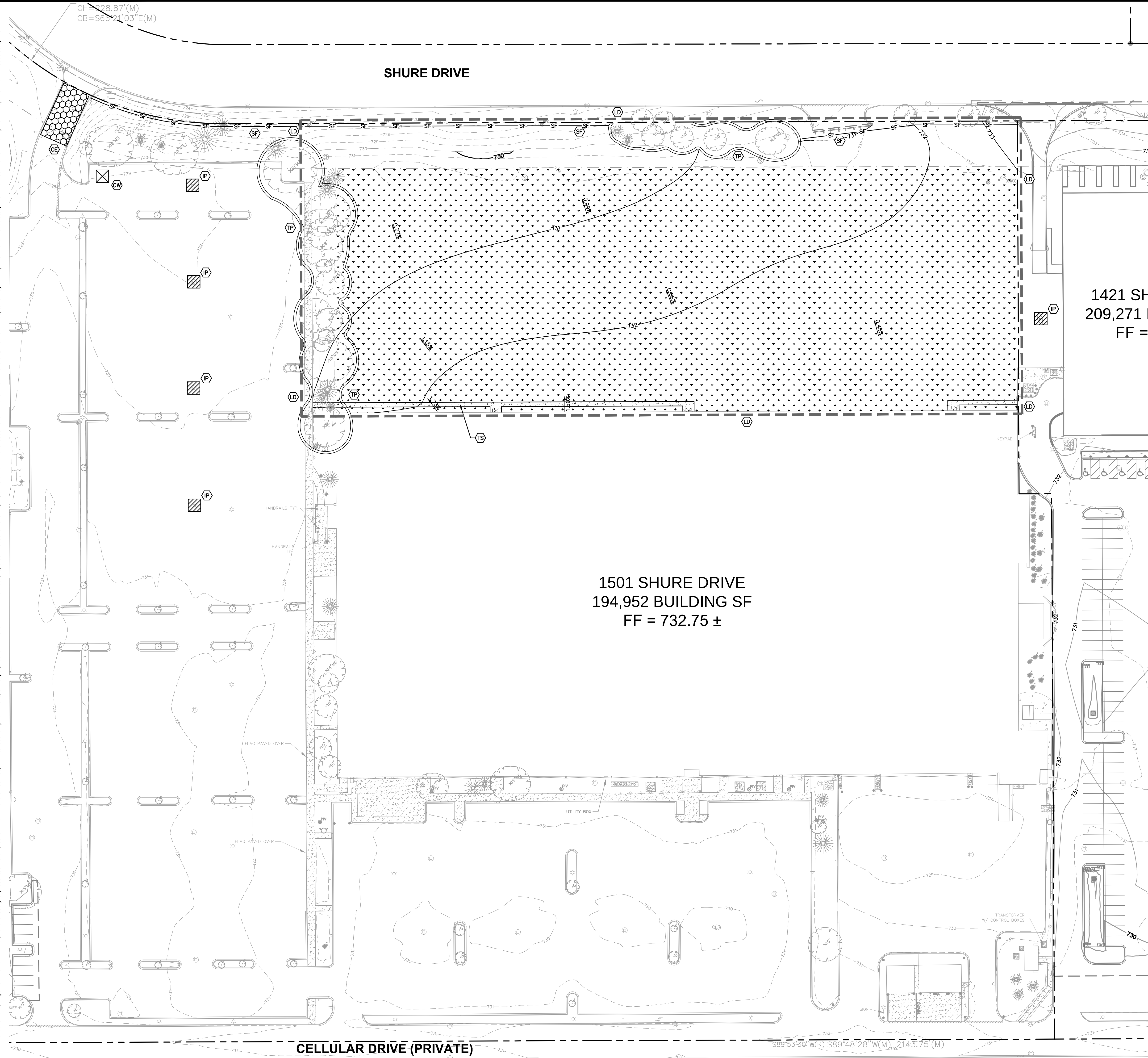
SANITARY SEWER NOTES

1. SANITARY SEWER PIPE: ALL SANITARY SEWER PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLAN. UNLESS OTHERWISE NOTED ON THE PLANS, ALL SANITARY SEWER PIPE SHALL BE POLYVINYL CHLORIDE PLASTIC PIPE (PVC SDR-26), CONFORMING TO ASTM D3034 AND D2241 WITH ELASTOMERIC GASKET JOINTS CONFORMING TO ASTM D5016 AND D3212. ANY CHANGES TO THE PIPE MATERIAL, SIZE AND TYPE MUST BE APPROVED BY THE OWNER, ENGINEER AND MUNICIPALITY PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL SANITARY SEWER PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:
- PIPE SIZE CODE PIPE MATERIAL
4" - 6" DIP POLYVINYL CHLORIDE PLASTIC PIPE SDR-26 (ASTM D3034 AND D2241)
4" - 48" DIP DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)
2. BAND-SEAL OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN CIRCUMSTANCES WHERE THE CITY ENGINEER HAS GIVEN WRITTEN PERMISSION) SHALL BE TO THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NO LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. AS A MINIMUM, THE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 704.01 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE STATE OF ILLINOIS OR ASTM C-333. THE GRADATION SHALL CONFORM TO GRADATION CA-11 OR CA-13 OF THE ILLINOIS STANDARD SPECIFICATIONS AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
3. ALL UNSUITABLE MATERIALS SHALL BE REMOVED BEFORE THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CRUSHED GRAVEL OR STONE, AS PER IDOT STANDARDS.
4. ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF TWO (2) FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH GRANULAR BEDDING OR GRANULAR BACKFILL PER IDOT STANDARDS AND THOROUGHLY MECHANICALLY COMPACTED IN 9-INCH THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED.

5. ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
6. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE MUNICIPALITY.
7. WATERMANS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) REQUIREMENTS, AS SPECIFIED IN THE STANDARDS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.
8. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE, EXCEPT UNDER SPECIAL CIRCUMSTANCES AND ONLY UNDER THE FOLLOWING RULES:
- A. IF NECESSARY PERMISSION SHALL BE OBTAINED FROM THE MUNICIPALITY IN WRITING PRIOR TO BEGINNING CONSTRUCTION.
- B. THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF A MINIMUM OF 18 INCHES ABOVE THE TOP OF THE SEWER AND 18 INCHES HORIZONTALLY AWAY FROM THE EDGE OF THE SEWER.
9. ALL SANITARY MANHOLES AND STORM MANHOLES IN COMBINED SEWER AREAS) SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE. A WATERIGHT BOOT, CONFORMING TO ASTM C-923, SHALL BE USED AT THE PIPE-STRUCTURE CONNECTION. ANY SEWER OR DRAIN CROSSED, A LENGTH OF WATERMAIN PIPE SHALL BE CROSSED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
10. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER-TIGHT SLEEVES. THE BOTTOM OF THE MANHOLE SHALL HAVE A CONCRETE BENCH POURED TO FACILITATE SMOOTH FLOWS.
11. FRAMES AND LIDS: SEE DETAILS FOR ALL SANITARY SEWER MANHOLE FRAMES AND LIDS. THE LIDS SHALL HAVE RECESSED (CONCEALED) POKES AND BE SELF-SEALING WITH AN "OT RING GASKET". THE LIDS SHALL HAVE THE WORD "SANITARY" EMBOSSED ON THE SURFACE. THE JOINTS BETWEEN THE FRAME AND CONCRETE SECTION SHALL BE SEALED WITH A BUTYL ROPE.
12. A MAXIMUM OF TWELVE (12) INCHES OF CONCRETE-ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. RINGS SHALL BE SEALED TOGETHER WITH BUTYL ROPE.
13. CLEANING: ALL MANHOLES AND PIPES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS, AND ALL VES OF LEAKAGE ELIMINATED, BEFORE FINAL INSPECTION AND ACCEPTANCE.
14. TESTING: DEFLECTION, AIR, AND LEAKAGE TESTING WILL BE REQUIRED. THE PROCEDURE AND ALLOWABLE TESTING LIMITS SHALL BE IN ACCORDANCE WITH THE STANDARDS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS.
15. TESTING THE ALIGNMENT/STRAIGHTNESS SHALL BE IN ACCORDANCE WITH THE MUNICIPALITY CODE.
16. TELEVEISING: IF REQUIRED BY THE MUNICIPALITY, ALL SANITARY SEWERS SHALL BE TELEVEISED, AND A COPY OF THE TAFE AND A WRITTEN REPORT SHALL BE SUBMITTED AND REVIEWED BY THE MUNICIPALITY BEFORE FINAL ACCEPTANCE. THE REPORT SHALL INCLUDE SUB LOCATION AS WELL AS A DESCRIPTION OF ALL DEFECTS, WATER LEVEL, LEAKS, AND LENGTHS. IDENTIFY MANHOLE TO MANHOLE BOTH VERBALLY AND ON-SCREEN USING MANHOLE NUMBERS FROM APPROVED PLANS. ORDER OF WRITTEN REPORT SHALL BE AS SHOWN ON THE MODIFIED PROCTOR.
17. TEST RESULTS: IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED IN THE CONTRACT, THE CONTRACTOR SHALL DETERMINE THE CAUSE AND/OR REPAIR, OR REPLACE ALL MATERIALS AND WORKMANSHIP, AS MAY BE NECESSARY TO COMPLY WITH THE TEST REQUIREMENTS.
18. CERTIFICATION: CONTRACTOR SHALL SUBMIT CERTIFIED COPIES OF ALL REPORTS OF TESTS CONDUCTED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD METHOD OF TEST FOR "EXTERNAL LOADING PROPERTIES OF PLASTIC PIPE BY PARALLEL PLATE LOADING," ASTM STANDARDS D-2241, AS APPROPRIATE FOR THE PIPE, TO BE USED. THE TEST SHALL ALSO BE CONDUCTED TO DEMONSTRATE JOINT PERFORMANCE AT FIVE (5) PERCENT MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT.
19. CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO THE LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT.

STORM SEWER NOTES

1. STORM SEWER PIPE: ALL STORM SEWER PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLAN. UNLESS OTHERWISE NOTED ON THE PLANS, ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE, IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR DETERMINING PIPE CLASS AND CONFORMING TO ASTM D2241. TO THE PIPE MATERIAL, SIZE AND TYPE MUST BE APPROVED BY THE OWNER, ENGINEER AND MUNICIPALITY PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL STORM SEWER PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:
- PIPE SIZE CODE PIPE MATERIAL
12" - 60" RCP REINFORCED CONCRETE PIPE (ASTM C76); SEE IDOT SPECS FOR PIPE CLASS
PVC 12" - 48" DIP POLYVINYL CHLORIDE PLASTIC PIPE SDR-26 (ASTM D3034 AND D2241)
3" - 48" HDPE HIGH DENSITY POLYETHYLENE PIPE
3" - 48" DIP DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)
2. BAND-SEAL OR SIMILAR COUPLING SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.
3. ALL FOOTING DRAIN DISCHARGE PIPES AND DOWN SPOUTS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
4. CONSTRUCTION: ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
5. COVER: THE CONTRACTOR SHALL MAINTAIN AT LEAST TWO (2) FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MOUND OVER ANY PIPES THAT ARE LESS THAN TWO (2) FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED.
6. STRUCTURES: MANHOLE, CATCH BASIN, AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM OF FOUR (4) FEET IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH "OT RING OR BUTYL ROPE, A MAXIMUM OF TWELVE (12) INCHES OF ADJUSTING RINGS SHALL BE USED.
7. A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES.
8. THE FRAME, GATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE TYPE SHOWN ON THE PLANS.
9. CLEANING: THE STORM SEWER SYSTEM SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING.
10. THE STORM SEWER SHALL BE TELEVEISED IF REQUIRED BY THE MUNICIPALITY.
11. MANHOLES, CATCH BASINS, INLETS, FRAMES, GRATES, AND OTHER STRUCTURES SHALL BE CONSTRUCTED OF THE TYPE, STYLE, AND SIZE AS SET FORTH WITH THE ORDINANCES AND STANDARDS OF THE MUNICIPALITY.
12. ALL PVC PIPES CONNECTED TO REINFORCED



EROSION CONTROL LEGEND

	TS TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS) (ASS NEEDED TO MEET IEPA REQUIREMENTS)
	CE CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
	SF SILT FENCE (SEE EROSION CONTROL DETAILS)
	IP PAVED AREA INLET PROTECTION (SEE EROSION CONTROL DETAILS)
	TP TREE PROTECTION (SEE EROSION CONTROL DETAILS)
	CW CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
	LD LIMITS OF DISTURBANCE
	EXISTING CONTOURS
	PROPOSED CONTOURS

SITE DATA TABLE

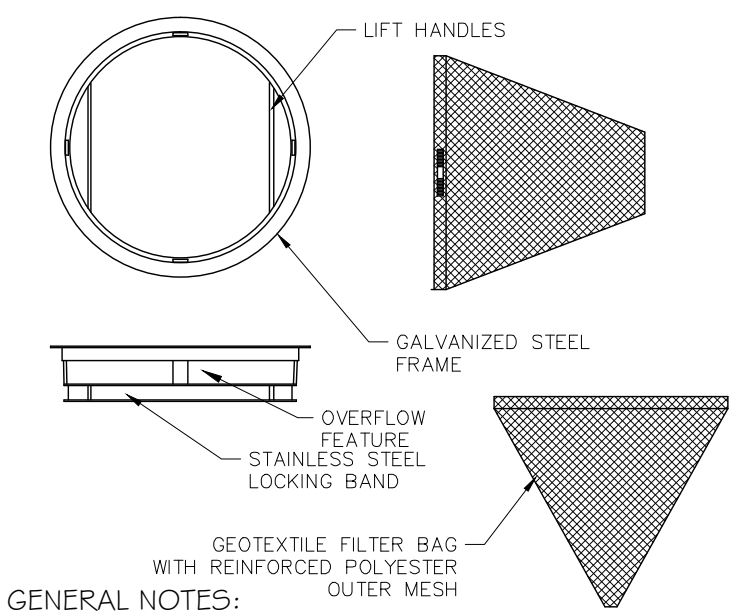
TOTAL LOT AREA	21.99 AC
TOTAL AREA DISTURBED*	3.82 AC
EXISTING IMPERVIOUS AREA	15.11 AC
EXISTING LANDSCAPED AREA	6.88 AC
PROPOSED IMPERVIOUS AREA	12.28 AC
PROPOSED LANDSCAPED AREA	9.71 AC

* DOES NOT INCLUDE ANY OFF-SITE DISPOSAL OR BORROW AREAS - CONTRACTOR TO UPDATE AS NECESSARY DURING CONSTRUCTION.

EROSION CONTROL SCHEDULE AND SEQUENCING:

- I. **ROUGH GRADING**
CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING. AS NEEDED, TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
- II. **UTILITY INSTALLATION**
ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE, TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
- III. **PAVING**
ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE, TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
- IV. **FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING**
ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

NORTHWEST CROSSINGS 1501 W. SHURE DRIVE ARLINGTON HEIGHTS, IL 60004		TORBURN PARTNERS 1033 SKOKIE BOULEVARD, SUITE 150 NORTHBROOK, IL 60062		KIMLEY-HORN & ASSOCIATES, INC. © 2016 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, HIGHTSTOWN, NJ 08520 PHONE: 609-487-5550 WWW.KIMLEY-HORN.COM	
ORIGINAL ISSUE: 08/21/2015		SCALE:			
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SHEET NUMBER		DRAWN BY: LEN			
C4.0		CHECKED BY: DMA			
				NO.	
				DATE	
				BY	



NOTE: INLET FILTERS ARE SLIGHTLY SMALLER THAN THE INLET GRATE SIZES. WHEN IDENTIFYING OR SPECIFYING FILTERS/CASTINGS PLEASE REFER TO THE DIAMETER "D" OR WIDTH "W" AND HEIGHT "H" OF FILTER FRAMES OR CASTING GRATES. YOU MAY ALSO REFER TO OUR CASTING CROSS REFERENCE GUIDE FOR IDOT STANDARDS

IDOT TYPE 1 ROUND INLET FILTER DEPICTED

NOTE: ROUND AND SQUARE INLET FILTERS AVAILABLE FOR MOST NEENAH
AND EAST JORDAN BEEHIVE, ROLL CURB AND CURB BOX FRAME TYPES

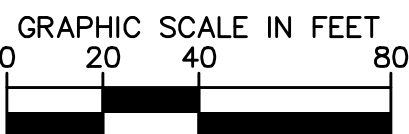
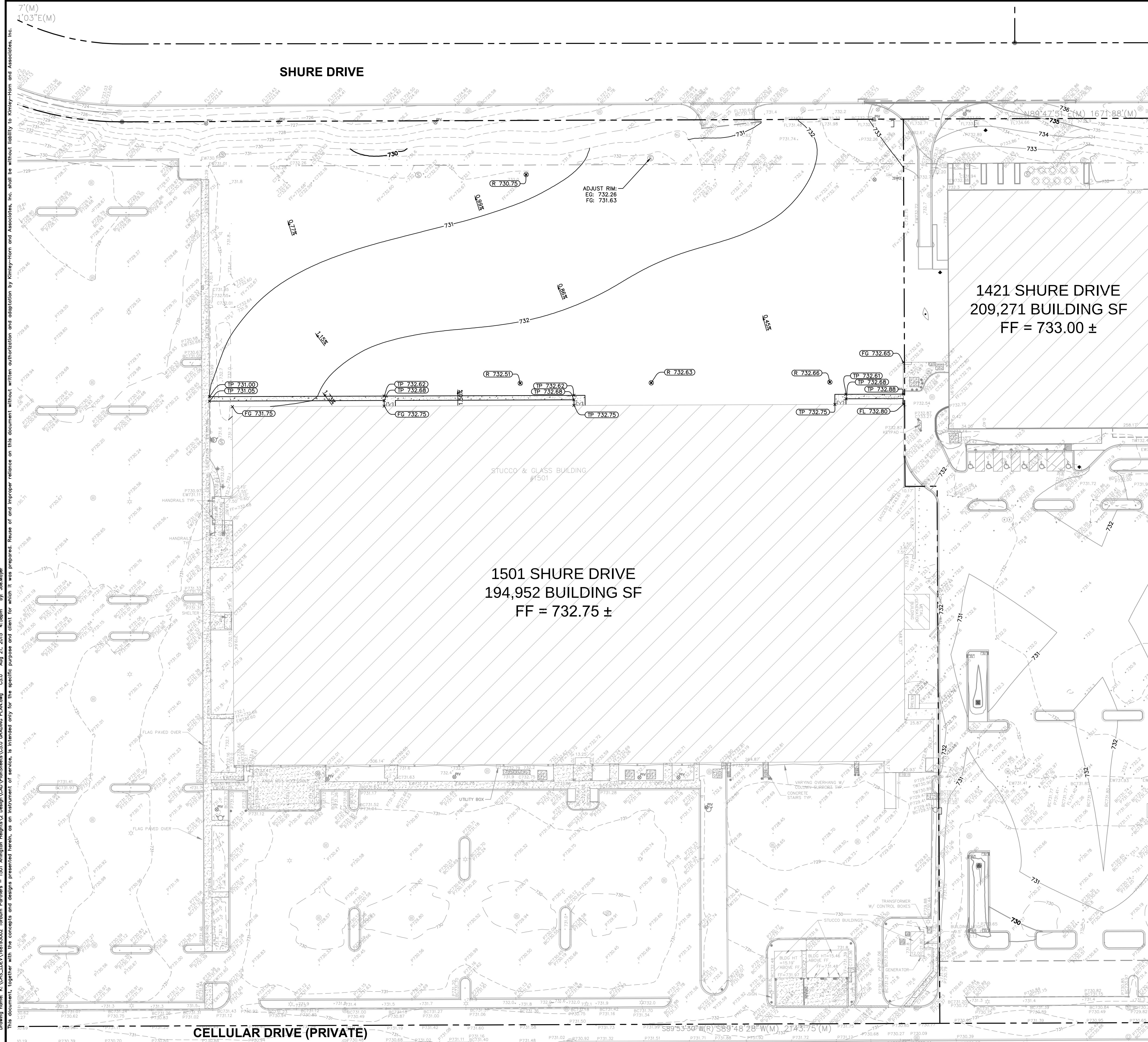
ALL IPP INLET FILTERS TO CONFORM TO IDOT SPECIFICATIONS AS
OUTLINED IN ARTICLE 1081.15 OF IDOT'S STANDARD SPECIFICATIONS GUIDE

N.T.S.



A	KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE	C	SPRING OATS 100 LBS/ACRE	*	IRRIGATION NEEDED DURING JUNE AND JULY
		D	WHEAT OR CEREAL RYE 150 LBS/ACRE	**	IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD
B	KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE	E	SOD		
		F	STRAW MULCH 2 TONS/ACRE		



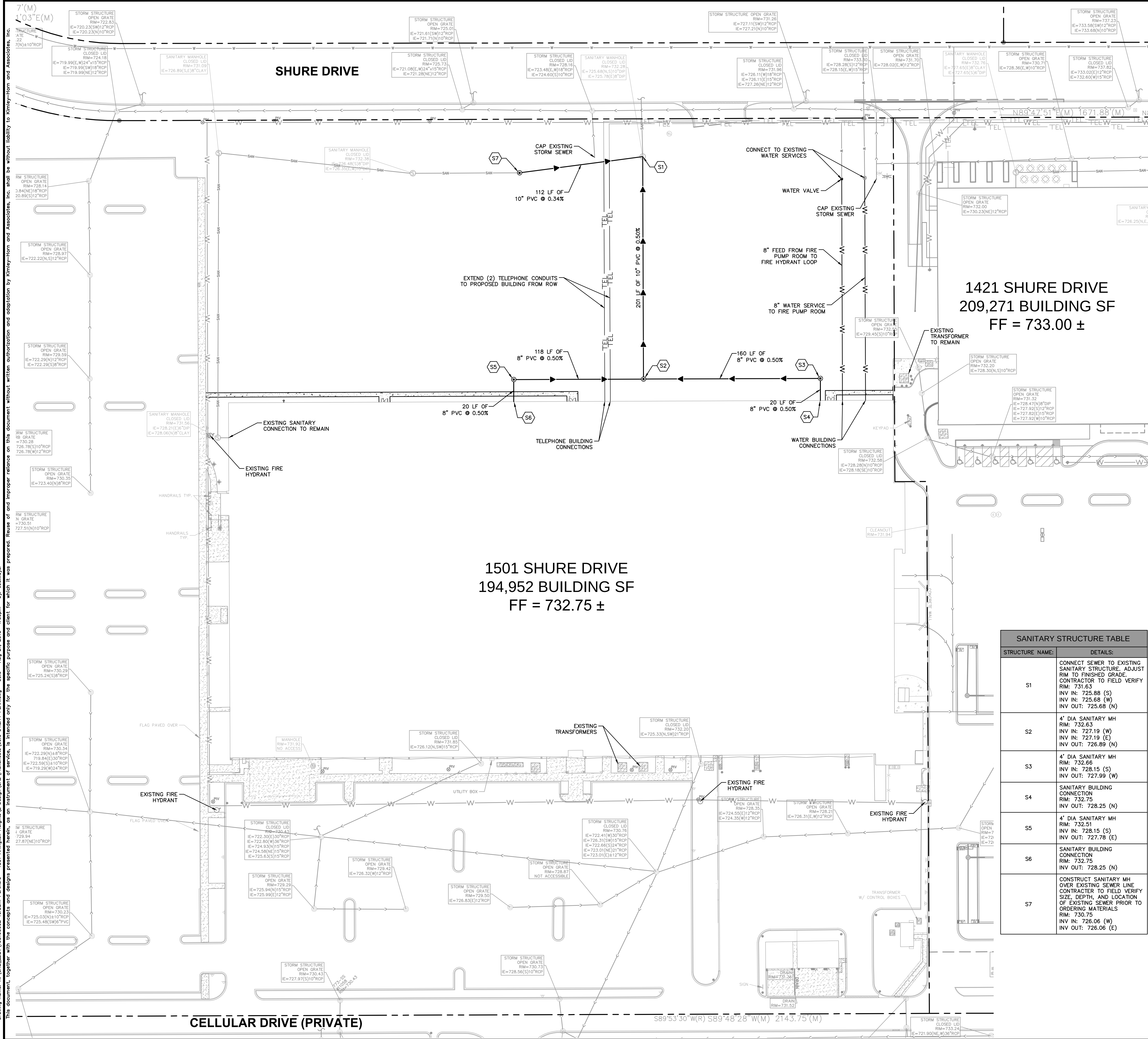


1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SLOPE GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE SLOPE PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

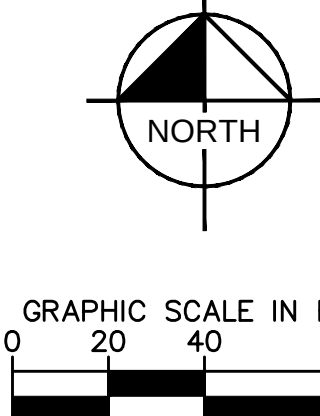
TP = TOP OF PAVEMENT
FL = FLOW LINE
ME = MATCH ELEVATION
R = RIM ELEVATION
FG = FINISHED GRADE
PROPOSED CONTOUR
EXISTING CONTOUR
RIDGE LINE
SLOPE AND FLOW DIRECTION

[illegible]

Drawing name: K:\GIS_DEVELOPMENT\168193002 Torburn Partners - 1501 Arlington Heights\2 Design\CAD\Plots\Sheets\C6.0 UTILITY PLAN.dwg C6.0 Aug 21, 2015 4:59pm by: oelmoer
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UTILITY LEGEND

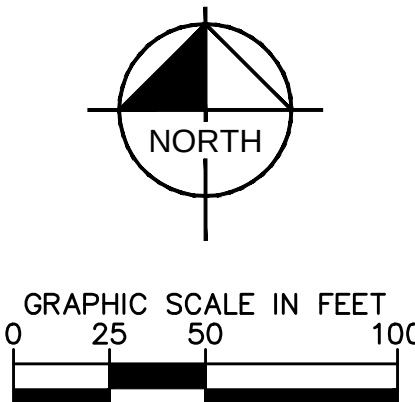
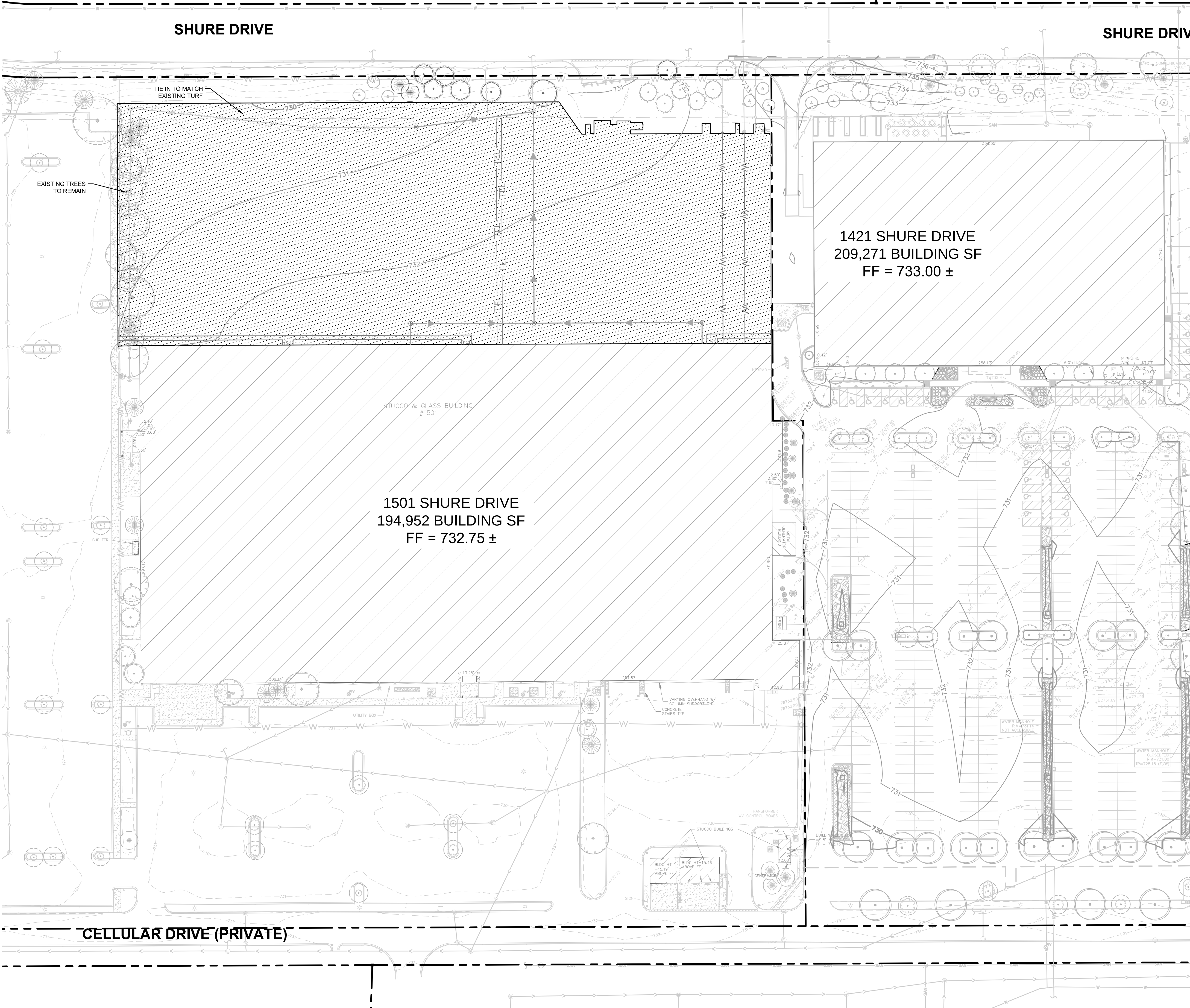
— W —	EX. VILLAGE WATER LINE
— Q —	EX. HYDRANT
— V —	EX. WATER VALVE
— SAN —	EX. SANITARY SEWER LINE
— S —	EX. SANITARY SEWER MANHOLE
— S.C. —	EX. SANITARY SEWER CLEANOUT
— S.D. —	EX. STORM DRAIN LINE
— S.M. —	EX. STORM MANHOLE
— S.S. —	EX. STORM STRUCTURE/INLET
— G —	EX. GAS LINE
— G.M. —	EX. GAS METER
— ELEC —	EX. UNDERGROUND ELECTRIC LINE
— T —	EX. UNDERGROUND TELEPHONE LINE
— ELEC —	EX. LIGHT POLE
— GAS —	PROPOSED UNDERGROUND ELECTRIC LINE
— TEL —	GAS LINE (BY GAS COMPANY)
— TEL —	PROPOSED PHONE LINE
— TEL —	PROPOSED STORM SEWER LINE
— TEL —	PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
— TEL —	PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1786)
— TEL —	PROPOSED OPEN LID CURB STRUCTURE (B6.12 C&G USE NEENAH R-3281-A)
— TEL —	PROPOSED SANITARY SEWER LINE
— TEL —	PROPOSED SANITARY MANHOLE
— TEL —	PROPOSED STORM/SANITARY CLEANOUT
— TEL —	PROPOSED WATER LINE
— TEL —	PROPOSED VALVE VAULT
— TEL —	PROPOSED FIRE DEPARTMENT CONNECTION
— TEL —	PROPOSED FIRE HYDRANT
— TEL —	PROPOSED LIGHT POLE

UTILITY NOTES

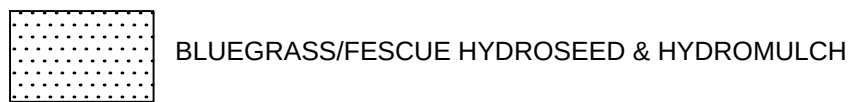
- ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 36" MINIMUM COVER.
- ALL WATER LINES SHALL BE DUCTILE IRON PIPE, CLASS 52.
- CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
- ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
- CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
- CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
- PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
- CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED TO ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
- CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
- ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
- SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
- AFTER THE EXISTING HIGH PRESSURE FIRE LOOP HAS BEEN CONVERTED TO A STANDARD (VILLAGE SUPPLIED) PRESSURE LINE, THE EXISTING WATER MAIN MUST BE PRESSURE TESTED, CHLORINATED AND A NEW CONSTRUCTION BAC-T TEST MUST BE PERFORMED AND PASSED BEFORE VALVES ARE OPENED FOR USE.
- ARLINGTON HEIGHTS PUBLIC WORKS WATER DISTRIBUTION UNIT (847-368-5800) IS TO BE NOTIFIED 48 HOURS PRIOR TO ANY WATER SHUT DOWNS.

SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S1	CONNECT SEWER TO EXISTING SANITARY STRUCTURE. ADJUST RM TO FINISHED GRADE. CONTRACTOR TO FIELD VERIFY RM: 731.63 INV IN: 725.88 (S) INV IN: 725.68 (W) INV OUT: 725.68 (N)
S2	4' DIA SANITARY MH RM: 732.63 INV IN: 727.19 (W) INV IN: 727.19 (E) INV OUT: 726.89 (N)
S3	4' DIA SANITARY MH RM: 732.66 INV IN: 728.15 (S) INV OUT: 727.99 (W)
S4	SANITARY BUILDING CONNECTION RM: 732.75 INV OUT: 728.25 (N)
S5	4' DIA SANITARY MH RM: 732.51 INV IN: 728.15 (S) INV OUT: 727.78 (E)
S6	SANITARY BUILDING CONNECTION RM: 732.75 INV IN: 728.25 (N)
S7	CONSTRUCT SANITARY MH OVER EXISTING SEWER LINE. CONTRACTOR TO FIELD VERIFY SIZE, DEPTH, AND LOCATION OF EXISTING SEWER PRIOR TO ORDERING MATERIALS. RM: 730.75 INV IN: 726.06 (W) INV OUT: 726.06 (E)

BY	DATE	REVISIONS	Kimley»Horn © 2015 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, Lisle, IL 60532 TEL: 630.332.5550 WWW.KIMLEY-HORN.COM
TORBURN PARTNERS 1033 SKOKIE BOULEVARD, SUITE 150 NORTHBROOK, IL 60062			UTILITY PLAN NORTHWEST CROSSINGS 1501 W. SHURE DRIVE ARLINGTON HEIGHTS, IL 60004
ORIGINAL ISSUE: 08/21/2015 KHA PROJECT NO. 168193002			
SHEET NUMBER C6.0			



LEGEND



LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
4. CLEAN VIALBE EARTH WILL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 4 INCHES BELOW FINISHED GRADE IN TURF AREAS. SEED LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED MIXES.
5. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
7. CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

**NORTHWEST
CROSSINGS**
1501 W. SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

LANDSCAPE
PLAN

**TORBURN
PARTNERS**
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ORIGINAL ISSUE:
08/21/2015
KHA PROJECT NO
168193002
SHEET NUMBER

L1.0



STORM WATER MEMORANDUM

To: Metropolitan Water Reclamation District Of Greater Chicago /
Village of Arlington Heights

From: Lesley Netzer, PE
Kimley-Horn and Associates, Inc.

Date: August 21, 2015

Subject: *1501 Shure Drive – Northwest Crossings*

Introduction

Kimley-Horn and Associates, Inc., serves as the engineering consultant for Torburn Partners, who is proposing to redevelop a portion of the 21.99 acre lot located at 1501 Shure Drive in Arlington Heights, IL 60004. The site is proposed to be subdivided from a larger development including both 1421 and 1501 Shure Drive, totaling 39.62 acres. The intent is to phase construction until a tenant for 1501 Shure is secured. A portion of the existing 1501 Shure building (318,227 SF) is to be demolished, resulting in a new building square footage of 194,952 SF. The site was previously developed under MWRD permit 94-480.

Existing Conditions

The 1501 Shure development is currently an office/industrial facility with parking, utilities, and landscaping. The composition of the site is 15.11 acres of impervious area and 6.88 acres of pervious area. The site currently drains to various storm structures onsite that eventually outfall to the existing dry bottom detention basin along the western property line. As mentioned, this basin also serves the 17.63 acre development at 1421 Shure Drive and approximately 25.13 acres of offsite property north of the site.

As part of the 1421 Shure Drive site development permit, per Village requirements, the entire 39.62 acre subdivision was brought up to current village storm water standards. These standards required a maximum of 0.18 cfs/acre release rate. Improvements to the existing detention basin are included with the proposed development plans for 1421 Shure Drive. The detention basin will be modified to provide adequate detention for all tributary areas. In addition the outlet control structures will be modified to restrict discharge to MWRD and Village of Arlington Heights requirements. See the Storm Water Management Report for Northwest Crossings for information regarding the proposed improvements to the existing detention pond and 1421 Shure Drive.

Proposed Conditions

The proposed site will consist of a reduced 194,952 SF office facility, sidewalk improvements, associated utilities, and landscaping. The proposed development is not in a combined sewer area. In the proposed condition, the impervious area will be decreased to 12.28 acres, thus further detention will not be required. Only 1,650 SF (0.04 ac) of new impervious area is proposed, thus no volume control improvements have been provided. In general, the storm water drainage patterns have not been changed from the existing to proposed conditions. The intent is for the final build out condition of this interim grassed area to be a parking and landscaped area. As the existing area was a building, the final build out condition will have the same if not less impervious area than current conditions,



MELTZER, PURTILL & STELLE LLC

ATTORNEYS AT LAW

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FAX (847) 330-1231

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SUITE 3500
CHICAGO, IL 60606-6704
PHONE (312) 987-9900
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File Number: 34175-001
Direct Dial: 312-461-4302
E-mail: sbauer@mpslaw.com

Via E-mail

September 10, 2015

Latika Bhide
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Re: 1421 and 1501 W. Shure Drive ("Subject Property")

Dear Ms. Bhide:

On behalf of Torburn Partners, Inc. ("Torburn") as the managing member of Torburn North Campus, LLC, which is the owner of the Subject Property, we are pleased to present to the Village of Arlington Heights this request for approval of an amendment to the planned unit development ordinances that govern the development and use of the Subject Property in conjunction with certain variations similar to the approvals granted by the Village Board on June 1, 2016 under Ordinance 15-016. More specifically, our client seeks (i) a planned unit development amendment to Ordinance 88-60, 14-002 and 15-016 to allow (a) demolition of approximately 122,800 square feet of space from the building located at 1501 W. Shure Drive and (b) the construction of a sports court on the north side of the building located at 1421 W. Shure Drive ("Sports Court"), (ii) a variation to allow construction of the Sports Court and an associated basketball pole that encroaches approximately 24 feet into the required side yard along Shure Drive, (iii) a semi-open, 6-foot tall wood, stone-textured precast concrete or metal fence around the perimeter of the Sports Court and the adjacent patio with an 8-foot tall sports net/mesh constructed on the portion of said fence that will enclose the Sports Court and (iv) waiver of the requirement to provide a traffic study and parking analysis.

As with the approvals granted by Ordinance 15-016, the currently requested approvals are necessary for Torburn to reposition the Subject Property and the improvements constructed thereon from their former use as a single-owner, single-user facility to a multiple-owner, multiple-tenant complex for high-quality corporate office and industrial tenants. A statement of justification and responses to the standards of practical difficulties to support the requested planned unit development amendment and variations are attached to this letter.

We look forward to further working with you and the Village to bring this exciting project to fruition. Please contact me at (847) 330-6062 if you wish to discuss this matter in further detail.

Sincerely,

MELTZER, PURTILL & STELLE LLC

A handwritten signature in blue ink, appearing to read "Steven C. Bauer". The signature is fluid and cursive, with the first name "Steven" and last name "Bauer" clearly distinguishable.

Steven C. Bauer

Attachment

Statement of Justification and Responses to Standards of Practical Difficulties for Requested Planned Unit Development Amendment and Associated Variations

The Applicant, Torburn North Campus, LLC (“Torburn”), provides the following statement of justification and responses to the standards of practical difficulties for a proposed amendment to the planned unit development approved by Ordinances 88-023, 14-002 and 15-016 (collectively, the “PUD Ordinance”) for the real property commonly known as 1421 and 1501 Shure Drive (collectively, the “Subject Property”), and the zoning variations being requested by Torburn in connection with such amendment. Torburn is seeking an amendment to the PUD Ordinance to authorize and permit: (a) demolition of approximately 122,800 square feet of space from the building located at 1501 W. Shure Drive and (b) the construction of a sports court on the north side of the building located at 1421 W. Shure Drive (“Sports Court”), (ii) a variation to allow construction of the Sports Court and an associated basketball pole that encroaches approximately 24 feet into the required side yard along Shure Drive, (iii) a semi-open, 6-foot tall wood, stone-textured precast concrete or metal fence around the perimeter of the Sports Court and the adjacent patio with an 8-foot tall sports net/mesh constructed on the portion of said fence that will enclose the Sports Court and (iv) waiver of the requirement to provide a traffic study and parking analysis.

1. 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 Subject Property cannot yield a reasonable return without the proposed PUD Ordinance amendment and associated variations. The Subject Property was developed and historically used as a Motorola campus and later as a Nokia Siemens campus. Such use did not contemplate or necessitate multiple users. Nokia Siemens vacated the Subject Property on December 31, 2014. The proposed PUD Ordinance amendment and variations are now required to allow the Subject Property to be repositioned and repurposed from its former use as a single-owner, single-user facility to a multiple-owner, multiple-tenant complex as Torburn is continuing to undertake in furtherance of the approvals granted by Ordinance 15-016 and market demand.

As the Village is aware, Torburn exhaustively evaluated the options necessary to accomplish the foregoing. After doing so, it concluded that demolition of approximately 122,800 square feet of space from the 1501 W. Shure Drive building and construction of the Sports Court and associated basketball pole and fence are necessary to repurpose the Subject Property and satisfy the market demand for Class A office and industrial space users. Absent this action, Torburn is unable to position the Subject Property to compete with other Class A office and industrial space available to prospective tenants in the Chicago metropolitan area’s northwest office market.

The proposed variations result from Torburn’s effort to retrofit the dated improvements on the Subject Property to meet the needs of today’s office and industrial market, which the existing site improvements at the Subject Property did not contemplate.

2. *The plight of the owner is due to unique circumstances.*

Torburn's plight is due to unique circumstances. As previously stated, the proposed PUD Ordinance amendment and associated variations are required to retrofit the existing improvements on the Subject Property to meet the needs of today's office and industrial market.

The Subject Property's existing site improvements were constructed to meet the needs of a single user (i.e., Motorola, and later Nokia Siemens upon its acquisition of certain Motorola assets), which did not contemplate or necessitate the ability to respond to the changed market demand for office and industrial space since the Subject Property was developed. Nokia Siemens vacated the Subject Property on December 31, 2014. Torburn now seeks to repurpose the Subject Property to satisfy the current requirements of the office and industrial tenant markets that the Subject Property is intended to serve.

The uniqueness of Torburn's plight is demonstrated by the extreme efforts it continues to undertake relative to the existing improvements on the Subject Property as through prior and currently proposed demolition and construction activity at the Subject Property at a substantial expense and investment for the purpose of updating it to the standards currently expected by Class A office and industrial tenants. These actions will enable Torburn to return the Subject Property to full operation with high-quality tenants.

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

The requested variations will not alter the essential character of the locality. As previously stated, the proposed PUD Ordinance amendment and associated variations are the result of Torburn's effort to repurpose the Subject Property and the existing improvements located thereon, which have been in existence and helped to shape the essential character of the locality for a period of approximately 17 years. As a result, the proposed PUD Ordinance amendment and variations will enhance the character of the locality bringing reinvestment to the Subject Property and a reduced level of bulk to the 1501 property as a result of the proposed demolition of approximately 122,800 square feet of space from that building. Moreover, the proposed demolition of approximately 39 percent of the 1501 building will result in a lower traffic count and parking demand associated with the 1501 property, which obviates the need for a traffic study and parking analysis in connection with this proposal.

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-07-100-000-0000

Petition #: P.C. 15-019

Petitioner: Adam Keldermans

Owner: Torburn North Campus, LLC

Contact Person: Adam Keldermans

Address: 1033 Skokie Blvd, Ste 480
Northbrook, IL

Phone #: 847 562 1616

Fax #: 847 562 1713

E-Mail: akeldermans@torburn.com

P.I.N.# 03-07-100-005-0000

Location: 1501 W Shore Drive

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: Northwest Crossings

of Lots: _____ Current: _____ Propose 2

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: _____ For: _____

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: _____

of Units Total: _____

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

YES NO

1. ✓ _____ VILLAGE BUILDING CODE
2. _____ _____ PRESENT ZONING USE
3. _____ _____ REQUESTED ZONING USE
4. _____ _____ SUBDIVISION REQUIRED
5. _____ _____ SIGN CODE

6. GENERAL COMMENTS:

NO COMMENTS AT THIS TIME

RECEIVED

SEP - 4 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Director

Date

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-07-100-0006-0000

Petition #: P.C. 15-019Petitioner: Adam KeldermansOwner: Torburn North Campus, LLCContact Person: Adam KeldermansAddress: 1033 Skokie Blvd, Ste 480Phone #: 847 562 1616Fax #: 847 562 1713Email: akeldermans@torburn.comP.I.N.# 03-07-100-0005-0000Location: 1501 W Shure Drive

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: Northwest Crossings

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: _____ For: _____

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: _____

of Units Total: _____

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

	EXISTING IMPROVEMENT	REQUIRED IMPROVEMENT	COMMENTS
1. <u>UTILITIES:</u>			
Water	_____	_____	_____
Metering	_____	_____	_____
Backflow	_____	_____	_____
Sanitary Sewer	_____	_____	_____
Storm Sewer	_____	_____	_____
2. <u>SURFACE:</u>			
Pavement	_____	_____	_____
Curb & Gutter	_____	_____	_____
Sidewalks	_____	_____	_____
Street Lighting	_____	_____	_____
3. <u>GENERAL COMMENTS:</u>			

RECEIVED

AUG 31 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Director

Date

Memorandum

To: Latika Bhide, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: August 28, 2015
Subject: 1501 W. Shure Dr., P.C. #15-019 Round 1



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

1. A new compound meter (fire line compound meter) and RPZ will need to be installed. The meter will meter all domestic flow and fire protection. The RPZ will be required to protect all domestic and fire flow (including the fire loop). These will be provided as part of the permit fees.
2. Ensure all utilities that are left in service are properly capped to no allow for groundwater infiltration.

Thank you for the opportunity to comment on the plans. If you have any questions, please feel free to contact me.

C: file

LF

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-019
 Petitioner: Adam Keldermans

Owner: Terburn North Camps, LLC

Contact Person: Adam Keldermans
 Address: 1033 Skokie Blvd, Ste 480
Northbrook, IL 60062
 Phone #: 847 562-1416
 Fax #: 847 562-1513
 Email: akeldermans@terburn.com

P.I.N.# 03-07-100-006-0000
03-07-100-005-0000

Location: 1/1501 W Shore Drive

Rezoning: Current: Proposed:

Subdivision: Northwest Crossings

of Lots: Current: Proposed:

PUD: For:

Special Use: For:

Land Use Variation: For:

Land Use: Current:
 Proposed:

Site Gross Area:

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

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

~~GENERAL COMMENTS ATTACHED~~

NO FURTHER COMMENTS AT THIS TIME

PLANS PREPARED BY: KIMLEY HORN
 DATE OF PLANS: 8-21-15

Deputy Director

Michael J. Lagan 9/3/15
 Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 15-019

Project Name

Northwest Crossings

Project Location

1501 W. Shure Dr.

Planning Department Contact Latika Bhide

General Comments

- 1) Building to be sprinkled.
- 2) Building to have Fire Department Connections adjacent to the main entrance.
- 3) Fire hydrant to be located within 100' of Fire Department Connections.
- 4) Alarm panel of fully functional annunciator panel located within the main entrance of the building.
- 5) Knox Box to be located at the building main entrance.

Please note that while the fire department often requires complete access to all sides of a building, based upon code requirements, in this particular case the fire department believes sufficient access is provided through the proposed plan. Therefore, under the current plan, access via an access road on the north side of the building will not be required.

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

Date September 3, 2015

Reviewed By: _____

LT. Andrew Larson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Northwest Crossings – 1501 W. Shure Dr.
PUD
Round 1

Round 1 Review Comments

08/27/2015

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?

There are no traffic problems.

4. Traffic accidents at particular location?

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

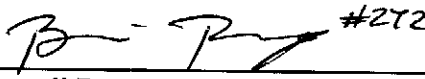
5. Traffic problems that may be created by the development.

This development should not create any additional traffic problems.

6. General comments:

-There should be lighting in the new landscaped area to increase sight lines and deter criminal activity during nighttime hours.

-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.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #54

Supervisor's Signature

RECEIVED

AUG 31 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15 007

Petitioner: Adam Keldermans

Owner: Torburn North Campus, LLC

Contact Person: Adam Keldermans

Address: 1093 Skokie Blvd, Ste 480
Northbrook, IL 60062

Phone #: 847 562 1616

Fax #: 847 562 1313

Email: akeldermans@torburn.com

P.I.N.# 03-07-100-006-0000
03-07-100-005-0000

Location: 1501 W Shore Drive

Rezoning: Current: Proposed:

Subdivision: Northwest Crossings

of Lots: Current: 1 Proposed: 2

PUD: For:

Special Use: For:

Land Use Variation: For:

Land Use: Current:

Proposed:

Site Gross Area:

of Units Total:

1BR: 2BR: 3BR: 4BR:

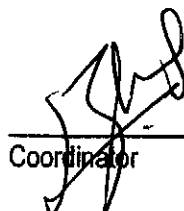
(Petitioner: Please do not write below this line.)

YES NO

1. ☒ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ N/A COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. ☒ SUBDIVISION REQUIRED?
6. ☒ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

Please see attach.


Coordinator

9/4/15
Date

Planning Department Comments (PL15-019, Northwest Crossings, 1421 and 1501 W. Shure Drive, Round 1)

7. The properties at 1421 and 1501 W. Shure Drive are zoned M-1. The Plan Commission must review and the Village Board must approve:
- A Planned Unit Development Amendment to Ordinances 88-060 and 14-002; and
 - A Variation from Chapter 28, Section 6.12, Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis;
 - A Variation from Chapter 28, Section 6.5, Accessory Structures, and Section 5.1-17.8. Yard Areas and Building Lines for Accessory Buildings from the requirement that the sports/basketball court and basketball pole not be located in a side yard adjoining a street to allow a sports/basketball court and associated basketball pole at 1421 W. Shure Drive and within the side yard along Shure Drive;
 - A Variation from Chapter 28, Section 6.13-3, Location of Fences from the requirement that a fence be open or semi-open and not exceed 5 feet in height to allow a solid fence 6 feet in height in conjunction with the aforesaid sports/basketball court;
8. A CMU block wall is proposed for the northern façade of 1501 W. Shure Drive until a tenant for the building is identified – Please provide options for upgrading the northern wall with timeframes for proposed improvements, irrespective of when the building is tenanted.
9. For 1421 W. Shure Drive, the basketball half-court is located in the exterior side yard along Shure Drive (which is classified as a Sub-Collector Street). The half court is located as close as 16 feet from the property line along Shure Drive instead of the required 40 feet and will require a variation. Similarly, it was indicated that a 6 FT high solid fence is proposed for the court. Fences are permitted to be no taller than 5 FT in height and semi-open – therefore a variation is necessary for a 6-FT solid fence. Details of the proposed fence must be provided.
10. The total code required parking for this site is calculated as:

Use	Square Footage/ Employees	Parking Ratio	Required Parking
1501 W. Shure Drive	200,000 SF	1/300 SF	667
Total			667
Total Provided			792
Surplus / (Deficit)			125

A surplus of 125 parking spaces is available if the entire space is considered as an 'office' space.

Northwest Crossings

1501 W. Shure Drive

P.C. 15-019

September 3, 2015

- 1) Provide landscaping that consists of shade trees, shrubs and perennials on the north elevation. As part of the landscaping, provide foundation plantings .
- 2) Per sheet C-2, the existing trees must remain and tree protection must be provided during construction.

**Responses to Round 1 Village Staff Review Comments for
Plan Commission Petition No. 15-019 Regarding 1501 W. Shure Drive**

Building Department Review

Comment: No comments at this time.

Response: No response required.

Public Works Department Review

Comment: 1. A new compound meter (fire line compound meter) and RPZ will need to be installed. The meter will meter all domestic flow and fire protection. The RPZ will be required to protect all domestic fire flow (including the fire loop). These will be provided as part of the permit fees.

Response: The petitioner will install a new fire line compound meter and RPZ to protect all domestic and fire flow. The petitioner will pay the Village fee for these installations as part of the permit fees.

Comment: 2. Ensure all utilities that are left in service are properly capped to not allow for groundwater infiltration.

Response: The petitioner will comply.

Engineering Department Review

Comment: Permits required other than Village are MWRDGC and IEPA.

Response: The petitioner will obtain permits from MWRDGC and IEPA if required by the applicable regulations.

Fire Department Review

Comment: 1. Building to be sprinkled.

Response: The petitioner will comply.

Comment: 2. Building to have Fire Department Connections adjacent to the main entrance.

Response: The petitioner will work cooperatively with the Fire Department during the proposed partial demolition of the 1501 building to determine a suitable Fire Department Connection location.

Comment: 3. Fire hydrant to be located within 100FT of Fire Department Connections.

Response: The petitioner will work cooperatively with the Fire Department during the proposed partial demolition of the 1501 building to determine a suitable Fire Department Connection location or a fire hydrant within 100 feet thereof.

Comment: 4. Alarm panel of fully functional annunciator panel located within the main entrance of the building.

Response: The petitioner will provide this panel as part of its interior improvement to the 1501 building prior to occupancy thereof.

Comment: 5. Knox Box to be located at the building main entrance.

Response: The petitioner will work cooperatively with the Fire Department during the proposed partial demolition of the 1501 building to determine a suitable Knox Box location.

Police Department Plan Review

Comment: 6a. There should be lighting in the new landscaped area to increase sight lines and deter criminal activity during nighttime hours.

Response: Four Shure Drive street lights along the north boundary of the 1501 site, and a fifth light at the curb cut that provides ingress and egress between the 1501 site and Shure Drive all provide adequate lighting to provide safe sight lines and deter criminal activity. Building egress lighting will further mitigate any opportunity for potential criminal activity. Furthermore, the absence of a sidewalk on the south side of Shure Drive results in little to no pedestrian activity on the north side of the 1501 building.

Comment: 6b. 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.

Response: The petitioner will comply.

Department of Planning and Community Development Review

Comment: 1. Provide landscaping that consists of shade trees, shrubs and perennials on the north elevation. As part of the landscaping, provide foundation plantings.

Response: The petitioner will provide landscaping along the north building elevation

upon final building modification in an effort to avoid substantial damage or destruction of such plantings during the building modification construction process.

Comment: 2. Per sheet C-2, the existing trees must remain and tree protection must be provided during construction.

Response: The petitioner will comply.

Comment: 7. The properties at 1421 and 1501 W. Shure Drive are zoned M-1. The Plan Commission must review and the Village Board must approve:

- a. A Planned Unit Development Amendment to Ordinances 88-060 and 14-002; and
- b. A Variation from Chapter 28, Section 6.12, Traffic Engineering Approval, to waive the requirement for a traffic study and parking analysis;
- c. A Variation from Chapter 28, Section 6.5, Accessory Structures, and Section 5.1-17.8. Yard Areas and Buildings Lines for Accessory Buildings from the requirement that the sports/basketball court and basketball pole not be located in a side yard adjoining a street to allow a sports/basketball court and associated basketball pole at 1421 W. Shure Drive and within the side yard along Shure Drive; and
- d. A Variation from Chapter 28, Section 6.13-3, Location of Fences from the requirement that a fence be open or semi-open and not exceed 5 feet in height to allow a solid fence 6 feet in height in conjunction with the aforesaid sports/basketball court.

Response: The petitioner understands and agrees, which is the basis for Petition No. 15-019.

Comment: 8. A CMU block wall is proposed for the northern façade of 1501 W. Shure Drive until a tenant for the building is identified- Please provide options for upgrading the northern wall with timeframes for proposed improvements, irrespective of when the building is tenanted.

Response: As previously discussed, the petitioner will upgrade the proposed interim CMU block wall once a tenant is identified and the tenant-driven upgrades to that wall and the 1501 building are determined based upon the proposed use thereof and the tenant's requirements.

Comment: 9. For 1421 W. Shure Drive, the basketball half-court is located in the exterior side yard along Shure Drive (which is classified as a Sub-Collector Street). The half court is located as close as 16 feet from the property line along Shure Drive instead of the required 40 feet and will require a variation.

Similarly, it was indicated that a 6FT high solid fence is proposed for the court. Fences are permitted to be no taller than 5FT in height and semi-open therefore a variation is necessary for a 6FT solid fence. Details of the proposed fence must be provided.

Response: The proposed sports court perimeter fence will be a semi-open, 6 foot tall wood, stone-textured precast concrete or metal fence with an 8 foot tall sports net/mesh constructed thereon (i.e., similar to that often used for batting cages) to ensure the sports court is used in a safe and secure manner.

Comment: 10. The total code required parking is 667.

Response: Understood.

PLAN COMMISSION PROJECT TIMELINE

Project Name: Northwest Crossings
PC Number: PC 15-019
Location: 1421 W. Shure Drive and 1501 W. Shure Dr.
Requested Action: Amendment to PUD Ordinances 88-060, 14-002 and 15-016 and Variations

	Date	# of Business Days
Plat and Sub Committee Meeting	8-13-2015	
Awaiting Petitioner PC Application	8-26-2015	9 days
PC Application Submittal Date	8-26-2015	
1 st Round Department Comments	9-7-2015	8 days
Petitioner's Response	9-9-2015	2 days
PC Hearing*	9-16-2015	15 days from application date
Village Board	9-21-2015	2 days
Village Board Ordinance Adoption	10-5-2015	10 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.



Item: Ivy Hill School - 2211 N. Burke Dr. - PC#15-016

Department: Planning & Community Development

BACKGROUND

1. Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District.
2. A variation from Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces.

RECOMMENDATION

A public hearing was held on September 9, 2015 where Commissioner Warskow moved and Commissioner Jensen seconded:

A motion to recommend to the Village Board of Trustees approval of PC #15-016, a Special Use Permit for a public elementary school in the R-3, one-family dwelling district; and a variation from Chapter 28, Section 11.4, schedule of parking requirements, from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 3, 2015:

1. Prior to Village Board, the Petitioner must submit an auto turn diagram for a fire department tower truck.
2. At building permit, the Petitioner shall provide revised civil, stormwater and landscape plans verifying the changes agreed to by the Petitioner.
3. All lighting fixtures must be mounted parallel with the ground and shining down. All illumination must be glareless and all light bulbs or LED's must point to the ground.
4. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.

Roll Call Vote: Commissioners Warskow, Jensen, Green, Sigalos and Chairman

Lorenzini voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Type

Pick Up and Drop Off Summary

Correspondence

PC Staff Report

Board or Commission Report

PC Minutes 9/9/15 DRAFT

Minutes

Location Map

Exhibits

Parking Lot Exhibits

Exhibits

Engineering - Architecture Drawings

Exhibits

Tree Preservation Landscape

Exhibits

Justification

Correspondence

Traffic Study

Exhibits

Department Comments

Correspondence

Petitioner Response to Department
Comments

Exhibits

PC Timeline Tracker

Correspondence

Resident Comment

Correspondence

MEMORANDUM

TO: Randy Recklaus, Village Manager

FROM: Charles Witherington-Perkins 
Director of Planning and Community Development

DATE: September 17, 2015

SUBJECT: ***School District 25 Plan Commission Applications for Ivy Hill and Olive Mary Stitt Schools***

On Monday, September 14 Jim Massarelli and I met with Lori Bein Superintendent of School District 25, Stacey Mallek and Ryan Schulz to discuss the applications for the above referenced schools; and in particular the pick off and drop off situation at Olive Mary Stitt School. During the meeting, it was requested that the School District provide exhibits illustrating existing and proposed on-site stacking/pick up and drop off for these schools. (see parking lot exhibits)

The following is a summary of the key improvements:

Ivy Hill School

- Existing 562 students with on-site bus stacking for four buses and two additional buses stacked on the street.
- Proposed 641 students or a 14% increase with stacking for eight buses on-site, a 100% increases on the on-site bus stacking. The majority of increase students to Ivy Hill School will arrive via bus.

Olive Mary Stitt

- Existing, 599 students with stacking for 20 cars.
- Proposed, Option A: 642 students or a 7% increase with stacking for 31 cars which is a 55% increase over the existing on-site stacking. To accomplish this, the western access to the parking lot on Olive will be closed and all ingress and egress will be from the eastern entrance. Under option A, vehicles will stack in single file through the parking lot and into the stacking lane.
- Proposed option B, 642 students with a 7% increase, stacking for 44 cars or 120% increase over the existing on-site stacking of 20 vehicles. To accomplish this, a dual stacking lane through the parking lot could be accommodated.
- Pick up and drop off on the two cul-de-sacs south of the school.
During the Plan Commission meeting a number of residents had concerns about pick up and drop off on the cul-de-sacs south of the school (Pine & Belmont). Currently, construction fencing has been installed around Olive Mary Stitt preventing access to the school from the south and the proposed on-site stacking has been implemented through the use of fencing and cones. After completion of the project and once traffic patterns have normalized, the issue of pick up and drop off on the two cul-de-sacs south of the school can be further evaluated by the Engineering and Police Departments along with School District 25.

In conclusion, the proposed additional on-site stacking, while not eliminating on street parking issues during the morning and evening drop off/pick up times, will improve the current arrangement at both schools.

Perkins, Charles

From: Ryan Schulz <ryanschulz@sd25.org>
Sent: Wednesday, September 16, 2015 5:12 PM
To: Perkins, Charles
Cc: Massarelli, Jim; Mike Henderson; Don Hansen; Lori Bein; Stacey Mallek; Steve Corcoran; Kevin Camino; Steve Gregory; Bhide, Latika; Scott Kaese; Rebecca Fitzpatrick
Subject: AHSD25 - Olive and Ivy Hill - Parking Lot Exhibits
Attachments: 2015.09.16_Olive_ParkingLot_Exhibits.pdf; 2015.09.16_IvyHill_ParkingLot_Exhibits.pdf

Charles,

Please find the attached exhibits related to the parking lot plans for Olive Mary Stitt and Ivy Hill Elementary Schools. It is our understanding this is the final information that is needed from AHSD25 in order to be included on the agenda for the September 21st Village Board meeting. For the landscaping at Olive, it is our intention to work with village staff and adjacent neighbors in the coming weeks to finalize the intended appearance of this area. Please let me know if any additional information is needed.

Ivy Hill Exhibits

- **Existing** - 562 Students with Onsite Bus Stacking for 4 Buses. 2 Additional Buses Stacked on Street.
- **Option A** - 641 Students (14% Increase) with Stacking for 8 Buses Onsite (100% Increase Onsite)
- **Autoturn Exhibit** - Showing Turning Radius for VAH Fire Truck

Olive Mary Stitt Exhibits

- **Existing** - 599 Students with Stacking for 20 Cars
- **Option A** - 642 Students (7% Increase) with Stacking for 31 Cars (55% Increase)
- **Option B** - 642 Students (7% Increase) with Stacking for 44 Cars (120% Increase)
- **Autoturn Exhibit** - Showing Turning radius for VAH Fire Truck, Semi, and Garbage Collection

Thanks,

Ryan Schulz | LEED AP

Director of Facilities Management
Arlington Heights School District 25
1200 S Dunton Ave.
Arlington Heights, IL 60005
Cell: 224-629-6050
Office: 847-506-6900
Email: ryanschulz@sd25.org
Website: www.sd25.org

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Latika Bhide, Development Planner
Meeting Date: September 9, 2015
Date Prepared: September 3, 2015
Project Title: Ivy Hill Elementary School
Address: 2211 N. Burke Drive

Background Information

Petitioner: Don Hansen
Address: STR Partners LLC
 350 W. Ontario Street, Suite 200
 Chicago, Illinois 60654

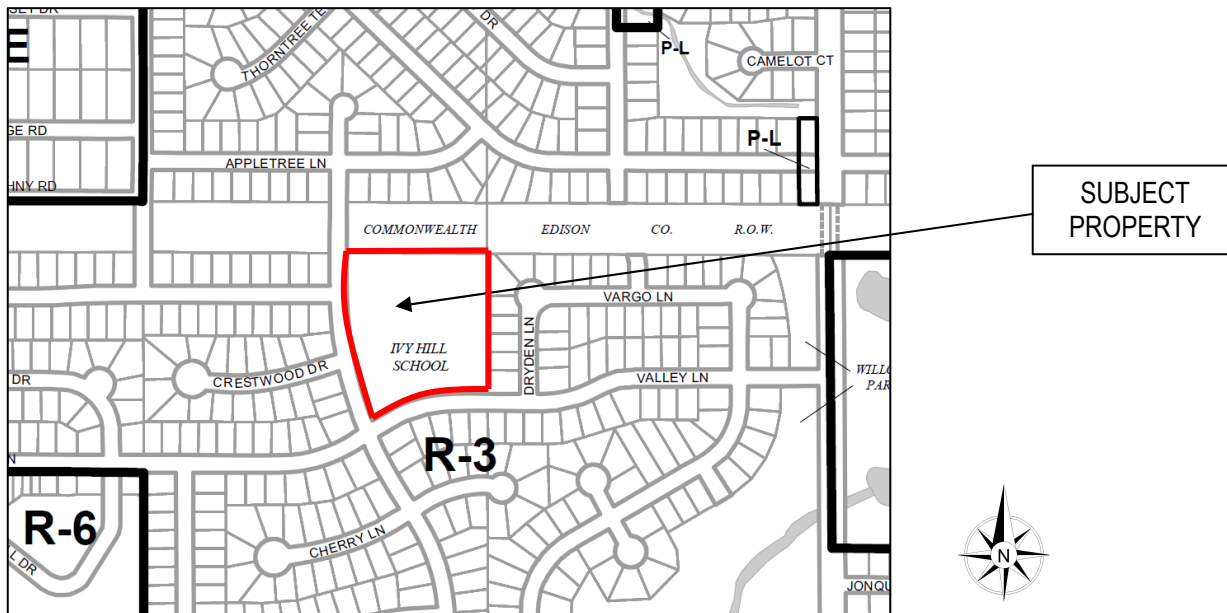
Existing Zoning: R-3, One Family Dwelling District

Requested Action:

- Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required:

1. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces.

**Surrounding Properties:**

	Zoning	Use	Comprehensive Plan
North	R-3, One Family Dwelling District	Comed right-of-way	Parks
South	R-3, One Family Dwelling District	Residential	Single Family Detached
East	R-3, One Family Dwelling District	Residential	Single Family Detached
West	R-3, One Family Dwelling District	Residential	Single Family Detached

Project Summary

The subject site is 6.7 acres in area and located on the east side of Burke Drive and the north side of Valley Lane. Ivy Hill Elementary School is located on this site. The petitioner is proposing an addition to the school building. The addition includes an expanded commons area, a new gymnasium with storage facilities, toilets and classrooms.

Elementary Schools, both public and private, are permitted with the approval of a Special Use Permit in the R-3 district. There is no existing Special Use approved for the school. However, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Zoning and Comprehensive Plan

The property is designated as 'Schools' on the Village's Comprehensive Plan, which is consistent with the use of the property.

The property is zoned R-3, One-Family Dwelling District. For the property in question, the front yard is along Valley Lane. The front yard setback is the block average along Valley Lane, which is 37.5 feet. The addition will not encroach into the front yard setback. The yard along Burke Drive is considered an exterior side yard. An exterior side yard equal to the block average, not more than 40 feet must be provided. An exterior side setback of 35.5 (block average) feet is required for this site. The existing building meets this requirement. The addition is proposed on the east side of the existing building and will not encroach in the exterior side yard setback. The side yard (along the east property line) is required to be 10% of the lot width, which for this site is 46.2 feet. The proposed addition is approximately 116' from the east property line (which abuts residential structures) and will meet the required side yard. The required rear yard setback (along the north property line) is 30 feet. The proposed addition will not encroach into the rear yard setback.

Per the information provided by the petitioner, the current floor area of 60,338 square feet translates to a floor area ratio for this site of 21%. With the proposed additional 21,921 square feet, the floor area ratio will be 28% which is less than the maximum allowable floor area ratio of 50%. With the proposed addition, the building lot coverage will increase from 18% to 23% which is less than the maximum allowable building lot coverage of 35%.

Neighborhood Meeting

A Neighborhood Meeting was held by the School District on August 19, 2015 for additions to both Ivy Hill and Olive-Mary Stitt Elementary Schools. Floor Plans and Site Utilization Plans along with compatibility of materials and project logistics were presented for both schools. Around a dozen community members attended the Neighborhood Meeting. The School District has indicated that the majority of attendees live near Olive-Mary Stitt Elementary School. Questions from neighbors pertained to traffic, drop-off and pick-up operations and logistics during construction. The District has indicated that conversations in response to the questions were consistent with the floor plans and site utilization plan presented and with information that has been submitted to the Village.

Plat and Subdivision Committee Meeting

The Plat and Subdivision Committee reviewed the project at the June 10, 2015 meeting. The Committee had no concerns with this request and asked the petitioner to move forward.

Design Commission

The Design Commission reviewed the project at their meeting on August 25, 2015. The Commission approved the project with several conditions including adding dark bronze coping to match the existing building and working with staff to determine the appropriate location and quantity for replacement trees.

Building, Site, and Landscape Related Issues

The addition is proposed on the east side which is adjacent to the single-family residences along Dryden Lane. The design of the proposed two story addition is proposed to be a seamless extension of the existing building architecture, using the same materials, window spacing and massing as the existing building. The addition is approximately 134 feet from the east property line. The petitioner is proposing to remove 7 trees, 5 trees are located along Valley Lane and two are located where the addition is proposed. The petitioner has provided plans showing 17 trees to be replaced and responded that they will be adding 2

additional shade trees for a total of 19 trees to be added – 4 inches in caliper to meet the exchange rate provided in the Ordinance.

The existing north parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping, as there are no landscape islands at the end of parking rows, or landscape screening for the parking lot along Burke Drive. Similarly, there is no screening for the south parking lot. This is considered existing non-conforming and no action is required at this time. No changes are proposed to the north parking lot. As part of the proposed improvements, the school bus loading in the south parking lot will be extended to the east to accommodate additional buses. The bus loading area has an entrance from Valley Lane and exit on Burke Drive. The petitioner has stated that three foot high shrubs will be added along Valley Lane to screen the proposed bus loading area. Also, two 4-inch caliper shade trees are proposed to be added at both ends of the south parking lot.

Stormwater Management

The existing stormwater management facility will be improved in order to comply with the Village stormwater management Ordinance and to accommodate the runoff created by the additional impervious area added. An existing detention facility extends along the east property line of the parcel. The proposed modifications to the detention basin would increase the storage volume of the basin. In response to staff comments, the petitioner has provided written confirmation on changes regarding the required changes. The petitioner must submit revised plans verifying the changes at building permit.

Traffic & Parking Issues

Per Chapter 28, Section 11.4, Schedule of Parking Requirements, Elementary Schools require 2 parking spaces per employee plus one space per classroom. Per the information provided by the petitioner, there will be 35 classrooms and 69 staff following the expected growth. Therefore, a total of 173 parking spaces are required for this use.

A parking area with 59 parking spaces is located at the northwest corner of the site. A drop-off and pick-up lane is located around this parking area. A parking area with 13 parking spaces is located on the south side of the building. As part of the proposed improvements, the bus lane on the south side of the building is proposed to be extended. A total of 72 parking spaces are provided on-site.

Therefore, the following variation is needed:

- Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 parking spaces to allow 72 spaces, a variation of 101 spaces.

Ivy Hill School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015. These counts showed the peak-hours of traffic occurring from 8:30 to 9:30 AM and 3:30 to 4:30 PM on a school day. Parking counts after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. Per the traffic study, no on-street parking near the school was observed. The study concludes and staff agrees that sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day.

Ivy Hill School currently serves 562 students and uses six school buses for transportation. With the expansion, the school can accommodate up to 641 students and would need eight school buses to transport students. It is anticipated that most of the 79 additional students will come from areas that provide bus service. All school bus loading currently occurs in the southern parking lot that can accommodate the six buses currently serving the school. Buses enter from Valley Lane and exit onto Burke Drive. As part of this project, the school bus loading in the south parking lot will be extended to the east to accommodate additional buses. The traffic study and staff agrees concludes that the traffic conditions will continue work well around the school with the expansion.

Recommendation

The Staff Development Committee recommends **approval** of a Special Use for Ivy Hill School at 2211 N. Burke Drive. This approval shall be subject to the following conditions:

1. Prior to Village Board, the petitioner must submit an auto turn diagram for a fire department tower truck.

2. At building permit, the petitioner shall provide revised civil, stormwater and landscape plans verifying the changes agreed to by the petitioner.
3. All lighting fixtures must be mounted parallel with the ground and shining down. All illumination must be glareless and all light bulbs or LED's must point to the ground.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

September 4, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

PLAN

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

COMMISSION

RE: IVY HILL SCHOOL; PC# 15-016

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
9th day of September, 2015, at the hour of 9:20 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
BRUCE GREEN
JOHN SIGALOS
MARY JO WARSKOW

ALSO PRESENT:

LATIKA BHIDE, Development Planner

CHAIRMAN LORENZINI: Okay, the next PC is number 15-
016, 2201 North Burke Drive, Ivy Hill School, is the Petitioner here?

MR. HENDERSON: Yes.

CHAIRMAN LORENZINI: Okay, I think it's got the same,
looks like the same that everybody had. But do you want to give us a
brief, have you read the recommendations in the staff report?

MR. HENDERSON: Yes, I have.

CHAIRMAN LORENZINI: Okay, did you hear from them?

MR. HENDERSON: Yes.

CHAIRMAN LORENZINI: Okay. Do you want to give us a quick presentation? We're going to, if you have anything else to say, please in the audience, would you please step outside? Thank you. And a brief presentation, please.

MR. HENDERSON: Very much, this project is very much like the Olive-Mary Stitt project. In this case though, there are more classrooms. It also has the expansion of common space and a new gymnasium just like at Olive-Mary. Oh yes, but unlike Olive-Mary, the, we do anticipate more busses on this, so there is an extension of the bus lane to accommodate, I believe seven?

MS. MALLEK: Eight.

MR. HENDERSON: Eight busses.

CHAIRMAN LORENZINI: Okay, thank you. Staff report, please?

MS. BHIDE: Thank you. Petitioner is, this evening, seeking a Special Use permit for a public elementary school in the R-3, one-family dwelling district. At this location, they are seeking a variation from the schedule of required parking, parking requirements from the requirement to provide 173 spaces to allow 72 spaces which is a variation of 101 spaces.

The site is approximately 6.7 acres in area, it is located on the east side of Burke Drive, north of Valley Lane. And the Petitioner is proposing an addition that includes new classrooms an expanded common area a new gymnasium and toilets. As with the last one, elementary schools, both public and private are permitted with the approval of a special use in the R-3 district. Because there is no existing special use permit for the school, therefore a special use permit must be obtained at this time.

The, for this particular school, the front yard is along Valley Lane and it is the block average which would be 37.5 feet. The addition will not encroach into the front yard setback. Burke Drive is considered exterior side, again, it -- the block average, but no more than 40 feet is required. Your, an exterior side setback of 35.5 feet is required.

Again, the addition does not, the existing building nor the addition encroaches into this. The side yard, which would be the east property line, is required to be 10 percent of the lot width, which for this property would be 46.2 feet.

The proposed addition is approximately 116 feet from that east property line which abuts -- the rear yard setback is 30 feet, again, neither the addition nor the existing building encroach into the setback. Based on the information provided by the Petitioner, they meet the floor area ratios and the building coverages for the R-3, other uses in the R-3.

The project was reviewed by the Plat Sub-division committee at their June 10th meeting. The committee had no concerns with this request. They asked the Petitioner to move forward. The Plan Commission reviewed the project at their August 25th meeting and

they approved the project with several conditions including add brown scoping to match the existing building and worked with staff to determine the appropriate location and quantity for replacement trees.

The addition is proposed on the east side, which is adjacent to single family residences on Dryden Lane. The design of the addition, proposed two-story addition is a seamless extension of the existing building architecture and the addition is about 116 feet from that east property line.

The Petitioner is proposing to remove seven trees, five, which are located along Valley Lane and two where the addition is proposed. The Petitioner has provided plans showing the 17 trees to be replaced and they've responded that two additional shade trees, for a total of 19 trees four inches in diameter will be added to the site to meet the exchange ratio.

The existing north parking lot, which is north of the school building does not meet the landscape requirements of Chapter 28, Section 6.15 as there is no landscape islands at the end of parking rows or landscape screening along both drives. Similarly, there is no screening for the south parking lot. So both these are considered non-conforming, existing non-conforming.

As part of the proposed improvements, the school bus loading in the south parking lot will be expanded to accommodate the additional busses. The bus loading area has an entrance on Valley Lane and an exit on Burke Drive.

The Petitioner has indicated that three-foot high shrubs will be added along Valley Lane to screen this proposed bus loading area. And then four inch caliber shade trees are proposed to be added, at both ends of the south parking lot.

The existing stormwater facility will be improved to comply with the Village's stormwater management ordinance and to handle the additional run-off created by the addition.

The proposed modifications to the basin increases to a volume of the basin and in response to staff comments, the Petitioner has provided written confirmation on these changes regarding, on the required changes. But we're asking that they submit revised plans at building permit.

To talk about parking and traffic a little bit, after the addition, there will be 35 classrooms and 59 staff members which require 173 parking spaces. So there are a total of 72 parking spaces on-site, 59 spaces in the north parking lot and 13 parking spaces on the south side. They would therefore require variation from the requirement to provide 173 parking spaces to allow 72, which is a variation of 101 spaces.

A traffic, traffic study and parking analysis was conducted. It showed that a maximum of 55 vehicles were parked on the site after the morning arrival. So based on this traffic, the study concludes that there is sufficient parking area along the side.

The school currently has a student population of 562, they use six busses for transportation. And with the expansion the school will be able to accommodate up to 641 students, which would require eight busses. Most, it is anticipated that most of these

additional 79 students will come from areas that require bus service. So as I stated previously, all bus loading currently occurs in the south parking lot and as part of this project that school bus loading lane will be extended to accommodate the additional busses.

The traffic study concludes, and staff agrees that traffic conditions will continue to work whether or not the school gets this expansion.

That being said, the Staff Development Committee recommends approval of the special use for Ivy Hill School, at 2211 North Burke Drive. The approval is subject to the following conditions; Prior to Village Board, the Petitioner must submit an auto turn diagram for a fire department tower truck. At building permit, the Petitioner shall provide revised civil, stormwater and landscape plans verifying the changes that were agreed to by the Petitioner. All lighting fixtures must be mounted parallel with the ground shining down. All illumination must be glareless and all light bulbs or LED's must point to the ground. And that the Petitioner shall comply with all federal, state and Village codes, regulations and policies.

Thank you.

CHAIRMAN LORENZINI: Thank you, do we have a motion to include the staff report into the public record?

COMMISSIONER JENSEN: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of Ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Okay, let's go to questions from the Plan Commissioners. Bruce you want to start this one?

COMMISSIONER GREEN: I really don't, don't have any questions. I think that if you were to look at this parking lot here in this last case we just heard, we can see what you're talking about. The two lanes and you wait to merge and drop off on the passenger side towards the inside sidewalk. So that situation seems to have been much improved because there's more space there obviously. But I don't have any questions at this time.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: No questions at this time.

CHAIRMAN LORENZINI: Lynn?

COMMISSIONER JENSEN: No questions.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: No I don't either, have any questions.

CHAIRMAN LORENZINI: Neither do I at this point, so we'll open it up to the public for comments. Let's start on this side of the room, my right, your left. Anybody in the first or second row have any comments?

(No response.)

CHAIRMAN LORENZINI: Next row? Anybody want to speak? Yes, ma'am, come forward, state your name, spell it please for the

court reporter and give an address.

MS. SODERNA: Good evening, my name is Julie Soderna, S-o-d-e-r-n-a, and I live at 2224 North Dryden Lane, directly behind Ivy Hill. And so just obviously we're directly affected by the expansion. I've got three children, each of whom is at Ivy Hill this year. In addition to that, I'm a full-time attorney, so I've got a full plate. But, I did have a couple questions and a comment on, we are definitely thrilled that we're getting expansion, I think it's desperately needed. There's no question there's overcrowding at Ivy Hill and we need the expansion and that's coming from someone who it will directly affect my backyard view. I mean this will be encroaching on our sort of, view from the back which I'm not thrilled about, but I realize that the, you know, the pro's outweigh the con's with regard to that.

But I did have a question with regard to, I call the plan issues that I've seen, I haven't seen an indication of where the playground will moving. That's the first thought I had because if it's going to encroach farther towards us, it's not necessarily a bad thing I just, you know, would, I'm curious about it. And I also, I heard through another individual in the neighborhood that the drainage issue is going to be addressed. There, if you know anything about this, the field in-between the school and our home, our line of homes, there is basically a lake that forms anytime you get any kind of rain.

And so I'd be interested to know if they're going to be addressing the drainage issue and what kind of trees were going to be planted and I couldn't tell from the recitation where those trees would be planted. I'm curious how close to the, our property line those would be. I think those are more informational questions not, not, I doubt that we would have, I would have any personal objection to the resolution to these issues. But just so that I can understand the scope of the project.

CHAIRMAN LORENZINI: Okay would somebody from the school district like to address those questions? The playground, where the playground is going to be? The drainage issue and trees.

MS. MALLEK: So the playground will move further east as she has stated. The building addition will be on the east side creating a courtyard attached to the, leading to the existing building on the south east two-story addition it just will be going north. And then the playground will be east of that as well as the equipment playground, the soft surface and then hard surface playground will shift north to east as well.

CHAIRMAN LORENZINI: Okay. And there appears to be a drainage issue?

MR. CAMINO: Well and I'm, currently there is, there is an existing detention area along their property line --

CHAIRMAN LORENZINI: Could you just describe what the detention area is and what it does?

MR. CAMINO: It, oh well I mean it's, it's an existing detention basin that's rather poorly defined, it doesn't have, you know, it wasn't really built how it was originally designed. And it's, it kind of extended off, onto the playground and it didn't really have

defined overflow. So basically we're taking the remaining area between the new playground and the property line and we're expanding the basin north and south along those so it will be long and skinny, north to south.

CHAIRMAN LORENZINI: So a detention area, so when it rains heavily it will hold water and then slowly release it into the sewer?

MR. CAMINO: Into the sewer system.

CHAIRMAN LORENZINI: So it's meant to be wet during storms?

MR. CAMINO: Yes, and then dry during dry periods. And then the overflow in the basin itself will be south towards --

COMMISSIONER SIGALOS: Can detention basins be deeper than what is currently there?

MR. CAMINO: Yes, in the deepest spot in Mrs., in the center it will probably be upwards of about five feet and then the far north and south ends it's, you know, zero depth out to six inches or so.

CHAIRMAN LORENZINI: And trees, the question about additional trees?

MR. CAMINO: Yes, there will be trees along that east property line on top of the berm. And seven trees are currently planned, I know we're still finalizing the landscape plan, but right now we have seven shown, trees, I'm not sure, but, swamp white oak.

CHAIRMAN LORENZINI: Okay.

MR. CAMINO: Right?

CHAIRMAN LORENZINI: Thank you. Any other questions on this side? Yes, sir. Come on, well come on up and, we need your name and address and spell the name please.

MR. LEONARD: I'm Larry Leonard, L-e-o-n-a-r-d, 915 East Valley Lane.

MRS. LEONARD: And Lynne Leonard.

MR. LEONARD: With an E.

MRS. LEONARD: With an E. We live directly across. We live directly across from the school. As a retired school teacher, I agree, I'm all in favor of expanding the school and having more classrooms for the children. What affects us is the bus turn-around. Right now it is closer to Burke and as you had mentioned, there will be eight school busses. Right now they are lined up down the street because there is no place for them to go. We have contacted the police department because our concern is the safety of the children and because it's a direct thoroughfare from Arlington Heights Road to Windsor Drive, cars speed through there all the time.

Adding that, you know, adding that to eight busses dropping off children, we don't know how to configure a bus turn-around but having it too close to Valley Lane seems a safety issue. So I don't know how to reconfigure it, but that would be a concern. The police have been very responsive and, but I don't know that they have any input as far as a bus turn-around. So that's our concern, how they're going to get eight busses on a very busy street, dropping off children with parents coming and going at the same time.

MR. LEONARD: Our other concern is, right now we have a nice park across the street, that school yard is across the street. So they're changing that, they're making it into a, the entrance to the bus turn-around is directly in front of our house. And our only, our concern is that they do some kind of landscaping to make it a little more pleasant than just having a driveway right in front there with all of those busses coming in. So we hope the landscaping part of this project takes into consideration the fact that maybe they could plant some shrubbery or something of that sort to make that a little more pleasing.

But, again, I want to, the police department, we've contacted them within the last week. We went to the first meeting of the school district and after that meeting we sent a letter to Chief Mourning and within one week the police was out there, they put a survey to test the cars going by and speeds going by, they've been great. So, we're waiting to see what they come up with but they've been very responsive.

CHAIRMAN LORENZINI: Okay, thank you. I will, let's get to the Petitioner and see if they can answer some of the questions. But as Commissioner Green said earlier, we'll try and do the best we can to engineer something, but some of this stuff just comes to down to enforcement too. So we've got two questions here, one about the stage, bus staging, the bus lining up area and landscaping.

MR. CORCORAN: Okay, the existing bus drop off, basically we, as they mentioned, enters on Valley and exits onto Burke. But it's off the street, it's not on the, the busses do not stop on the street. They pull off of Valley and line up along the south side of the school then discharge or pick up the students directly from the sidewalk right up against the south side of the school. And with the, as has been mentioned, with the anticipated potential growth in students, mostly coming from bussed areas, they're areas that are bussed, we lengthened that to accommodate eight busses instead of the current six. So, you know, as far as, you know, I understand there may be speeding on Valley and then obviously the police department will give us better direction. It is a speed school, a school speed zone, but our, we're off the street, we're not, you know, pulling on the side of Valley and discharging students. They're actually pulling right next to the building.

MS. MALLEK: I just want to add, actually the current bus drop off can't fit all of the busses in it, so busses do wait in the street. They're not dropping students off, but they are waiting in the street, they clear through the first run with the busses and then they bring in the busses and, but again they do drop off on property. So the new bus lane, they will continue to all be able to fit and drop off on property. And the bus, if they come out the right side, the bus is actually between the students and the property and then Valley Lane. So students would be going directly into the building.

CHAIRMAN LORENZINI: Okay, and the questions on landscaping in that area?

MR. CAMINO: For the new bus entrance on Valley Lane, there is five canopy trees, half berries on the south and then there's

four honey locust on the north and then there's a line of shrubs all along the south end. So it's being entirely framed.

CHAIRMAN LORENZINI: Okay. Thank you. Anybody, any other questions, comments? On the rights and now on the other side? Okay all of this side, anybody over here?

MR. LAZZARA: Yes, sir.

CHAIRMAN LORENZINI: Your name, spell it please and address.

MR. LAZZARA: My name is John Lazzara, L-a-z-z-a-r-a, 310 East Ivy Lane. I want to start off saying our kids went to Ivy Hill, we really like the neighborhood and we agree expanding the school makes sense. I just want to add a couple of clarifications. You mentioned that there were going to be 79 more students anticipated, and there's 10 more classrooms. We're just trying to get an understanding of the building addition, the size. At 20, 20 students per classroom, that would be four more classrooms even if you took some students from the other classrooms you still probably wouldn't come up to 10. Is there an anticipation that it's going to continue to grow and more students well beyond the 79 more? That's, that's the first one. And the second one is just, I understand the parking issues and that school's typically, especially for staff, don't require the, don't meet the requirement for what the Village requires.

But during school activities, parent night, school plays, things like that, we live at the other end of Ivy Hill, or Ivy Lane, right down from the school and people continually park all the way down. Which is fine, we did it when our kids went there too. But they're starting to park the wrong direction and it's for pick up, it's for going in and seeing the teachers and things like that. With that many more potential kids coming to the school, especially being bussed in at non-school day, at events outside the school hour, they're going to be driving. The parents are going to be coming in, and I'm just wondering what the provisions are for that. Because you're 100 parking spaces short of the requirement what about when all those other parents are coming for those student activities?

CHAIRMAN LORENZINI: Okay, thank you, so it looks like we have two questions, one about student growth, why we need 10 rooms and the additional drop off, just from the traffic we may have.

MS. MALLEK: So the addition of 10 rooms is to meet future growth as well as the existing student population. We started the school year and needed to immediately add a first grade section because we've had more first graders than were presented. So we turned a small room off the library into a classroom. It's not anywhere close to a full-size classroom. We've turned our teacher's lounge at Ivy Hill into a classroom, it's not a full-size classroom. So we've taken over every small meeting space, spaces for psychologists, speech and language people to meet with kids and provide their services. They meet with kids out in the hallways right now. So the 10 classrooms is to also meet the existing student population, as well as we need to be able to run multiple sections, similar to Olive of PE in the gym as well as art and music which then require additional space for that. So it's dual purpose but not all to meet future growth. We're not

projecting having classrooms full of additional students.

CHAIRMAN LORENZINI: Okay. And then the question about the additional traffic in the --

MR. CORCORAN: Well his question, basically concerned about night time parking for, you know, school events when they have them. And obviously the parking lot by itself may or may not be able to accommodate depending on which kind of event is occurring. And there will be, you know, there is plenty of on-street parking around that school and so that will continue. You know, it's not going to be necessarily 79 more cars because everyone has multiple kids and things like that. And as far as parking with, you mentioned the parking in one, the wrong way, I assume that's what he means is someone's parking the wrong direction on the side of the street they're on, that's more of an enforcement issue. But the fact that they again repeated an instruction to, that each of the school's have as part of where to park and where not to park or how to park to help, at least communicate that to the parents, to park correctly.

CHAIRMAN LORENZINI: Okay, thank you. Yes, ma'am. Your name and spell it please and address.

MRS. LAZZARA: Barb Lazzara, 310 East Ivy --

CHAIRMAN LORENZINI: Could you spell your last name?

MRS. LAZZARA: L-a-z-z-a-r-a. So I have a question about the parking and unfortunately we don't have the overhead so I can't visualize it. Will the entrance from the parking or into and out of the parking lot come directly off of Ivy Lane as it does now?

CHAIRMAN LORENZINI: Could you maybe show a map, a plan? And what drawing number are you on?

MR. CORCORAN: C2.1. In essence, the parking lot's going to remain the same as it is today. You come in opposite Ivy, that's a four-way stop, or a three-way stop, go through the parking lot and then exit out this way. The only thing we're going to different, and this is more of an operational, not a design issue, is there's signage out there that you're not allowed to make a left turn during the arrival and dismissal periods. And when we did our traffic counts last spring, obviously there were some violations of that so what we, we're working with the, or at the suggestion of staff, I'm sorry your staff, we are going to be putting some traffic barriers whether it's cones or some other, but basically during the arrival period, force the people to turn right as instructed. We can't make that permanent, you know, with a barrier because this is also our truck route for deliveries and they need to be able to turn back to go south. So, but we'll be able to put cones or a barrier out there to basically help eliminate those violations.

CHAIRMAN LORENZINI: Does that answer your question?

MRS. LAZZARA: It does that question, I just, because I didn't know where it was coming. So it's my understanding then that you're going to double two cars up, I am the former PTA president at Ivy and like my husband said our children went there and we've gone through this issue, this is 10 years back now. It was a problem then, when the school wasn't as big as it is now, so you've got people turning left into the parking lot, people going straight into the

parking lot, people turning right into the parking lot at the same time and you're going to try to double queue those people up.

And I also work at a District 25 school so I see the after school traffic and as you pointed out earlier, parents don't pay attention to signage. It's my five minutes, I'm, you know, no standing, no stopping, no parking, violated every day. You know, calling the police department, we've done that, we've, you know, it's not going to happen. So I'm as concerned with the parking configuration and with not adding enough spaces because I've walked out that parking lot in the morning and it's pretty full already with CAP personnel.

And you know, you've got CAP personnel in the morning in addition to school personnel and then you've got parents dropping off and now you anticipate potentially adding staff. Maybe not next year or the following year, but you've got the room to do it because we are growing as a community and we're not accommodating for that parking. Are, do we have a contingency plan to possibly accommodate the parking five years down the road for that? Thank you.

MR. CORCORAN: And to answer her question very quickly, the answer is yes. I mean as Stacy mentioned, a lot of these improvements are to basically create more elbow room for the existing staff to serve the existing students. And what their projection is really just adding one more staff member to serve these additional students as they're spread out among, now that more kids can be in each classroom. There's really not a need for extra parking because we're only adding one staff member.

CHAIRMAN LORENZINI: Thank you. Any other comments from the public? Yes, ma'am. State your name, spell it and your address.

MS. FALCAO: Hi, Kathleen Falcao, F-a-l-c-a-o, 1010 East Fargo Lane. I'm a three week resident in the neighborhood and I didn't actually know about any of this when we were buying our home. We do have school aged children, so I, I'm in support of the community of course, but our backyard as someone mentioned, is basically, because we border on the east, so the schoolyard is basically in our yard. So just a few comments, I think we've already mentioned the drainage is a problem.

I just saw, with the rain we had yesterday or the day before, a big puddle so it sounds like there's plans to address that, I hope. The landscaping was another question I had, because right now there's nothing really to kind of -- and provide any privacy aside from the fence that you have. But it's just a clear line of direction right into the school. And then, additionally, I was wondering if there was any consideration for, I haven't even seen the plans to be honest, but it sounds like the existing blacktop is where they're going to be doing the addition.

I was wondering if there was consideration to put the new play area on the north side of the building which, the parking is there, but there's also more fieldspace on that side as well because of it being that much closer to the homes on the east.

CHAIRMAN LORENZINI: Okay, so it was a question about

landscaping was asked in her area and location of play yard.

MR. CAMINO: Yes, basically the response is the same as it was to the previous owner, we're putting a line of trees along the east property line. We're regrading that whole area to eliminate the standing water.

CHAIRMAN LORENZINI: Okay. So there's a little more additional landscaping?

MR. CAMINO: Yes.

CHAIRMAN LORENZINI: And what about the location of the play area there was a suggestion there.

MR. CAMINO: The play area --

MS. MALLEK: Based on the use of the playground during school, during the lunch hour, before and after school programs, we wanted to keep a hard scape play space and a soft scape place, space together and have access to the doors where students come out. If it was on the north end we'd have to have 590 to 600 and some students going out the door on the north end. So it just allows them to come from the same spaces that they're currently coming from in the schools in multiples.

CHAIRMAN LORENZINI: All right, thank you. Any other comments from the public? Yes? Anybody else?

(No response.)

CHAIRMAN LORENZINI: Okay, now we'll close the public portion of this hearing and any more comments tonight?

COMMISSIONER JENSEN: Just a question, you certainly have more students bussed but what's the number of students that would be dropped off by their parents and how does that compare with the number that will be bussed?

MR. CORCORAN: Well actually we did kind of a worst case analysis because this, again, the population estimates are basically from bussed areas so the majority would be bussed. But we assumed that we're going to have a mixture of busses and cars so that, so we basically assumed in the morning, if we had about 20 cars coming in, additional cars coming in to drop off students.

COMMISSIONER JENSEN: Well I'm talking about the totals, do you have the total, you know, 60 percent are bussed, and 40 percent dropped off? And then what would those numbers be totaled. And I'm not talking about the addition, I'm talking about the total. And I'm really looking for a ballpark, I'm not --

MR. CORCORAN: I know, I'm just trying to, that's what I'm trying to do. Do you see the wheels spinning?

MS. MALLEK: I could answer that.

MR. CORCORAN: Oh, okay.

MS. MALLEK: So, the bus is depending on so two to a seat, 48 to 54 students. So if you multiply that by eight, it's about 400 out of 616 students.

MR. CORCORAN: Two-thirds.

MS. MALLEK: Two-thirds of the population is.

COMMISSIONER JENSEN: So the part, the drop off problem is nowhere near as acute here as what we were talking about earlier?

MS. MALLEK: Correct.

COMMISSIONER JENSEN: Because no one from the audience said very much about it, the next one just, referred to the fact it was, that's the impression I'm getting from the public comments.

MS. MALLEK: I think we hear at the school district, honestly, I mean we hear about pick up/drop off for the same reason, we still have a large number of cars coming to pick up children in a 10 minute window. But certainly we're not hearing it tonight and not to the same level that we heard about Olive.

COMMISSIONER JENSEN: So that's really the only question I had.

CHAIRMAN LORENZINI: All right, thank you. Mary Jo?

COMMISSIONER WARSKOW: Yes, that's the only question I have as well.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: No questions.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: No I, my only question to you, the increase of 79 students but you are only adding one staff member?

MS. MALLEK: Right now we use other, that, we have more kids that generally in some of our classrooms so we hire teacher assistants, and other staff to help relieve some of the congestion. Which being able to spread them out and having our standard, average size classroom we would not necessarily have to have those teacher assistants but we would have that full-time teacher so it's a net of one.

COMMISSIONER SIGALOS: The only reason I'm asking is because I, I drove by there this morning and went into the parking lot and the south parking lot was completely full and the north parking lot I counted like five or maybe six available spaces, I mean it was pretty full. So I thought that we were adding the staff of eight or 10, whatever and there wouldn't be extra parking. But if you're only adding one now at this time, then it should enough. So that's my only question.

CHAIRMAN LORENZINI: I have no questions. Any other comments or a motion?

COMMISSIONER WARSKOW: I'll make a motion;

A motion to recommend to the Village Board of Trustees approval of PC #15-016, a Special Use Permit for a public elementary school in the R-3, one-family dwelling district; and a variation from Chapter 28, Section 11.4, schedule of parking requirements, from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 3, 2015:

Recommendation

The Staff Development Committee has reviewed the Petitioner's request and recommends approval of the Special Use request for a public

elementary school in the R-3, one-family dwelling district; a variation from Chapter 28, Section 11.4, schedule of parking requirements, from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces, subject to the following conditions:

1. Prior to Village Board, the Petitioner must submit an auto turn diagram for a fire department tower truck.
2. At building permit, the Petitioner shall provide revised civil, stormwater and landscape plans verifying the changes agreed to by the Petitioner.
3. All lighting fixtures must be mounted parallel with the ground and shining down. All illumination must be glareless and all light bulbs or LED's must point to the ground.
4. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.

CHAIRMAN LORENZINI: Okay, is there a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: Roll call vote, please.

MS. BHIDE: Commissioner Warskow.

COMMISSIONER Warskow: Yes.

MS. BHIDE: Commissioner Green.

COMMISSIONER GREEN: Yes.

MS. BHIDE: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MS. BHIDE: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

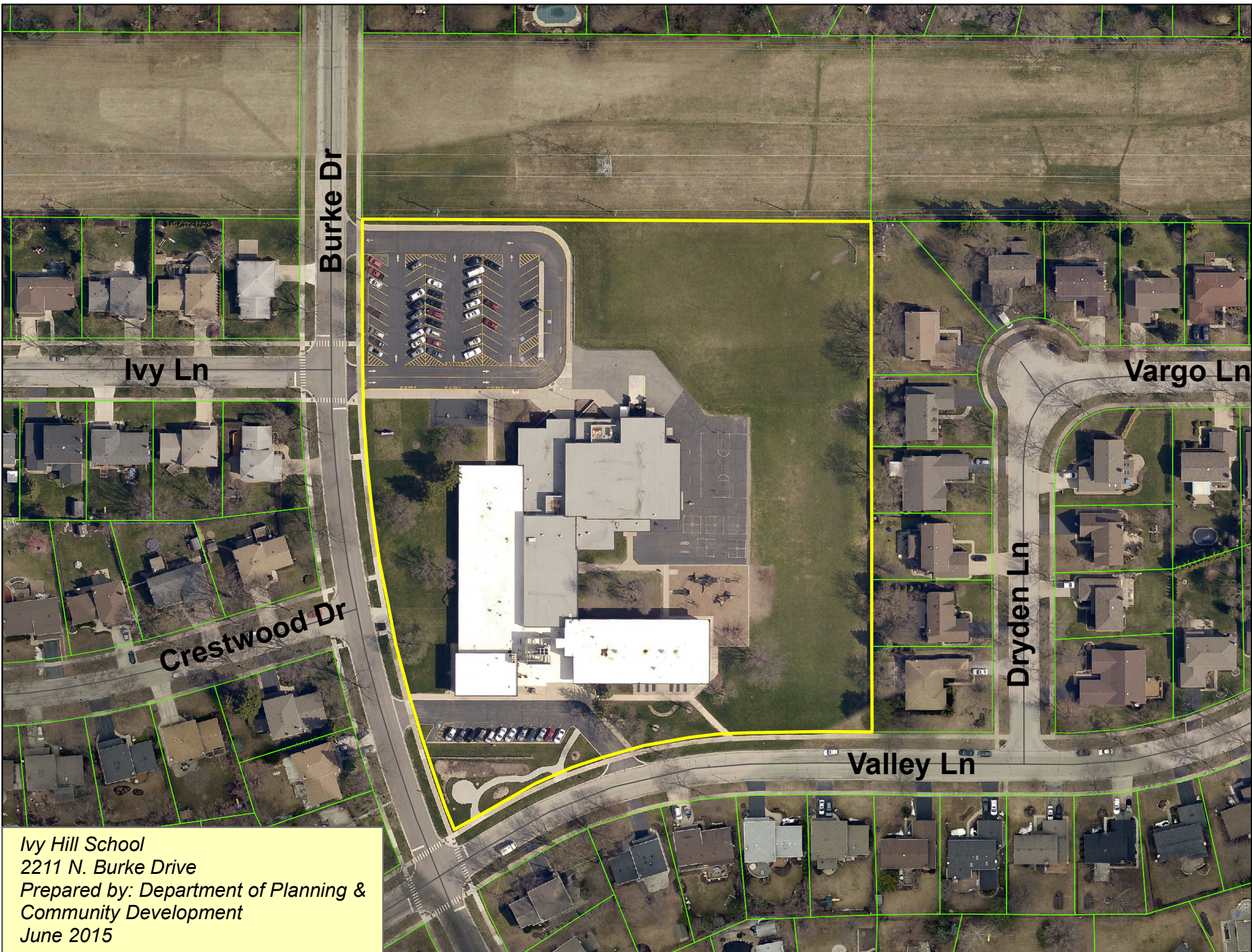
MS. BHIDE: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Congratulations, it has been approved by the Plan Commission. Is there a date this is going to go the Board of Trustees yet?

MS. BHIDE: No.

CHAIRMAN LORENZINI: Okay, no date? As I said earlier, this is just a recommendation for the Board of Trustees and they have final approval. Thank you for all coming, you all for coming tonight and have a safe trip home. That concludes the public hearing for tonight.

(Whereupon, at 9:55 p.m., the hearing on the above-mentioned petition was concluded.)

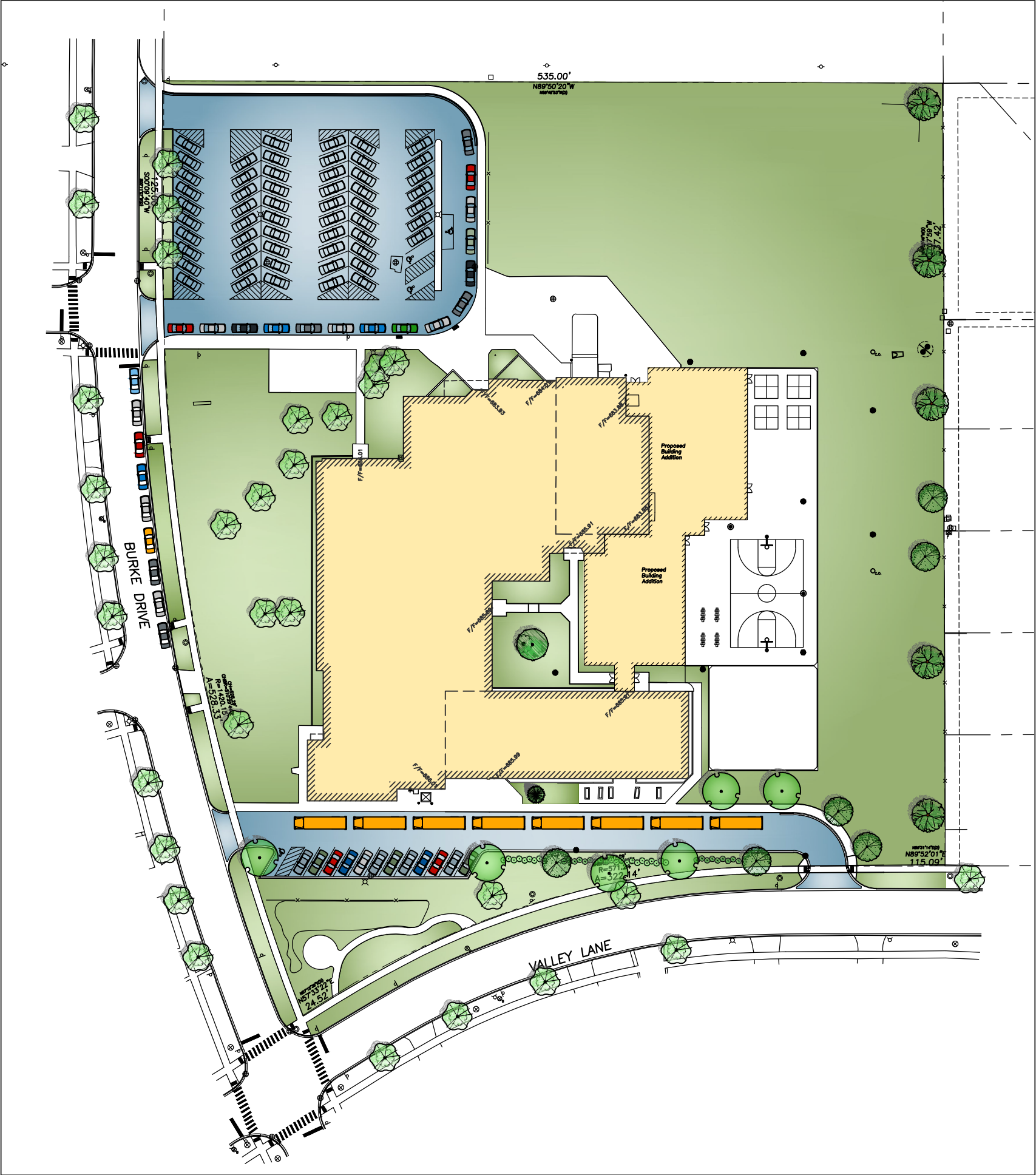


Ivy Hill School
2211 N. Burke Drive
Prepared by: Department of Planning &
Community Development
June 2015



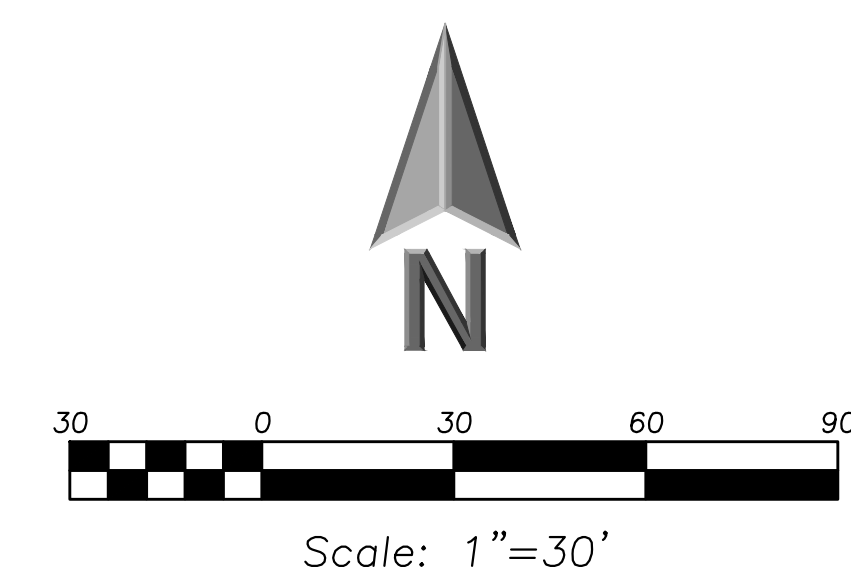
Option A

Stacking for 6 Buses



Ivy Hill School - Proposed
641 Students
14% Student Increase Over Existing

Option A
Proposed Stacking for 8 Buses
100% Increase of Onsite Bus Stacking



EXISTING		PROPOSED	
	Manhole		
	Catch Basin		
	Clean Out		
	Flared End Section		
	Storm Sewer		
	Sanitary Sewer		
	Water Main		
	Gas Line		
	Overhead Wires		
	Electrical Cable (Buried)		
	Telephone Line		
	Fire Hydrant		
	Valve Vault		
	Buffalo Box		
	Downspout		
	Gas Valve		
	Hand Hole		
	Light Pole		
	Utility Pole		
	Sign		
	Fence		
	Accessible Parking Stall		
	Curb & Gutter		
	Depressed Curb		
	Curb Elevation		
	Gutter Elevation		
	Pavement Elevation		
	Sidewalk Elevation		
	Ground Elevation		
	Top of Retaining Wall Elevation		
	Swale		
	Contour Line		
	Deciduous Tree		
	Coniferous Tree		
	Brushline		
	Tree Protection Fencing at Drip Line		

1. The Location of Existing Underground Utilities, Such As Watermains, 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.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
4. 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 Engineer at No Additional Cost To The Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Contractor, 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 Other Items, if Conflicts Exist. The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, All Storm and Sanitary Basins, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. The Illinois Department of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Therein, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

Plat of Survey and Topography Provided By TFW Surveying
and Mapping Inc. For Eriksson Engineering Associates on July
3, 2015. Order Number 150518. Project Number 2029.

1. Site Benchmark 1, Flange Bolt FH Elevation=686.60
2. Site Benchmark 1, Arrow Bolt FH Elevation=686.15
Datum: NAVD88

Easting: -297444.87
Northing: 2509989.00

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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EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

WIVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUED FOR REVIEW
3	08/05/15	ISSUED FOR REVIEW
4	08/31/15	ISSUED FOR BID & PERMIT
	09/08/15	ADDENDUM #1
	09/08/15	ISSUED FOR PERMIT

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CX8.1

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Plotted: 9/08/15 @ 3:04pm By: jcap

SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

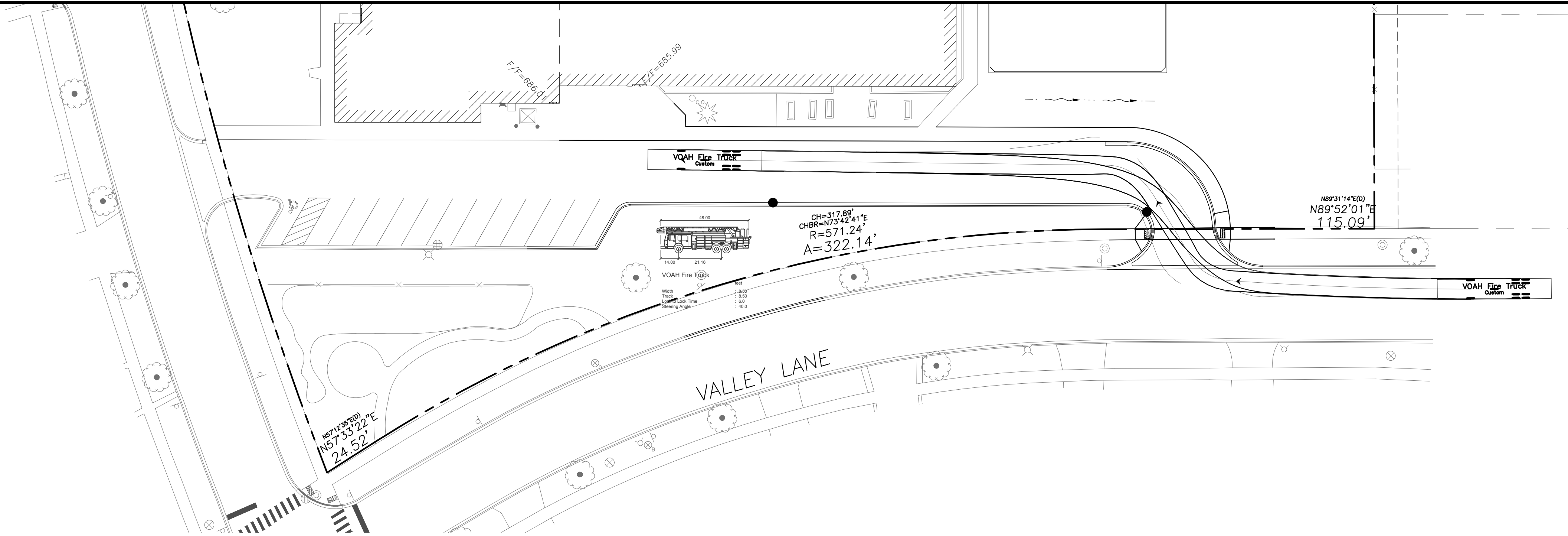
PROJECT BENCHMARKS

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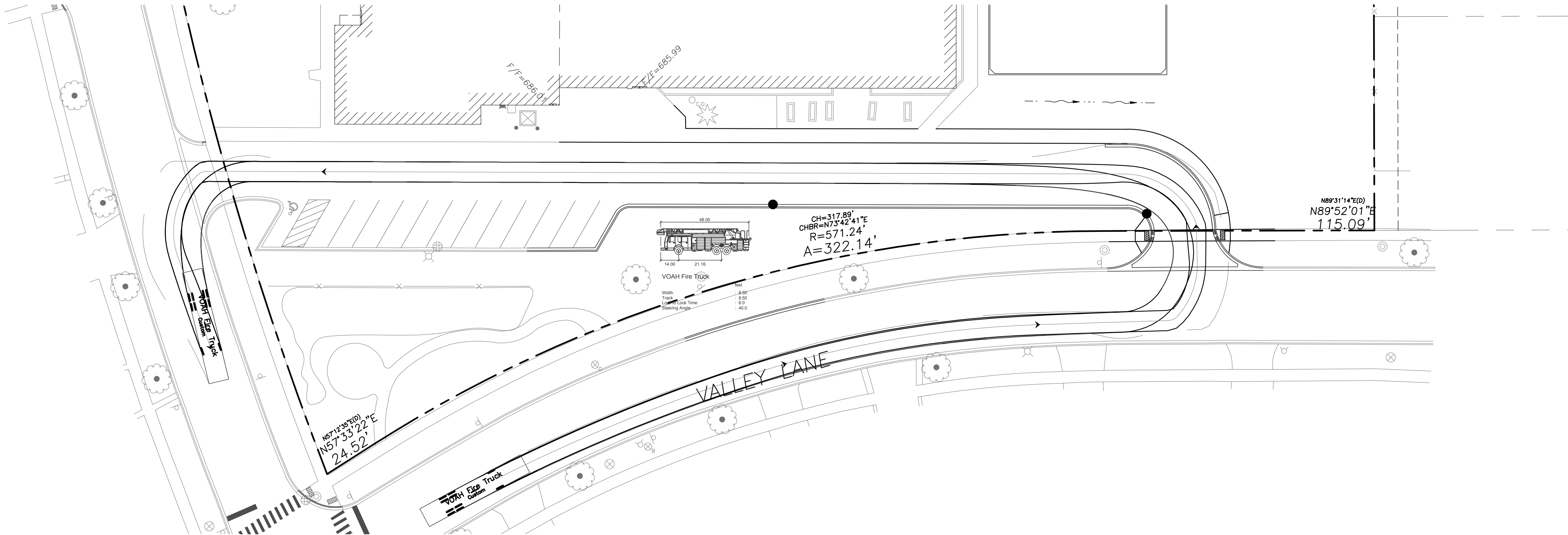
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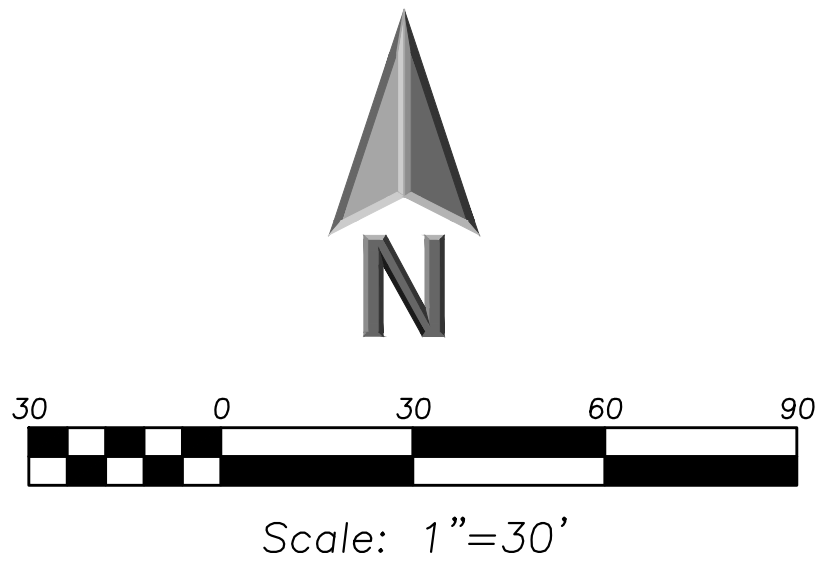
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FIRE TRUCK-ENTRANCE FROM EAST



FIRE TRUCK-ENTRANCE FROM WEST



LEGEND

EXISTING	PROPOSED

GENERAL NOTES

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IVY HILL ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS

2211 N. Burke Dr.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
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	09/08/15	ADDENDUM #1
	09/08/15	ISSUED FOR PERMIT

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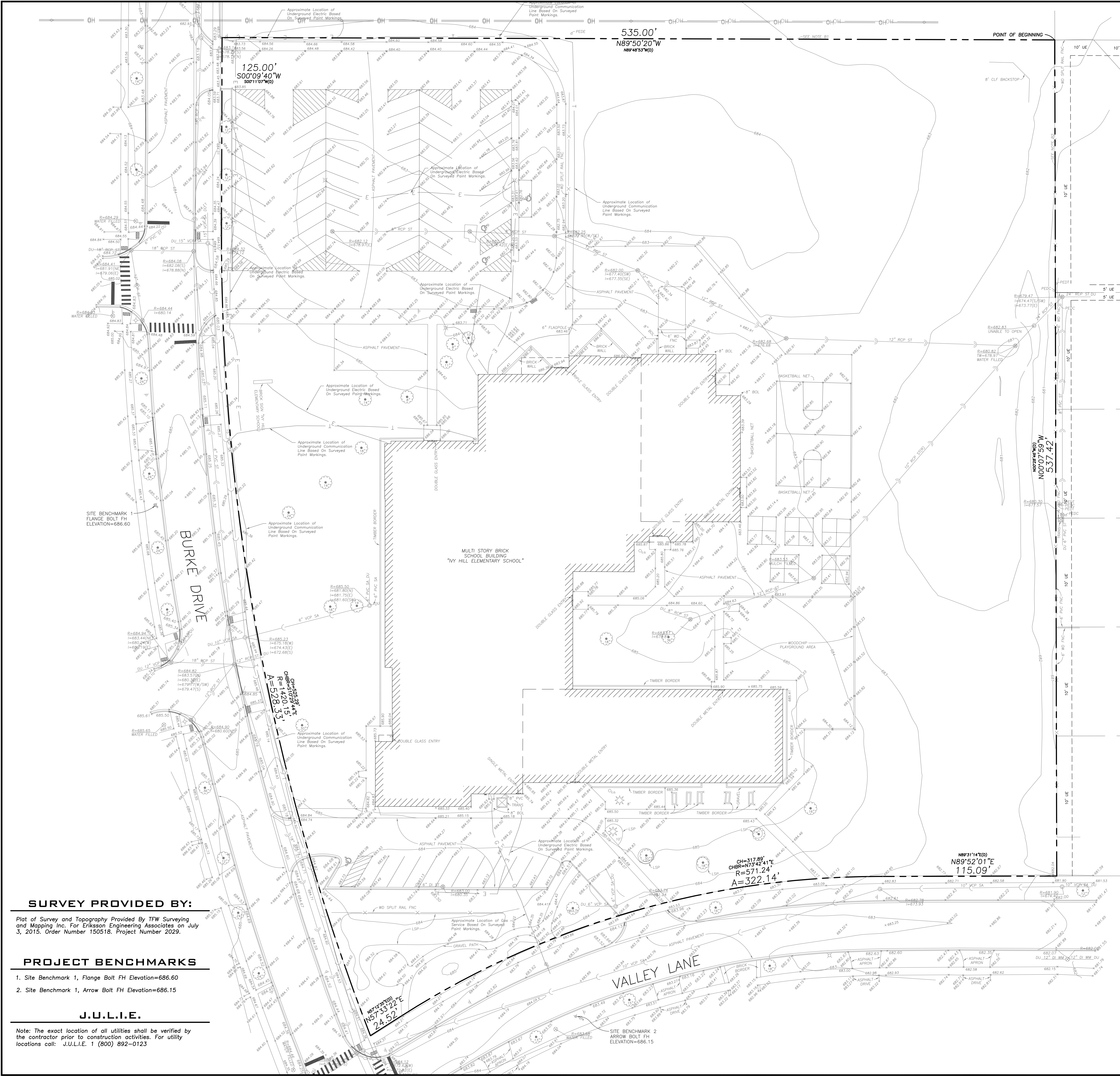
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Approved By:	KC	Project No.	

Sheet Title:

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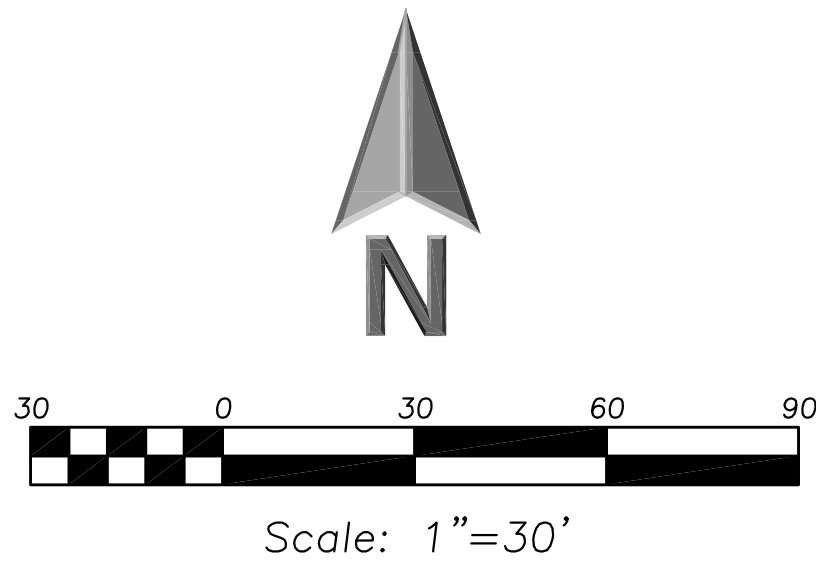
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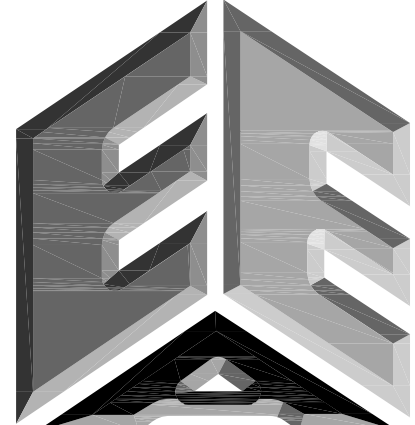


LEGEND

- | | |
|----------|---------------------------------|
| EXISTING | Manhole |
| | Catch Basin |
| | Area Drain |
| | Clean Out |
| | Flared End Section |
| | Storm Sewer |
| | Sanitary Sewer |
| | Combined Sewer |
| | Water Main |
| | Gas Line |
| | Overhead Wires |
| | Electrical Cable (Buried) |
| | Telephone Line |
| | Fire Hydrant |
| | Valve Vault |
| | Buffalo Box |
| | Downspout |
| | Gas Valve |
| | ComEd Manhole |
| | Hand Hole |
| | Light Pole |
| | Utility Pole |
| | Telephone Pedestal |
| | Telephone Manhole |
| | Sign |
| | Fence |
| | Accessible |
| | Parking Stall |
| | Curb & Gutter |
| | Depressed Curb |
| | Gutter Elevation |
| | Pavement Elevation |
| | Sidewalk Elevation |
| | Ground Elevation |
| | Top of Retaining Wall Elevation |
| | Swale |
| | Contour Line |
| | Deciduous Tree |
| | Coniferous Tree |
| | Brushline |
| | Tree Protection |
| | Fencing at Drip Line |

GENERAL NOTES

1. 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.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
4. 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.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. 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.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. 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.



**ERIKSSON
ENGINEERING
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EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

**IVY HILL ELEMENTARY SCHOOL
2015 BUILDING ADDITION**

**2211 N. Burke Dr.
Arlington Heights, Illinois**

Reserved for Seal:

Expiration Date: _____

No.	Date	Description

DESIGN BY: JC		DATE: 06/06/15	
APPROVED BY: KC		PROJECT NO:	

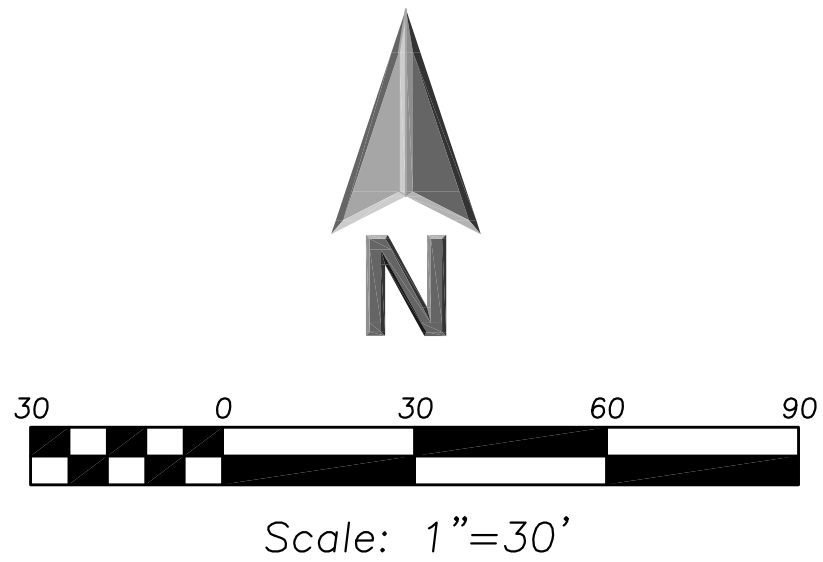
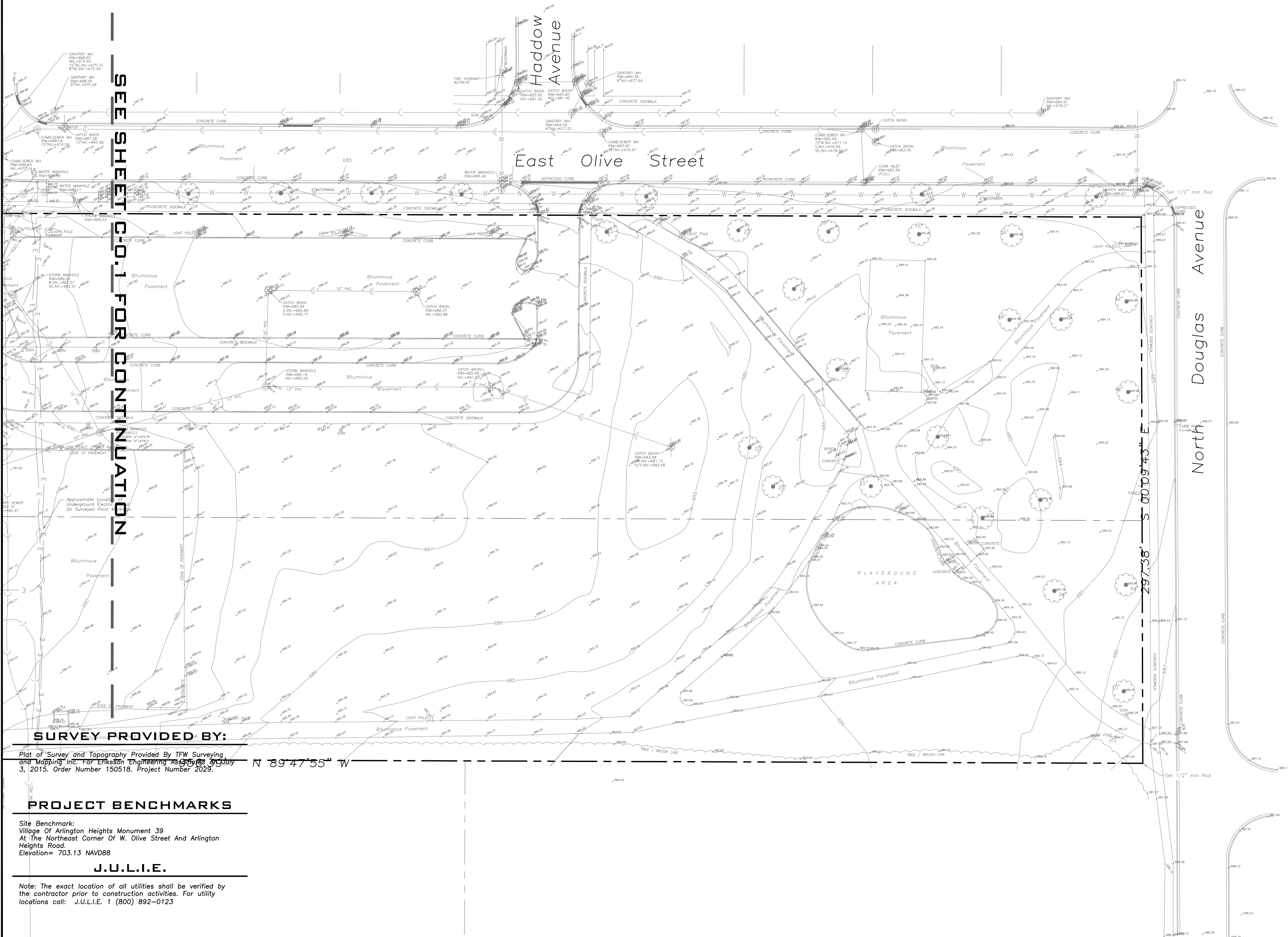
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**EXISTING
CONDITONS**

Sheet No:

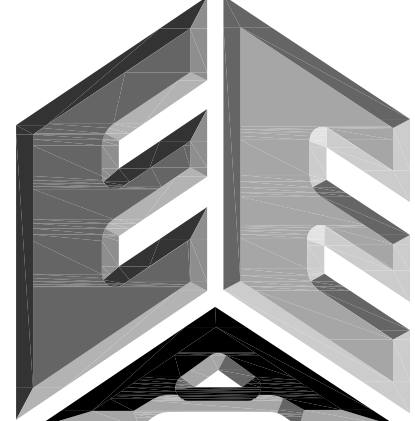
C-0.1

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Plotted: 7/09/15 @ 2:44pm By: jcap



LEGEND	
EXISTING	
	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection Fencing at Drip Line

- GENERAL NOTES**
- The Location of Existing Underground Utilities, Such As Watermains, 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 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 May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and 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.



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**OLIVE-MARY STITT SCHOOL
2015 BUILDING ADDITION**
303 E Olive St.
Arlington Heights, Illinois

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Design By: JC	Date: 06/06/15
Approved By: KC	Project No.:

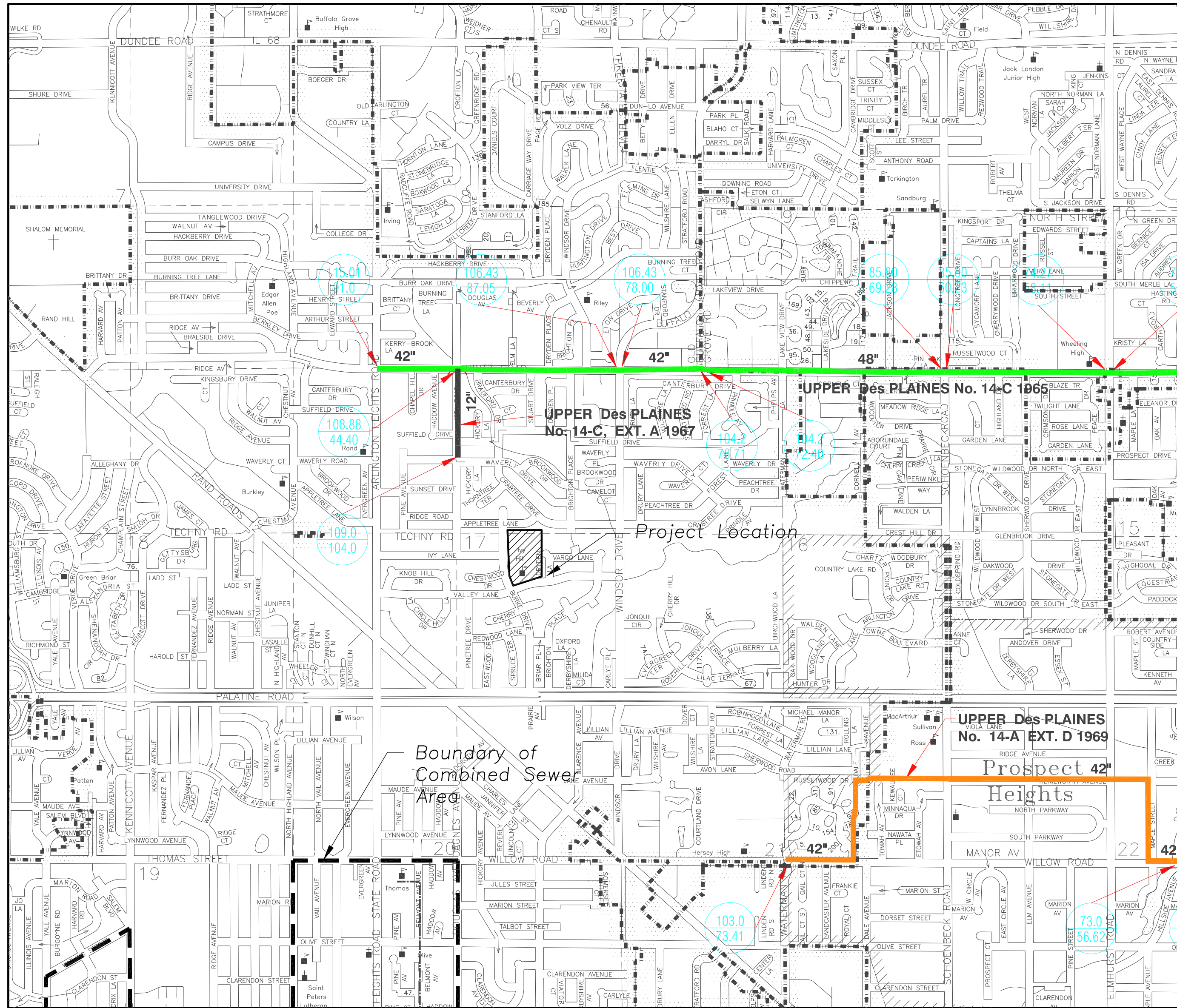
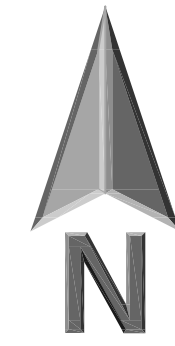
Sheet Title:
**EXISTING
CONDITONS**

Sheet No:
C-0.2

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 N. Burke Dr.

Arlington Heights, IL 60004



SHEET INDEX

C-0.0	Cover Sheet
C-0.1	General Notes
C-1.1	Site Demolition Plan
C-2.1	Site Geometry Plan
C-3.1	Site Utility Plan
C-4.1	Grading and Paving Plan
C-5.1	Soil Erosion and Sediment Control Plan
C-6.1	Site Details
CX-7.1	Autoburn Exhibit
CX-7.2	Project Disturbance
TP100	Tree Preservation Plan
L100	Landscape Plan

SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By TFW Surveying
and Mapping Inc. For Eriksson Engineering Associates on July
3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS

1. Site Benchmark 1, Flange Bolt FH Elevation=686.60
2. Site Benchmark 1, Arrow Bolt FH Elevation=686.15
Datum: NAVD88

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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IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 N. Burke Dr.
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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

COVER SHEET

Sheet No:

C-0.0

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
Diversification 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.

Dated This _____ day Of _____, A.D., 20____

Owner Or Agent _____ Engineer _____

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. 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.
6. 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.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. 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.
9. 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.
10. Provide Tree Protection Fencing Prior to Construction Operations. Maintain Throughout Construction.

GEOMETRY NOTES

1. 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.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

GRADING NOTES

1. 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.
2. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
3. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
4. 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 4.9%. Contact Engineer if Conflicts Exist.

UTILITY NOTES

1. 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.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. 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.
4. 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.
5. 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.
6. 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.
6. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah RA340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
4' Diameter Structure- 4"
5' Diameter Structure- 6"
6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. 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.
5. 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.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
8. All Sanitary Manholes Shall Include a Chimney Seal.

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. Install Stabilized Construction Entrance
2. Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
3. Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.
4. Cover and Stabilize Disturbed Areas As Soon As Possible.
5. When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.
6. Perform Grading Operations and Installation of Site Infrastructure and Pavement.
7. Install Permanent Seeding and Plantings.
8. Remove Accumulated Sediment From Basins and Along Silt Fence.
9. Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.
10. Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILRT10 Permit Requirements for Project.
3. 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.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. 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.
6. 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.
7. 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.
8. 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 "Catch-All" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal) In Paved Areas To Prevent Siltation.
9. 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 "Dandy Pop" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Park Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge into Waterways.
10. 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 Lake County DECI Requirements.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur in Accordance with IEPA NPDES Requirements.
17. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
18. If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILRT10 and Local and County Permits.
19. 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.

MWRDGC GENERAL NOTES

1. The MWRDGC Local Sewers Field Office Must Be Notified At Least Two (2) Working Days Prior To The Commencement Of Work. Call (708) 588-4055.
2. Elevation Datum is NAVD88.
3. All Floor Drains Shall Discharge To The Sanitary Sewer System.
4. All Downspouts And Footing Drains, Shall Discharge To The Storm System.
5. All Sanitary Sewer Pipe Materials (And Storm Sewer Pipe Material In Combined Sewer Areas) And Joints Shall Conform To:

A. Ductile Iron Pipe (DIP): Pipe Shall Conform To ANSI-A-21.51 CL52 Cement Lined Per ANSI A-21.4
1) Joints: O-Ring, ANSI-21.11

B. Vitrified Clay Pipe (VCP): Pipe Shall Conform To ASTM C-700.
1) Joints Shall Conform To ASTM C-425.

C. Reinforced Concrete Pipe (RCP): Pipe Shall Conform To ASTM C-76
1) Joints Shall Conform To ASTM C-443

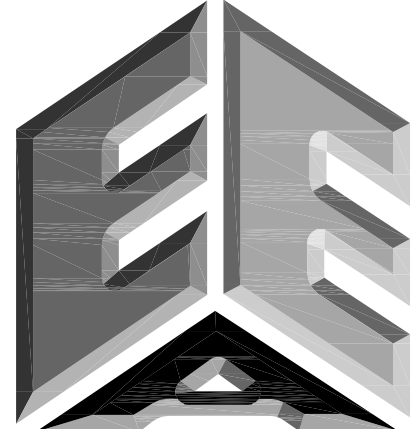
D. Polyvinyl Chloride Pipe (PVC 6"-15"dia.--sdr 26): Pipe Shall Conform To ASTM D-3034
1) Joints Shall Conform To Astm D 3212.

E. Polyvinyl Chloride Pipe (PVC-C900): Pipe Shall Conform To AWWA C-900-97
1) Joints Shall Conform To ASTM D-3139.
6. All Sanitary Sewer Construction (And Storm Sewer Construction In Combined Sewer Areas): Requires Stone Bedding 1/4" To 1" In Size, With A Minimum Bedding Thickness Equal To 1/4 The Outside Diameter Of The Sewer Pipe, But Not Less Than Four (4) Inches Nor More Than Eight (8) Inches. Material Shall Be CA-11 Or CA-13 And Shall Be Extended At Least 12 Inches Above The Top Of The Pipe When Using PVC.
7. "Band Seal" Or Similar Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipe Of Dissimilar Materials .
8. 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. Circular Saw-Cut Of The Storm Sewer Main By Proper Tools ("Sewer-Tap" Machine Or Similar) And Proper Installation Of Hub-Wye Saddle Or Hub-Tee Saddle.

B. Remove An Entire Section Of Pipe (Breaking Only The Top Of One Bell) And Replace With A Wye Or Tee Branch Section.

C. With Pipe Cutter, Neatly And Accurately Cut Out Desired Length Of Pipe For Insertion Of Proper Fitting, Using "Band-Seal" Or Similar Couplings To Hold It Firmly In Place.
9. Whenever A Sanitary/combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Water Main Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 10 Feet Between Sanitary/combined Sewers And Water Mains Shall Be Maintained Unless: The Sewer Is Laid In A Separate Trench, Keeping A Minimum 18" Vertical Separation; Or The Sewer Is Laid In The Same Trench With The Water Main Located On The Opposite Side On A Bench Of Undisturbed Earth, Keeping A Minimum 18" Vertical Separation. If Either The Vertical Or Horizontal Distances Described Cannot Be Maintained, Or The Sewer Crosses Above The Water Main, The Sewer Shall Be Constructed To Water Main Standards. All Sanitary Sewers Shall Be Tested In Keeping With All MWRDGC Requirements.
10. All Existing Septic Systems To Be Abandoned. Abandoned Tanks To Be Filled With Granular Material Or Removed.
11. All Sanitary Manholes, (and Storm Manholes In Combined Sewer Areas), Shall Have A Minimum Inside Diameter Of 48 inches, And Shall Be Cast In Place Or Pre-cast Reinforced Concrete. Resilient Connectors, Conforming To ASTM C-923, Shall Be Used Between Manhole And Pipes.
12. Except For Foundation/footing Drains Provided To Protect Buildings, Drain Tiles/field Tiles/underdrains/perforated Pipes Are Not Allowed To Be Connected Or To Be Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers in Combined Sewer Areas. Construction Of New Facilities Of This Type Is Prohibited; And All Existing Drain Tiles And Perforated Pipes Encountered Within The Project Area Shall Be Plugged Or Removed And Shall Not Be Connected To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.
13. All Abandoned Sewers Shall Be Plugged At Both Ends With A Minimum Of Two (2) Foot Long Non-shrink Concrete/Mortar Plugs.



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IVY HILL ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS

2211 N. Burke Dr.
Arlington Heights, Illinois

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Expiration Date:_____

No.	Date	Description

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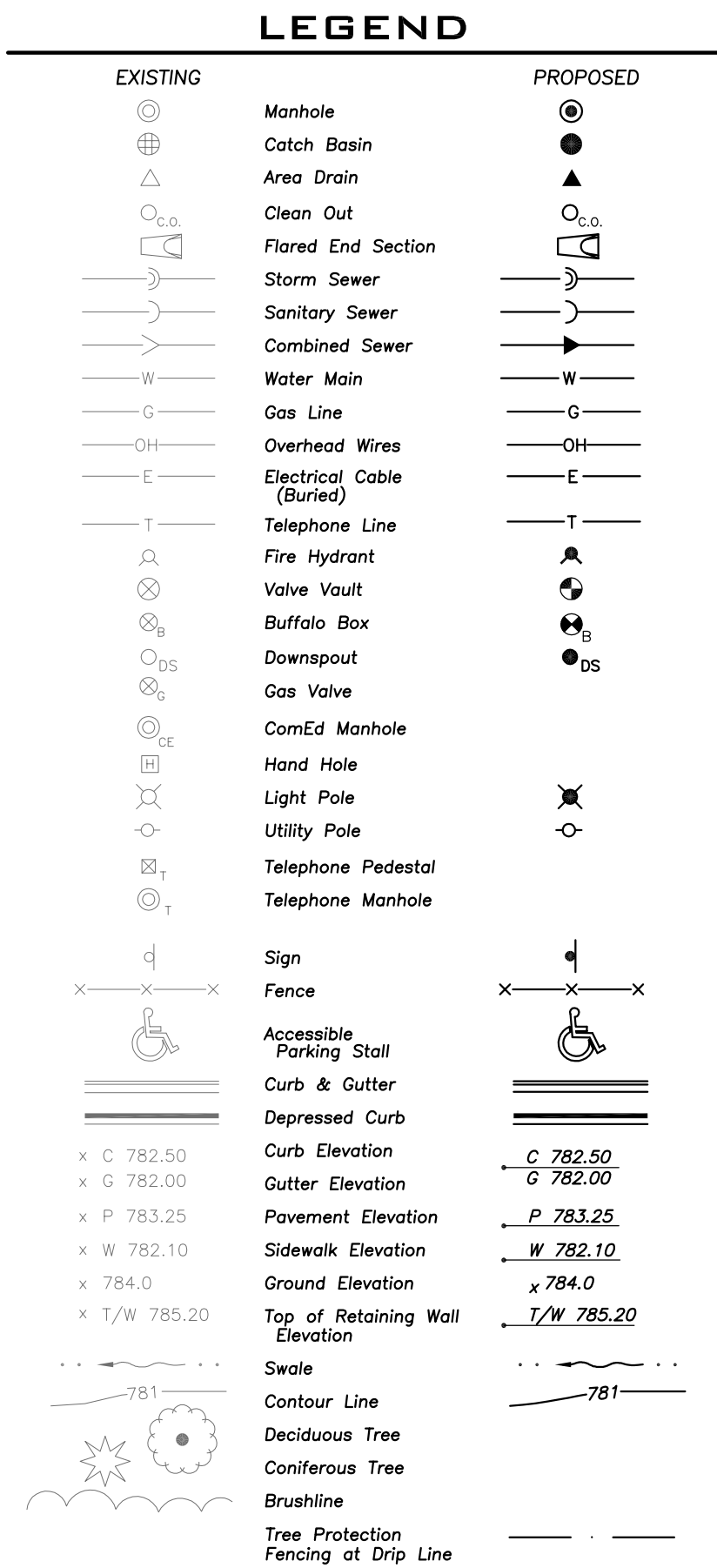
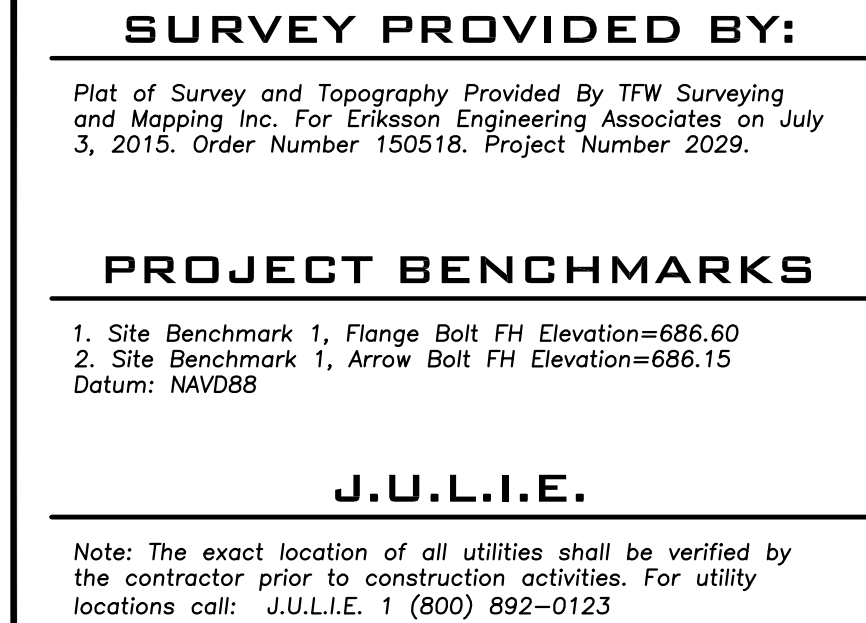
Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

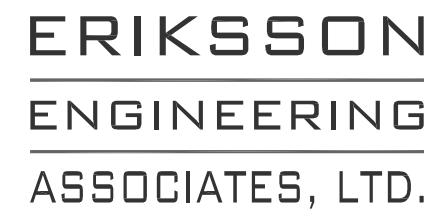
NOTES AND
LEGENDS

Sheet No:

C-0.1



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EXPIRES: 04/30/2017

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

**2211 N. Burke Dr.
Arlington Heights, Illinois**

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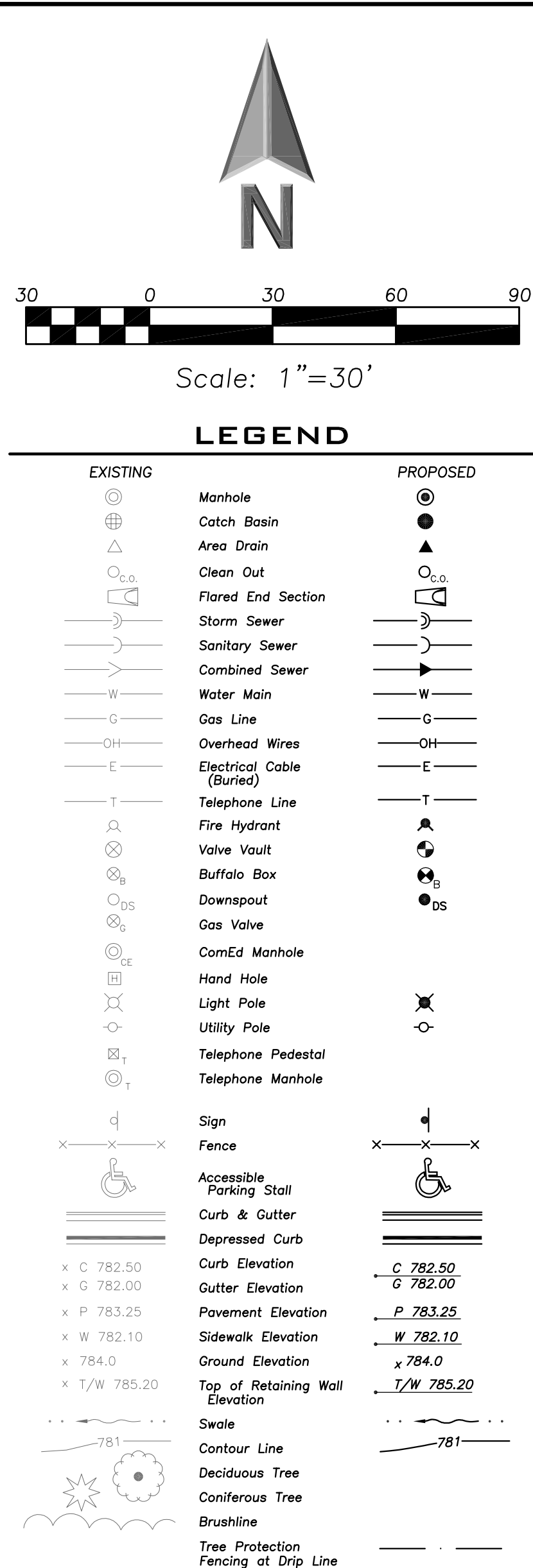
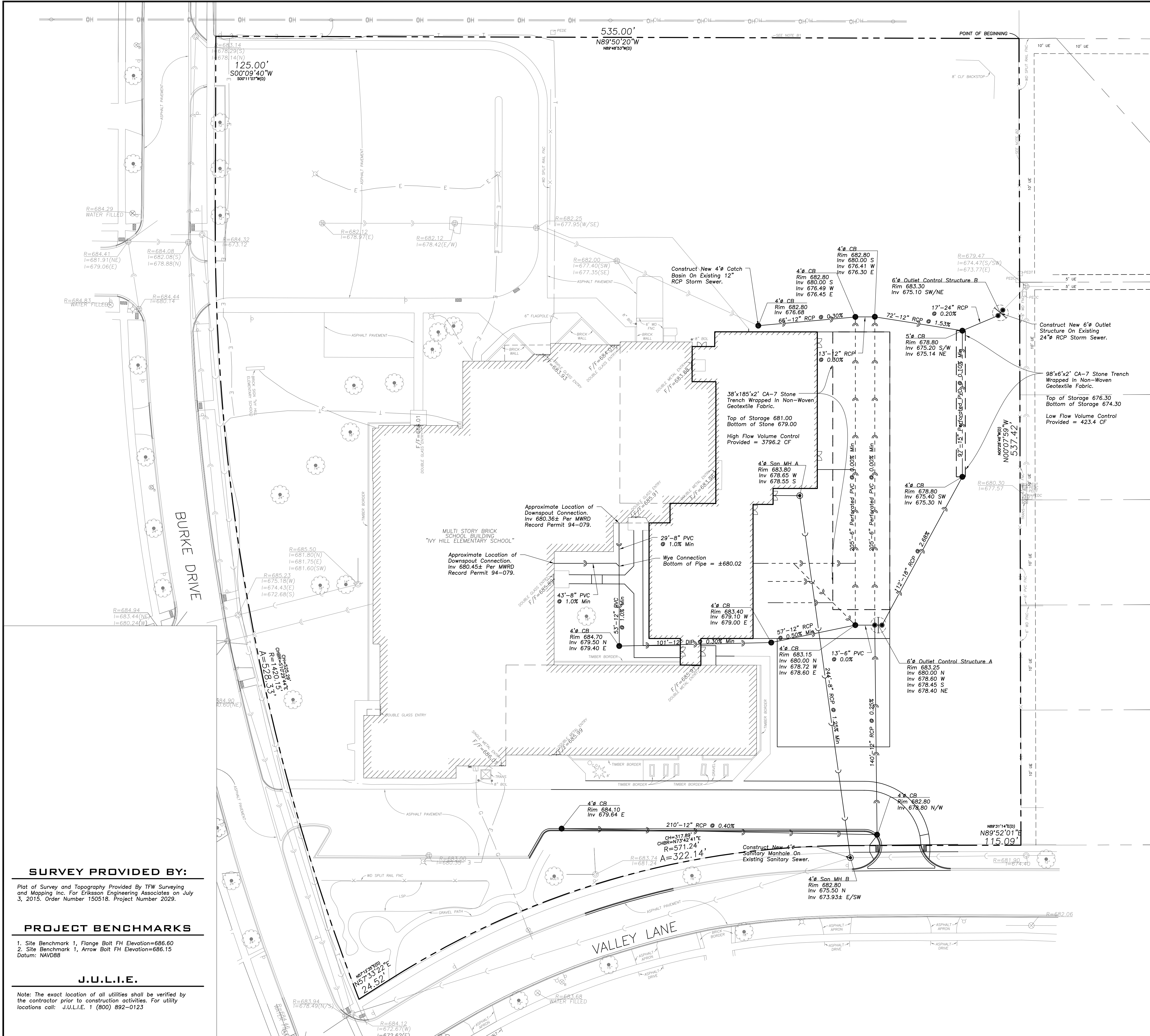
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Approved By:	Project No.

Sheet Title:

SITE GEOMETRY
PLAN

Sheet No:

C-2.1



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**IVY HILL ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS**
2211 N. Burke Dr.
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JC	06/06/15

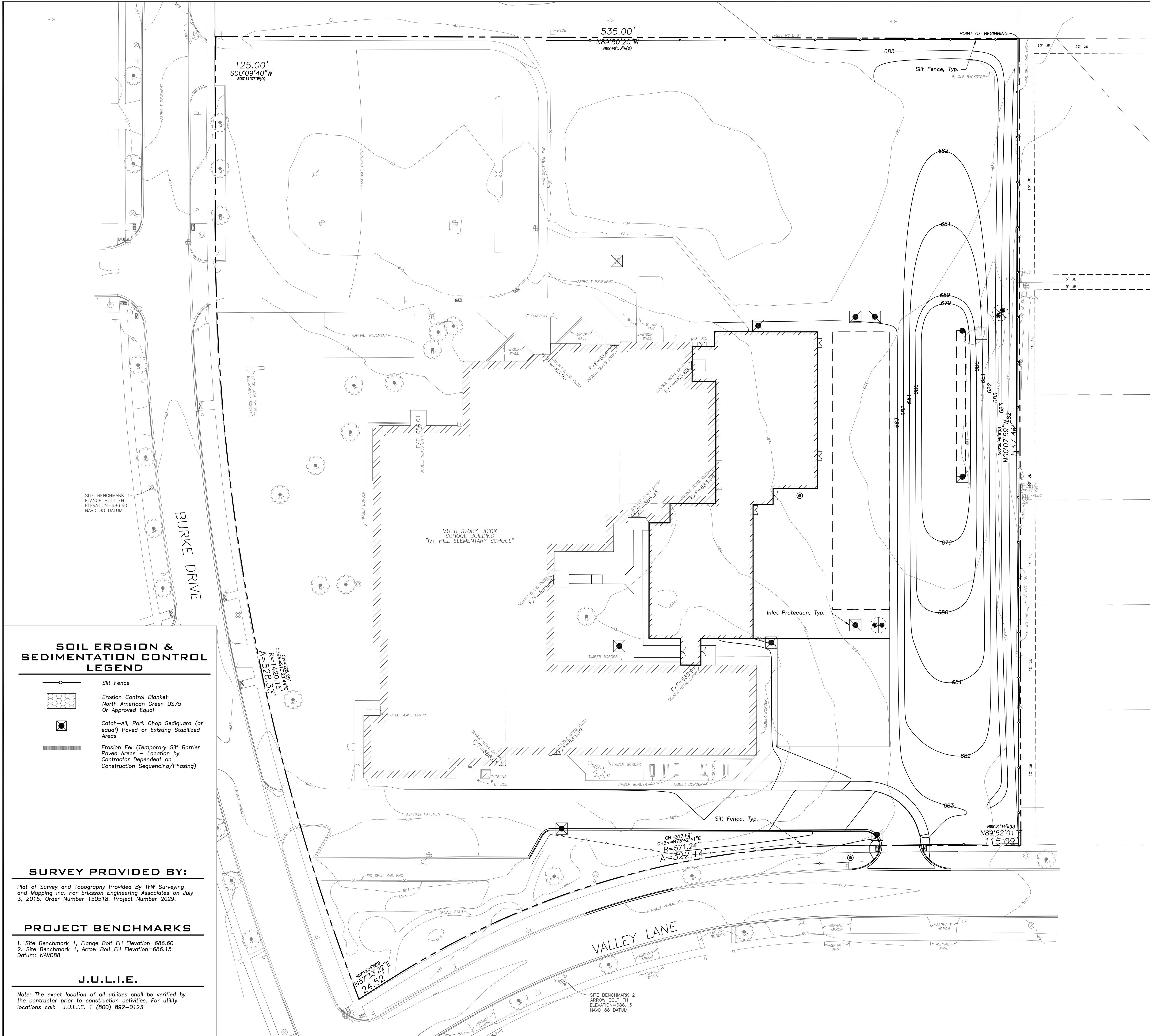
Approved By:	Project No.
KC	

Sheet Title:

**SITE
UTILITY
PLAN**

Sheet No:

C-3.1



SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket, North American Green DS75 Or Approved Equal
- Catch-All, Park Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing)

SURVEY PROVIDED BY:

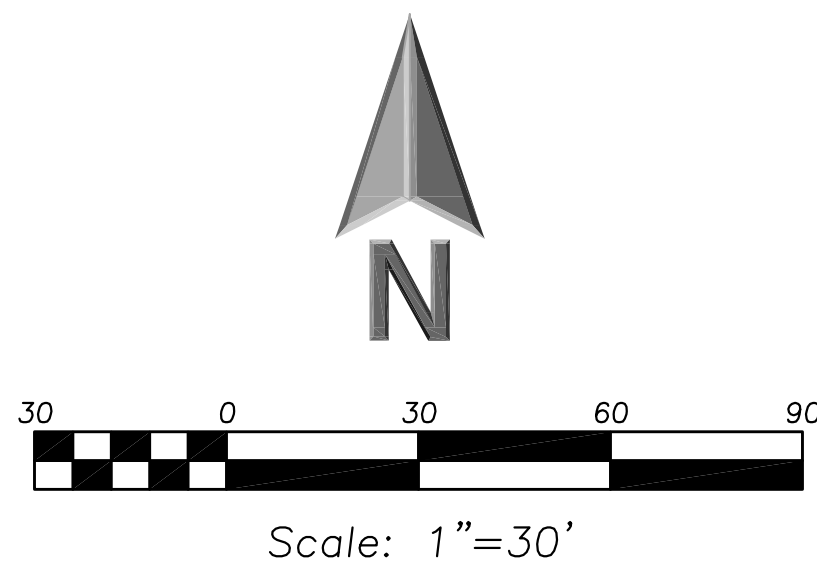
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS

- Site Benchmark 1, Flange Bolt FH Elevation=686.60
 - Site Benchmark 2, Arrow Bolt FH Elevation=686.15
- Datum: NAVD88

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

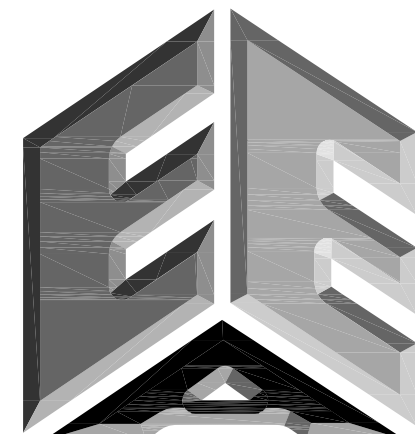


LEGEND

EXISTING	PROPOSED

GENERAL NOTES

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IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS 2211 N. Burke Dr. Arlington Heights, Illinois

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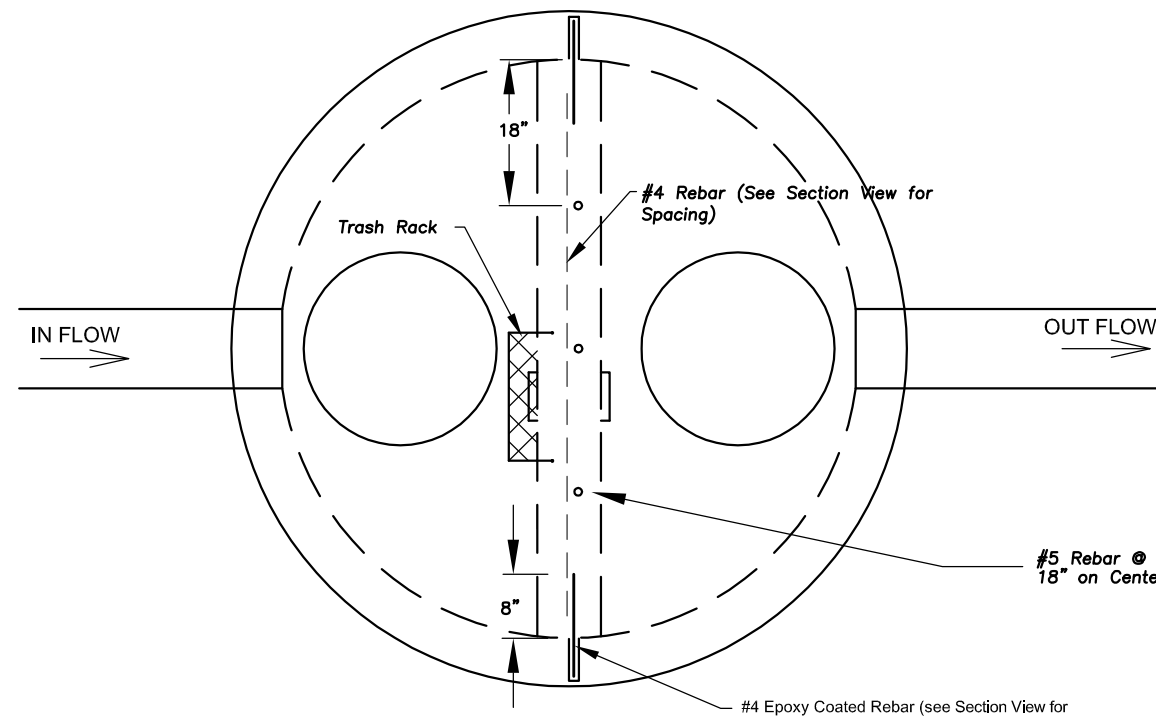
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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

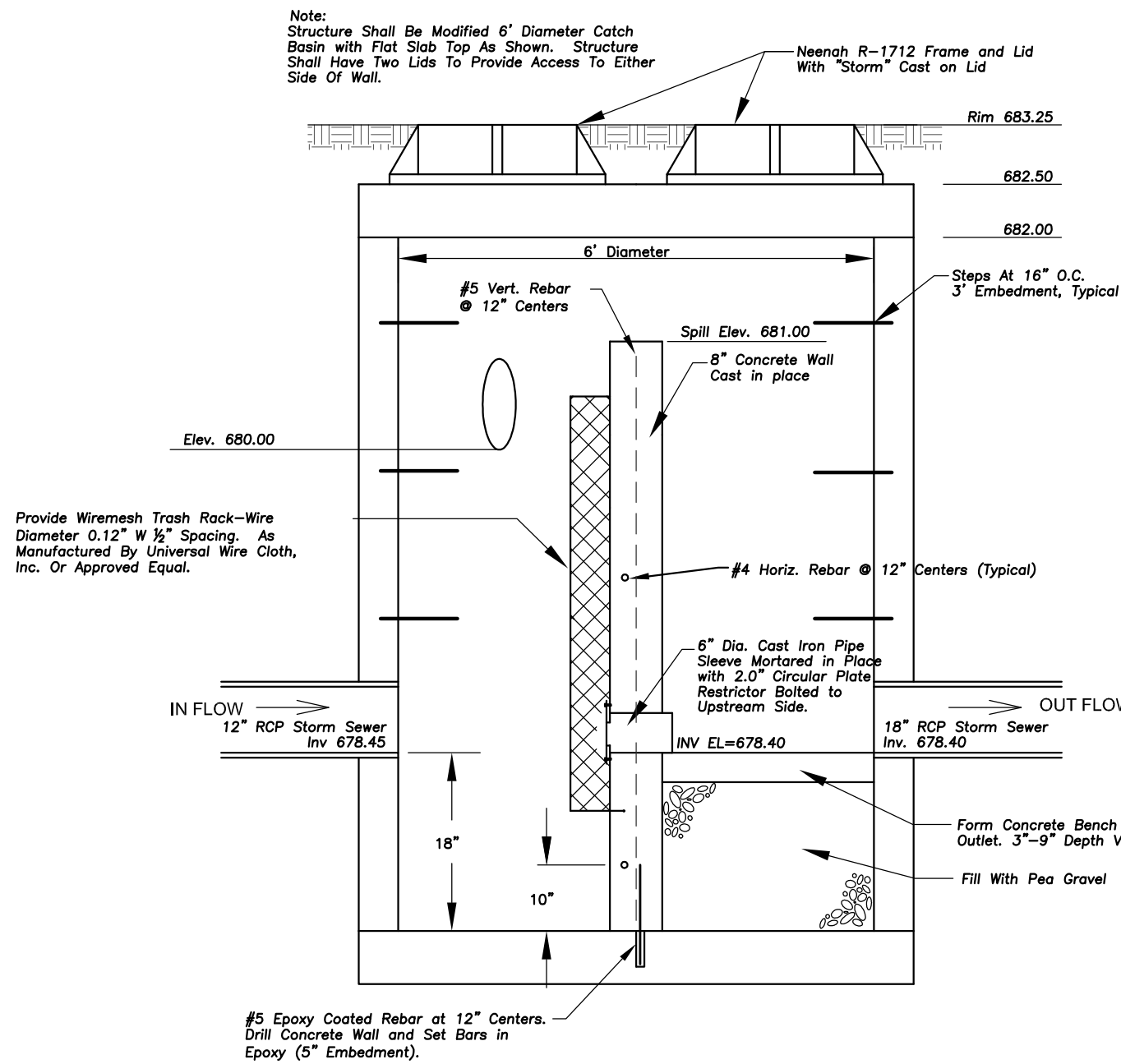
Sheet Title:
**SOIL EROSION &
SEDIMENT
CONTROL PLAN**

Sheet No:

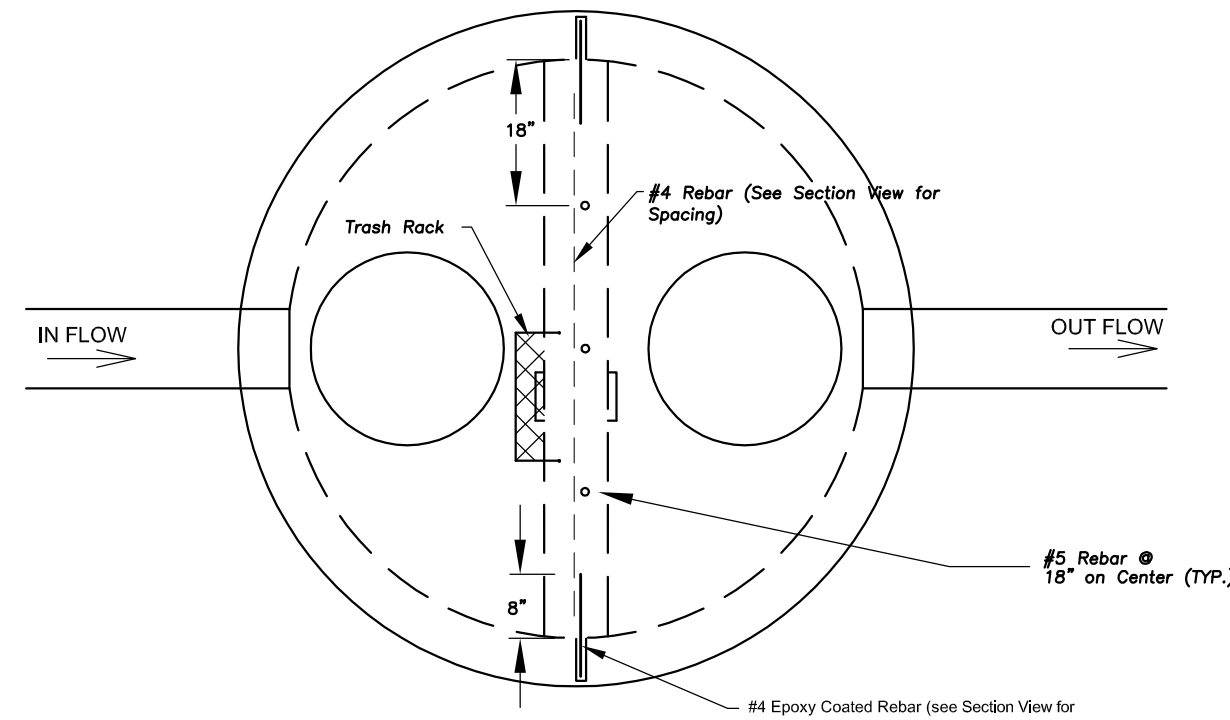
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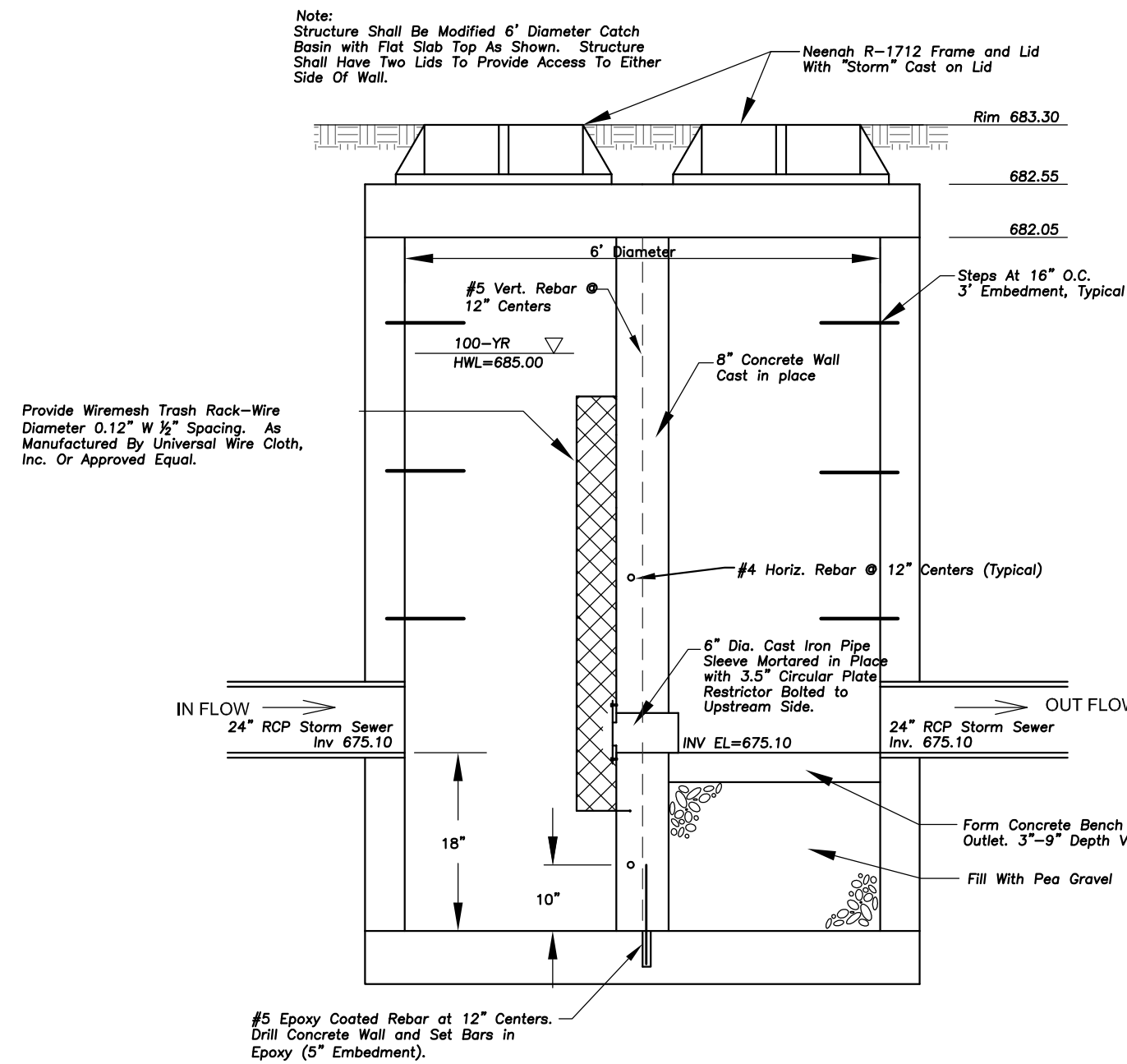
PLAN VIEW
NOT TO SCALE



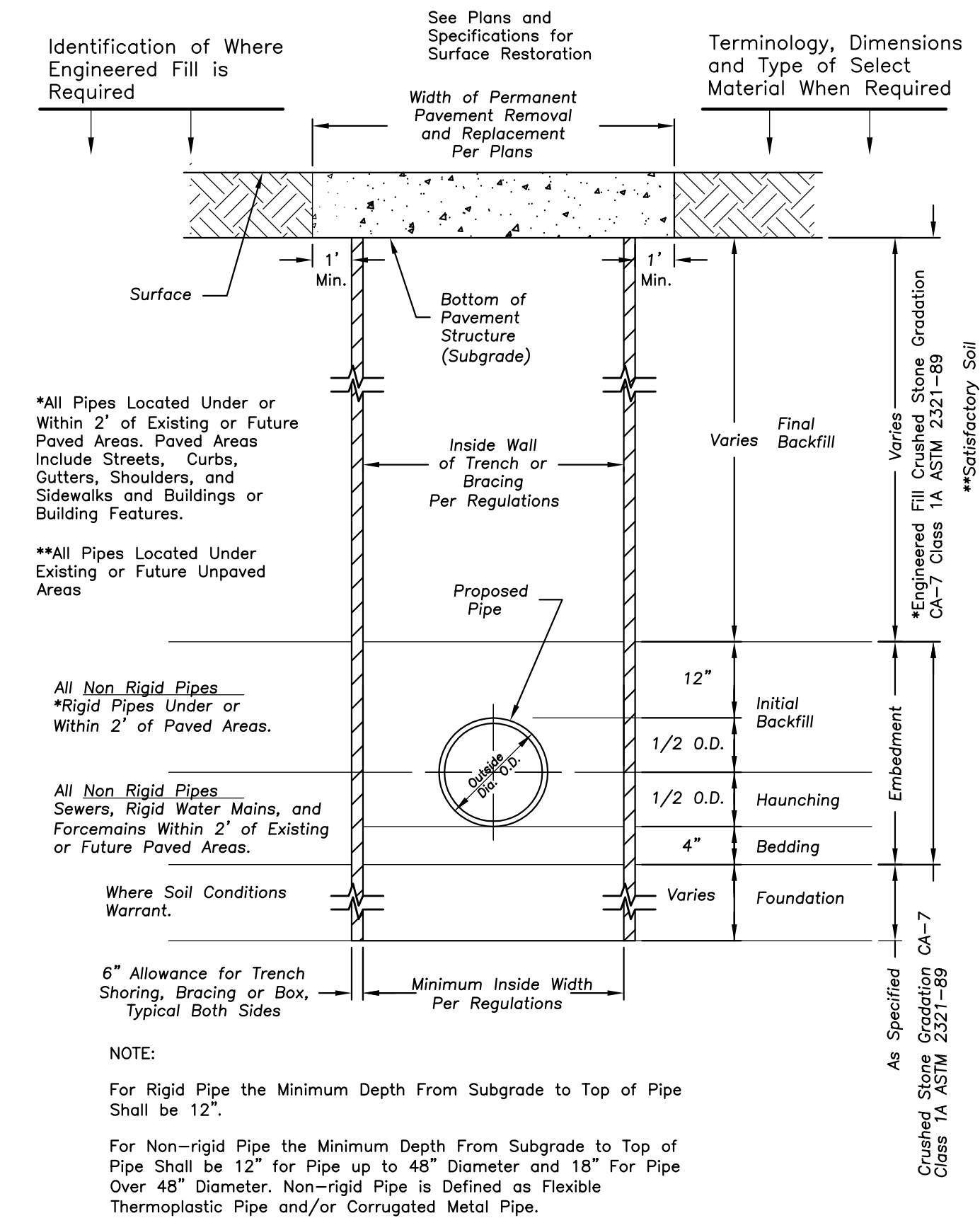
OUTLET CONTROL STRUCTURE A



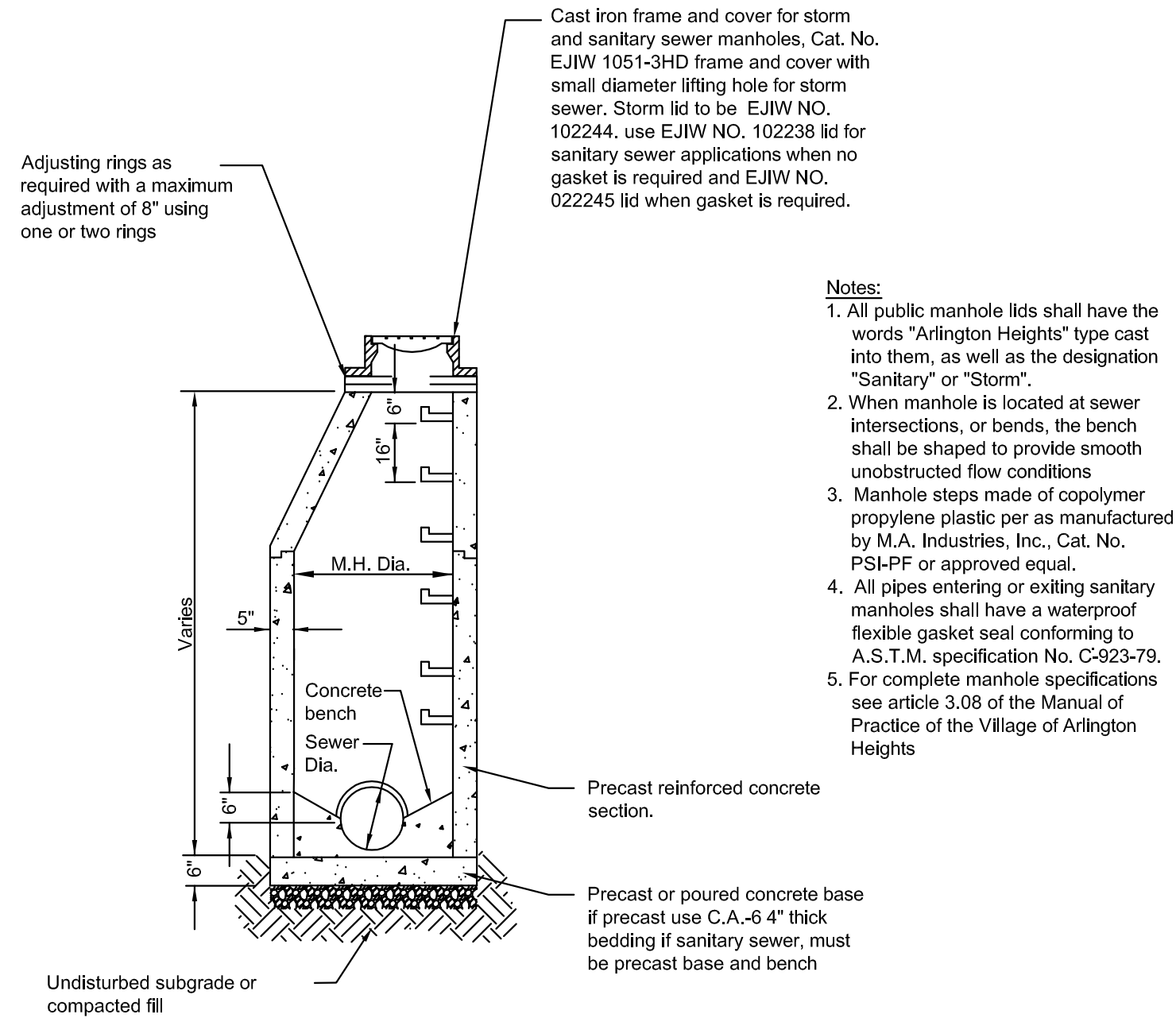
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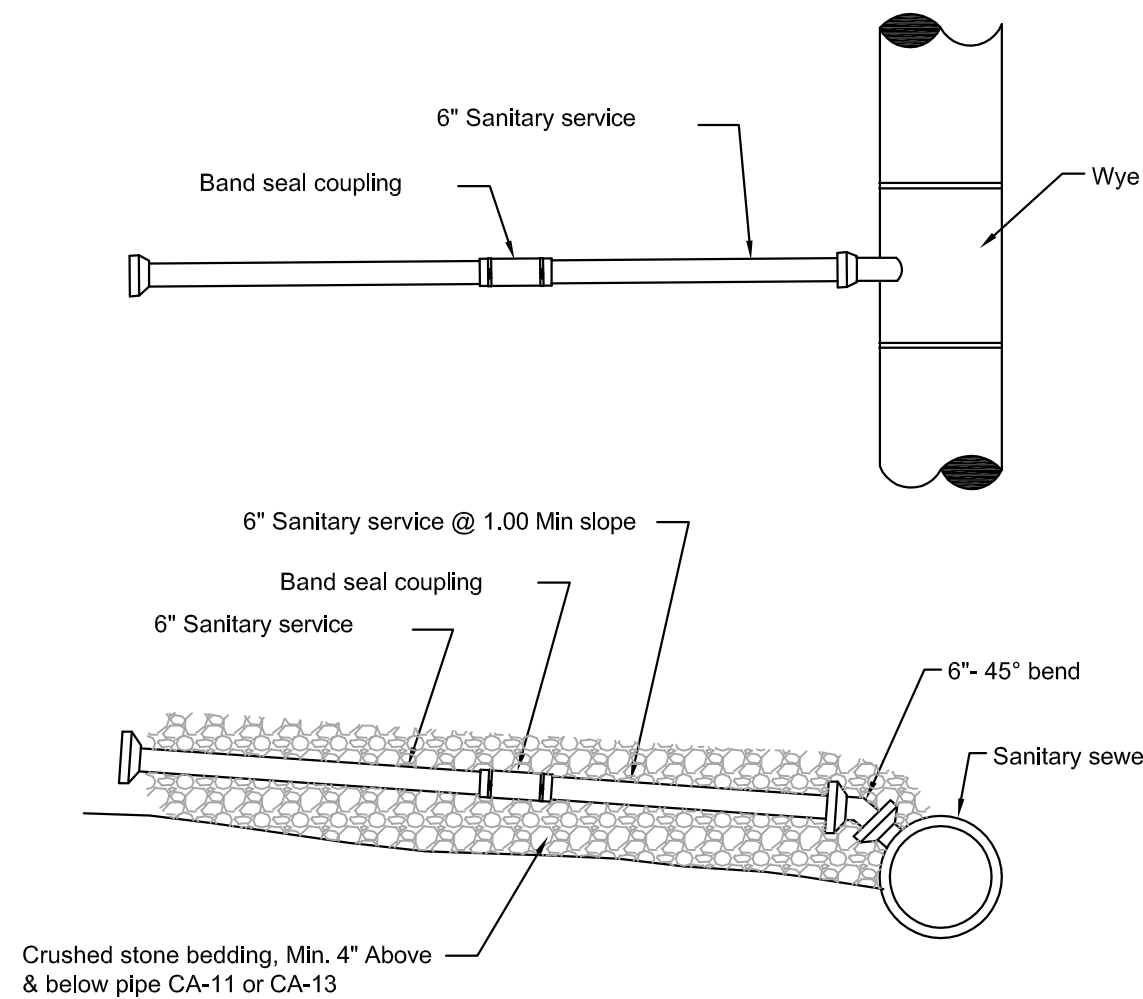
OUTLET CONTROL STRUCTURE B



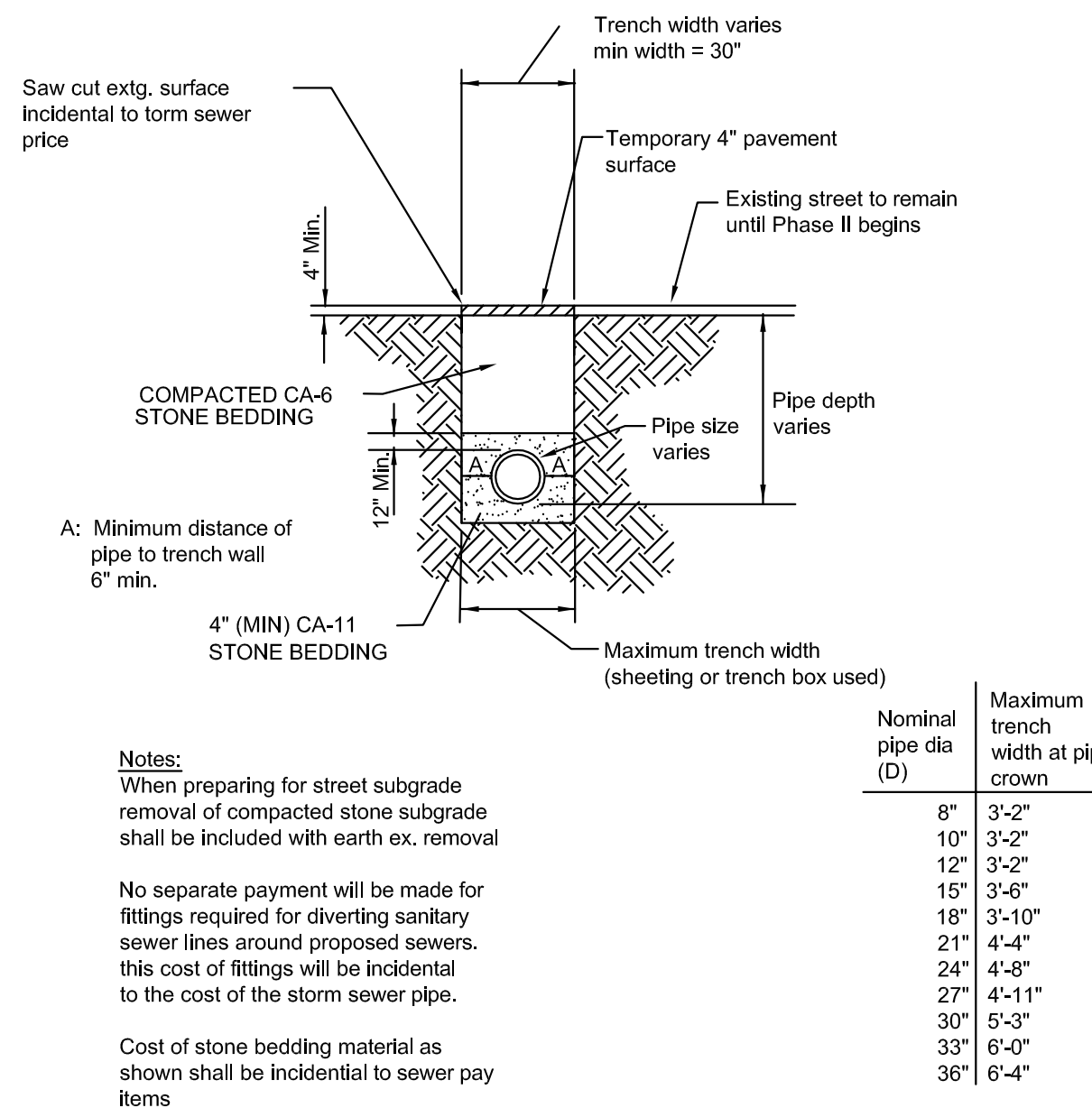
STANDARD SEWER AND WATER TRENCH SECTION



TYPE A - MANHOLE

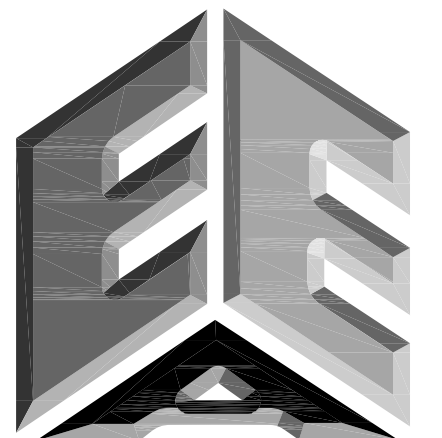


TYPICAL SANITARY SEWER SERVICE CONNECTION



Notes:
When preparing for street subgrade removal of compacted stone subgrade shall be included with earth ex. removal
No separate payment will be made for fittings required for diverting sanitary sewer lines around proposed sewers. this cost of fittings will be incidental to the cost of the storm sewer pipe.
Cost of stone bedding material as shown shall be incidental to sewer pay items

SANITARY SEWER TRENCH DETAIL



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Approved By:	KC	Project No.:	

Sheet Title:
**NOTES AND
LEGENDS**

Sheet No:
C-6.1

SURVEY PROVIDED BY:

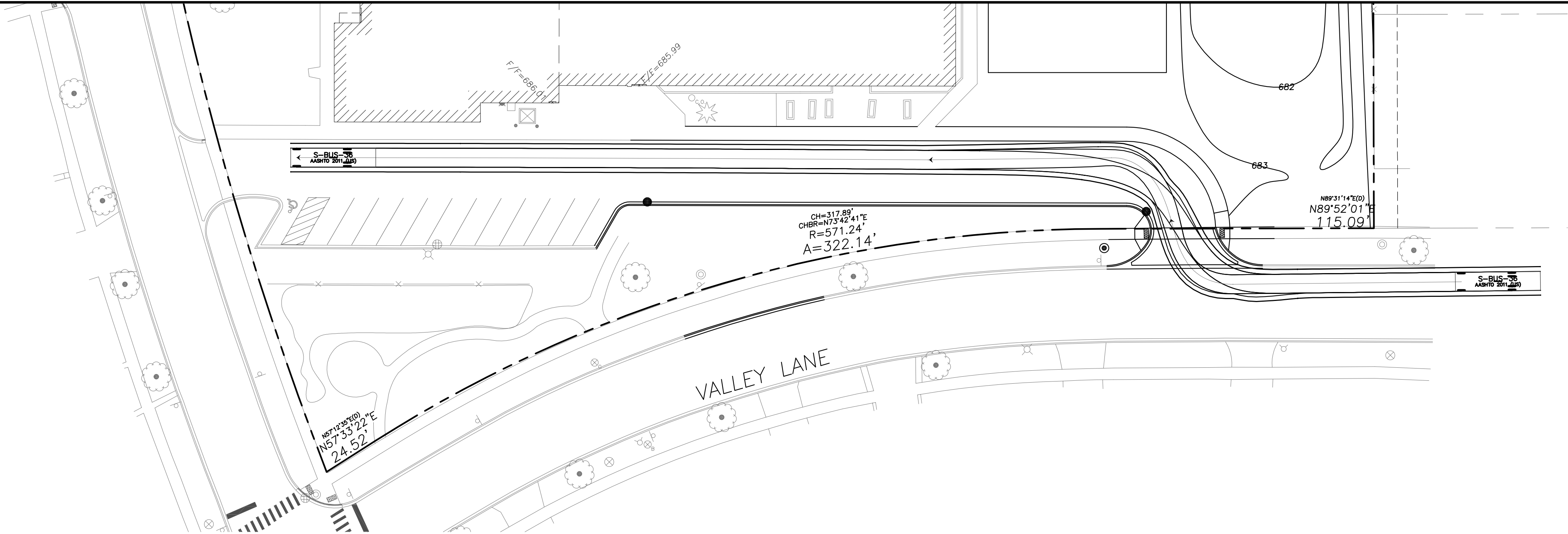
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS

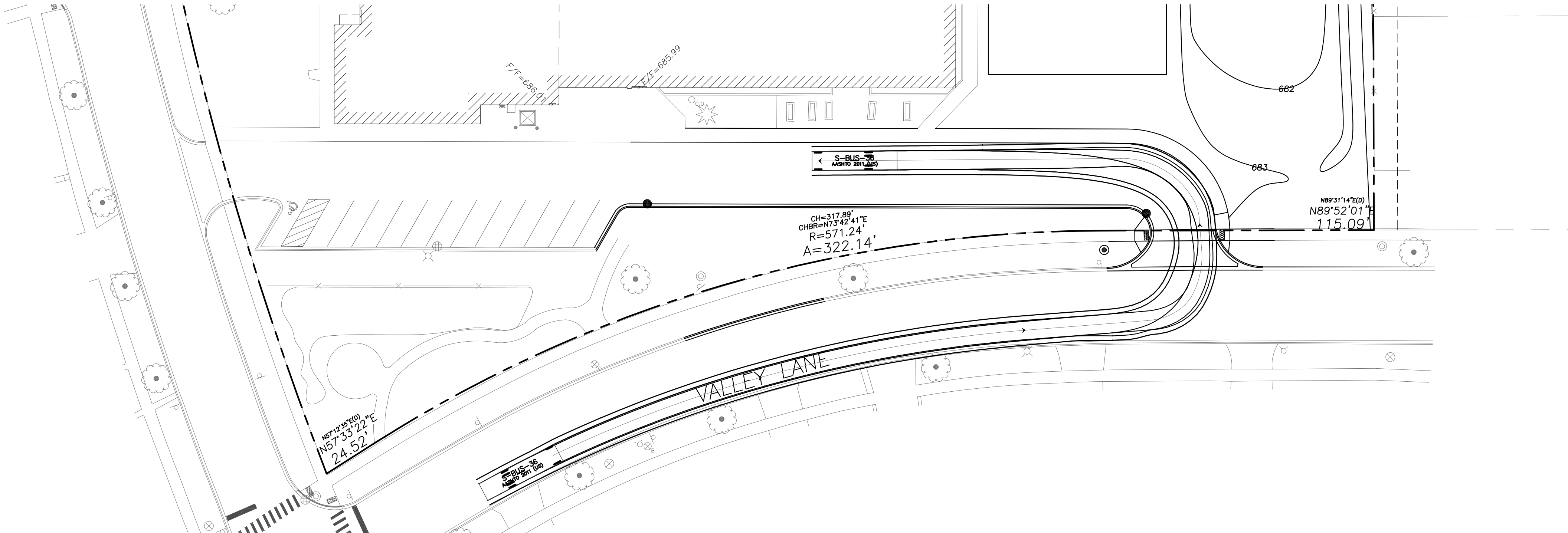
1. Site Benchmark 1, Flange Bolt FH Elevation=686.60
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- Datum: NAVD88

J.U.L.I.E.

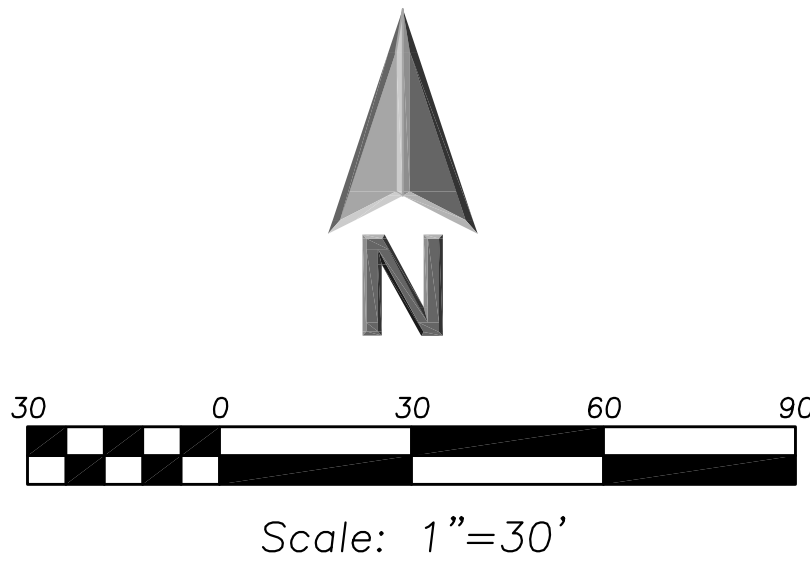
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ENTRANCE FROM EAST



ENTRANCE FROM WEST

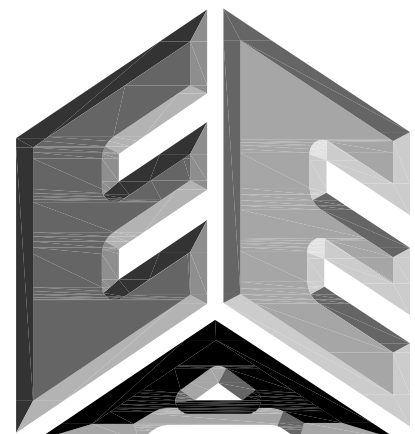


LEGEND

EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable (Buried)	Electrical Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Gas Valve	Gas Valve
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection	Tree Protection
Fencing at Drip Line	Fencing at Drip Line

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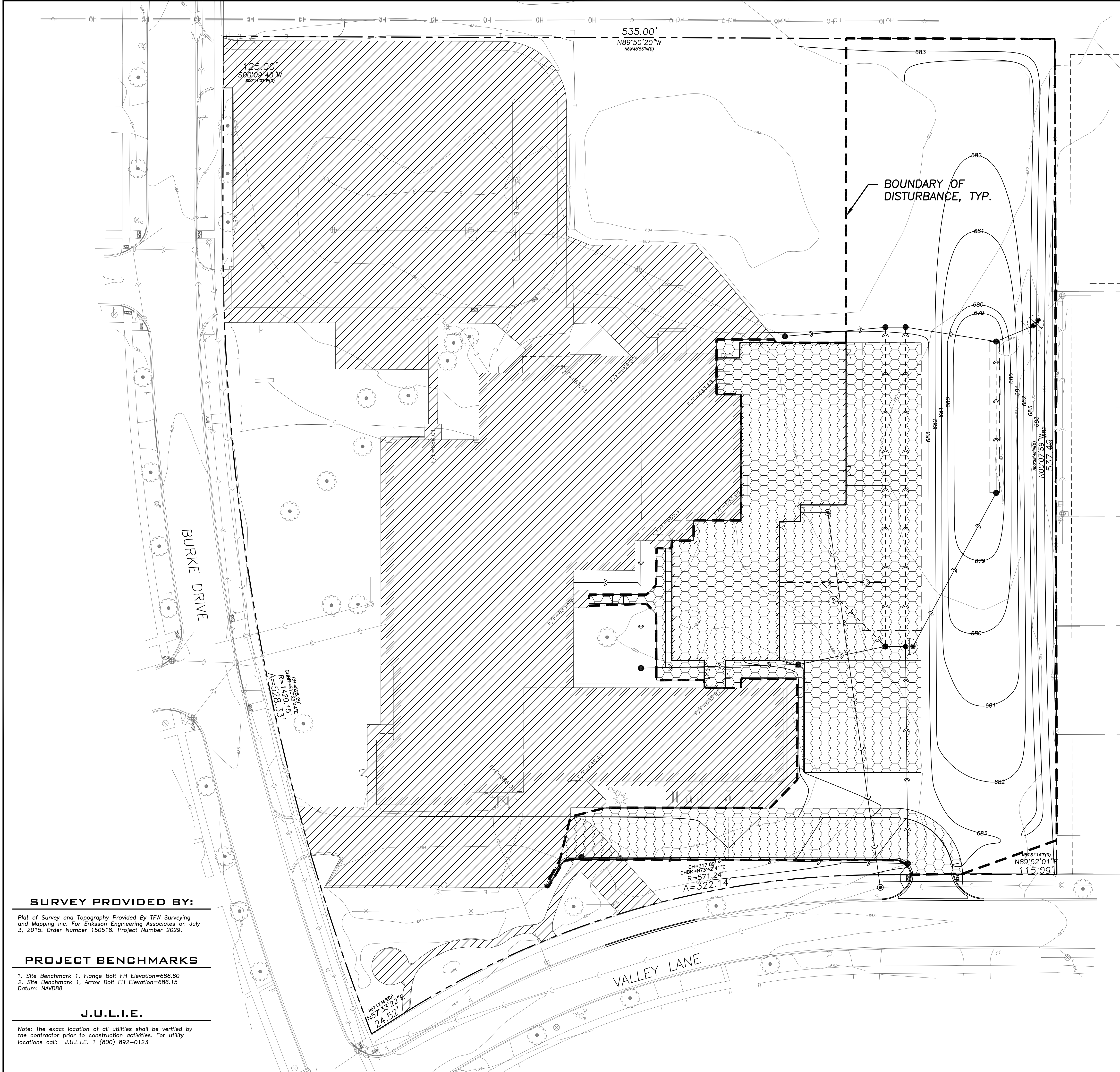
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Approved By:	KC	Project No.:	

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Sheet No:

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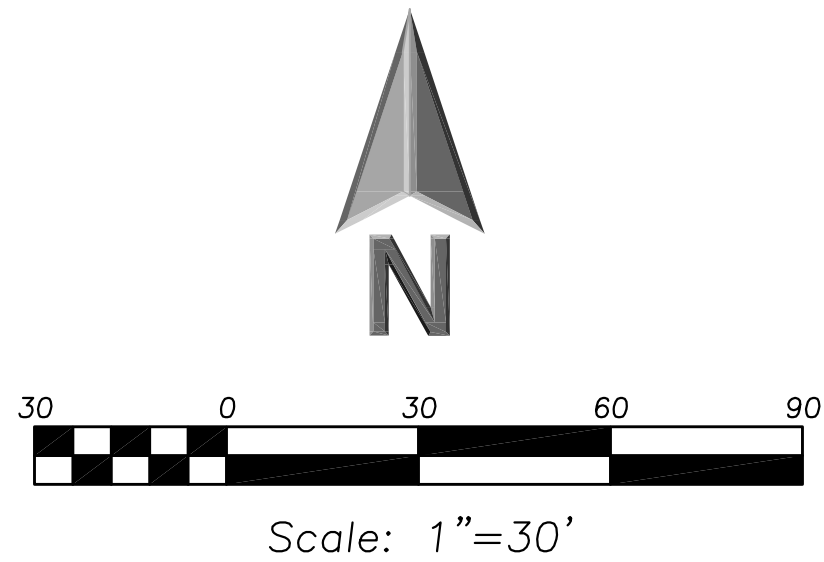
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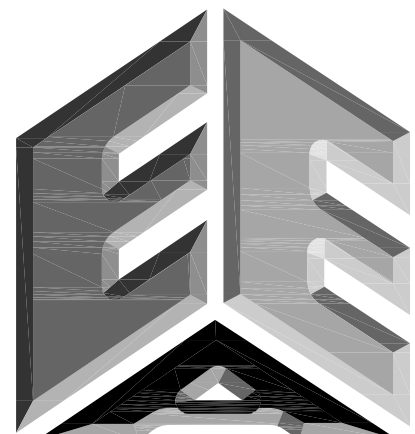


LEGEND

EXISTING	PROPOSED

EXHIBIT LEGEND

	Project Disturbance 101187.74 SF 2.32 Acres
	Existing Impervious To Remain 116912.64 SF 2.68 Acres
	Proposed Impervious 44553.65 SF 1.02 Acres



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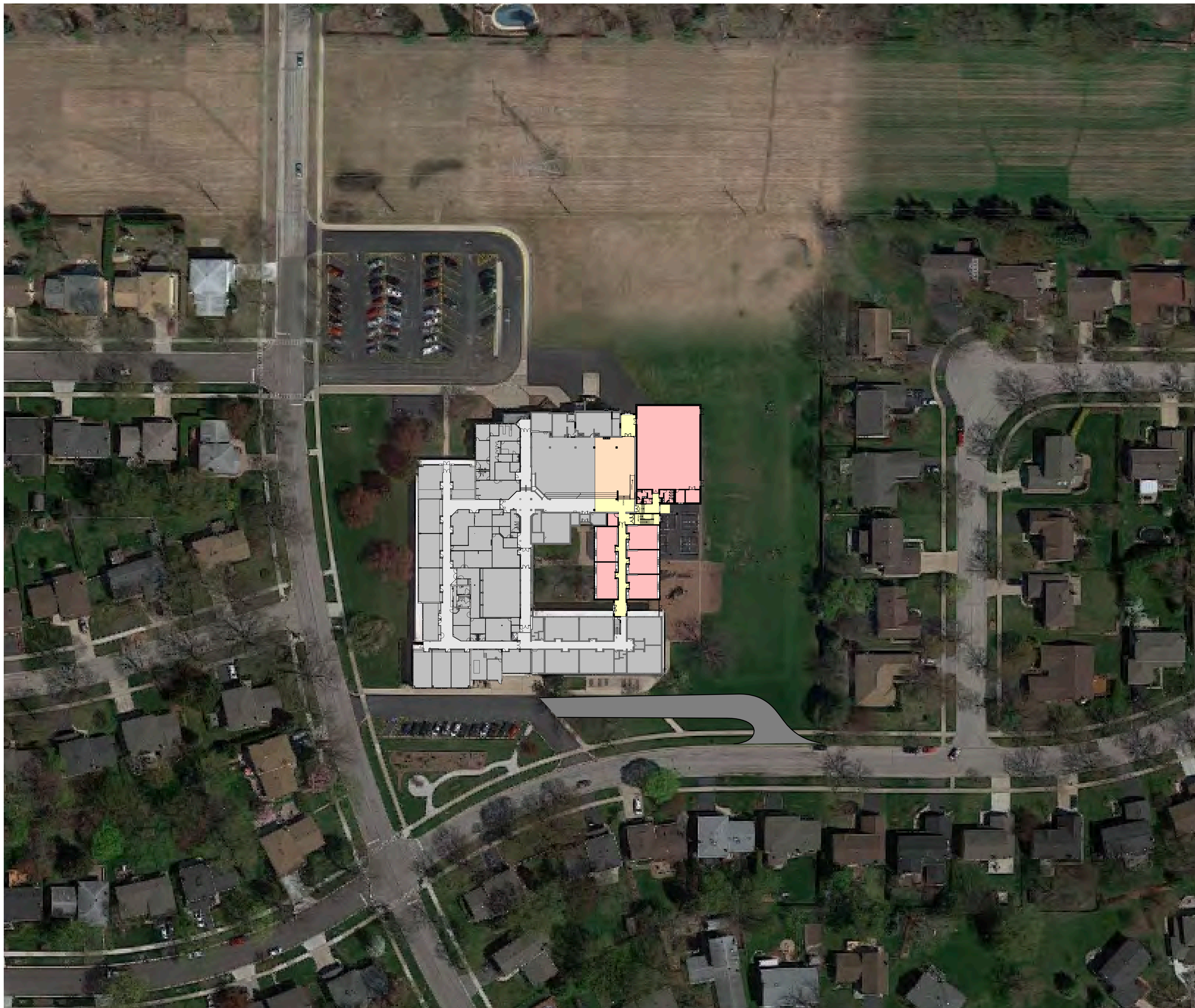
Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

**PROJECT
DISTURBANCE**

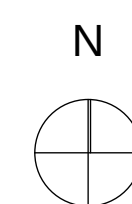
Sheet No:

CX-7.2



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350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

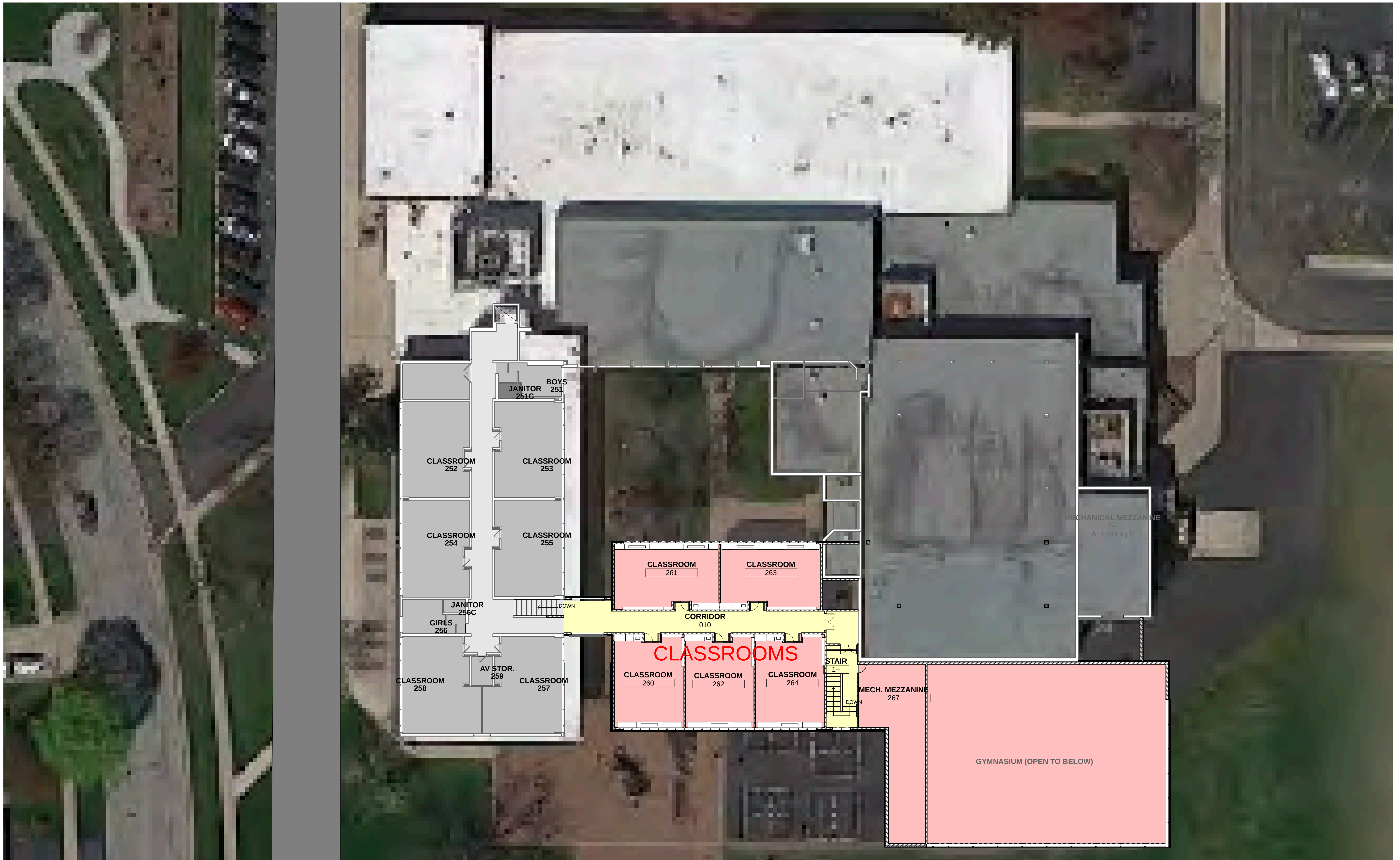
SUBJECT PROPERTY MAP



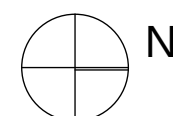
IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 NORTH BURKE DRIVE
ARLINGTON HEIGHTS, ILLINOIS 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
July 27, 2015





1 SECOND FLOOR
SCALE: 1/16" = 1'-0"



STR

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350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

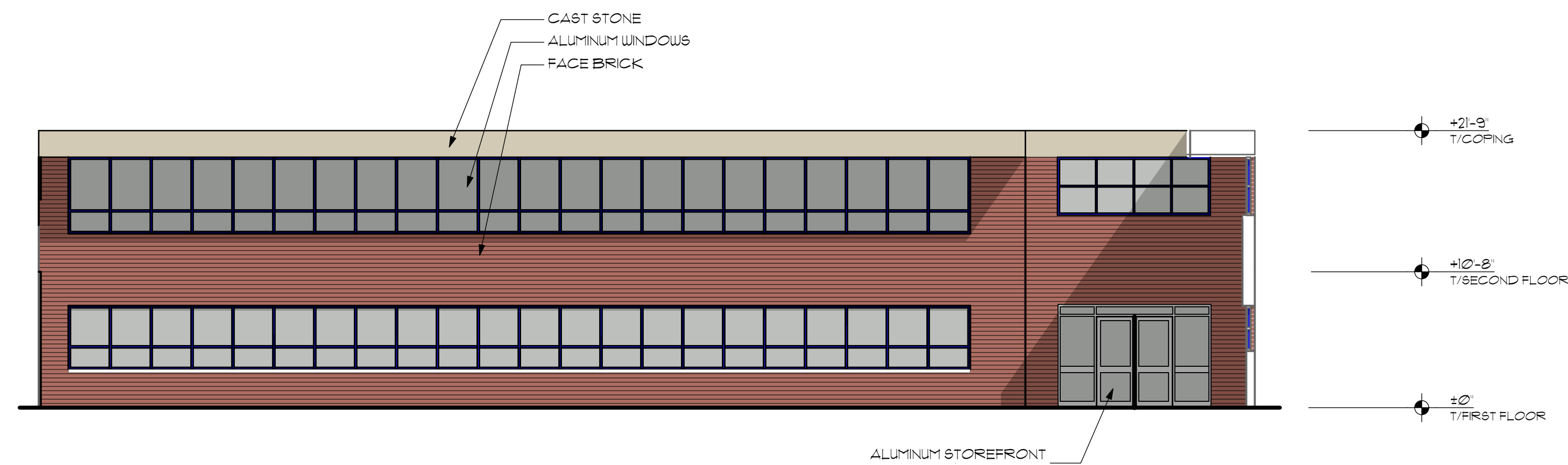
COMPOSITE SECOND FLOOR PLAN

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

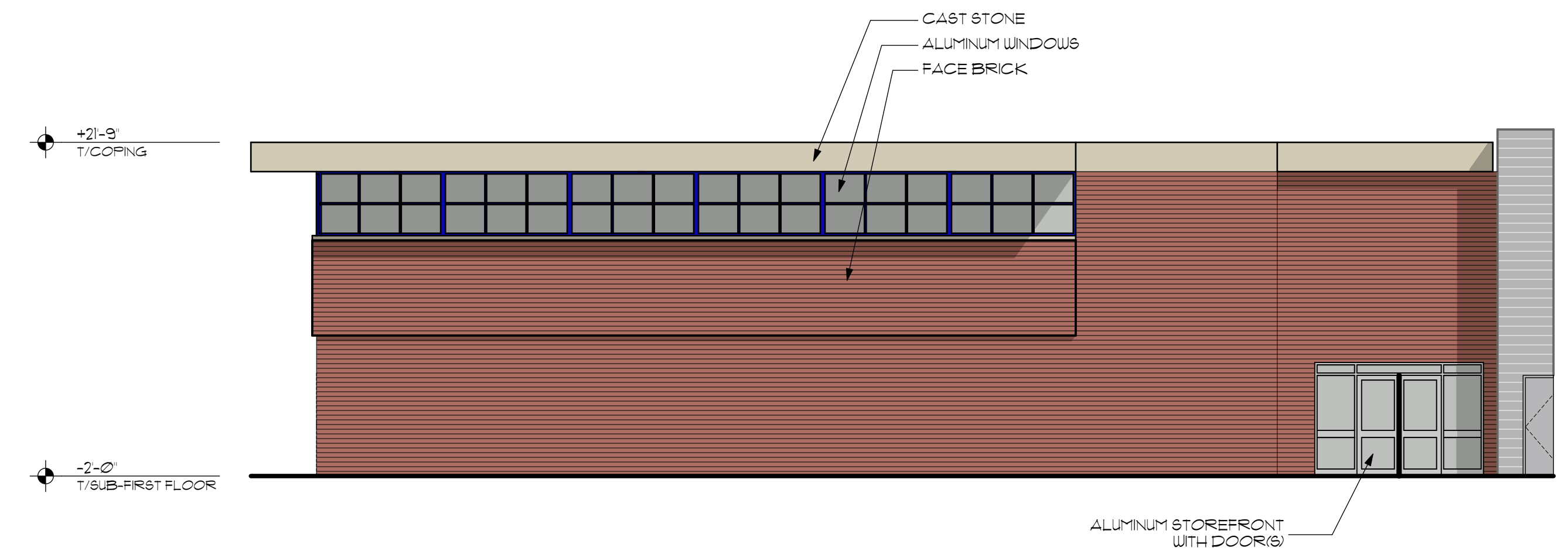
2211 NORTH BURKE DRIVE
ARLINGTON HEIGHTS, ILLINOIS 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
July 27, 2015



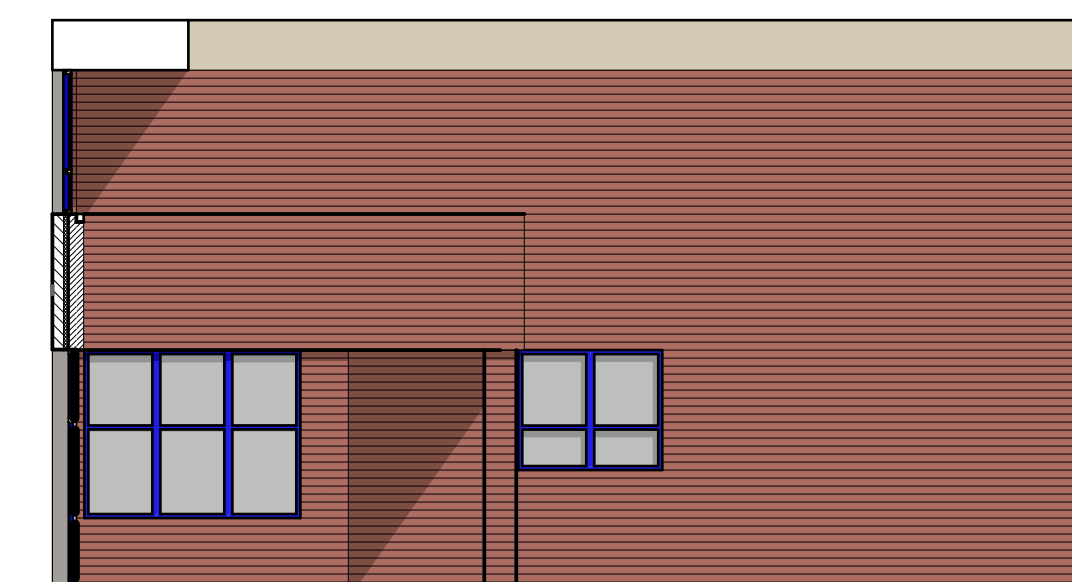
1 EXTERIOR ELEVATION - FACING EAST
SCALE: 1/8" = 1'-0"



2 EXTERIOR ELEVATION - COURTYARD
SCALE: 1/8" = 1'-0"



3 EXTERIOR ELEVATION - FACING NORTH
SCALE: 1/8" = 1'-0"

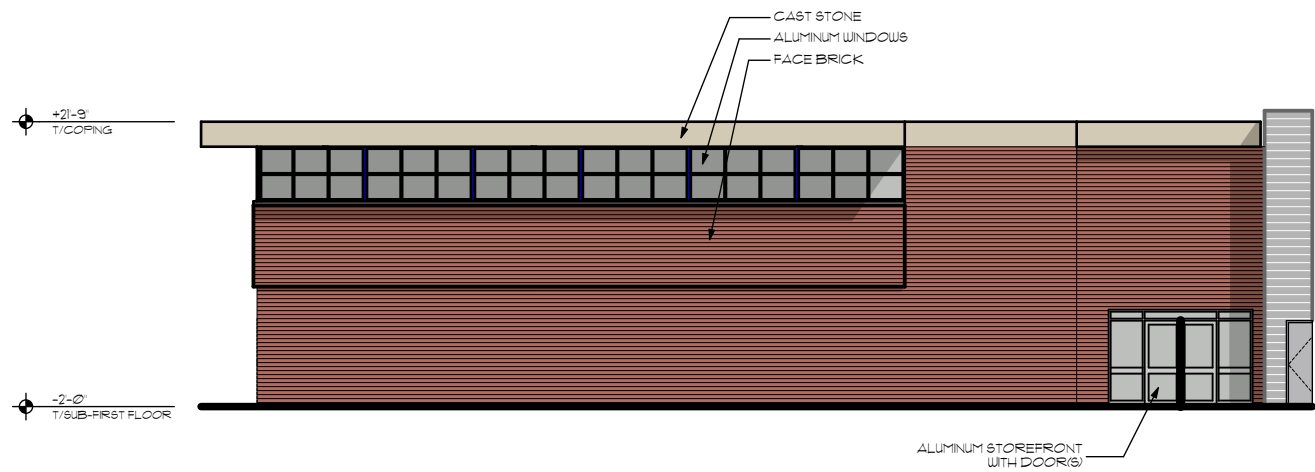


4 EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION - FACING EAST

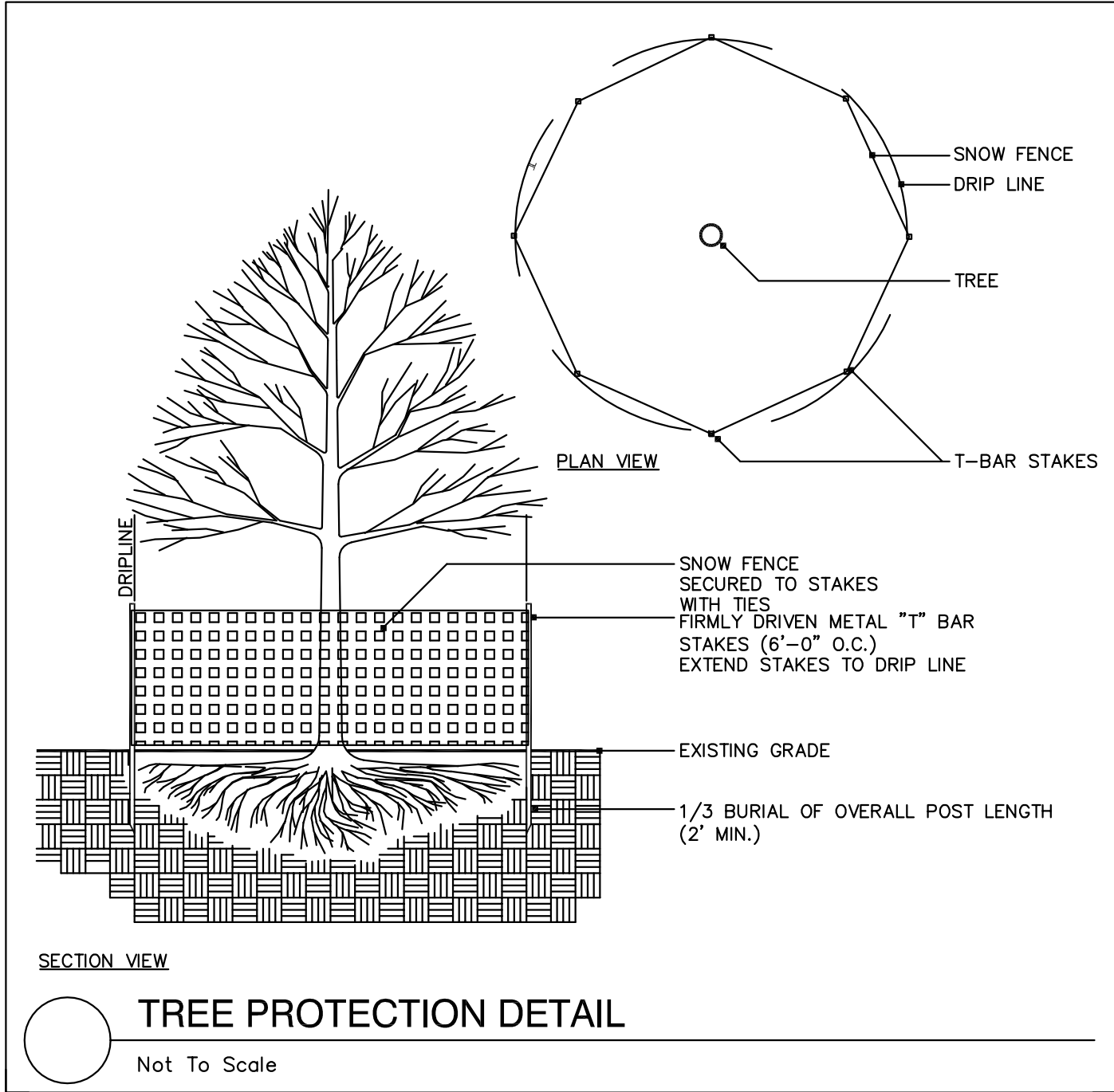
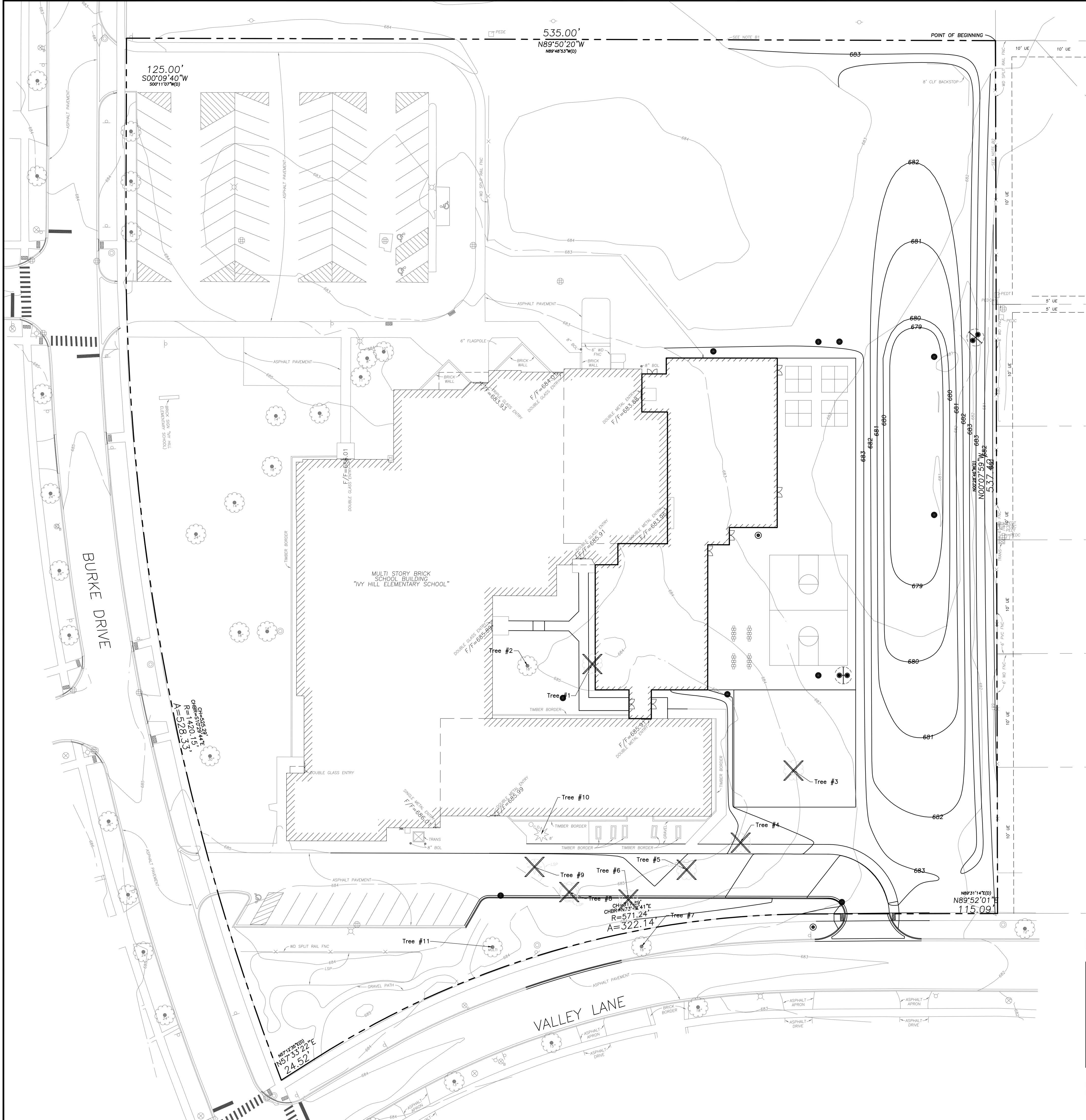
SCALE: 1/16" = 1'-0"



EXTERIOR ELEVATION - FACING NORTH

SCALE: 1/16" = 1'-0"

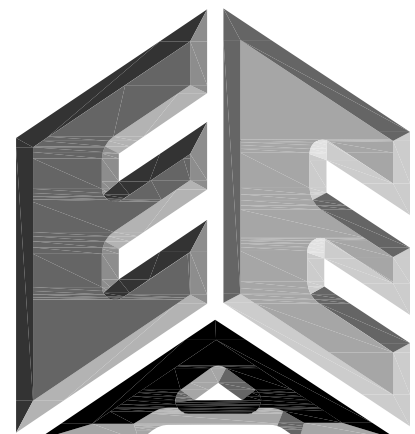
EXTERIOR ELEVATIONS



Existing Tree Survey Data:

TREE #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Fraxinus pensylvannica	Green Ash	36" Cal.	Dead	Emerald Ash Bore
2	Fraxinus pensylvannica	Green Ash	20" Cal.	Dead	Emerald Ash Bore
3	Gleditsia triacanthos inermis	Thornless Honeylocust	24" Cal.	Good	
4	Acer platanoides	Norway Maple	16" Cal.	Poor	3/4 of the canopy is dead
5	Acer platanoides	Norway Maple	14" Cal.	Good	
6	Fraxinus pensylvannica	Green Ash	18" Cal.	Dead	Emerald Ash Bore
7	Tilia americana	American Linden	18" Cal.	Good	
8	Gleditsia triacanthos inermis	Thornless Honeylocust	30" Cal.	Good	
9	Picea abies	Norway Spruce	10" Cal.	Good	
10	Picea pungens	Blue Spruce	14" Cal.	Good	
11	Malus sp.	Flowering Crabapple	10" Cal.	Good	

NOTE:
Existing trees to be removed are indicated on the plan with and "X" and shaded in the table.



**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

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 N. Burke Dr.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description

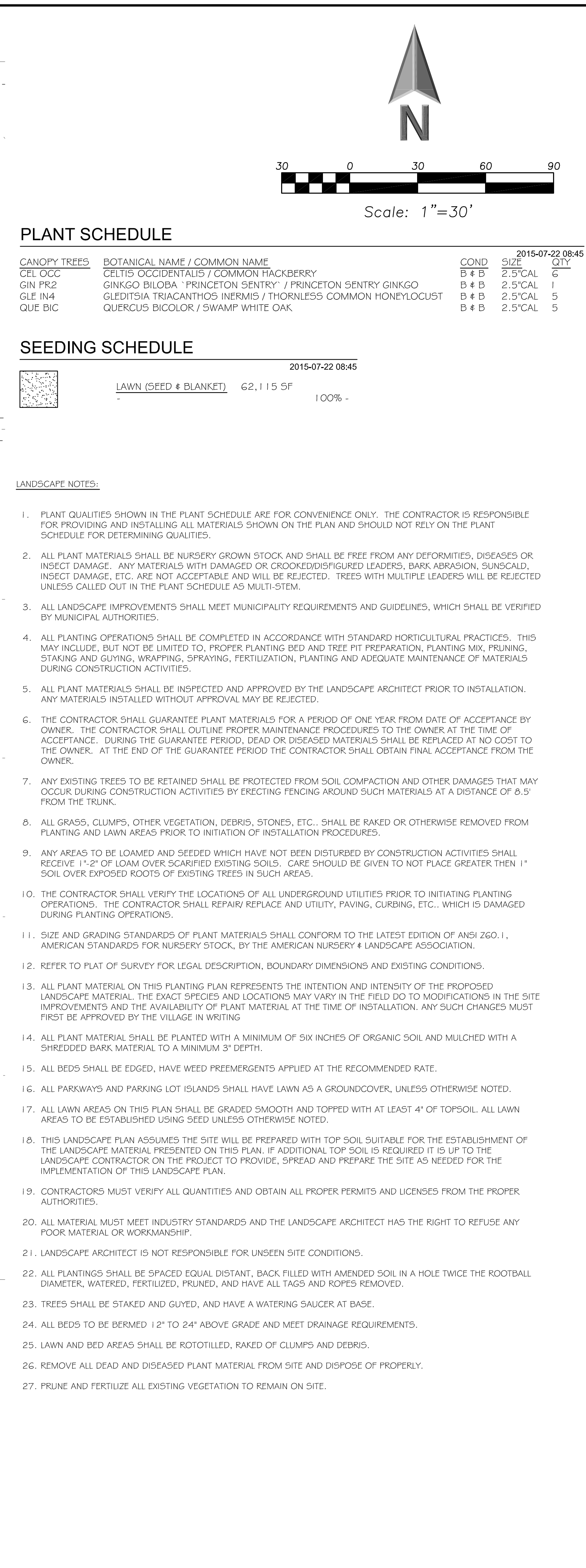
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Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:
**TREE
PRESERVATION
PLAN**

Sheet No:

TP100



**2211 N. Burke Dr.
Arlington Heights, Illinois**

Expiration Date: _____

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Sheet Title:

Sheet No:

L100



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

July 27, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60004

RECEIVED

JUL 27 2015

Re: **Plan Commission Application**
Ivy Hill Elementary School
2211 N. Burke Drive
Arlington Heights, IL 60005

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

STR Project #15036

Dear Ms. Bhide,

Enclosed is the Plan Commission application and supporting materials for the proposed addition at Ivy Hill Elementary School in Arlington Heights School District 25.

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.

Ivy Hill Elementary School provides education to school-age children of the surrounding neighborhood 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 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space is limited the north area of the site east of the north parking lot. Adequate open field space for recreational use could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate open field and asphalt and pour-in-place playground areas on the site there is no area for expansion of the parking lots.

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

The existing parking supply of 72 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. Just one additional staff member will be added with the addition to the school building.

Thank you for your review. Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Hansen", with a stylized flourish at the end.

Don Hansen
Senior Project Manager

July 2015

Ivy Hill Elementary 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 Ivy Hill Elementary School in Arlington Heights, Illinois. Ivy Hill School is located at the northeast corner of Valley Lane and Burke Drive. The current enrollment of the school is 562 students in kindergarten through 5th grade with 68 staff members. Access to the school is provided by a bus loading zone with its entrance from Valley Lane and exit on Burke Drive. Parent loading occurs around the perimeter of the staff/visitor parking lot with a separate entrance and exit on Burke Drive.

A new gym, common areas, and classrooms will be added on the eastern side of the building. The school population is expected to grow 14% to 641 students over a period of several years. Staff growth will be one person for a total of 69 staff.

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

School Location and Area Land-Uses

The existing school is located at the northeast corner of the Valley Lane and Burke Drive in Arlington Heights, Illinois. It is located in a single-family neighborhood with Commonwealth Edison power lines along its north border. **Figure 1** illustrates the site and the surrounding land-uses and roads. (Note: all figures are located at the end of the report).

The boundaries of the school attendance area is Rand Road to the south, Windsor Drive to the east, Hintz Road to the north, and includes a neighborhood north of Hintz Road and west of Kennicott Avenue. Students living south of Palatine Road and west of Arlington Heights Road are eligible for busing. The Ivy Hill School boundary map is included in the **Appendix**.

Bicycle and Pedestrian Routes

Valley Lane, east of Burke Drive, is an on-street bike route leading towards Lake Arlington Park. Burke Road north of Valley Lane is a planned bikeway. Public sidewalks are located on both sides of the streets around the school. The All-Way Stop Controlled (AWSC) intersections on Burke Drive at Valley Lane and Ivy Lane have crosswalks with crossing guards before and after school.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Burke Drive is a north-south local roadway extending north from Palatine Road to north of Appletree Lane. It has one travel lane in each direction. At Ivy Lane and Valley Lane, it has an AWSC intersection with painted crosswalks. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Valley Lane is a collector road that extends from Arlington Heights Road east to Windsor Drive and Lake Arlington. At its intersection with Burke Drive, it has one travel lane in each direction and is an AWSC. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Ivy Lane is a local road that extends east from Arlington Heights Road to Burke Drive. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Figure 2 illustrates the existing loading and parking regulations around the school. The streets around the school are posted with 20 mph School Speed Zone signs.

Existing Traffic Volumes

Ivy Hill School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015 at the following intersections:

- Valley Lane and Burke Drive
- Ivy Lane/School Parking Lot Entrance and Burke Drive
- School Parking Lot Exit and Burke Drive
- School Bus Loading Area Entrance and Exit

These counts showed the peak-hours of traffic occurring from 8:30 to 9:30 AM and 3:30 to 4:30 PM on a school day. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

School Operations

All school bus loading occurs in the southern parking lot that can accommodate the six buses currently serving the school. Buses enter from Valley Lane and exit onto Burke Drive. Thirteen parking spaces are provided in the bus loading area that is occupied by staff vehicles which do not interfere with bus operations.

The main student loading area is provided in the north parking lot. Parents enter the south entrance (inbound only) and travel counter clockwise through the lot and unload/load their students on the passenger side of the car. A sidewalk is provided on the north, south, and east perimeter of the lot. The doors for the school are near the southeast corner of the lot.

During the morning arrival, parent enter the lot and drop-off their students in the southern part of the parking lot. In the afternoon dismissal, parents use the majority of the parking lot perimeter. Some parents do park in the lot and walk their student in or out of school. The perimeter of the lot with sidewalk is approximately 560 feet long with capacity for 28 vehicles.

On-street loading is permitted on the east side of Burke Drive and the north side of Valley Lane south of the school. Those areas are signed "Student: Drop-off and Pick-up/8 AM to 4 PM/ School Days/ No Unattended Vehicles".

As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods. However, overall the traffic generally operates well around the school.

Traffic exiting the north parking lot is restricted to right-turns out (No Left-Turns) from 8:30-9:30 AM and 3:00-4:00 PM. The traffic counts showed that 26% of the morning and 36% of the afternoon exiting traffic from the main lot turned left in violation of the restriction. This is equivalent of 24 to 29 vehicles per hour. This additional southbound traffic on Burke Drive did not create congestion at the Ivy Lane stop sign.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed building plan shows the addition on the east side of the existing school building with additional commons space, a new gym, and new classrooms. School bus loading in the southern parking lot will be extended to the east to accommodate additional buses. No changes to the northern parking lot are proposed.

Trip Generation

Ivy Hill School currently serves 562 students and uses six school buses for transportation. With the expansion, the school can accommodate up to 641 students and would need eight school buses to transport students. It is anticipated that most of the 79 additional students will come from areas that provide bus service.

Traffic estimates were made for the site using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of other elementary schools. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1**. The two additional buses were added separately to the traffic volumes.

Table 1
Site Traffic Volumes

Expansion	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
79 Additional Students	20	15	35	10	12	22
2 Additional School Buses	2	2	4	2	2	4
Total	22	17	39	12	14	26

Trip Distribution

The trip distribution for school is based on the existing traffic volumes at the school, and the road network. The trip distribution for the school is shown on **Table 2** and **Figure 4**.

Table 2
Directional Distribution

Direction	Inbound		Outbound	
	Morning	Afternoon	Morning	Afternoon
North on Burke Drive	28%	29%	74%	64%
South on Burke Drive	8%	14%	10%	21%
West on Ivy Lane	45%	21%	5%	3%
East on Valley Lane	8%	14%	4%	6%
West on Valley Lane	11%	22%	7%	6%
Total	100%	100%	100%	100%

Trip Assignment

The additional vehicular trips that are generated by the school expansion were distributed to the local roadways based on the directional distribution analysis. **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. 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 with 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 / 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 weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing level of service results for each intersection, which are working well during the peak-hours under existing and projected traffic conditions. The additional school traffic will have no impact on the intersection level of service and a nominal increase in vehicular delays.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Total	Existing	Total
Parking Lot Exit At Burke Drive	WB Left	A-9.6	A-9.8	B-10.0	B-10.1
	WB Right	A-9.1	A-9.3	A-9.2	A-9.2
Ivy Lane/Parking Entrance At Burke Drive	SB Lt/Th/Rt	A-8.0	A-8.2	A-8.0	A-8.1
	NB Lt/Th/Rt	A-7.2	A-7.3	A-7.6	A-7.6
	EB Lt/Th/Rt	A-7.9	A-8.0	A-7.7	A-7.7
School Bus Exit At Burke Drive	WB Left/Right	B-10.8	B-11.0	B-11.2	B-11.4
Burke Drive at Valley Lane	SB Lt/Th/Rt	A-7.7	A-7.7	A-8.5	A-8.6
	EB Lt/Th/Rt	A-7.8	A-7.9	A-8.6	A-8.7
	NB Lt/Th/Rt	A-7.5	A-7.5	A-7.9	A-7.9
	WB Lt/Th/Rt	A-7.7	A-7.7	A-8.1	A-8.2
School Bus Entrance On Valley Lane	WB Left	A-8.5	A-8.5	A-8.5	A-8.5

RECOMMENDATIONS

The following recommendations were developed for Ivy Hill School and its proposed expansion based on this traffic study:

- Traffic conditions will continue work well around the school with the expansion.
- Expand the bus loading area to the east to accommodate two additional busses and relocate the entry driveway from Valley Lane. A bus turning radius analysis has been completed to ensure that the buses can turn into the driveway from both directions.
- The school website has a page with the school's arrival and dismissal procedures for parents. Currently it is not working and should be repaired and updated if necessary.
- The violation of the "Right-turn only" restriction for traffic exiting the north parking lot should continue to be monitored to determine if it increases and causes problems on southbound Burke Drive. If it does become a problem, school staff can place traffic cones or barriers to prevent left-turning traffic.

PARKING

The existing and proposed site plan provides a total of 72 parking spaces including three accessible spaces. The north lot has 59 spaces and the south lot has 13 spaces. Truck loading is provided on the northeast side of the building.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (69 staff) and one per classroom (35 rooms) for a total of 173 spaces. A parking variation of 101 spaces would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication Parking Generation, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (641 students) or 109 spaces.

Parking counts were conducted on Wednesday May 27, 2015 after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. No on-street parking near the school was observed. The school currently has 68 staff members but they are not all present on-site at the same time. Sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day.

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 Ivy Lane, Valley Lane, and Burke Drive after school hours (4:00 PM).

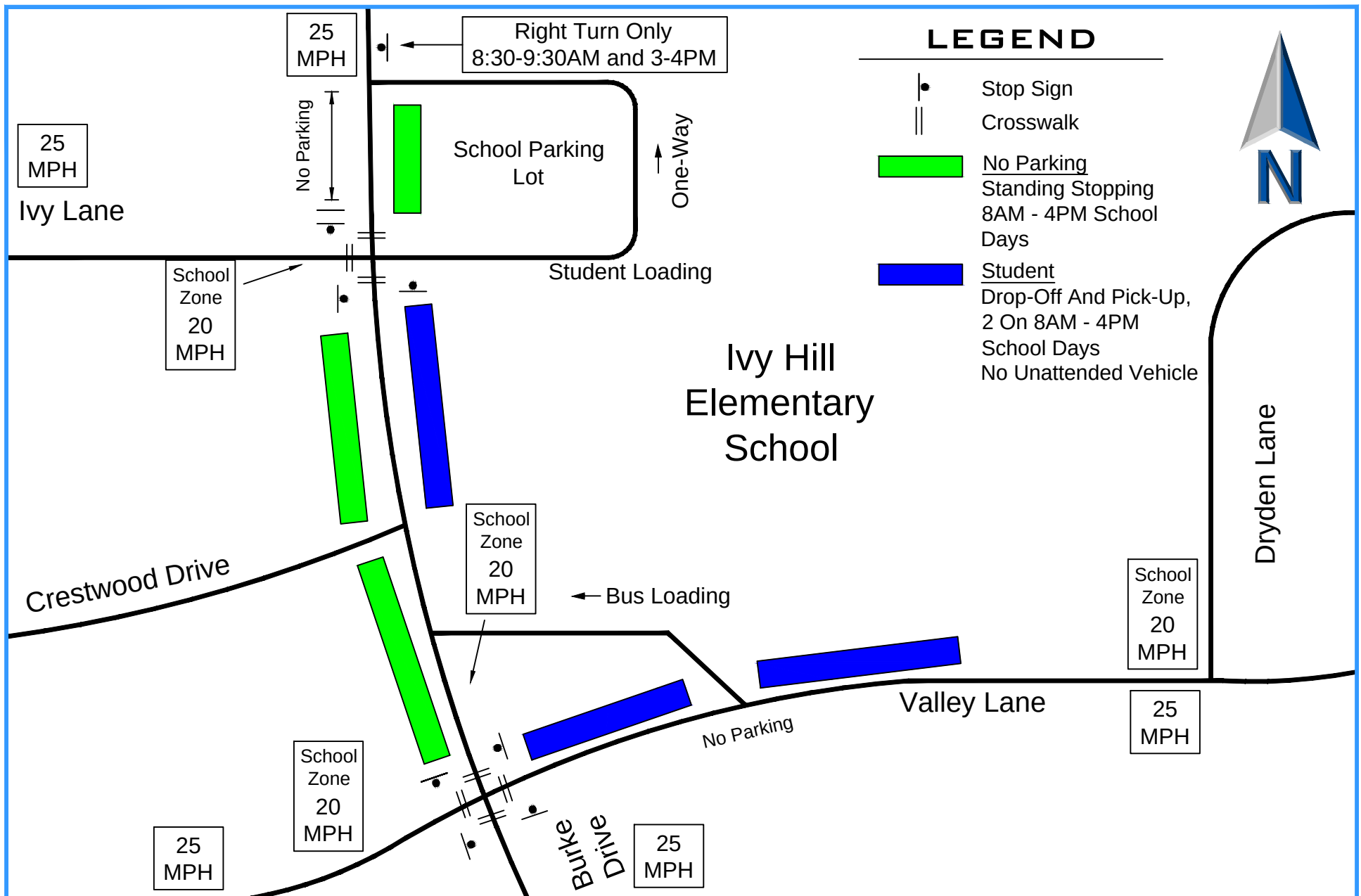
The existing parking supply of 72 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Special event parking is available on-street near the school.

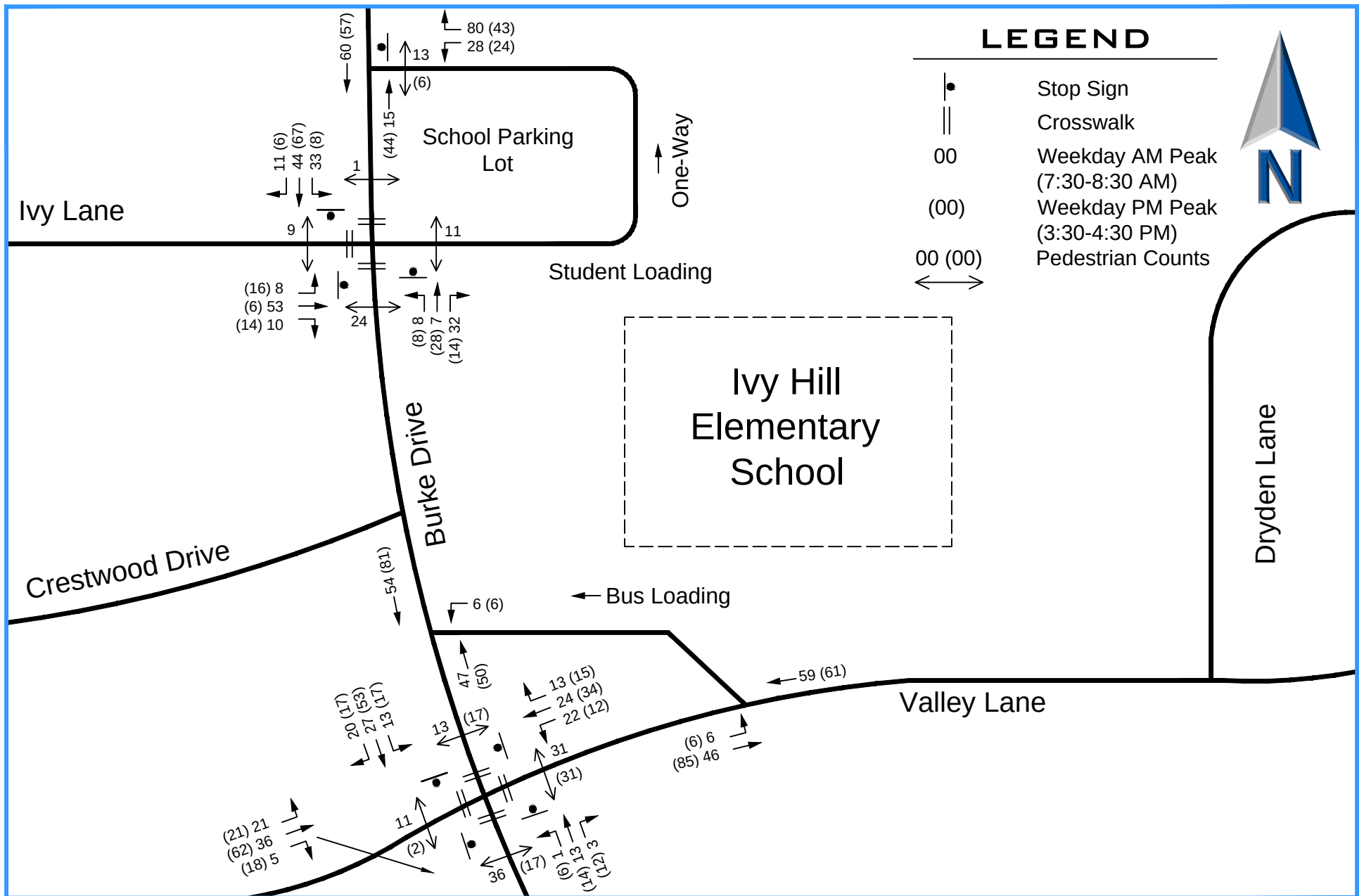
SUMMARY

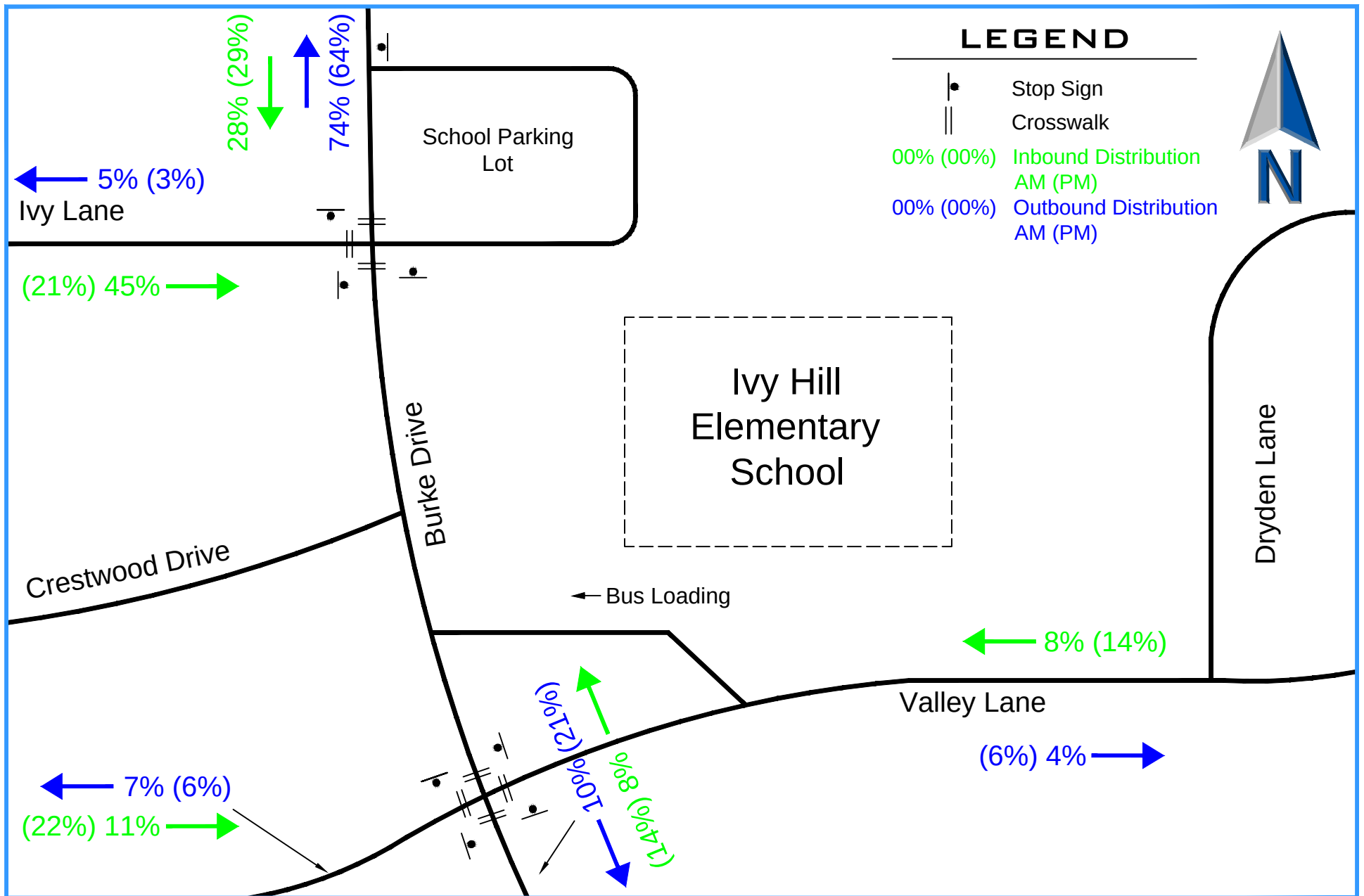
This report summarizes the results of traffic and parking study for the expansion of Ivy Hill Elementary School in Arlington Heights, Illinois. The findings of the study area:

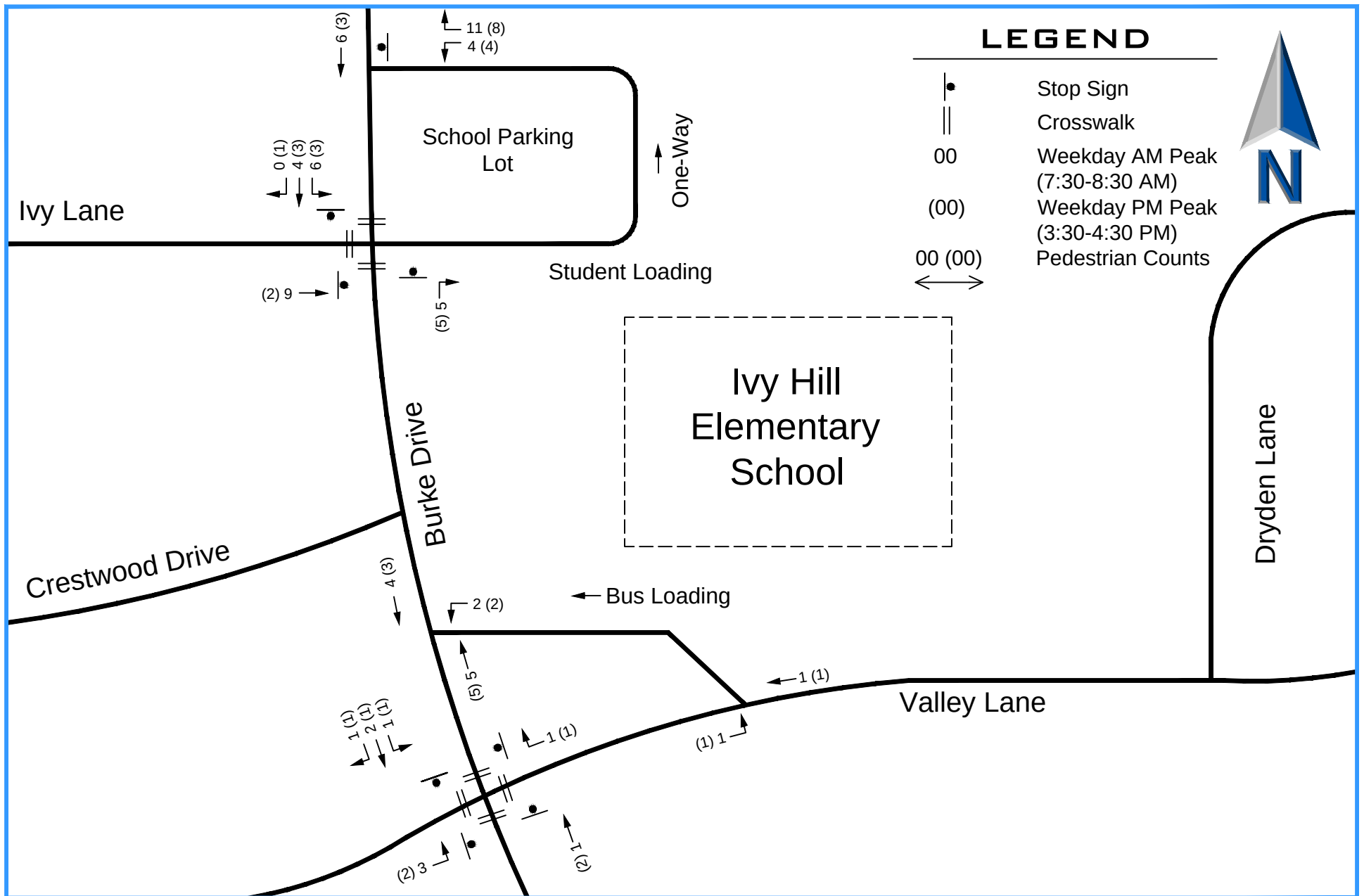
- The volume of additional school traffic generated by the school expansion is low due to one additional staff member and the majority of the additional students will be bused to school.
- The net change in area traffic volumes is nominal.
- The school website has a page with the school's arrival and dismissal procedures for parents. Currently it is not working and should be repaired and updated if necessary.
- The violation of the "Right-turn only" restriction for traffic exiting the north parking lot should continue to be monitored to determine if it increases and causes problems on southbound Burke Drive. If it does become a problem, school staff can place traffic cones or barriers to prevent left-turning traffic.
- Parking for the school provides 72 on-site parking spaces will meet its projected needs but will require a variation of 101 spaces from the zoning code requirements.

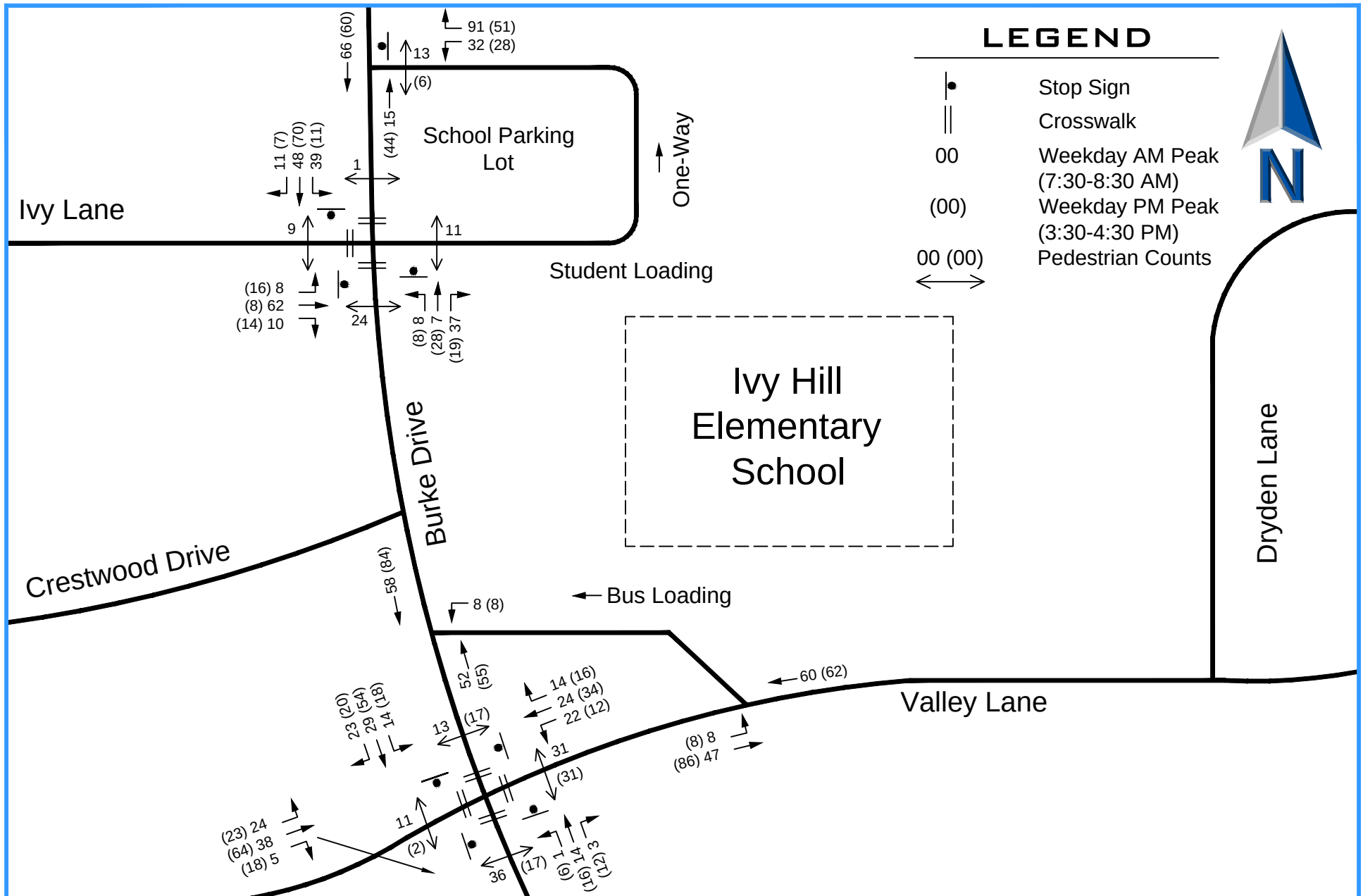












Traffic and Parking Study Appendix

- **School Boundaries and Bussing Areas**
- **2015 Existing Traffic Counts**
- **2015 Existing Capacity Analyses**
- **Total Capacity Analyses**

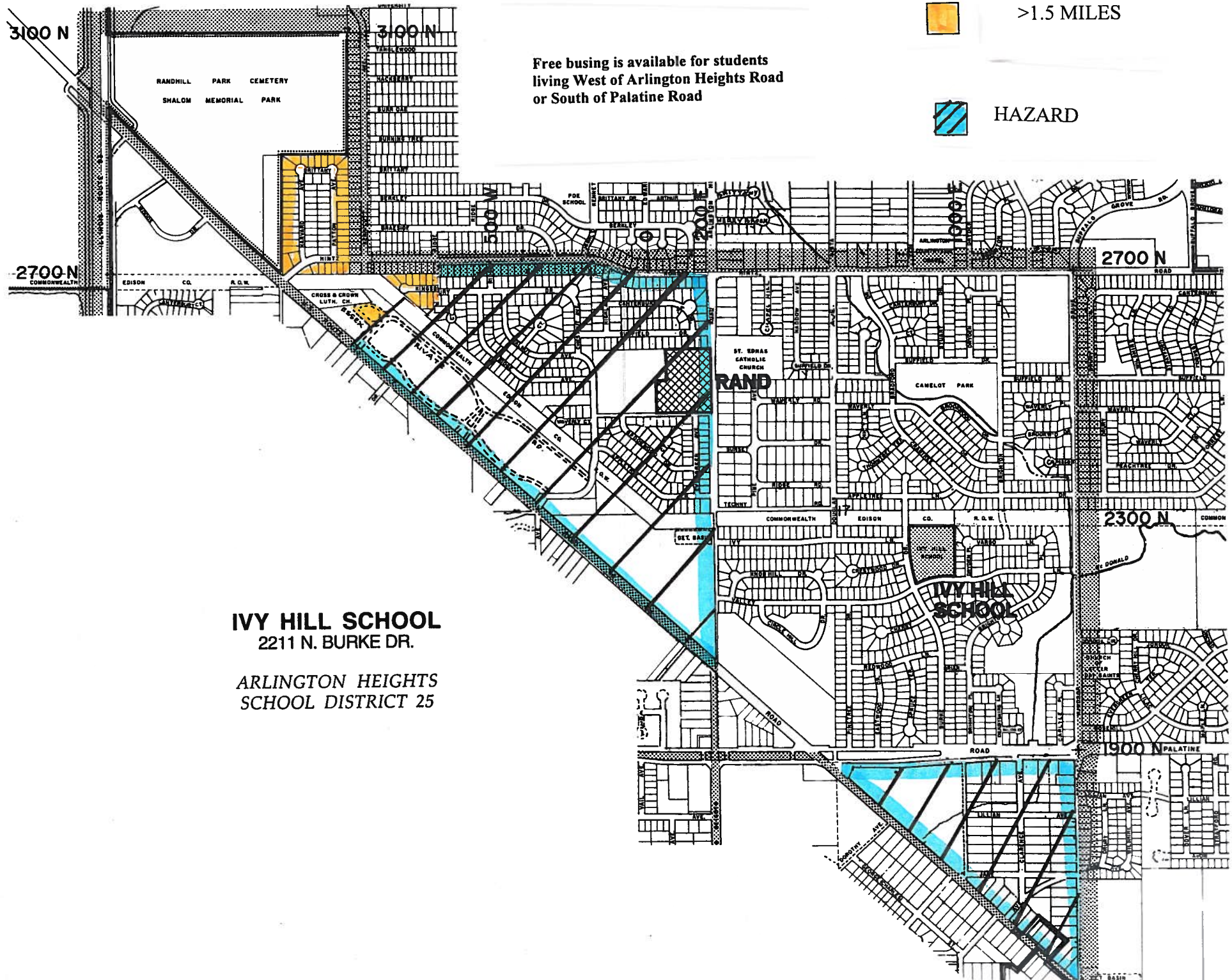
Free busing is available for students living West of Arlington Heights Road or South of Palatine Road



>1.5 MILES



HAZARD



IVY HILL SCHOOL
2211 N. BURKE DR.

*ARLINGTON HEIGHTS
SCHOOL DISTRICT 25*

Intersection Counts **Valley Lane at Burke Drive**



Arlington Heights School District 25													Arlington Heights, Illinois						
Begin Time	Burke Drive Southbound			Valley Lane Westbound			Burke Drive Northbound			Valley Lane Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through				North	East	South	West
	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg				Leg	Leg	Leg	Leg
	Wednesday May 27, 2015																		
8:00 AM	0	6	1	2	4	5	1	4	0	1	9	4	37	184	0.63	2	1	0	0
8:15 AM	1	1	2	0	3	0	3	0	0	2	9	0	21	193	0.66	3	0	0	0
8:30 AM	3	7	4	3	7	7	1	4	1	0	13	3	53	198	0.68	3	2	1	0
8:45 AM	10	4	5	7	12	7	0	6	0	1	10	11	73			9	28	33	9
9:00 AM	7	11	3	3	3	6	1	2	0	0	5	5	46			1	0	0	1
9:15 AM	0	5	1	0	2	2	1	1	0	4	8	2	26			0	1	2	1
Total	21	34	16	15	31	27	7	17	1	8	54	25				18	32	36	11
8:30-9:30 AM	20	27	13	13	24	22	3	13	1	5	36	21	198			13	31	36	11
	Wednesday May 27, 2015																		
3:00 PM	2	8	4	6	2	1	0	1	0	2	12	7	45	264	0.62	0	0	1	6
3:15 PM	0	4	1	9	5	1	2	4	1	2	15	9	53	274	0.65	1	7	5	0
3:30 PM	14	20	8	5	8	1	5	8	1	4	18	14	106	281	0.66	15	25	3	0
3:45 PM	3	12	2	5	10	6	4	3	0	1	13	1	60			1	5	3	1
4:00 PM	0	10	3	2	9	3	1	2	1	7	13	4	55			0	0	0	0
4:15 PM	0	11	4	3	7	2	2	1	4	6	18	2	60			1	1	1	1
Total	19	65	22	30	41	14	14	19	7	22	89	37				18	38	13	8
3:30-4:30 PM	17	53	17	15	34	12	12	14	6	18	62	21	281			17	31	7	2

Intersection Counts

Ivy Lane/School Lot Entrance at Burke Drive



Arlington Heights School District 25										Arlington Heights, Illinois							
Begin Time	Burke Drive Southbound			Burke Drive Northbound			Ivy Lane Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts				
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn				North	East	South	West	
													Leg	Leg	Leg	Leg	
	Wednesday May 27, 2015																
8:00 AM	3	8	1	9	0	1	1	12	0	35	159	0.54	2	2	0	1	
8:15 AM	2	3	1	3	1	0	1	4	0	15	198	0.67	0	0	0	0	
8:30 AM	3	8	3	6	1	2	4	8	1	36	201	0.68	0	5	2	0	
8:45 AM	3	9	23	10	1	3	2	19	3	73			0	4	8	2	
9:00 AM	4	16	6	13	4	1	3	24	3	74			0	0	11	6	
9:15 AM	1	6	1	3	1	2	1	2	1	18			1	2	3	1	
Total	16	50	35	44	8	9	12	69	8				3	13	24	10	
8:30-9:30 AM	11	39	33	32	7	8	10	53	8	201			1	11	24	9	
	Thursday May 28, 2016																
3:00 PM	2	1	4	5	4	4	3	3	4	30	133	0.71					
3:15 PM	2	4	5	2	1	1	9	10	0	34	123	0.65					
3:30 PM	2	6	5	11	6	1	3	6	7	47	104	0.55					
3:45 PM	0	5	1	1	6	2	4	0	3	22							
4:00 PM	2	6	1	1	0	2	4	0	4	20							
4:15 PM	2	4	1	1	1	1	3	0	2	15							
Total	10	26	17	21	18	11	26	19	20								
3:30-4:30 PM	6	21	8	14	13	6	14	6	16	104							

Intersection Counts

Burke Drive at School Lot Exit



Arlington Heights School District 25					Arlington Heights, Illinois			
Begin Time	Burke Drive		Parking Lot		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrians East Leg
	SB	NB	Westbound	Right Turn				
	Through	Through	Left Turn	Turn				
Wednesday May 27, 2015								
8:00 AM	6	0	1	7	14	108	0.39	1
8:15 AM	2	1	1	4	8	169	0.56	0
8:30 AM	6	2	6	2	16	171	0.57	4
8:45 AM	25	5	32	8	70			8
9:00 AM	14	6	40	15	75			0
9:15 AM	4	1	2	3	10			1
Total	57	15	82	39				14
8:30-9:30 AM	49	14	80	28	171			13
Thursday May 28, 2016								
3:00 PM			0	3	3	59	0.42	0
3:15 PM			1	1	2	67	0.48	2
3:30 PM			30	5	35	67	0.48	5
3:45 PM			8	11	19			1
4:00 PM			4	7	11			0
4:15 PM			1	1	2			0
Total	0	0	44	28				8
3:30-4:30 PM	0	0	43	24	67			6

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	6	46			59	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	12	76	0	0	98	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	12							
C (m) (veh/h)	1054							
v/c	0.01							
95% queue length	0.03							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	6	85			61	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	12	141	0	0	101	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	12							
C (m) (veh/h)	1051							
v/c	0.01							
95% queue length	0.03							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		47			54			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	78	0	0	89	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				12				
C (m) (veh/h)				633				
v/c				0.02				
95% queue length				0.06				
Control Delay (s/veh)				10.8				
LOS				B				
Approach Delay (s/veh)	--	--	10.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		50			81			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	83	0	0	134	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				12				
C (m) (veh/h)				588				
v/c				0.02				
95% queue length				0.06				
Control Delay (s/veh)				11.2				
LOS				B				
Approach Delay (s/veh)	--	--	11.2					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	AM ARRIVAL							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		15			60			
Peak-Hour Factor, PHF	1.00	0.57	1.00	1.00	0.57	1.00		
Hourly Flow Rate, HFR (veh/h)	0	26	0	0	105	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				28		80		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.57	1.00	0.57		
Hourly Flow Rate, HFR (veh/h)	0	0	0	49	0	140		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			49		140			
C (m) (veh/h)			840		1022			
v/c			0.06		0.14			
95% queue length			0.19		0.47			
Control Delay (s/veh)			9.6		9.1			
LOS			A		A			
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		44			57			
Peak-Hour Factor, PHF	1.00	0.48	1.00	1.00	0.48	1.00		
Hourly Flow Rate, HFR (veh/h)	0	91	0	0	118	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				24		43		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	1.00	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	50	0	89		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			50		89			
C (m) (veh/h)			769		954			
v/c			0.07		0.09			
95% queue length			0.21		0.31			
Control Delay (s/veh)			10.0		9.2			
LOS			B		A			
Approach Delay (s/veh)	--	--	9.5					
Approach LOS	--	--	A					

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Ivy and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	AM Arrival							
Project ID								
East/West Street: Ivy Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	53	10					
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	7	32		33	44	11	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LTR		LTR	
PHF	0.68				0.68		0.68	
Flow Rate (veh/h)	102				68		128	
% Heavy Vehicles	2				2		2	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1				0.2		0.4	
Prop. Right-Turns	0.1				0.7		0.1	
Prop. Heavy Vehicle	0.0				0.0		0.0	
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.0				-0.3		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	
x, initial	0.09				0.06		0.11	
hd, final value (s)	4.30				3.92		4.24	
x, final value	0.12				0.07		0.15	
Move-up time, m (s)	2.0				2.0		2.0	
Service Time, t _s (s)	2.3				1.9		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	352				318		378	
Delay (s/veh)	7.89				7.23		7.99	
LOS	A				A		A	
Approach: Delay (s/veh)	7.89				7.23		7.99	
LOS	A				A		A	
Intersection Delay (s/veh)	7.78							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Ivy and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal							
Project ID								
East/West Street: Ivy Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	6	14					
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	28	19		8	67	6	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LTR		LTR	
PHF	0.55				0.55		0.55	
Flow Rate (veh/h)	64				98		145	
% Heavy Vehicles	2				2		2	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5				0.1		0.1	
Prop. Right-Turns	0.4				0.3		0.1	
Prop. Heavy Vehicle	0.0				0.0		0.0	
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.1				-0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	
x, initial	0.06				0.09		0.13	
hd, final value (s)	4.31				4.05		4.16	
x, final value	0.08				0.11		0.17	
Move-up time, m (s)	2.0				2.0		2.0	
Service Time, t _s (s)	2.3				2.0		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314				348		395	
Delay (s/veh)	7.67				7.55		7.99	
LOS	A				A		A	
Approach: Delay (s/veh)	7.67				7.55		7.99	
LOS	A				A		A	
Intersection Delay (s/veh)	7.78							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Valley and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	AM Arrival							
Project ID								
East/West Street: Valley Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	36	5		22	24	13	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	1	13	3		13	27	20	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.68		0.68		0.68		0.68	
Flow Rate (veh/h)	89		86		24		87	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.4		0.0		0.2	
Prop. Right-Turns	0.1		0.2		0.2		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.08		0.08		0.02		0.08	
hd, final value (s)	4.29		4.22		4.33		4.20	
x, final value	0.11		0.10		0.03		0.10	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.2		2.3		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	339		336		274		337	
Delay (s/veh)	7.80		7.69		7.46		7.67	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.80		7.69		7.46		7.67	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.70							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Valley and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal							
Project ID								
East/West Street: Valley Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	62	18		12	34	15	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	14	12		17	53	17	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.60		0.60		0.60		0.60	
Flow Rate (veh/h)	166		99		51		144	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2		0.2		0.2	
Prop. Right-Turns	0.2		0.2		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.2		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.15		0.09		0.05		0.13	
hd, final value (s)	4.46		4.49		4.55		4.54	
x, final value	0.21		0.12		0.06		0.18	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.5		2.5		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	416		349		301		394	
Delay (s/veh)	8.60		8.12		7.86		8.54	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.60		8.12		7.86		8.54	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.40							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	8	47			60	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	16	78	0	0	99	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	16							
C (m) (veh/h)	1053							
v/c	0.02							
95% queue length	0.05							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	8	86			62	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	16	143	0	0	103	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	16							
C (m) (veh/h)	1049							
v/c	0.02							
95% queue length	0.05							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		52			58			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	86	0	0	96	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				8		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			LR					
v (veh/h)			16					
C (m) (veh/h)			619					
v/c			0.03					
95% queue length			0.08					
Control Delay (s/veh)			11.0					
LOS			B					
Approach Delay (s/veh)	--	--	11.0					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		55			84			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	91	0	0	139	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				8		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				16				
C (m) (veh/h)				577				
v/c				0.03				
95% queue length				0.09				
Control Delay (s/veh)				11.4				
LOS				B				
Approach Delay (s/veh)	--	--	11.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		15			66			
Peak-Hour Factor, PHF	1.00	0.48	1.00	1.00	0.48	1.00		
Hourly Flow Rate, HFR (veh/h)	0	31	0	0	137	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				32		91		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	1.00	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	66	0	189		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			66		189			
C (m) (veh/h)			812		1030			
v/c			0.08		0.18			
95% queue length			0.26		0.67			
Control Delay (s/veh)			9.8		9.3			
LOS			A		A			
Approach Delay (s/veh)	--	--	9.4					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		44			60			
Peak-Hour Factor, PHF	1.00	0.48	1.00	1.00	0.48	1.00		
Hourly Flow Rate, HFR (veh/h)	0	91	0	0	125	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				28		51		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	1.00	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	58	0	106		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			58		106			
C (m) (veh/h)			762		954			
v/c			0.08		0.11			
95% queue length			0.25		0.37			
Control Delay (s/veh)			10.1		9.2			
LOS			B		A			
Approach Delay (s/veh)	--	--	9.6					
Approach LOS	--	--	A					

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Ivy and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	7/6/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival							
Project ID								
East/West Street: Ivy Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	62	10		0	0	0	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	7	37		39	48	11	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LTR		LTR	
PHF	0.68				0.68		0.68	
Flow Rate (veh/h)	116				75		143	
% Heavy Vehicles	2				2		2	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1				0.1		0.4	
Prop. Right-Turns	0.1				0.7		0.1	
Prop. Heavy Vehicle	0.0				0.0		0.0	
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.0				-0.4		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	
x, initial	0.10				0.07		0.13	
hd, final value (s)	4.36				3.96		4.29	
x, final value	0.14				0.08		0.17	
Move-up time, m (s)	2.0				2.0		2.0	
Service Time, t _s (s)	2.4				2.0		2.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	366				325		393	
Delay (s/veh)	8.07				7.31		8.18	
LOS	A				A		A	
Approach: Delay (s/veh)	8.07				7.31		8.18	
LOS	A				A		A	
Intersection Delay (s/veh)	7.94							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Ivy and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	7/6/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	PM Dismissal							
Project ID								
East/West Street: Ivy Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	8	14		0	0	0	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	28	19		11	70	7	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LTR		LTR	
PHF	0.55				0.55		0.55	
Flow Rate (veh/h)	68				98		158	
% Heavy Vehicles	2				2		2	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4				0.1		0.1	
Prop. Right-Turns	0.4				0.3		0.1	
Prop. Heavy Vehicle	0.0				0.0		0.0	
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.1				-0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	
x, initial	0.06				0.09		0.14	
hd, final value (s)	4.35				4.07		4.17	
x, final value	0.08				0.11		0.18	
Move-up time, m (s)	2.0				2.0		2.0	
Service Time, t _s (s)	2.3				2.1		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	318				348		408	
Delay (s/veh)	7.74				7.58		8.10	
LOS	A				A		A	
Approach: Delay (s/veh)	7.74				7.58		8.10	
LOS	A				A		A	
Intersection Delay (s/veh)	7.87							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		AJB			Intersection		Valley and Burke		
Agency/Co.		Eriksson Engineering			Jurisdiction		Arlington Heights		
Date Performed		7/6/2015			Analysis Year		Total Traffic Volumes		
Analysis Time Period		AM Arrival							
Project ID									
East/West Street: Valley Lane					North/South Street: Burke Drive				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		24	38	5	22	24	14		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		1	14	3	14	29	23		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.68		0.68		0.68		0.68	
Flow Rate (veh/h)		97		87		25		95	
% Heavy Vehicles		2		2		2		2	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.4		0.4		0.0		0.2		
Prop. Right-Turns	0.1		0.2		0.2		0.3		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	0.1		-0.0		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.09		0.08		0.02		0.08		
hd, final value (s)	4.33		4.25		4.37		4.21		
x, final value	0.12		0.10		0.03		0.11		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.3		2.2		2.4		2.2		
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)		347		337		275		345	
Delay (s/veh)		7.90		7.73		7.50		7.74	
LOS		A		A		A		A	
Approach: Delay (s/veh)		7.90		7.73		7.50		7.74	
LOS		A		A		A		A	
Intersection Delay (s/veh)		7.77							
Intersection LOS		A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		AJB			Intersection		Valley and Burke		
Agency/Co.		Eriksson Engineering			Jurisdiction		Arlington Heights		
Date Performed		7/6/2015			Analysis Year		Total Traffic Volumes		
Analysis Time Period		PM Dismissal							
Project ID									
East/West Street: Valley Lane					North/South Street: Burke Drive				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		23	64	18	12	34	16		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		6	16	12	18	54	20		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.60		0.60		0.60		0.60	
Flow Rate (veh/h)		173		101		54		151	
% Heavy Vehicles		2		2		2		2	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.2		0.2		0.2		0.2		
Prop. Right-Turns	0.2		0.3		0.4		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.1		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.15		0.09		0.05		0.13		
hd, final value (s)	4.49		4.52		4.59		4.56		
x, final value	0.22		0.13		0.07		0.19		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.5		2.6		2.6		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	423		351		304		401		
Delay (s/veh)	8.72		8.17		7.93		8.63		
LOS	A		A		A		A		
Approach: Delay (s/veh)	8.72		8.17		7.93		8.63		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.49								
Intersection LOS	A								

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-17-400-006-0000
Petitioner: Don Hansen, STR Partners LLC	Location: 2211 N. Burke Dr.
350 W. Ontario Street, Suite 200	Rezoning: _____ Current: _____ Proposed: _____
Chicago, IL 60654	Subdivision: _____
Owner: Arlington Heights School District 25	# of Lots: _____ Current: _____ Proposed: _____
1200 South Dunton Avenue	PUD: _____ For: _____
Arlington Heights, IL 60005	Special Use: ☒ For: School
Contact Person: Don Hansen, STR Partners LLC	Land Use Variation: _____ For: _____
Address: 350 W. Ontario Street, Suite 200	Land Use: _____ Current: _____
Chicago, IL 60654	Proposed: _____
Phone #: 312-464-1444 ext. 168	Site Gross Area: 6.7 Acres
Fax #: 312-464-0785	# of Units Total: _____
E-Mail: don@strpartners.com	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

INSPECTIONAL SERVICES

INSPECTIONAL SERVICES
 - MAINTAIN PROPER
 TURNING RADIUS FOR
 EMERGENCY EQUIPMENT.
 - OK P.D.
 2/5/15

Director

Date

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-17-400-006-0000
Petitioner: Don Hansen, STR Partners LLC	Location: 2211 N. Burke Dr.
350 W. Ontario Street, Suite 200	Rezoning: _____ Current: _____ Proposed: _____
Chicago, IL 60654	Subdivision: _____
Owner: Arlington Heights School District 25	# of Lots: _____ Current: _____ Proposed: _____
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Phone #: 312-464-1444 ext. 168	Site Gross Area: 6.7 Acres
Fax #: 312-464-0785	# of Units Total: _____
E-Mail: don@strpartners.com	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

	EXISTING IMPROVEMENT	REQUIRED IMPROVEMENT	COMMENTS
1. UTILITIES:			
Water	_____	_____	_____
Metering	_____	X	_____
Backflow	_____	X	_____
Sanitary Sewer	_____	_____	_____
Storm Sewer	_____	X	_____
2. SURFACE:			
Pavement	_____	_____	_____
Curb & Gutter	_____	_____	_____
Sidewalks	_____	_____	_____
Street Lighting	_____	_____	_____
3. GENERAL COMMENTS:			

Director

Date

g Reviewed Per memo dated 8-18-15

Memorandum

To: Latika Bhide, Development Planner
From: Cris Papierniak, Assistant Director of Public Works
Date: August 18, 2015
Subject: 2211 N Burke, P.C. #15-016 Round 1



With regard to the proposed Special Use permit & Variations, I have the following comments:

1. The existing water meter needs to be changed out to a 6" x 2" Fire Meter to cover both fire and domestic flows.
2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.
3. The Structure A should allow unrestricted flow into the proposed detention basin to minimize ponding in Valley.
4. Structure A and Structure B should utilize a grate to screen debris, not a wire mesh.

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

C: file

LF

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-016
 Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-17-400-006-0000
 Location: 2211 N. Burke Dr.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: School
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 6.7 Acres
 # 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 _____ ☒ _____

Sanitary Sewer _____ ☒ _____

Storm Sewer _____ ☒ _____

b. Surface Improvement

Pavement _____ ☒ _____

Curb & Gutter _____ ☒ _____

Sidewalks _____ ☒ _____

Street Lighting _____ ☒ _____

c. Easements

Utility & Drainage _____ ☒ _____

Access _____ ☒ _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC ☒ _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

YES NO COMMENTS

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

10. WETLAND EXISTING? _____

RECEIVED

AUG 17 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: EEA, Ltd.

DATE OF PLANS: 6-6-15

James J. M. D. 8/17/15
Director Date

PLAN COMMISSION PC #15-016
Ivy Hill Elementary School
2211 N. Burke Dr.
Special Use
Round 1

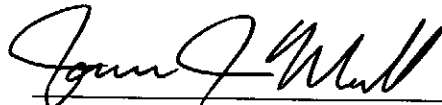
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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 the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.
14. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. Revise the stormwater calculations accordingly. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.
15. 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. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
17. 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.

18. Sheet C-3.1: The new sanitary service line shall be blind connected to the public sewer main. No need to replace the existing public manhole.
19. Sheet C-6.1: Verify the elevations shown on the details for the outlet control structures.
20. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.
21. The traffic report indicates that another 79 students are anticipated for the ultimate projected school enrollment, which would mostly arrive by bus. However, Table 1 shows trip generation values based upon 'both' one vehicle per child being delivered by car and also all 79 children being delivered by 2 busses. Which method or combination most accurately projects the true new number of cars that can be anticipated?
22. Provide the following in tabular format please:
 - a.) Please provide what the total I.T.E. trip generation based upon the number of staff, and total enrollment calculated for the existing school.
 - b.) Please provide what the existing real trip generation is based upon the current traffic counts.
 - c.) Based upon the I.T.E. trip generation rates provide the calculated number of trips that would be expected from the additional 79 students, and 1 additional staff member.
 - d.) Show what the actual performance of this school would be if the traffic count observed values were used to establish this school's actual trip generation rate for both existing and future build out projected values.
23. The traffic count exhibits #3 and #6 are missing the afternoon pedestrian count data at the intersection of Ivy Lane and Burke Drive.
24. Please review if any accident history has occurred along either of the streets contiguous to this school.
25. The Village has been through two iterations of modifying parking and traffic operations to provide signage and address congestion associated with the north parking lot drop-off and pick-up function. The observation indicated in the traffic report about the number of parents violating the no left turn sign exiting the north lot is troubling. Violation of any signs puts motorists and children at risk. In conjunction with this building revision, a definitive traffic control plan for this school must be developed. Traffic operations within the on-site parking lot, vehicles moving along the street, congestion at the Ivy and Burke intersection, operation of the bus loading lane and exit driveways, etc. must be considered.
26. Are there any student safety patrols, or Adult Crossing guards being proposed for this school?

 8/17/15
James J. Massarelli, P.E. Date
Director of Engineering

Attachment: Sample Onsite Utility Maintenance Agreement (4 pages)

ONSITE UTILITY MAINTENANCE AGREEMENT

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"):

**** Insert legal description, or attach as Exhibit A ****

PIN Numbers:

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 6/6/2015, 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 _____ day of _____, 20____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ 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.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ 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 _____ day of _____, 20____.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 15-016

Project Name Ivy Hill School

Project Location 2211 N. Burke Dr.

Planning Department Contact Latika Bhide

General Comments

No comments at this time.

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

Date August 13, 2015 Reviewed By: LT. Andrew Larson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 ext. 168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-17-400-006-0000
Location: 2211 N. Burke Dr.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ☒ For: School
Land Use Variation: _____ For: _____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 6.7 Acres
of Units Total: _____
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments.

RECEIVED

AUG - 6 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT


Environmental Health Officer

8-5-15
Date


Director

8/5/15
Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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Address: 350 W. Ontario Street, Suite 200	Land Use: _____ Current: _____
Chicago, IL 60654	Proposed: _____
Phone #: 312-464-1444 ext. 168	Site Gross Area: 6.7 Acres
Fax #: 312-464-0785	# of Units Total: _____
E-Mail: don@strpartners.com	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Comments:

PLEASE SEE ATTACHED.

 8/14/15
Date

Planning Department Comments, Ivy Hill School (PL15-016, 2211 N. Burke Drive, Round 1)

7. The property at 2211 N. Burke Drive is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.
8. The following variations are necessary:
 - a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 parking spaces to allow 72 spaces, a variation of 101 spaces.
Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Because the increase in staff is minimal (1) and the majority of additional students will be bused, Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.
9. The Village's Comprehensive Plan designates the property as 'Schools' which is consistent with the use.
10. The maximum allowable Floor Area Ratio is 50%. Please confirm that this requirement is met.
11. The maximum allowable building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.
12. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.
13. For the R-3 district, a maximum building heights of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 23'-9" and meets the height requirement for the R-3 district.
14. What is the square footage of the proposed addition? How large is the gymnasium? The plans do not appear to be 'to scale'.
15. The existing north parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping (there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Burke Road) and is considered non-conforming. No action is required at this time.
16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	35 classrooms 69 staff	Two spaces per each employee plus one space per classroom (2 x 69 + 1 x 35)	173 spaces
Total Required			173 spaces
Total Provided			72 spaces
Surplus / (Deficit)			(101 spaces)

Ivy Hill School
2211 N. Burke Drive
PC 15-016
August 11, 2015

Tree Preservation

- 1) Provide two additional shade trees in order to meet the exchange rate as outlined in Chapter 28, Section 6.15-5.4. Per the exchange rate a total of 19 - 4 inch caliper replacement trees must be provided.
- 2) Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Landscape Issues

- 3) 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). Provide an additional shade tree in the southwest corner at the end of the parking row.
- 4) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along Valley Lane in order to screen the proposed drive aisle and the parking lot.



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

August 28, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**
Plan Commission PC #15-016
Ivy Hill Elementary School
2211 N. Burke Dr.

Dear Ms. Bhide:

The following are responses to comments received on August 18 and August 19 for our Plan Commission application.

Building Department 1

6. Show Egress from Gymnasium to Public Way.

Response: Egress from the gymnasium to the public way has been shown on Sheet C-2.1.

Building Department 1A

1. Maintain Turning Radius for Emergency Equipment.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village of Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

Public Works Department 2

1. The existing water meter needs to be changed out to a 6" x 2" Fire Meter to cover both fire and domestic flows.

Response: A new water meter will be provided.

2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.

Response: A new RPZ backflow protection device will be provided.

3. The Structure A should allow unrestricted flow into the proposed detention basin to minimize ponding in Valley.

Response: The storm structure previously labeled as Structure A has been removed due to design revisions. The new catch basin shown in the previous location of structure A will now allow for unrestricted flow to the basin.

4. Structure A and Structure B should utilize a grade to screen debris, not a wire mesh.

Response: 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. The use of a grate would inhibit flow in its entirety if it became clogged. We feel that the use of the wire mesh reduces the potential of the restrictor becoming clogged and failing, therefore, the detail initially submitted has not been revised.

Engineering Department 3

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.

Response: Acknowledged.

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:	9842450.000000000
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

Response: Eastings and Northings for the project location have been added to the Project Benchmarks description on applicable sheets.

13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.

Response: A signed copy of the Onsite Utility Maintenance Agreement is enclosed.

14. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. Revise the stormwater calculations accordingly. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.

Response: The volume control facilities under the paved playground area do not function as detention based practices. Rather, the volume of stone functions as a retention based stormwater management practice to promote infiltration back into the ground as required by the MWRD. The retention volume is provided in the void space between stone, therefore there should be no issues with loading.

The HWL of the basin has been revised to 682.80 in order to provide 1-foot of freeboard between the HWL and proposed first floor elevation. The overland spillway has been raised to 683.3. The internal weir wall located in the outlet structure is at elevation 682.80. The volume provided is reduced from 1.497 to 1.390 (1.30 acre-feet detention +0.09 acre-feet volume control) acre-feet when the HWL is reduced to 682.80 in order to provided the 1-foot of freeboard required. The detention volume provided will account for approximately 79% of the total Village-required volume for the entire property.

Calculations demonstrating the capability of the proposed weir to pass the runoff rate produced by the property during the 100-year rainfall event have been included.

15. 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 fixture will be permitted.

Response: A photometric plan and luminaire cut sheets are included.

16. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village or Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

17. 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.

Response: The Heavy-Duty pavement section initially called for on the plans has been revised as noted above.

18. Sheet C-3.1: The new sanitary service line shall be blind connected to the public sewer main. No need to replace the existing public manhole.

Response: The existing manhole has been removed from the demolition plan and called out as an existing structure. A new invert is to be cored into the existing structure at elevation 674.10.

19. Sheet C-6.1: Verify the elevations shown on the details for the outlet control structures.

Response: The elevations shown on the detail for the outlet structure have been revised.

20. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.

Response: Bike racks are provided at the school on a paved area south of the parking lot but have been temporarily relocated for a mobile classroom. These racks will return to that location after the expansion. The school will monitor the need for additional bike racks and add them as warranted.

21. The traffic report indicates that another 79 students are anticipated for the ultimate projected school enrollment, which would mostly arrive by bus. However, Table 1 shows trip generation values based upon 'both' one vehicle per child being delivered by car and also all 79 children being delivered by 2 busses. Which method or combination most accurately projects the true new number of cars that can be anticipated?

Response: School District 25 anticipates that the growth in students will occur from areas served by busing which will minimize the amount of additional traffic. Please note that some of those students still may be driven to school. To be conservative, the ITE rates were used in case the growth in students occurs from the overall school's attendance area. The projected expansion traffic volumes used in the are higher if the majority of the new students are actually bussed. Bus traffic was shown separately.

22. Provide the following in tabular format please:

- a.) Please provide what the total I.T.E. trip generation based upon the number of staff, and total enrollment calculated for the existing school.
- b.) Please provide what the existing real trip generation is based upon the current traffic counts.
- c.) Based upon the I.T.E. trip generation rates provide the calculated number of trips that would be expected from the additional 79 students, and 1 additional staff member.
- d.) Show what the actual performance of this school would be if the traffic count observed values were used to establish this school's actual trip generation rate for both existing and future build out projected values.

Response: See table below. The capacity analyses were not updated since the difference in the trip generation is only 4 vph higher in the morning and 1 vph less in the afternoon.

Trip Generation Comparison of ITE and School Traffic Volumes

		Morning Arrival			Afternoon Dismissal		
Scenario	Students	In	Out	Total	In	Out	Total
ITE Trip Generation Analysis (LUC 520 Elementary School)							
Existing	562	139	114	253	71	86	157
Expansion	79	20	15	35	10	12	22
Total	641	159	129	288	81	98	179
Existing School Trip Generation from Traffic Counts							
Existing	562	144	134	278	54	93	147
Expansion	79	20	19	39	8	13	21
Total	641	164	153	317	62	106	168
Trip Table Used in Traffic Study							
Existing (Counts)	562	144	134	278	54	93	147
Expansion (ITE)	79	20	15	35	10	12	22
Total	641	164	149	313	64	105	169

23. The traffic count exhibits #3 and #6 are missing the afternoon pedestrian count data at the intersection of Ivy Lane and Burke Drive.

Response: The missing data will be added (29 pedestrians).

24. Please review if any accident history has occurred along either of the streets contiguous to this school.

Response: The crash data has been requested and the analysis will be provided after it is received.

25. The Village has been through two iterations of modifying parking and traffic operations to provide signage and address congestion associated with the north parking lot drop-off and pick-up function. The observation indicated in the traffic report about the number of parents violating the no left turn sign exiting the north lot is troubling. Violation of any signs puts motorists and children at risk. In conjunction with this building revision, a definitive traffic control plan for this school must be developed. Traffic operations within the onsite parking lot, vehicles moving along the street, congestion at the Ivy and Burke intersection, operation of the bus loading lane and exit driveways, etc. must be considered.

Response: School District 25 will set up cones or other portable barriers during morning arrival and afternoon dismissal to prevent left-turning traffic during those times.

26. Are there any student safety patrols, or Adult Crossing guards being proposed for this school?

Response: Yes, adult crossing guards are provided at the Intersections of Burke Drive with Ivy Lane and Valley Lane.

Fire Department 4

No comments at this time.

Health Services Department 6

No comments.

Planning & Community Development Department 7

7. The property at 2211 N. Burke Drive is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Response: 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.

Ivy Hill Elementary School provides education to school-age children of the surrounding neighborhood 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.

8. The following variations are necessary:

a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 parking spaces to allow 72 spaces, a variation of 101 spaces.

Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Because the increase in staff is minimal (1) and the majority of additional students will be bused, Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.

Response: A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space is limited to the north area of the site east of the north parking lot. Adequate open field space for recreational use could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate open field and asphalt and pour-in-place playground areas on the site there is no area for expansion of the parking lots.

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

The existing parking supply of 72 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. Just one additional staff member will be added with the addition to the school building.

9. The Village Comprehensive Plan designates the property as 'Schools' which is consistent with the use.

Response: Acknowledged.

10. The maximum allowance Floor Area Ratio is 50%. Please confirm that this requirement is met.

Response: The Floor Area Ratio requirement is met. The square foot area of the property is 291,852 square feet. Currently with Floor Area of 60,338 square feet, the Floor Area Ratio is 21%. With the proposed additional 21,921 square feet, the Floor Area Ratio would be 28%, less than 50%.

11. The maximum allowance Building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.

Response: The Building Lot Coverage requirement is met. Currently with a Footprint of 51,763 square feet, the Building Lot Coverage is 18%. With the proposed additional 14,650 square foot footprint, the Building Lot Coverage would be 23%, less than 35%.

12. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.

Response: Acknowledged.

13. For the R-3 district, a maximum building height of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 23'-9" and meets the height requirement for the R-3 district.

Response: Acknowledged.

14. What is the square footage of the proposed addition? How large is the gymnasium? The plans do not appear to be 'to scale.'

Response: The area of the proposed addition, including the gymnasium is 21,921 sq. ft. The net area of the gymnasium is 5,747 sq. ft.

15. The existing north parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping {there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Burke Road} and is considered non-conforming. No action is required at this time.

Response: No action taken.

16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	35 classrooms 69 staff	Two spaces per each employee plus one space per classroom (2 x 69 + 1 x 35)	173 spaces
Total Required			173 spaces
Total Provided			72 spaces
Surplus / (Deficit)			(101 spaces)

Response: Acknowledged.

Planning & Community Development Department 7A

Tree Preservation

1. Provide two additional shade trees in order to meet the exchange rate as outlined in Chapter 28, Section 6.15-5.4. Per the exchange rate a total of 19 – 4 inch caliper replacement trees must be provided.

Response: Two additional shade trees have been added to the proposed landscape plans in order to meet the exchange rate outline in Chapter 28, Section 6.15-5.4.

2. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Response: The size of the proposed shade tree has been increased to 4".

Landscape Issues

3. 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}. Provide an additional shade tree in the southwest corner at the end of the parking row.

Response: An additional shade tree has been provided at the southwest corner at the end of the parking row.

4. Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provide in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along Valley Lane in order to screen the proposed drive aisle and the parking lot.

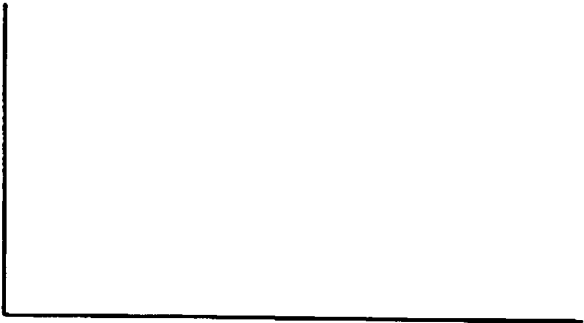
Response: 3' high shrubs have been provided along Valley Lane in order to screen the proposed drive aisle and parking lot.

If you have any questions, or if you need any additional information, please call our office.

Sincerely,



Don Hansen
Senior Project Manager



ONSITE UTILITY MAINTENANCE AGREEMENT

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 535.00 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, CONVEXED 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, CONVEXED TO THE NORTH OF 571.24 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: 03-17-400-006-0000

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 6/6/2015, 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

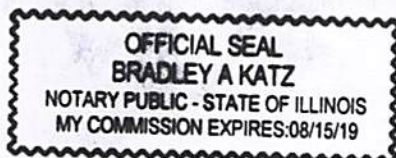
State of Illinois)
) SS
County of Cook)

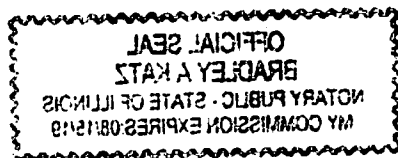
I, Bradley A. Katz, a Notary in and for said County, in the State

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.

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: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State
aforesaid, CERTIFY that _____ 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 _____ day of _____, 20____.

Notary Public

STORMWATER NARRATIVE

The proposed improvements at Ivy Hill Elementary School of Arlington Heights School District 25, located at 2211 N. Burke Drive include the demolition of existing concrete walks, utility services, asphalt drive and play surfaces, and the construction of a new slab-on-grade gymnasium adjacent to the east wall of the existing commons building, a new 2-story classroom addition located within the existing courtyard, and an extended bus-lane. The existing stormwater management facility will be improved in order to comply with the Village of Arlington Heights Stormwater Management Ordinance and accommodate the runoff created by the additional proposed impervious area within the project area.

EXISTING CONDITIONS

The total contiguous ownership of the parcel is 6.727 (rounded to 6.73 for calculations) acres. Approximately 5.02 acres of the site is tributary to the permitted detention facility. Under MWRD Permit No. 94-079 an existing detention facility extends along the east property line of the parcel. A berm was to be constructed around the basin up to a minimum elevation of 683.0. At a HWL of 682.7 the basin had a required detention capacity of 0.541 acre-feet and a permitted release rate of 1.79 cfs. The actual detention capacity provided was 0.542 per Permit No. 94-079.

In comparing the most recent survey of the campus and the exhibits included with the MWRD Permit No. 94-079 it is apparent that the berm proposed along the east property line was never properly constructed to the minimum proposed elevation of 683.0. The highest elevation surveyed along the berm is 682.5, which is lower than the previously permitted proposed HWL. As such, we have assumed that the detention volume provided under the existing conditions of the campus is negligible.

EXISTING FLOOD PROTECTION AREA:

A FEMA FIRM map, panel number 17031C0201J, panel 201 of 832, revised August 19, 2008 has been enclosed to identify any potential flood zones located within the project vicinity. The FIRM Map does identify a "Zone X" flood area at the extents of the existing building, which is defined as an area of 0.2% (500-Year) annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. No proposed improvements are to occur within the "Zone X" delineation.

"Zone X" areas are not defined as Special Flood Hazard Areas, in, therefore, no special accommodation is required for the area shown on the FEMA FIRM.

EXISTING WETLAND PROTECTION AREA:

No existing wetlands are identified on the U.S. Fish and Wildlife Service National Wetlands Inventory map (see attached).

EXISTING GROUNDWATER OBSERVATION:

Based on a soil survey conducted by ECS, "the long-term ground water table is estimated to be at depths ranging from about 10 to 15 feet below existing surface grade."

PROPOSED CONDITIONS

The construction of a new slab-on-grade gymnasium adjacent to the east wall of the existing commons building, a new 2-story classroom addition located within the existing courtyard, and an extended bus-lane will disturb approximately 2.32 acres. The majority of the proposed project falls within the area previously detained for under MWRD Permit No. 94-079. The additional detention required per the Village of Arlington Heights requirements will be determined based on the net increase in impervious area within the boundaries of the property. The existing impervious area on the property is to increase from 3.20 acre to 3.67 acres under the proposed conditions. This results in a net increase of 0.47 (3.67-3.20) acres of impervious area.

PROPOSED STORMWATER MANAGEMENT FACILITY

No record calculations for the proposed volume of the existing detention facility were included with Permit No. 94-079. As previously stated the existing detention volume provided at the site is negligible due to the past construction efforts.

Utilizing the Village allowable release rate of 0.18 cfs/acre, the total allowable release rate for the site is 1.21 cfs. The increase in impervious area will increase the storage volume required from 1.66 acre-feet to 1.77 acre-feet. An additional volume of 0.11 (1.77-1.66) acre-feet is required for the proposed improvements. The total detention provided for the site would increase from 0.542 acre-feet to 0.652 acre-feet.

However, the additional storage volume required per the MWRD based on the 2.32 acre disturbance of the project is 0.43 acre-feet. In order to satisfy both the Village and MWRD requirements the larger additional volume of 0.43 acre-feet will be required. Therefore, the total detention volume provided for the site would increase from 0.542 acre-feet to 0.972 acre-feet.

The proposed modifications to the detention basin would increase the storage volume from 0.542 acre-feet to 1.30 acre-feet of storage at a HWL of 682.80 at a maximum release rate of 1.17 cfs. The modification to the existing detention facility would provide approximately 73% (1.31/1.78) of the total required detention of the site and reduce the existing release rate of the existing detention facility from 1.79 cfs per MWRD Permit #94-079 to 1.17 cfs, which equates to a 35% reduction in release when compared to the permitted conditions.

VOLUME CONTROL:

Under the MWRD's WMO, volume control is required for the net new impervious area within the limits of the disturbance as well as any impervious area in which the drainage characteristics are altered. Volume control practices are defined as permanent practices designed to capture, retain, and infiltrate stormwater runoff from the new impervious area of development (1.02 acres) after permanent stabilization is achieved. The volume control requirement is determined by multiplying 1" of runoff over the net new impervious area within the limits of disturbance.

The total volume control required for the proposed improvements at Ivy Hill Elementary School is 0.085 (1.02 acres x 1/12 feet) acre-feet. The total volume control to be provided in stone voids beneath the

hard surface playground area and the stone trench around a perforated pipe beneath the basin bottom is approximately 0.091 acre-feet.

The volume required for the under the MWRD WMO is also allowed to be counted toward the Village detention requirements as discussed during a meeting with Mike Pagones, Deputy Director of Engineering for the Village of Arlington Heights. With the addition of the volume control, the total storage provided for the site with the addition of the volume control is 1.400 acre-feet at a release rate of 1.17 cfs at HWL 682.80. The detention provided with the addition of the volume control provides approximately 79% ($1.40/1.78$) of the volume required for the entire parcel.

EMERGENCY OVERFLOW:

The 100-Year Runoff Rate for the site, assuming a time of concentration of 30 minutes is 28.3 cfs. The stormwater management facility is to have two emergency overflow routes. One overflow proposed is located within the outlet control structure. The overflow is proposed to be at the HWL of 682.8. It is capable of conveying 3.76 cfs at 0.35 feet of head. The secondary overflow is located at the south end of the proposed stormwater management facility. The overflow is a 40' broad crested weir at elevation 683.3 (6" above of the proposed HWL). This overflow weir is capable of conveying 26.31 cfs at 0.40 feet of head. The overflow weirs can convey a total of 30.07 cfs under the calculated head conditions.

Emergency Overflow Spillway Calculations

Ivy Hill Elementary School
Addition and Renovations
JC

08/25/15

100-year Rainfall Event

Equation used: $Q = C i A$ (The Rational Formula)

Tributary Area = 6.72 acre
Composite Runoff Coefficient = 0.75
Time of Concentration, T_c = 0.50 hours
100 year Rainfall Depth (Bulletin 70) = 7.58 inches
100 year Rainfall Intensity = 5.61 inches/hour

100-Year Runoff Rate = 28.3 cfs

Weir Equation: $Q = 3.03 L H^{(3/2)}$ (Broad Crested Weir) ****concrete****

Weir Equation: $Q = 2.60 L H^{(3/2)}$ (Broad Crested Weir) ****grass****

Where: L (length) = 40 ft.

H (head) = 0.40 ft.

Pond Overflow Rate

Q = 26.31 cfs

Where: L (length) = 6 ft.

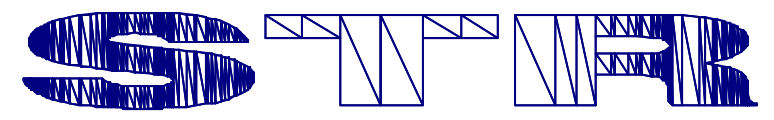
H (head) = 0.35 ft.

Weier Wall Overflow Rate

Q = 3.76 cfs

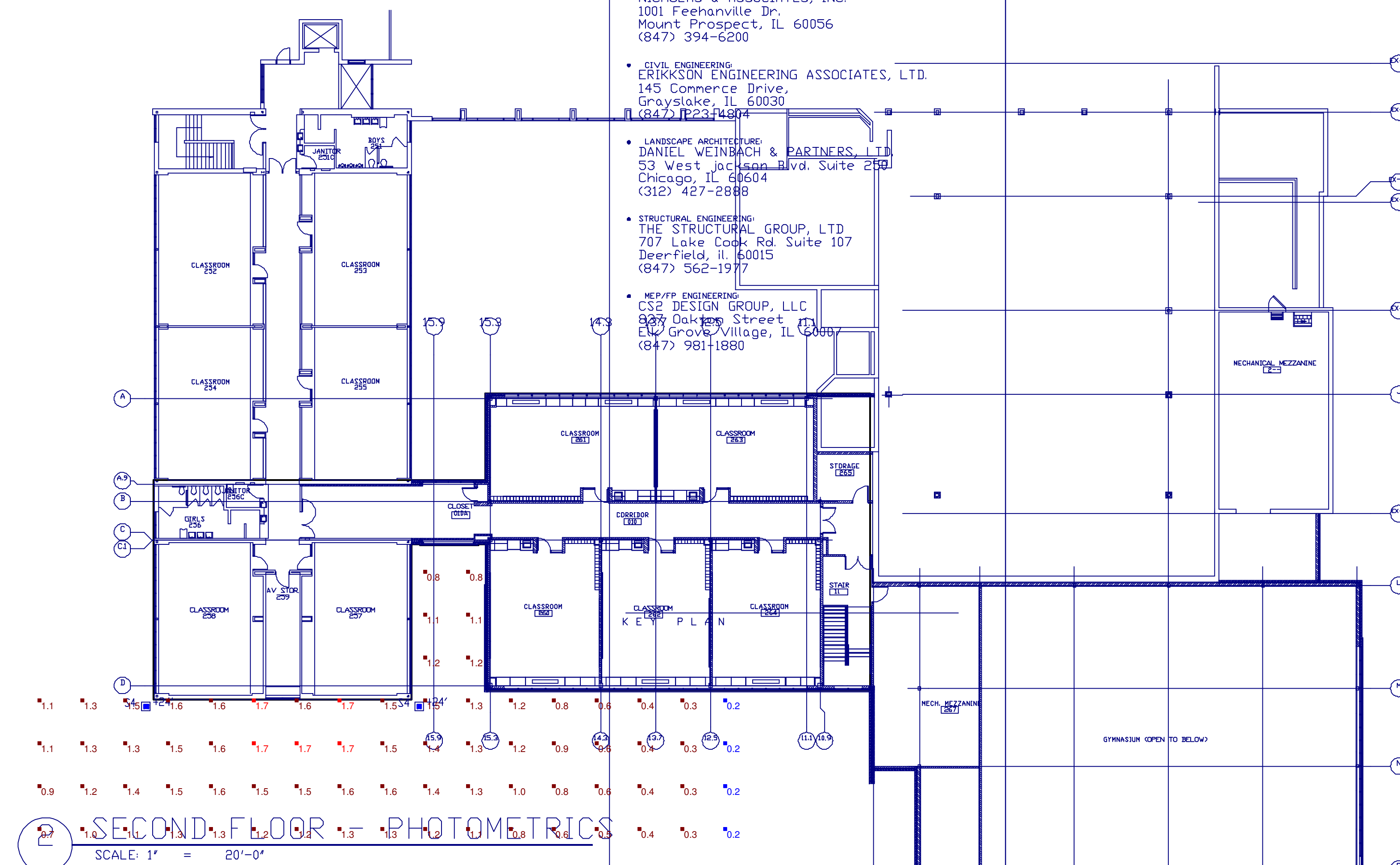
Total Overflow Rate

Q = 30.07 cfs



ARCHITECTS:
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Chicago IL 60654
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- CONSTRUCTION MANAGER:
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1001 Feeherville Dr.
Mount Prospect, IL 60056
(847) 394-6200
- MECHANICAL ENGINEER:
CRICKSON ENGINEERING ASSOCIATES, LTD.
145 Commerce Drive,
Grayslake, IL 60030
(815) 931-1800
- LANDSCAPE ARCHITECTS:
DANIEL WEINBACH & PARTNERS, LTD.
55 West Jackson Blvd. Suite 200
Chicago, IL 60604
(312) 427-2888
- STRUCTURAL ENGINEER:
THE STRUCTURAL GROUP, LTD.
707 Lake Cook Rd. Suite 107
Arlington Heights, IL 60015
(847) 562-1977
- MECHANICAL ENGINEER:
DESIGN GROUP, LLC
839 Oakton Street, #1
Evanston, IL 60201
(847) 591-1890



SCOPE DOCUMENT
This drawing is one drawing within a complete set of documents and shall not be considered separately from the drawings as a whole. The drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, and electrical systems. As Scope Documents, the drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the Construction Documents. On the basis of the general scope indicated or described, the Contractor shall furnish all items required for the proper execution and completion of the work.

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PROJECT
IVY HILL ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
2211 N. BURKE DR. ARLINGTON HEIGHTS
ILLINOIS 60004

ARLINGTON HEIGHTS SCHOOL
DISTRICT 25
1200 SOUTH DUNTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER
15036

DRAWING DATES
NUMBER DATE COMMENTS

- 1 8/21/15 IN-PROGRESS NOT FOR CONSTRUCTION
- 2 8/21/15
- 3 8/21/15
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- 100 8/21/15

DRAWING TITLE
SITE PLAN -
PHOTOMETRICS

SHEET NUMBER
PHOTO1

LIGHTING FIXTURE SCHEDULE						
TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	ACCEPTABLE MANUFACTURER
A	2" x 4' LED HIGH BAY FIXTURE	SUSPENDED	L.E.D.	WVOLT	LITHONIA IBL ND S0125 LP740	APPROVED EQUAL
B	2" x 4' LED, STATIC, PRISMATIC LAY-IN	RECESSED GRID	L.E.D.	WVOLT	LITHONIA 2TL4 30L F.W A12 LP840	APPROVED EQUAL
C	2" x 2' LED, STATIC, PRISMATIC LAY-IN	RECESSED GRID	L.E.D.	WVOLT	LITHONIA 2TL2 20L F.W A12 LP840	APPROVED EQUAL
D	4'-0" LONG, L.E.D. HEAVY DUTY INDUSTRIAL STRIP, WITH DIFFUSE LENS. PROVIDE LAMP GUARD.	PENDANT	L.E.D.	WVOLT	LITHONIA ZLN L48 3000LM MOD MVOLT 50K BDRG WH WITH HC35 HANGER	APPROVED EQUAL
G	2" x 4' LED, STATIC, PRISMATIC LAY-IN	RECESSED GRID	L.E.D.	WVOLT	LITHONIA 2TL4 30L F.W A12 LP840	APPROVED EQUAL
H	1' x 4' FLUORESCENT, STATIC, PRISMATIC LAY-IN	RECESSED GRID	(2)32W	WVOLT	LITHONIA GT8 2 32 F.W A12 MVOLT GEB1015	APPROVED EQUAL
V1	EXTERIOR LED WALL LUMINAIRE	WALL	L.E.D.	WVOLT	LITHONIA DSXW1 LED 500 700 50K T4M MVOLT PIR	APPROVED EQUAL
V2	EXTERIOR LED WALL LUMINAIRE	WALL	L.E.D.	WVOLT	LITHONIA DSXW1 LED 500 700 50K T4M MVOLT PIR	APPROVED EQUAL
S1	CANOPY MOUNTED LED LUMINAIRE	RECESSED	L.E.D.	WVOLT	GOTHAM EVO 40/30 BAR MVOLT	APPROVED EQUAL
S3	CANOPY MOUNTED LED LUMINAIRE	SURFACE	L.E.D.	DV	KENALL LIGHTING MS1FL PP MW 20L50K DV	APPROVED EQUAL
S4	CANOPY MOUNTED LED LUMINAIRE	SURFACE	L.E.D.	WVOLT	LITHONIA KACM LED 1 60C 520 50K R5 MVOLT SSM PIRH	APPROVED EQUAL
P1	SINGLE HEADED POLE 200 WATT LED LUMINAIRE ON 20' POLE	POLE	L.E.D.	WVOLT	LITHONIA DSX1 LED 60C 1000 50K TETM MVOLT SPA FIRM S520	APPROVED EQUAL
P2	DOUBLE HEADED POLE 200 WATT LED LUMINAIRE ON 20' POLE	POLE	L.E.D.	WVOLT	LITHONIA DSX1 LED 60C 1000 50K TETM MVOLT SPA FIRM S520	APPROVED EQUAL
EMERGENCY EXIT SIGN, SINGLE FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS. FIELD KNOCKOUT ARROWS REQUIRED.	EMERGENCY EXIT SIGN, SINGLE FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS. FIELD KNOCKOUT ARROWS REQUIRED.	BACK	L.E.D.	WVOLT	LITHONIA LOC W 1 R	APPROVED EQUAL
EMERGENCY EXIT SIGN, DOUBLE FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS. FIELD KNOCKOUT ARROWS REQUIRED.	EMERGENCY EXIT SIGN, DOUBLE FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS. FIELD KNOCKOUT ARROWS REQUIRED.	TOP OR END MOUNT	L.E.D.	WVOLT	LITHONIA LOC W 2 R	APPROVED EQUAL
EMERGENCY EXIT SIGN, DOUBLE FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS. FIELD KNOCKOUT ARROWS REQUIRED.	EMERGENCY EXIT SIGN, DOUBLE FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS. FIELD KNOCKOUT ARROWS REQUIRED.	TOP OR END MOUNT	L.E.D.	WVOLT	LITHONIA LOC W 2 R	APPROVED EQUAL
DUAL HEAD BATTERY EMERGENCY LIGHTING UNIT WITH WHITE CONTEMPORARY ENCLOSURE, WALL MOUNTED	DUAL HEAD BATTERY EMERGENCY LIGHTING UNIT WITH WHITE CONTEMPORARY ENCLOSURE, WALL MOUNTED	SURFACE WALL	L.E.D.	WVOLT	LITHONIA ELM2 LED SD	APPROVED EQUAL
DUAL HEAD BATTERY EMERGENCY LIGHTING UNIT WITH WHITE CONTEMPORARY ENCLOSURE, CEILING MOUNTED	DUAL HEAD BATTERY EMERGENCY LIGHTING UNIT WITH WHITE CONTEMPORARY ENCLOSURE, CEILING MOUNTED	SURFACE CEILING	L.E.D.	WVOLT	LITHONIA ELM2 LED SD	APPROVED EQUAL
OUTDOOR EXTREME ENVIRONMENT BATTERY EMERGENCY LIGHTING UNIT, WALL MOUNTED	OUTDOOR EXTREME ENVIRONMENT BATTERY EMERGENCY LIGHTING UNIT, WALL MOUNTED	SURFACE WALL	L.E.D.	WVOLT	LITHONIA AFW DB EXT FWD	APPROVED EQUAL

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.7 fc	39.8 fc	0.0 fc	N/A	N/A
Calc Zone #2	■	1.1 fc	1.7 fc	0.2 fc	8.5:1	5.5:1



D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

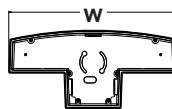
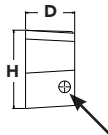
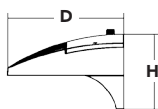
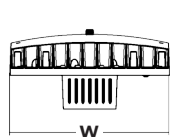
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	208 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	240 ¹				
				T4M Type IV Medium	277 ¹				
				T3M Type III Medium	347 ²				
				T3M Type III Medium	480 ²				
				TFTM Forward Throw Medium					
				ASYDF Asym-metric diffuse					

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

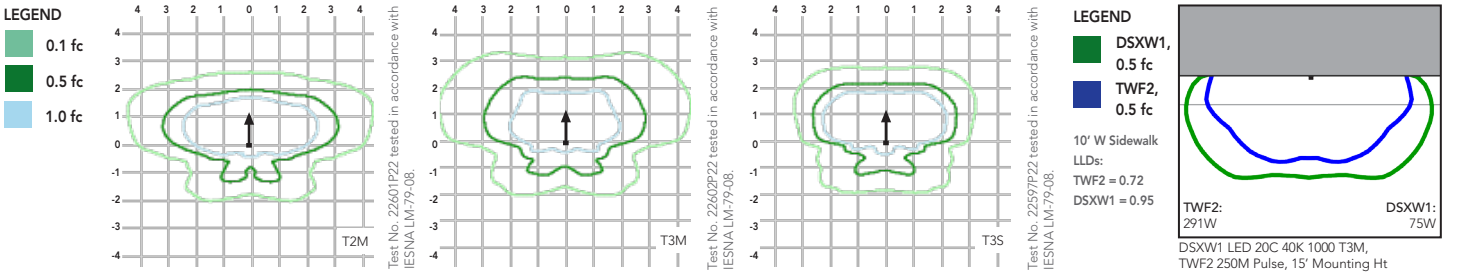
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

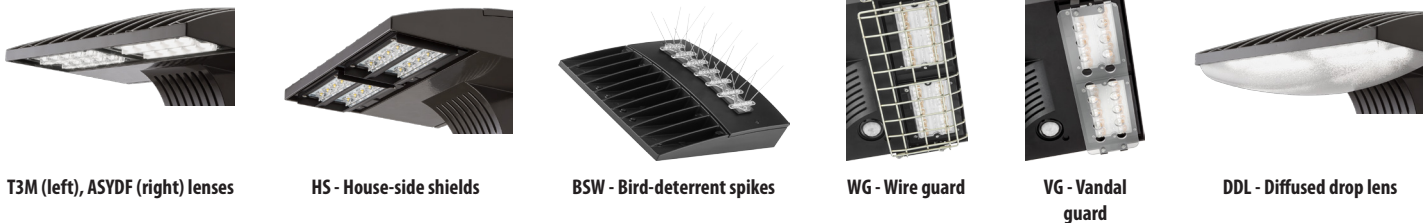
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.





D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

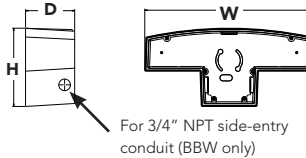
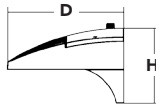
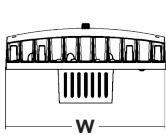
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹				
	20C 20 LEDs (two engines)	700 700 mA	50K 5000 K	T3S Type III Short	208 ¹				
		1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium ASYDF Asym-metric diffuse	240 ¹ 277 ¹ 347 ² 480 ²				

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

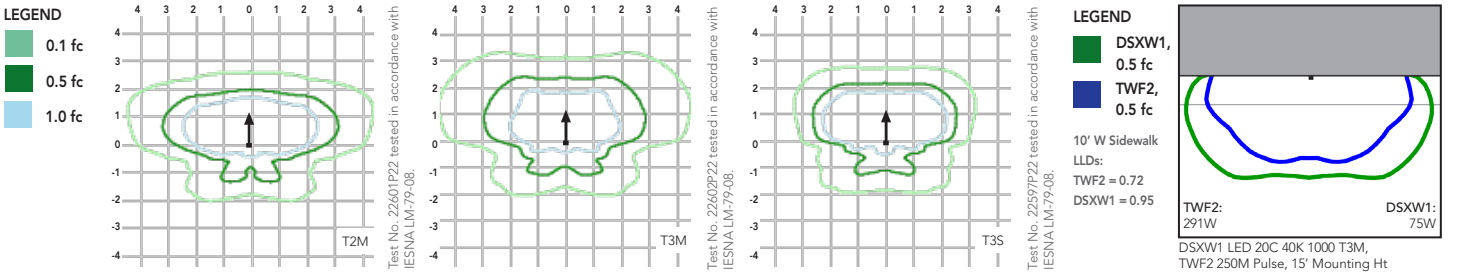
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

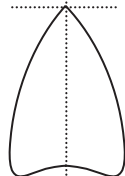
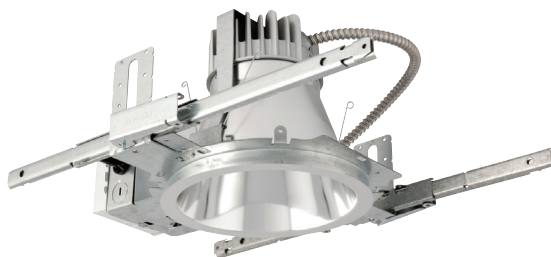
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.





Gotham Architectural Downlighting
LED Downlights

**8" Evo®
Downlight**

Solid-State Lighting



FEATURES

OPTICAL SYSTEM

- Self-flanged semi-specular, matte-diffuse or specular finishing trim
- Patented Bounding Ray™ optical design (U.S. Patent No. 5,800,050)
- 45° cutoff to source and source image
- Top-down flash characteristic
- Polycarbonate lens integral to light engine

MECHANICAL SYSTEM

- 16-gauge galvanized steel construction; maximum 1-1/2" ceiling thickness
- Telescopic mounting bars maximum of 32" and minimum of 15", preinstalled, 4" vertical adjustment
- Toolless adjustments post installation
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C
- Light engine and driver accessible through aperture

ELECTRICAL SYSTEM

- Fully serviceable and upgradeable lensed LED light engine
- 70% lumen maintenance at 60,000 hours
- Tested according to LM-79 and LM-80 standards
- Overload and short circuit protected
- 2.5 SDCM; 85 CRI typical, 90+ CRI optional

LISTINGS

- Fixtures are CSA certified to meet US and Canadian standards; wet location, covered ceiling

WARRANTY

- 5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C.

ORDERING INFORMATION

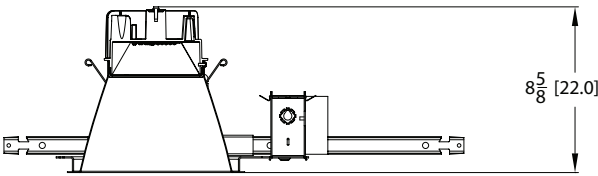
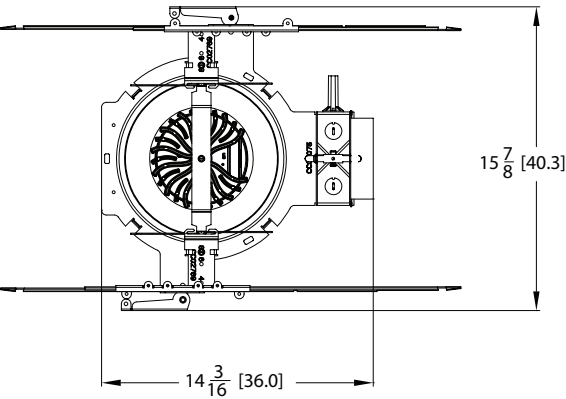
EXAMPLE: EVO 35/25 8AR MWD LSS 120 EZ1

Series	Color temperature	Nominal lumen values	Aperture/Trim color	Distribution	Finish	Voltage
EVO	27/ 2700 K	20 2000 lumens	8AR Clear	VND Very narrow (0.5 s/mh)	LSS Semi-specular	120
	30/ 3000 K	25 2500 lumens	8PR Pewter	ND Narrow (0.7 s/mh)	LD Matte-diffuse	277
	35/ 3500 K	30 3000 lumens	8WTR Wheat	MD Medium (0.9 s/mh)	LS Specular	347²
	40/ 4000 K		8GR Gold	MWD Medium wide (1.0 s/mh)		
			8WR¹ White	WD Wide (1.2 s/mh)		
			8BR¹ Black			
			8WRMF¹ White anti-microbial			

Driver ³		Options			
EZ1	eldoLED ECOdrive 0-10V dimming driver. Minimum dimming range level 1%	SF⁶	Single fuse	BGTD⁶	Bodine generator transfer device
EZB	eldoLED SOLOdrive 0-10V dimming driver. Minimum dimming level <1%.	TRW⁷	White painted flange	CRI90	High CRI (90+)
EDAB	eldoLED SOLOdrive DALI dimming driver. Minimum dimming level <1%.	TRBL⁸	Black painted flange	CP⁶	Chicago plenum
EDXB	eldoLED POWERdrive DMX with RDM (remote device management). Minimum dimming level <1%. Includes termination resistor.	EL⁹	Emergency battery pack with integral test switch	RRL _____	RELOC®-ready luminaire connectors enable a simple and consistent factory installed option across all ABL luminaire brands. Refer to RRL for complete nomenclature.
EXA1	XPoint Wireless, eldoLED ECOdrive 1% dimming, 0-10V. Refer to XPoint tech sheet.	ELR⁹	Emergency battery pack with remote test switch		
EXAB	XPoint Wireless, eldoLED SOLOdrive <1% dimming, 0-10V. Refer to XPoint tech sheet.	NPS80EZ	nLight® dimming pack controls 0-10V eldoLED drivers.		
ECOS2^{4,5}	Lutron® Hi-Lume® 2-wire forward-phase dimming driver. Minimum dimming level 1%	NPS80EZER¹⁰	nLight® dimming pack controls 0-10V eldoLED drivers. ER controls fixtures on emergency circuit.		
ECOS3⁴	Lutron® Hi-Lume® 3-wire or EcoSystem® dimming driver. Minimum dimming level 1%	WRS¹¹	FIDO wireless monitoring and reporting system		

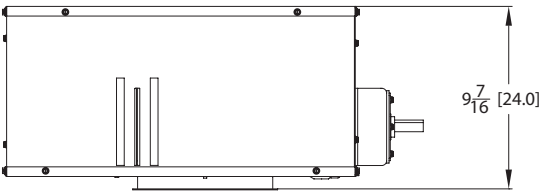
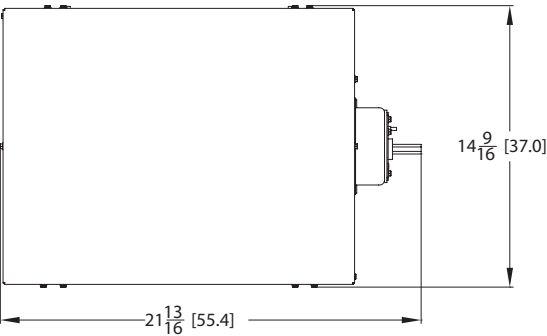
DIMENSIONAL DATA

All dimensions are inches (centimeters) unless otherwise noted.



Aperture: 7-7/8 (20.1)
Ceiling Opening: 8-7/8 (21.5)
Overlap Trim: 9-1/4 (23.5)

DIMENSIONS FOR CHICAGO PLENUM



ELECTRICAL

WATTAGE CONSUMPTION MATRIX			
LUMENS	LM ACTUAL	WATTAGE	LUMENS per WATT
2000	2,287	31.6	72.5
2500	2,964	41.1	72.0
3000	3,398	47.1	72.2

EMERGENCY LUMEN OUTPUT		
LUMENS	WATTAGE	INITIAL OUTPUT
2000	8.4	630
2500	7.2	540
3000	8.4	630

ACCESSORIES

ACCESSORIES order as separate catalog numbers (shipped separately)	
SCA8	Sloped ceiling adapter. Degree of slope must be specified (5D, 10D, 15D, 20D, 25D, 30D). Ex: SCA8 10D. Refer to TECH-190 .
CTA4-8 YK	Ceiling thickness adapter (extends mounting frame to accommodate ceiling thickness up to 5"). Adds 1" to fixture height.
GVRT	Vandal-resistant trim accessory. Refer to TECH-200 .
ISD BC	0-10V wallbox dimmer. Refer to ISD-BC .

NOTES

ORDERING NOTES	
1. Not available with finishes.	7. Not available with white reflector.
2. Not available with EL or ELR options.	8. Not available with black reflector
3. Refer to TECH-240 for compatible dimmers.	9. For dimensional changes, refer to TECH-140 . Not available with 347V.
4. Not available with nLight® and XPoint options.	10. For use with generator supply EM power. Will require an emergency hot feed and normal hot feed.
5. 120V only.	11. Available only with EL/ELR. Not available with CP. PSSD2 included. Refer to PSSD2 .
6. Specify 120V or 277V.	

Distribution Curve	Distribution Data	Output Data	Coefficient of Utilization	Illuminance: Single Luminaire 30" Above Floor
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CONSULT FACTORY FOR PHOTOMETRY

LUMEN OUTPUT MULTIPLIER - CRI		LUMEN OUTPUT MULTIPLIER - CCT		LUMEN OUTPUT MULTIPLIER - TRIM FINISH						
CRI	FACTOR	CRI	FACTOR	FINISH	CLEAR (AR)	PEWTER (PR)	WHEAT (WTR)	GOLD (GR)	WHITE (WR/WRAMF)	BLACK (BR)
80 CRI	1	4000 K	1.035	Specular (LS)	1.00	0.88	0.83	0.95	N/A	N/A
90 CRI	0.79	3500 K	1	Semi-specular (LSS)	0.95	0.84	0.79	0.90	N/A	N/A
		3000 K	0.973	Matte-diffuse (LD)	0.85	0.73	0.69	0.80	N/A	N/A
		2700 K	0.938	Paint	N/A	N/A	N/A	N/A	0.87	0.73

PHOTOMETRY NOTES	
- Tested in accordance with IESNA LM-79-08. - Tested to current IES and NEMA standards under stabilized laboratory conditions. - CRI: 85 typical.	

Choose Wall Controls.

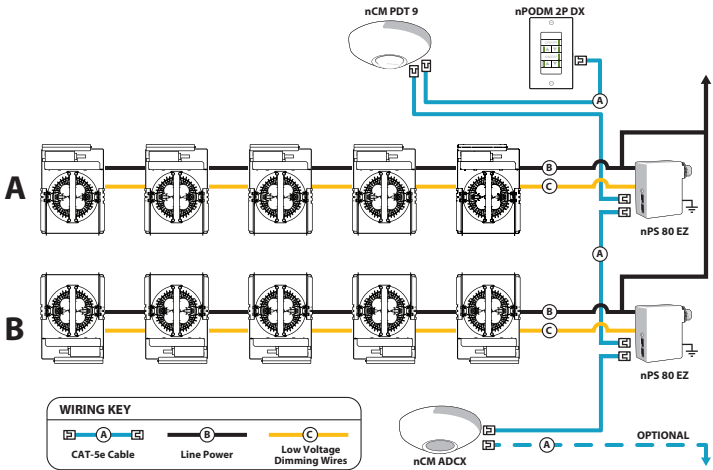
nLIGHT offers multiple styles of wall controls – each with varying features and user experience.



Push-Button WallPod
Traditional tactile buttons and LED user feedback



Graphic WallPod
Full color touch screen provides a sophisticated look and feel



EXAMPLE

Group Fixture Control*

*Application diagram applies for fixtures with eldoLED drivers only.

- nPS 80 EZ** Dimming/Control Pack (qty 2 required)
- nPODM 2P DX** Dual On/Off/Dim Push-Button WallPod
- nCM ADCX** Daylight Sensor with Automatic Dimming Control
- nCM PDT 9** Dual Technology Occupancy Sensor

Description: This design provides a dual on/off/dim wall station that enables manual control of the fixtures in Row A and Row B separately. Additionally, a daylight harvesting sensor is provided so the lights in row B can be configured to dim automatically when daylight is available. An occupancy sensor turns off all lights when the space is vacant.

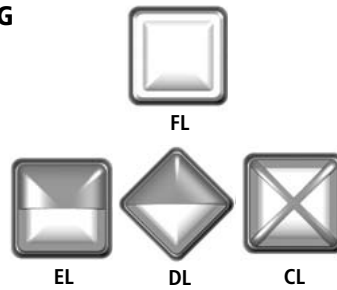
nLight® Control Accessories:			
Order as separate catalog number. Visit www.sensorswitch.com/nLight for complete listing of nLight controls.			
WallPod stations	Model number	Occupancy sensors	Model number
On/Off	nPODM [color]	Small motion 360°, ceiling (PIR / dual tech)	nCM 9 / nCM PDT 9
On/Off & Raise/Lower	nPODM DX [color]	Large motion 360°, ceiling (PIR / dual tech)	nCM 10 / nCM PDT 10
Graphic Touchscreen	nPOD GFX [color]	Wide view (PIR / dual tech)	nWV 16 / nWV PDT 16
Photocell controls	Model number	Wall Switch w/ Raise/Lower (PIR / dual tech)	nWSX LV DX / nWSX PDT LV DX
Dimming	nCM ADCX	Cat-5 cables (plenum rated)	Model number
		10', CAT5 10FT	CAT5 10FT J1
		15', CAT5 15FT	CAT5 15FT J1

MILLENNIUM™ SQUARE

MS11 SERIES – LOW PROFILE HOUSING

PRODUCT FEATURES:

- » Surface mount – ceiling (FL & CL only) or wall mount;
12"W×12"W×4"D (CL, EL, FL)
15"W×15"W×4"D (DL)
- » Peace of Mind Guarantee®
- » Dust and water protected to IP64 standards
- » ADA compliant



SPECIFICATIONS

BASEPLATE: Marine grade die-cast aluminum. Integral heat sinks. Baseplate flange interlocks and wraps around lens base producing maximum moisture deflection and resistance to prying. Baseplate provided with four-point mounting holes and one wireway hole. Standard black, bronze or white exterior TGIC polyester powder coat – 5-step pre-treatment. See Ordering Information for optional finishes.

REFLECTOR: Full reflector/wire cover – 92% reflectivity.

LENS: UV-stabilized, high impact resistant, virgin injection molded polycarbonate. High efficiency blondel fluted lens obscures lamp image and maximizes uniformity. Lens secured with four concealed captive Torx® with center pin fasteners. Exclusive water channeling lens design provides 360° ingress protection.

LENS BASE/GRILLE: Lens base shields lamp from viewing angles. High impact resistant, injection molded opaque black, bronze or white polycarbonate. Optional Light Gray, Silver, Forest Green or Custom Color (see Ordering Information below) are chemically bonded, impact resistant finishes.

ELECTRICAL: Fluorescent magnetic ballasts power factor corrected. Fluorescent electronic 120/277/347 and dual voltage ballasts high power factor (<10% THD). LED: Replaceable high-brightness ANSI 3500K (80 CRI min.), 4000K (70 CRI min.), or 5000K (70 CRI min.) white LED array. 120-277VAC, high power factor electronic driver. See options for higher CRI lamp availability.

GASKETING: Die-cut, closed cell EPDM self adhesive gasket seals baseplate to mounting surface. Closed cell, silicone "O" ring gaskets positioned and friction secured in gasket channels of lens base, baseplate and optional surface adapter.

HARDWARE: Four stainless steel Torx® fasteners.

WARRANTY: Standard four-point mounting and polycarbonate lens required for Peace of Mind Guarantee®. One (1) year warranty against defects in materials and workmanship. Five (5) year warranty on LED lamps and driver for defects resulting in a fixture lumen depreciation of 30% or greater.

LISTINGS: Luminaire is certified to UL Standards by either Underwriters Laboratory or Intertek Testing Laboratory for Wet Location (listing includes Emergency Battery Pack "EL" option). UL certified IP64 per IEC 60598. ADA Compliant. All Kenall SSL Luminaires are tested to the IESNA LM-79-08 standard requiring spectroradiometric measurements for CRI and CCT as well as goniophotometric measurements for lighting distributions and total luminous flux.



ORDERING INFORMATION (Ex: MS11DL-PP-MW-18L40K-1-DCC-DV)

Model	Lens Type	Finish	Lamp Type	Lamp Qty	Driver Type	Voltage	Options	Accessories
Model			Lamp Type (Quantity/Ballast/Volt/Starting Temp)			Options		
MS11CL	Crossbar		18L35K	18W 3500K LED (1/120-277/-40°F) (MS11DL/MS11EL only)			EL ^	One-Lamp WL Emergency Pack (32°F) with Die-Cast Surface Adapter (SA) – Non ADA (n/a with 13w Twin or LED; 120/277V only)
MS11DL	Diamond Eyelid		18L40K	18W 4000K LED (1/120-277/-22°F) (MS11DL/MS11EL only)			CEL ^	One-Lamp Cold Weather Emergency Pack (0°F) with Die-Cast Surface Adapter (SA) Non ADA (n/a with 13w Twin or LED; 120/277V only)
MS11EL	Eyelid		18L50K	18W 5000K LED (1/120-277/-40°F) (MS11DL/MS11EL only)				
MS11FL	Full Face		20L35K	20W 3500K LED (1/120-277/-40°F) (MS11CL/MS11FL only)				
			20L40K	20W 4000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)				
			20L50K	20W 5000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)			LEL	LED Emergency Battery Backup with Die-Cast Surface Adapter (SA) - Non ADA
Lens Type			13	13W Twin (2/MB/120/32°F) (MS11CL/MS11FL only)			2C ^	Two Circuit Wiring (2 Lamp Quantity only; n/a with EL or CEL Option)
S ^	Clear Starburst Polycarbonate		13Q ^	13W Quad (1,2/RS/120,277,347/0°F)			BPC	Photo Control – Shielded Button Type with Die-Cast Surface Adapter (SA) – (Non ADA; 120 or 277V only)
			18Q ^	18W Quad (1,2/RS/120,277,347/0°F)			FS	Single Fuse & Holder
Finish			26Q ^	26W Quad (1,2/RS/120,277,347/0°F)			NAT	Natatorium Environment Option
DB	Dark Bronze		32P	32W PLT (1/RS/120,277,347/0°F)			R80	Minimum 80 CRI (4000K LED only)
FG	Forest Green		42P	42W PLT (1/RS/120,277,347/0°F)			WMR	Wiremold V500 Series™ Ready (See Tech Sheet ; UL Damp Location Rated Only)
LG	Light Gray		Lamp Quantity (See Lamp Type for availability)					
MB	Matte Black		1	One Lamp			Accessories	
MW	Matte White		2	Two Lamps			SA	Die-Cast Surface Adapter (Non ADA)
SL	Silver		Driver Type (LED only)					
CC	Custom Color (Consult factory)		DCC			Dimming Constant Current	9500	
			SCC			Standard Constant Current	Torx® Screwdriver	
			Voltage (See Lamp Type for availability)					
			120	120 Volts			▲ 1 lamp max MS11DL	
			277	277 Volts			^ n/a with LED	
			347 ^■	347 Volts			■ n/a with BPC	
			DV ■	120-277 Volts, electronic ballasts or LED driver only				



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MS11_L-061114

MILLENNIUM™ SQUARE

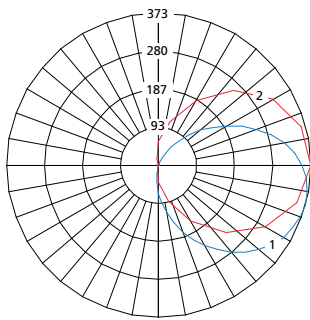
MS11 SERIES – LOW PROFILE HOUSING

PERFORMANCE

Model	Lamp Type	Initial Delivered Lumens		Input Power (W)	Drive Current (mA)	Estd. L70 LED Life (hrs)
		@ 25°C (lm)	Efficacy (lm/W)			
MS11DL	18L35K	901	46	20	700	55,000
	18L40K	1028	53	20	700	55,000
	18L50K	1095	56	20	700	55,000
MS11EL	18L35K	899	46	20	700	55,000
	18L40K	1025	52	20	700	55,000
	18L50K	1092	56	20	700	55,000
MS11FL	20L35K	1182	53	22	700	60,000
	20L40K	1348	61	22	700	60,000
	20L50K	1437	65	22	700	60,000

Displayed information above is for PP Lens type only. Info subject to change. Visit www.kenall.com for IES files and additional information.

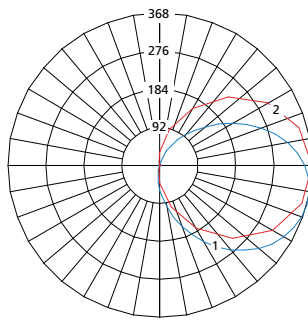
Model: MS11DL-PP-MW-18L40K-1-DV



Max Candela = 373 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

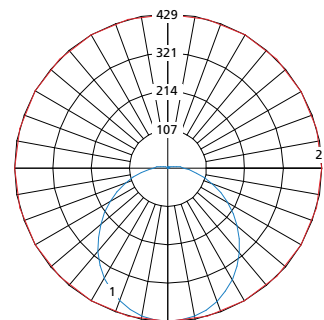
Model: MS11EL-PP-MW-18L40K-1-DV



Max Candela = 368 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

Model: MS11FL-PP-MW-20L40K-1-DV

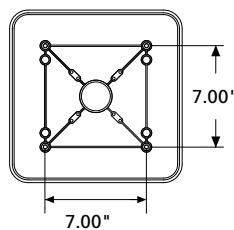
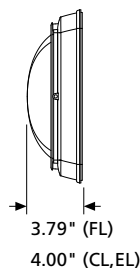
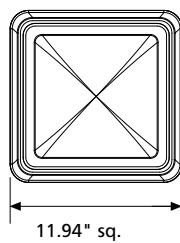


Max Candela = 429 Located At Horizontal Angle = 0, Vertical Angle = 0

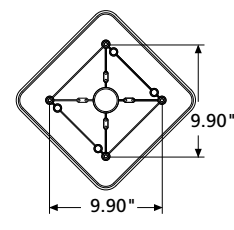
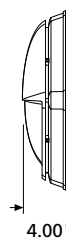
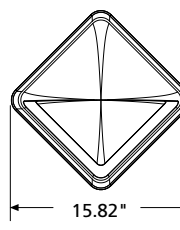
1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (0) (Through Max. Cd.)

DIMENSIONAL DATA

MS11FL, CL, EL

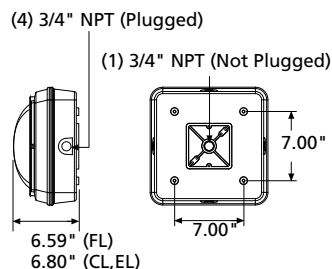


MS11DL

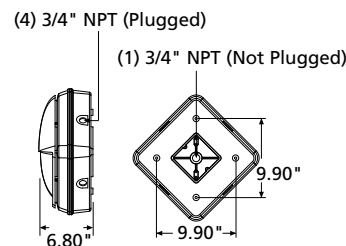


SURFACE ADAPTER SIDE & BACK VIEW

MS11FL, CL, EL



MS11DL



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MS11_L-061114



KACM LED

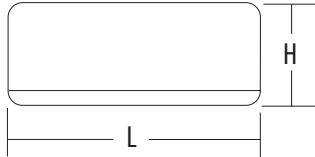
LED Surface Luminaire



CONTOUR
SERIES

Specifications

Length:	17-1/2" (44.5 cm)
Width:	17-1/2" (44.5 cm)
Height:	7-1/8" (18.1 cm)
Weight (max):	36 lbs. (16.4 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The Contour® Series luminaires offer traditional square dayforms with softened edges for a versatile look that complements many applications.

The KACM LED combines the latest in LED technology with the familiar aesthetic of the Contour® Series for stylish, high-performance illumination that lasts. It is ideal for replacing 100-400W metal halide in surface/canopy lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: KACM LED 60C 700 50K R5 MVOLT SRM DDBXD

KACM LED						
Series	LEDs	Drive current	Color Temp ¹	Distribution	Voltage	Mounting
KACM LED	20C 30C ¹ 40C 60C	530 mA 700 mA	30K 3000K 40K 4000K 50K 5000K	R2 Type II R3 Type III R4 Type IV R5 Type V R5VS Type V very short	MVOLT ² 120 ² 277 ² 208 ² 347 240 ² 480	Shipped installed SRM Surface mount TC Through-wire conduit tee (Provided by others) Shipped separately³ YK Yoke/trunnion mount

Options						Finish (required)
Shipped installed						
SF	Single fuse (120, 277, 347V) ²			BL30	Bi-level switched dimming, 30% ^{5,6}	DDBXD Dark bronze
DF	Double fuse (208, 240, 480V) ²			BL50	Bi-level switched dimming, 50% ^{5,6}	DBLXD Black
PIR	Ambient/motion sensor, 8-15' mounting height ⁴			HS	Houseside shield	DNAXD Natural aluminum
PIRH	Ambient/motionsensor, 15-30' mounting height ⁴					DWHXD White
PIR3FC3V	Motion/ambient sensor for 8-15' mounting heights and for typical applications requiring daylight harvesting and Title 24 compliance ⁴					DDBTXD Textured dark bronze
PIRH3FC3V	Motion/ambient sensor for 15-30' mounting heights and typical applications requiring daylight harvesting and Title 24 compliance ⁴					DBLBXD Textured black
						DNATXD Textured natural aluminum
						DWHGXD Textured white
Shipped separately³						
				WG	Wire guard	

Accessories

Ordered and shipped separately.

KACMYK DDBXD U	Yoke/trunnion accessory (specify finish)
KACWG U	Wire guard accessory

NOTES

- 30C not available with 530mA and 347V or 480V.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Also available as a separate accessory; see Accessories information at left.
- PIR & PIR3FC3V specifies the Acuity Controls **SBGR 10 ODP** motion/ambient sensor, the PIRH & PIRH3FC3V specifies the Acuity Controls **SBGR 6 ODP** motion/ambient sensor.
- Requires an additional switched circuit.
- Dimming driver standard. MVOLT only.



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35W	R2	3,439	1	0	1	98	3,659	1	0	1	105	3,672	1	0	1	105
			R3	3,425	1	0	1	98	3,644	1	0	1	104	3,657	1	0	1	104
			R4	3,429	1	0	1	98	3,648	1	0	1	104	3,661	1	0	1	105
			R5	3,640	2	0	1	104	3,872	2	0	1	111	3,886	2	0	1	111
			R5VS	3,652	2	0	0	104	3,886	2	0	0	111	3,899	2	0	0	111
	700 mA	46W	R2	4,366	1	0	1	95	4,645	1	0	1	101	4,662	1	0	1	101
			R3	4,348	1	0	2	95	4,626	1	0	2	101	4,643	1	0	2	101
			R4	4,354	1	0	2	95	4,632	1	0	2	101	4,648	1	0	2	101
			R5	4,621	3	0	1	100	4,916	3	0	1	107	4,933	3	0	1	107
			R5VS	4,637	2	0	0	101	4,933	2	0	0	107	4,951	2	0	0	108
30C (30 LEDs)	530 mA	53W	R2	5,117	1	0	2	97	5,443	1	0	2	103	5,463	1	0	2	103
			R3	5,096	1	0	2	96	5,421	1	0	2	102	5,440	1	0	2	103
			R4	5,102	1	0	2	96	5,427	1	0	2	102	5,447	1	0	2	103
			R5	5,414	3	0	1	102	5,760	3	0	1	109	5,781	3	0	1	109
			R5VS	5,433	2	0	0	103	5,780	2	0	0	109	5,801	2	0	0	109
	700 mA	69W	R2	6,471	1	0	2	94	6,884	2	0	2	100	6,909	1	0	2	100
			R3	6,444	1	0	2	93	6,856	1	0	2	99	6,880	1	0	2	100
			R4	6,452	1	0	2	94	6,864	1	0	2	99	6,889	1	0	2	100
			R5	6,848	3	0	1	99	7,285	3	0	2	106	7,311	3	0	1	106
			R5VS	6,872	3	0	0	100	7,310	3	0	0	106	7,337	2	0	0	106
40C (40 LEDs)	530 mA	71W	R2	6,762	2	0	2	95	7,194	2	0	2	101	7,220	2	0	2	102
			R3	6,735	1	0	2	95	7,164	2	0	2	101	7,190	2	0	2	101
			R4	6,743	1	0	2	95	7,173	1	0	2	101	7,199	1	0	2	101
			R5	7,156	3	0	2	101	7,613	3	0	2	107	7,640	3	0	2	108
			R5VS	7,181	3	0	0	101	7,640	3	0	0	108	7,667	3	0	0	108
	700 mA	94W	R2	8,516	2	0	2	91	9,060	2	0	2	96	9,092	2	0	2	97
			R3	8,481	2	0	2	90	9,022	2	0	2	96	9,055	2	0	2	96
			R4	8,491	2	0	2	90	9,033	2	0	2	96	9,066	2	0	2	96
			R5	9,012	3	0	2	96	9,587	3	0	2	102	9,621	3	0	2	102
			R5VS	9,043	3	0	0	96	9,621	3	0	0	102	9,655	3	0	0	103
60C (60 LEDs)	530 mA	103W	R2	9,952	2	0	2	97	10,587	2	0	2	103	10,625	2	0	2	103
			R3	9,911	2	0	2	96	10,543	2	0	2	102	10,581	2	0	2	103
			R4	9,923	2	0	2	96	10,556	2	0	2	102	10,594	2	0	2	103
			R5	10,531	4	0	2	102	11,203	4	0	2	109	11,243	4	0	2	109
			R5VS	10,568	3	0	0	103	11,242	3	0	0	109	11,283	3	0	0	110
	700 mA	137W	R2	12,407	2	0	2	91	13,199	3	0	3	96	13,247	3	0	3	97
			R3	12,356	2	0	3	90	13,145	2	0	3	96	13,192	2	0	3	96
			R4	12,371	2	0	3	90	13,161	2	0	3	96	13,208	2	0	3	96
			R5	13,129	4	0	2	96	13,967	4	0	2	102	14,018	4	0	2	102
			R5VS	13,176	3	0	1	96	14,017	4	0	1	102	14,067	4	0	1	103

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-122°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **KACM LED 60C** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.94	0.91	0.84

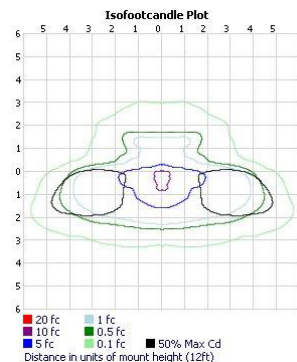
Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
20	530	35W	0.30	0.18	0.16	0.15	N/A	
	700	46W	0.39	0.23	0.20	0.18	0.15	0.12
30	530	53W	0.44	0.26	0.23	0.20	N/A	
	700	69W	0.58	0.34	0.29	0.26	0.21	0.16
40	530	71W	0.60	0.35	0.32	0.29	0.21	0.16
	700	94W	0.79	0.46	0.41	0.36	0.27	0.20
60	530	103W	0.87	0.50	0.44	0.39	0.29	0.22
	700	137W	1.15	0.66	0.58	0.51	0.40	0.29

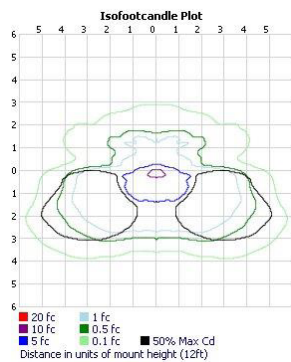
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [KACM LED homepage](#).

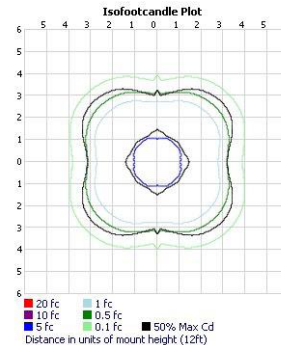
Isofootcandle plots for the KACM LED 40C 700 40K XX MVOLT. Distances are in units of mounting height (8').



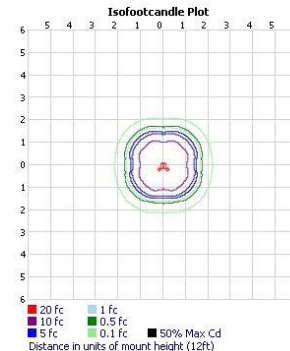
KACM LED 40C 700 40K R2 MVOLT



KACM LED 40C 700 40K R3 MVOLT

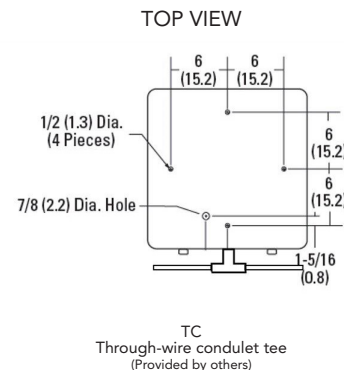
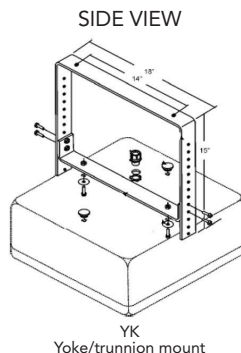
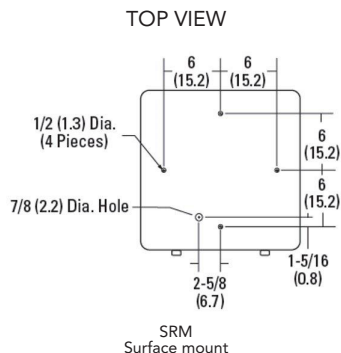


KACM LED 40C 700 40K R5 MVOLT



KACM LED 40C 700 40K R5VS MVOLT

Mounting



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings and long life of the KACM LED surface-mount luminaire make it a reliable choice for illuminating parking garages, convenience stores, hotels, and canopy walkways.

CONSTRUCTION

Single-piece die-cast, aluminum housing with contoured edges has a 0.12" nominal wall thickness. Die-cast door frame has an impact-resistant, tempered glass lens that is fully gasketed with one-piece tubular silicone.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS

Precision-molded refractive acrylic lenses housed behind the door frame lens are available in 5 distributions. Light engines are available in 3000K (70 CRI min.), 4000K (70 CRI min.), 5000K (70 CRI min.) configurations.

ELECTRICAL

Light engines consist of 20, 34, 40, or 60 high efficacy LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of over 100,000

hours with <1% failure rate. Internal 10kV surge protection meets a minimum Category C low operation per ANSI/IEEE C62.41.2).

INSTALLATION

Standard configuration utilizes four 1/2" mounting holes and one 7/8" electrical connection hole located on top for surface mounting (hardware included). Mount on concrete, steel, or aluminum only. Mount on covered ceilings only. Not for use in dwellings. Also available with a through-wire conduit (conduit/outlet) tee option or a yoke/trunnion mount option.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is rated IP65 for outdoor applications. Rated for -40°C minimum ambient conditions. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

NOTE: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



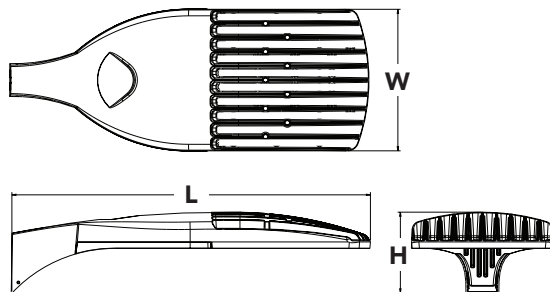
D-Series Size 1 LED Area Luminaire

d#series



Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED						
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics 30C 30 LEDs (one engine) 40C 40 LEDs (two engines) 60C 60 LEDs (two engines) Rotated optics ¹ 60C 60 LEDs (two engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ²	T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium T5VS Type V Very Short T5S Type V Short T5M Type V Medium T5W Type V Wide	MVOLT ³ 120 ³ 208 ³ 240 ³ 277 ³ 347 ⁴ 480 ⁴	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁵ RPUMBA Round pole universal mounting adaptor ⁵ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁶

Control options	Other options	Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁷ PER5 Five-wire receptacle only (no controls) ^{7,8} PER7 Seven-wire receptacle only (no controls) ^{7,8} DMG 0-10V dimming driver (no controls) ⁹ DCR Dimmable and controllable via ROAM® (no controls) ¹⁰ DS Dual switching ^{11,12} PIR Motion sensor, 8-15' mounting height ¹³	Shipped installed HS House-side shield ¹⁶ WTB Utility terminal block ¹⁷ SF Single fuse (120, 277, 347V) ¹⁸ DF Double fuse (208, 240, 480V) ¹⁸ L90 Left rotated optics ¹⁹ R90 Right rotated optics ¹⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Controls & Shields

DL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁰
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁰
DL1480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁰
SC U	Shorting cap ²⁰
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

For more control options, visit [DTL](#) and [ROAM](#) online.

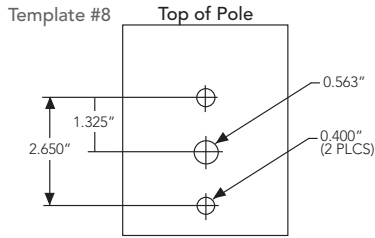
NOTES

- 1 Rotated optics available with 60C only.
- 2 AMBPC only available with 530mA or 700mA.
- 3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).
- 4 Not available with BL30, BL50 or PNMT options.
- 5 Available as a separate combination accessory: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- 6 Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- 7 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
- 8 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
- 9 DMG option for 347V or 480V requires 1000mA.
- 10 Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with DS, PIR, PER5, PER7, BL30, BL50 or PNMT options.

- 11 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
- 12 Requires an additional switched circuit.
- 13 PIR specifies the SensorSwitch SBGR-10-ODP control; PIRH specifies the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DS, PER5 or PER7.
- 14 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options.
- 15 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50.
- 16 Also available as a separate accessory; see Accessories information.
- 17 WTB not available with DS.
- 18 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 19 Available with 60 LEDs (60C option) only.
- 20 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.



Drilling



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° *
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

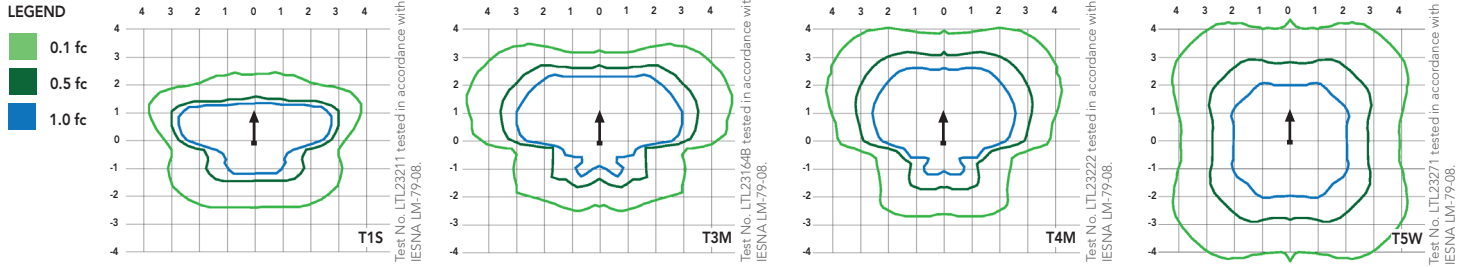
Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	---	---
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX1 LED 60C 1000			
	1.0	0.95	0.93	0.88
	DSX1 LED 60C 700			
	1.0	0.99	0.98	0.96

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	700 mA	68 W	T1S	5,697	1	0	1	84	7,127	2	0	2	105	7,180	2	0	2	106	4,561	1	0	1	67
			T2S	5,967	2	0	2	88	7,465	2	0	2	110	7,521	2	0	2	111	4,777	1	0	1	70
			T2M	5,773	1	0	2	85	7,222	2	0	2	106	7,276	2	0	2	107	4,622	1	0	2	68
			T3S	5,901	1	0	2	87	7,382	2	0	2	109	7,437	2	0	2	109	4,724	1	0	1	69
			T3M	5,872	1	0	2	86	7,346	2	0	2	108	7,401	2	0	2	109	4,701	1	0	2	69
			T4M	5,882	1	0	2	87	7,359	2	0	2	108	7,414	2	0	2	109	4,709	1	0	2	69
			TFTM	5,793	1	0	2	85	7,247	1	0	2	107	7,301	1	0	2	107	4,638	1	0	2	68
			TSVS	6,148	2	0	2	90	7,691	3	0	1	113	7,749	3	0	1	114	4,922	2	0	0	72
			TSS	6,074	2	0	0	89	7,598	3	0	0	112	7,655	3	0	0	113	4,863	2	0	0	72
			TSM	6,150	3	0	1	90	7,694	3	0	2	113	7,752	3	0	2	114	4,924	3	0	1	72
			TSW	5,979	3	0	1	88	7,479	3	0	2	110	7,536	3	0	2	111	4,787	3	0	1	70
	1000 mA	105 W	T1S	7,913	2	0	2	75	9,899	2	0	2	94	9,973	2	0	2	95					
			T2S	8,288	2	0	2	79	10,368	2	0	2	99	10,446	2	0	2	99					
			T2M	8,019	2	0	2	76	10,031	2	0	3	96	10,106	2	0	3	96					
			T3S	8,196	2	0	2	78	10,253	2	0	2	98	10,330	2	0	2	98					
			T3M	8,156	2	0	2	78	10,202	2	0	2	97	10,279	2	0	2	98					
			T4M	8,170	2	0	2	78	10,220	2	0	2	97	10,297	2	0	2	98					
			TFTM	8,046	2	0	2	77	10,065	2	0	3	96	10,141	2	0	3	97					
			TSVS	8,539	3	0	1	81	10,682	3	0	1	102	10,762	3	0	1	102					
			TSS	8,436	3	0	1	80	10,553	3	0	1	101	10,632	3	0	1	101					
			TSM	8,542	3	0	2	81	10,686	4	0	2	102	10,766	4	0	2	103					
40C (40 LEDs)	700 mA	89 W	TSW	8,304	3	0	2	79	10,388	4	0	2	99	10,466	4	0	2	100					
			T1S	7,511	2	0	2	84	9,396	2	0	2	106	9,467	2	0	2	90	6,014	1	0	1	68
			T2S	7,868	2	0	2	88	9,842	2	0	2	111	9,916	2	0	2	94	6,299	2	0	2	71
			T2M	7,612	2	0	2	86	9,522	2	0	3	107	9,594	2	0	3	91	6,094	2	0	2	68
			T3S	7,780	2	0	2	87	9,733	2	0	2	109	9,806	2	0	2	93	6,229	1	0	2	70
			T3M	7,742	2	0	2	87	9,685	2	0	2	109	9,758	2	0	2	93	6,198	2	0	2	70
			T4M	7,756	2	0	2	87	9,702	2	0	2	109	9,775	2	0	2	93	6,209	1	0	2	70
			TFTM	7,638	2	0	2	86	9,555	2	0	2	107	9,627	2	0	2	92	6,115	1	0	2	69
			TSVS	8,106	3	0	1	91	10,140	3	0	1	114	10,216	3	0	1	97	6,490	2	0	0	73
			TSS	8,008	3	0	1	90	10,017	3	0	1	113	10,093	3	0	1	96	6,411	2	0	0	72
	1000 mA	138 W	TSM	8,109	3	0	2	91	10,144	4	0	2	114	10,220	4	0	2	97	6,492	3	0	1	73
			TSW	7,883	3	0	2	89	9,861	4	0	2	111	9,936	4	0	2	95	6,311	3	0	2	71
			T1S	10,384	2	0	2	75	12,990	3	0	3	94	13,088	3	0	3	95					
			T2S	10,876	2	0	2	79	13,606	3	0	3	99	13,708	3	0	3	99					
			T2M	10,523	2	0	3	76	13,164	3	0	3	95	13,263	3	0	3	96					
			T3S	10,756	2	0	2	78	13,455	2	0	2	97	13,556	3	0	3	98					
			T3M	10,703	2	0	2	78	13,389	3	0	3	97	13,490	3	0	3	98					
			T4M	10,722	2	0	2	78	13,412	3	0	3	97	13,513	3	0	3	98					
			TFTM	10,559	2	0	3	77	13,209	2	0	3	96	13,308	2	0	3	96					
			TSVS	11,206	3	0	1	81	14,018	4	0	1	102	14,124	4	0	1	102					
60C (60 LEDs)	700 mA	131 W	TSS	11,070	3	0	1	80	13,848	3	0	1	100	13,953	3	0	1	101					
			TSM	11,210	4	0	2	81	14,023	4	0	2	102	14,129	4	0	2	102					
			TSW	10,898	4	0	2	79	13,633	4	0	2	99	13,735	4	0	2	100					
			T1S	11,182	2	0	2	81	13,988	3	0	3	101	14,093	3	0	3	102	8,952	2	0	2	68
			T2S	11,712	3	0	3	85	14,651	3	0	3	106	14,761	3	0	3	107	9,377	2	0	2	72
			T2M	11,332	2	0	3	82	14,175	3	0	3	103	14,282	3	0	3	103	9,072	2	0	2	69
			T3S	11,582	2	0	2	84	14,489	3	0	3	105	14,598	3	0	3	106	9,273	2	0	2	71
			T3M	11,525	2	0	2	84	14,418	3	0	3	104	14,526	3	0	3	105	9,227	2	0	2	70
			T4M	11,546	2	0	2	84	14,443	3	0	3	105	14,552	3	0	3	105	9,243	2	0	2	71
			TFTM	11,370	2	0	3	82	14,224	2	0	3	103	14,331	2	0	3	104	9,103	2	0	2	69
	1000 mA	209 W	TSVS	12,067	3	0	1	87	15,095	4	0	1	109	15,209	4	0	1	110	9,661	3	0	1	74
			TSS	11,921	3	0	1	86	14,913	4	0	1	108	15,025	4	0	1	109	9,544	3	0	1	73
			TSM	12,071	4	0	2	87	15,101	4	0	2	109	15,214	4	0	2	110	9,665	3	0	2	74
			TSW	11,735	4	0	2	85	14,680	4	0	2	106	14,791	4	0	2	107	9,395	4	0	2	72
			T1S	15,307	3	0	3	73	19,148	3	0	3	92	19,292	3	0	3	92					
			T2S	16,033	3	0	3	77	20,056	3	0	3	96	20,207	3	0	3	97					
			T2M	15,512	3	0	3	74	19,405	3	0	3	93	19,551	3	0	3	94					
			T3S	15,855	3	0	3	76	19,834	3	0	3	95	19,983	3	0	3	96					
			T3M	15,777	3	0	3	75	19,736	3	0	4	94	19,885	3	0	4	95					
			T4M	15,805	3	0	3	76	19,771	3	0	4	95	19,920	3	0	4	95					
			TFTM	15,565	3	0	3	74	19,471	3	0	4	93	19,617	3	0	4	94					
			TSVS	16,519	4	0	1	79	20,664	4	0	1	99	20,820	4	0	1	100					
			TSS	16,319	4	0	1	78	20,414	4	0	1	98	20,567	4	0	1	98					
			TSM	16,525	4	0	2	79	20,672	5	0	3	99	20,827	5	0	3	100					
			TSW	16,065	4	0	3	77	20,096	5	0	3	96	20,247	5	0	3	97					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.2 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

PLAN COMMISSION PROJECT TIMELINE

Project Name: Ivy Hill Elementary School
PC Number: PC 15-016
Location: 2211 N. Burke Drive
Requested Action: Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District and Variations

	Date	# of Business Days
Plat and Sub Committee Meeting	6-10-2015	
Awaiting Petitioner PC Application	7-31-2015	36 days
PC Application Submittal Date	7-31-2015	
1 st Round Department Comments	8-18-2015	12 days
Petitioner's Response	8-28-2015	8 days
PC Hearing*	9-9-2015	27 days from application date
Village Board	9-21-2015	8 days
Village Board Ordinance Adoption	10-5-2015	10 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.

September 11, 2015

Charles Witherington-Perkins, Director
Planning & Community Development Department
Village of Arlington Heights, IL

Dear Mr. Witherington-Perkins

Our home is directly across from the planned school bus lane entrance on Valley Lane.

We attended the Planning Commission meeting on September 9, 2015. While we fully support the proposed addition to Ivy Hill School, we voiced our concerns about traffic issues and planned landscaping along the new bus turnaround lane.

We have been in contact by letter with Police Chief Mourning of the AH Police Department regarding the traffic issues, and they have been very responsive. In the last few weeks, officers have been making surveys and have set up speed and traffic monitoring devices.

The landscaping of the area was briefly discussed at the Planning Commission meeting. We heard about the planned planting of several trees east of the school but nothing was mentioned about the landscaping adjacent to the new bus turnaround.

We currently have the grassy schoolyard across from our house. The new bus lane will dramatically change that view and its residential street look.

In reviewing the attachments to the staff recommendation to the Planning Commission, we noted that the Department of Planning and Community Development recommended 3' high shrubs be planted along Valley Lane to screen the proposed drive aisle and parking lot.

We believe that recommendation would be helpful in maintaining Valley Lane as a residential street rather than a bus driveway entrance.

We are hopeful that your recommendation will be adopted and hope that your department will follow through in making it happen.

Very truly yours,

[REDACTED]
Lynne and Larry Leonard
[REDACTED]

cc: Lori Bein, Superintendent, District 25

RECEIVED

SEP 14 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Item: Olive-Mary Stitt School - 303 E. Olive St. - PC#15-015

Department: Planning & Community Development

BACKGROUND

1. Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District.
2. A variation from Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 49 spaces, a variation of 118 spaces.
3. A variation from Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.
4. A variation from Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.

RECOMMENDATION

A public hearing was held on September 9, 2015 where Commissioner Green moved and Chairman Lorenzini seconded:

A motion to recommend to the Village Board of Trustees approval of PC #15-015, a Special Use Permit for a public elementary school in the R-3, one-family dwelling district; a variation from Chapter 28, Section 11.4, schedule of parking requirements, from the requirement to provide 167 spaces to allow 49 spaces, a variation of 118 spaces; a variation from Chapter 28, Section 5.1-3.6, required minimum yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building; and a variation from Chapter 28, Section 5.1-3.6, required minimum yards, from the required 16.5 feet exterior side yard setback to allow 12 feet for the existing building.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 3, 2015:

1. Consistent with the Design Commission recommendation, the quantity of the

landscaping along the south property line adjacent to the classroom addition and gymnasium addition must be doubled.

2. Prior to Village Board, provide a revised landscaping plan addressing Design Commission and staff comments.

3. At building permit, the Petitioner shall provide revised civil and stormwater plans verifying the changes agreed to by the Petitioner.

4. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.

Roll Call Vote: Commissioners Green, Sigalos and Chairman Lorenzini voted in favor. Commissioners Warskow and Jensen voted no. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Pick Up and Drop Off Summary	Correspondence
PC Staff Report	Board or Commission Report
PC Minutes 9/9/15 DRAFT	Minutes
Location Map	Exhibits
Parking Lot Exhibits	Exhibits
Engineering - Architecture - Part A	Exhibits
Engineering - Architecture - Part B	Exhibits
Landscape - Tree Presevation	Exhibits
Justification	Correspondence
Traffic Study	Exhibits
Department Comments	Correspondence
Petitioner Response to Department Comments	Exhibits
PC Timeline Tracker	Correspondence

MEMORANDUM

TO: Randy Recklaus, Village Manager

FROM: Charles Witherington-Perkins 
Director of Planning and Community Development

DATE: September 17, 2015

SUBJECT: ***School District 25 Plan Commission Applications for Ivy Hill and Olive Mary Stitt Schools***

On Monday, September 14 Jim Massarelli and I met with Lori Bein Superintendent of School District 25, Stacey Mallek and Ryan Schulz to discuss the applications for the above referenced schools; and in particular the pick off and drop off situation at Olive Mary Stitt School. During the meeting, it was requested that the School District provide exhibits illustrating existing and proposed on-site stacking/pick up and drop off for these schools. (see parking lot exhibits)

The following is a summary of the key improvements:

Ivy Hill School

- Existing 562 students with on-site bus stacking for four buses and two additional buses stacked on the street.
- Proposed 641 students or a 14% increase with stacking for eight buses on-site, a 100% increases on the on-site bus stacking. The majority of increase students to Ivy Hill School will arrive via bus.

Olive Mary Stitt

- Existing, 599 students with stacking for 20 cars.
- Proposed, Option A: 642 students or a 7% increase with stacking for 31 cars which is a 55% increase over the existing on-site stacking. To accomplish this, the western access to the parking lot on Olive will be closed and all ingress and egress will be from the eastern entrance. Under option A, vehicles will stack in single file through the parking lot and into the stacking lane.
- Proposed option B, 642 students with a 7% increase, stacking for 44 cars or 120% increase over the existing on-site stacking of 20 vehicles. To accomplish this, a dual stacking lane through the parking lot could be accommodated.
- Pick up and drop off on the two cul-de-sacs south of the school.
During the Plan Commission meeting a number of residents had concerns about pick up and drop off on the cul-de-sacs south of the school (Pine & Belmont). Currently, construction fencing has been installed around Olive Mary Stitt preventing access to the school from the south and the proposed on-site stacking has been implemented through the use of fencing and cones. After completion of the project and once traffic patterns have normalized, the issue of pick up and drop off on the two cul-de-sacs south of the school can be further evaluated by the Engineering and Police Departments along with School District 25.

In conclusion, the proposed additional on-site stacking, while not eliminating on street parking issues during the morning and evening drop off/pick up times, will improve the current arrangement at both schools.

Perkins, Charles

From: Ryan Schulz <ryanschulz@sd25.org>
Sent: Wednesday, September 16, 2015 5:12 PM
To: Perkins, Charles
Cc: Massarelli, Jim; Mike Henderson; Don Hansen; Lori Bein; Stacey Mallek; Steve Corcoran; Kevin Camino; Steve Gregory; Bhide, Latika; Scott Kaese; Rebecca Fitzpatrick
Subject: AHSD25 - Olive and Ivy Hill - Parking Lot Exhibits
Attachments: 2015.09.16_Olive_ParkingLot_Exhibits.pdf; 2015.09.16_IvyHill_ParkingLot_Exhibits.pdf

Charles,

Please find the attached exhibits related to the parking lot plans for Olive Mary Stitt and Ivy Hill Elementary Schools. It is our understanding this is the final information that is needed from AHSD25 in order to be included on the agenda for the September 21st Village Board meeting. For the landscaping at Olive, it is our intention to work with village staff and adjacent neighbors in the coming weeks to finalize the intended appearance of this area. Please let me know if any additional information is needed.

Ivy Hill Exhibits

- **Existing** - 562 Students with Onsite Bus Stacking for 4 Buses. 2 Additional Buses Stacked on Street.
- **Option A** - 641 Students (14% Increase) with Stacking for 8 Buses Onsite (100% Increase Onsite)
- **Autoturn Exhibit** - Showing Turning Radius for VAH Fire Truck

Olive Mary Stitt Exhibits

- **Existing** - 599 Students with Stacking for 20 Cars
- **Option A** - 642 Students (7% Increase) with Stacking for 31 Cars (55% Increase)
- **Option B** - 642 Students (7% Increase) with Stacking for 44 Cars (120% Increase)
- **Autoturn Exhibit** - Showing Turning radius for VAH Fire Truck, Semi, and Garbage Collection

Thanks,

Ryan Schulz | LEED AP

Director of Facilities Management
Arlington Heights School District 25
1200 S Dunton Ave.
Arlington Heights, IL 60005
Cell: 224-629-6050
Office: 847-506-6900
Email: ryanschulz@sd25.org
Website: www.sd25.org

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Latika Bhide, Development Planner
 Meeting Date: September 9, 2015
 Date Prepared: September 3, 2015
 Project Title: Olive-Mary Stitt School
 Address: 303 E. Olive Street

Background Information

Petitioner: Don Hansen
 Address: STR Partners LLC
 350 W. Ontario Street, Suite 200
 Chicago, Illinois 60654

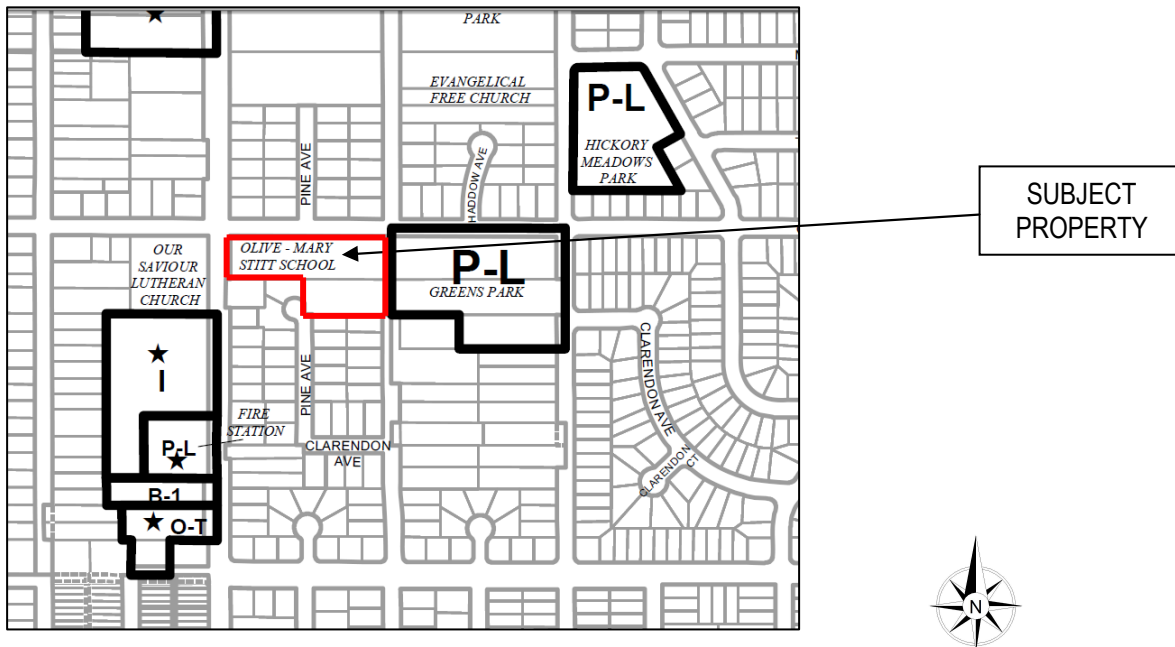
Existing Zoning: R-3, One Family Dwelling District

Requested Action:

- Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required:

- Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 49 spaces, a variation of 118 spaces.
- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.
- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.



Surrounding Properties:

	Zoning	Use	Comprehensive Plan
North	R-3, One Family Dwelling District	Residential	Single-Family Detached
South	R-3, One Family Dwelling District	Residential	Single-Family Detached
East	R-3, One Family Dwelling District	Greens Park	Parks
West	R-3, One Family Dwelling District	Our Savior Lutheran Church	Institutional

Project Summary

The subject site is 7.9 acres in area (this includes the parcels where the school is located and the parcels where the parking lot and Greens Park are located) located on the south side of Olive Street and the east side of Arlington Heights Road. Olive-Mary Stitt Elementary School is located on this site. The petitioner is proposing an addition to the school building. The addition includes classrooms, toilets, an expanded commons area and a new gymnasium with storage and toilet facilities.

Elementary Schools, both public and private, are permitted with the approval of a Special Use Permit in the R-3 district. There is no existing Special Use approved for the school. However, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Zoning and Comprehensive Plan

The Village's Comprehensive Plan designates the property as 'Schools' which is consistent with the use. The area where the parking area is located is designated as 'Parks' in the Comprehensive Plan.

The property is zoned R-3, One-Family Dwelling District. For the property in question, the front yard is along Arlington Heights Road.

The side along Arlington Heights Road (narrowest side) is considered the front. The sides along Olive Street and Douglas Avenue are considered Exterior Side. The south property line is considered as Side. A side yard of 10% of the lot width – 16.5 feet is required. The existing building is 16 feet from the south property line. Therefore the following variation is necessary:

- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.

Staff supports the variation as this is for an existing building.

A minimum exterior side setback of 10% of the lot width – 16.5 feet is required. The existing building is 12 feet from the property line along Olive Street. Therefore the following variation is necessary:

- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.

Staff supports the variation as this is an existing building.

The addition will not encroach into the front yard setback.

Per the information provided by the petitioner, the current floor area of 62,643 square feet translates to a floor area ratio for this site of 19%. With the proposed additional 17,213 square feet, the floor area ratio will be 24% which is less than the maximum allowable floor area ratio of 50%. Currently, the building coverage is 18%. With the proposed addition, the building lot coverage will increase from 18% to 23% which is less than the maximum allowable building lot coverage of 35%.

Neighborhood Meeting

A Neighborhood Meeting was held by the School District on August 19 for additions to both Ivy Hill and Olive-Mary Stitt Elementary Schools. Floor Plans and Site Utilization Plans along with compatibility of materials and project logistics were presented for both schools. Around a dozen community members attended the Neighborhood Meeting. The School District has indicated that the majority of attendees live near Olive-Mary Stitt Elementary School. Questions from neighbors pertained to traffic, drop-off and pick-up operations and logistics during construction. The District has indicated that conversations in response to the questions were consistent with the floor plans and site utilization plan presented and with information that has been submitted to the Village.

Plat and Subdivision Committee Meeting

The Plat and Subdivision Committee reviewed the project at the June 10, 2015 meeting. The Committee had no concerns with this request and asked the petitioner to move forward.

Design Commission

The Design Commission reviewed the project at their meeting on August 25, 2015. The Commission approved the project with several conditions including adding a dark bronze coping to match existing building, doubling the quantity and size of the

landscaping along the south property line adjacent to the classroom addition and gymnasium addition, requiring a meeting with the neighbors to review the final landscape plans and ensuring that exterior building lighting will not impact neighbors. Staff recommends that a revised Landscape Plan be submitted prior to Village Board to address the Design Commission motion regarding additional landscaping.

Building, Site, and Landscape Related Issues

The proposed addition will abut the single-family residences along Belmont Avenue on the south side. The addition will be approximately 19 feet from the south property line, which meets the side yard setback requirement. The design of the new classroom wing is proposed to be a seamless extension of the existing building architecture, using the same materials, window spacing and massing. The proposed Gymnasium addition is also designed to blend in with the existing building architecture and materials. As part of the project, the petitioner will be removing 18 trees from this site - including 4 Ash trees. The petitioner is proposing to add 19 trees - 4 inches in caliper to the site. The Design Commission recommended doubling the quantity of the landscaping along the south property line adjacent to the classroom addition and gymnasium addition.

The existing parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping (there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Olive Street) and is considered non-conforming. The petitioner has stated that additional shade trees have been provided at the east and west ends of the parking row along East Olive Street. Similarly, the petitioner has stated that 3' high shrubs will be provided along East Olive Street in order to screen the parking area. Plans verifying the changes must be provided at building permit.

Stormwater Management

The existing stormwater management facility will be improved in order to comply with the Village of Arlington Heights Stormwater Management Ordinance and accommodate the increased runoff volume created by the additional proposed impervious area within the project area. The existing storm sewer conveyance network will be redesigned and reconfigured in order to direct water into the basin prior to discharging to the existing combined sewer. In response to staff comments, the petitioner has provided written confirmation regarding the required changes. The petitioner must submit revised plans verifying the changes at building permit.

Traffic & Parking Issues

Per Chapter 28, Section 11.4, Schedule of Parking Requirements, Elementary Schools require 2 parking spaces per employee plus one space per classroom. Per the information provided by the petitioner, there will be 31 classrooms and 68 staff following the expected growth. Therefore, a total of 167 parking spaces are required for this use.

The existing on-site parking supply provides a total of 50 parking spaces. With the proposed changes to the parking lot, there will be a net loss of 1 space for a total of 49 spaces. Additional off-site parking is provided through an agreement with the Orchard Evangelical Free Church parking lot (32 spaces) at the northeast corner of Olive Street and Belmont Avenue. A total of 82 off-street parking spaces are currently available to the school. It should be noted that the school's parking agreement with Orchard Evangelical Free Church is not perpetual – the agreement is until 2023, with an automatic renewal for 5 years.

Therefore, the following variation is needed:

- Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 49 spaces, a variation of 118 spaces.

Olive-Mary Stitt School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015. Parking counts after the morning arrival period found 63 vehicles parked on-site - within both parking lots - including staff and visitors. Per the traffic study, no on-street parking near the school was observed. The school currently has 68 staff members but they are not all present on-site at the same time. Per the traffic study, sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day within the two parking lots. 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 the south side of Olive Street, Belmont Avenue, and Douglas Avenue. The traffic study concludes and staff agrees that the proposed parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Special event parking is available on-street near the school.

Olive-Mary Stitt School currently serves 599 students and uses one school bus for transportation. Only two small areas of the school are eligible for busing. With the expansion, the school can accommodate up to 642 students for a net increase of 43 additional students over the next several years. Additional school buses are not expected to be needed.

The parking lot is located east of the school building along Olive Street. A drop-off and pick-up lane is located around the parking, east of the school building. The parking lot circulation is proposed to be modified by closing the existing exit by Belmont Avenue and relocating it next to the parking lot entrance. Student loading is proposed to be reversed from the current loading on the driver's side of the vehicle to loading on the passenger side of the vehicle. This will double the amount of internal queuing space within the parking lot (400 feet to 800 feet) for the afternoon dismissal and decreases the frequency of back-up onto Olive Street. During the peak periods, only right-turns out are proposed to be permitted from the parking lot.

Recommendation

The Staff Development Committee recommends **approval** of a Special Use for Olive Mary-Stitt School at 303 E. Olive Street. This approval shall be subject to the following conditions:

1. Consistent with the Design Commission recommendation, the quantity of the landscaping along the south property line adjacent to the classroom addition and gymnasium addition must be doubled.
2. Prior to Village Board, provide a revised landscaping plan addressing Design Commission and staff comments.
3. At building permit, the petitioner shall provide revised civil and stormwater plans verifying the changes agreed to by the petitioner.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

September 4, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

PLAN

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

COMMISSION

RE: OLIVE-MARY STITT SCHOOL; PC# 15-015

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
9th day of September, 2015, at the hour of 8:00 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
BRUCE GREEN
JOHN SIGALOS
MARY JO WARSKOW

ALSO PRESENT:

LATIKA BHIDE, Development Planner

CHAIRMAN LORENZINI: Okay, the next item on the agenda is PC# 15-015, Olive-Miss Stitt School, is the Petitioner here?

MR. HENDERSON: Yes.

CHAIRMAN LORENZINI: Please come forward. Have all the proper notices been given, Latika?

MS. BHIDE: Yes, they have.

CHAIRMAN LORENZINI: Okay and would you please raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Would you each please state your name, spell your last name for the court reporter and give your address?

MR. HENDERSON: Sure, I'm Mike Henderson, H-e-n-d-e-r-s-o-n, 131 South 8th Avenue, LaGrange, Illinois 60525.

CHAIRMAN LORENZINI: Ma'am?

MS. MALLEK: I'm Stacy Mallek, M as in mother, a-l-l-e-k, with School District 25 at 1200 South Dunton, Arlington Heights, 60005.

CHAIRMAN LORENZINI: Okay, thank you. Have you read the conditions in the staff report and do you agree with them?

MR. HENDERSON: Yes.

CHAIRMAN LORENZINI: Okay, thank you. Give us a brief presentation of what you would like to do.

MR. HENDERSON: Certainly, I'll make it very, very simple. It's, the project is a, it's expansion to Olive-Mary School, Olive-Nary Stitt School and it involves a few classrooms to address the growth that's anticipated as well as the overcrowding that's presently there and as well as a gymnasium addition for the growing enrollment. Allowing the existing gym to be part of the expansion of the common space, for the cafeteria and such. So it's a, it's a pretty straightforward function and it's, it begins, it's built for sports and, it's planned for kids that are both there right now and ones that are anticipated to come.

CHAIRMAN LORENZINI: Okay, thank you. Latika, could you give us the staff report?

MS. BHIDE: Yes.

CHAIRMAN LORENZINI: You can have a seat.

MS. BHIDE: The Petitioner is here this evening, they are seeking a special use permit for a public elementary school in the R-3, single family, one-family dwelling district. There are three variations they are seeking. One comes from the requirement to provide 167 parking spaces to allow 49 spaces, a variation of 118 spaces. The other two variations are from the required minimum yards which are both for existing buildings. The subject site is approximately eight acres, 7.9 acres in area this includes both the parcel where the school is located and the parcel where the parking lot and green spot for the -- which the school district owns. They are located on the South side of Olive Street, East side of Arlington Heights Road.

And the Petitioner is proposing an addition to the school building. This addition includes a few classrooms, toilets, an expanded commons area and a new gymnasium with storage and facilities.

Elementary schools both public and private are permitted with the approval of a special use, in the R-3 District. Because there is no existing special use for the school, and the school is proposing expansion at this time, a special use permit must be approved for them -- about the two variations from setbacks.

For this property, the side along Arlington Heights is considered the front, which is the narrow side. The sides along Olive and Douglas Avenues are exterior sides and so the South property line is considered exit side. So a side yard of 10 percent of lot width 16.5 feet as required. The existing building is 16 feet from the South property line so they need that variation. And staff supports a variation because it is for an existing building. Similarly, an exterior site setback of 10 percent of lot width, which is 16.5 feet is required. The existing building is 12 feet from the property line along Olive Street, so they require that variation.

Again staff supports the variation as this is an existing building. The addition would not encroach into the required setbacks. The Petitioner did provide information regarding the floor area ratios and the building coverages and both would be within what is permitted in the R-3 District. The school district did hold a neighborhood meeting on August 19th, for both this school and the next one on the agenda, Ivy Hill. And they provided, presented floor plans, site utilization plans and the district has indicated that the conversations in response to the questions raised at the meeting were consistent with the information that has been presented to the Village. The Plat and Subdivision Committee reviewed this project at their June 10th meeting and the Commission had, the Committee had no concerns with the request. They asked the Petitioner to move forward.

The Design Commission did review this project at their August 25th meeting. The Commission approved the project, but they added several conditions, including adding a dark brown scoping to match the existing building and doubling the quantity of the landscape along the South property line which is where, on the South side is where the gymnasium addition is. Staff recommends that the Petitioners submit the revised landscape plans prior to Village Board, to address that the Design Commission motion regarding additional landscaping.

The proposed addition will abut single family residences along Belmont Avenue on the South side and the addition is approximately 19 feet from the South property line, which meets that existing side yard setback. The design is proposed to be a seamless extension of the existing architecture. It uses the same materials, windows, window spacing and masking. The gymnasium is also designed to blend in with the existing building architecture and materials. The Petitioner will be removing 18 trees from the side, this includes four Ash trees and they are proposing to add 19 trees, four inches in caliber to the site. As I stated previously, the Design Commission did recommend doubling the quantity of landscaping to better screen the residences to the South. The existing parking lot does not fit the landscape requirements in the ordinance, there are no islands at the end of every row and every 20 rows and there's no landscaping on Olive Street. This is considered non-conforming and the Petitioner has

stated that additional shade trees have been provided at the East and West end of the parking row and that three foot high shrubs will be provided along the East Olive Street. Again, plans verifying these changes have to be provided.

The existing stormwater management facility will have to be improved to comply with the Village code. And to accommodate the increased run-off volume that's created by this addition. The existing stormwater mains will be redesigned and reconfigured in order to direct water into the basin prior to discharging to the existing combined sewer. In response to staff comments, the Petitioner has provided written confirmation regarding some required use, again they must submit revised plans verifying these changes that were made. Speaking to parking and traffic, elementary schools require two parking spaces per employee plus one space per classroom.

With this addition they're building 31 classrooms and 68 staff which requires 167 parking places. So currently 50 parking spaces on site. With the proposed changes to the parking lot, there will be a loss of one, one lost space. So there will be 49 spaces on-site. They have off-site parking with, provided through an agreement with the Orchard Evangelical Christian Church for 32 spaces at that northeast corner of Alden and Belmont. So there are 82 spaces that are available to the school. It should be noted though that the school's parking arrangement is until 2023 with the church with an automatic renewal for five years.

So they need the variation from 167 spaces required to allow 49 spaces, the ones that are on their property. A variation of 118 spaces. The parking study did review parking and there were 63 vehicles that were parked on-site, they did both parking lots. And the school currently has 68 staff members but they don't all come in at the same time. So per the traffic study, sufficient parking is available at the school within both lots to accommodate the current and projected staff and visitor needs and staff agrees with that. Special event parking would be available on-site near the school. The school currently serves 599 students, but they use only one bus for transportation.

Only two small areas of the school are eligible for busing. With the expansion the school can accommodate up to 642 students, so it's a net increase of 43 students but additional school buses are not expected to be needed. The parking lot located on the east of the school building along Olive Street has a pick up/drop off lane and the parking lot circulation is proposed to modified by closing this existing exit by Belmont Avenue and relocating the parking lot exits, they're basically doubling the amount of queuing available from 400 to 800 feet, so that would clearly help with the back up onto Olive Street. That being said, staff development committee recommends approval of the special use for Olive Mary-Stitt School at 303 East Olive Street, subject to the following conditions.

Consistent with Design Commission recommendations the quantity of landscaping along the south property line adjacent to the classroom addition needs to be doubled. Prior to Village Board,

provide a revised landscaping plan that addresses Design Commission and staff comments. At building permit, Petitioner provides revised civil stormwater plans verifying the changes that they've agreed. And that they comply with all Federal, State and Village code regulations.

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

COMMISSIONER SIGALOS: I'll make that motion.

CHAIRMAN LORENZINI: I guess we can do a voice vote, all those in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay, Latika, this is a little unusual, it's unfortunate the projection went down for this hearing. Could you just come forward and maybe show me how this plan -- everybody else here -- okay. Does anyone else have questions

COMMISSIONER JENSEN: We had a lot of discussion. I think I really don't have any questions until actually we hear from the audience with questions. So I will pass.

CHAIRMAN LORENZINI: Okay, Mary Jo?

COMMISSIONER WARSKOW: I will, like Commissioner Jensen, I'd like to hear from the public first.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: I would just like to say that I think the additional landscaping is going to be a big plus in this project.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: Yes, I was at the Plat and Sub meeting also and at that time they were asking for three different variations. One was a maximum floor area, one was building mod coverage and maximum pervious service coverage. I don't see that now, what's changed?

MS. BHIDE: At the time they weren't sure that they owned the property where the parking lot was, but they've since provided that, the information that they actually own that entire piece.

COMMISSIONER SIGALOS: Oh, so that all comes into play in this calculation?

MS. BHIDE: Yes, yes.

COMMISSIONER SIGALOS: And then my only other question I had, I drove by there today and I see a lot of temporary chain link construction fencing up. Is that, it appears to be much more than what's needed for this project. Is there something else going on there?

MS. MALLEK: No, the chain link fence is blocking off the parking lot during the school day which isn't affected by the construction specifically where it won't be involved in construction traffic. But it will be, we will be using the parking lot for recess at lunchtime for the students because we would not be able to accommodate all of our students walking down and using Reeds Park back in our area for all of the students at Olive Mary-Stitt. So we fenced

off the parking lot to use that as a recess place. It's closed during the day and only open for drop off and pick up. But the rest of the site is fenced for retention as well as construction traffic.

COMMISSIONER SIGALOS: So it's specifically for this project?

MS. MALLEK: Correct.

COMMISSIONER SIGALOS: Then why did they put up the construction fence in advance of the project being approved?

MS. MALLEK: They put up the construction fence to work with the families of the students to teach them the direction they will have to get to and from school, rather than putting it up right when construction starts and having to have construction traffic there as well as people learning that they can or can't go a certain direction to get to school.

COMMISSIONER SIGALOS: And my last concern would, I see you have a, an agreement with the Orchard Evangelical Church for parking but that only goes to 2023, to the final extension. Would there be a possibility of having a perpetual agreement?

MS. MALLEK: We've actually had an unwritten agreement with them for many years where they've used Thomas Middle School and our Olive School parking for their weekend events. And we use not only the corner lot at Olive and Belmont, we actually have access to use their entire lot that is north of, north and east of the church for special events and parking for our schools. We've done it for many, many years. It was actually their request to memorialize it in writing when they were working on some parking issues that they were dealing with. And so we just came to that agreement. We don't see any reason that that, at this time that that will change. But with never knowing the future, we entered into the five year agreement with the intention that it can automatically renew and then, you know, 10 years from now, unless something is very different, we would anticipate that it would continue the agreement at that time as well.

COMMISSIONER SIGALOS: Thank you, that's all I have.

CHAIRMAN LORENZINI: Okay, now Latika, I'm somewhat confused with the parking, so if they're 118 spots short, according to code, if they have 32 at the church, that still leaves them 86 short. Is that right?

MS. BHIDE: Let me check my, right. So they have, they require 167 spaces. We considered the 49 that are available just on their site. Subtracting that, it's 118 spaces variation. But they have access to another, with more than enough spaces.

CHAIRMAN LORENZINI: Okay, but 118 less 32 is 86. They're still 86 short, right?

MS. BHIDE: Right. Right, I, they are seeking a variation. It's a number, really it's depending on whether you consider the spaces that are available on the church property or not.

MS. MALLEK: That's only considering that corner lot, that's directly across the street from Olive School.

CHAIRMAN LORENZINI: Yes.

MS. MALLEK: But our agreement allows us to use all of their parking facility. It's not specific to that lot.

CHAIRMAN LORENZINI: Okay, and who generally parks in the parking lot? Is it all teachers?

MS. MALLEK: During the, on our parking lot normally during the day it's just them.

CHAIRMAN LORENZINI: And so would you need 118 spots?

MS. MALLEK: I don't think --

MS. BHIDE: No, that's, that is what code required, the code parking requirement is based on two space, two spaces for every employee. And one space for every classroom, so that's where that number comes from. In the parking count, it showed that the maximum they found after morning would exceed three vehicles. So they probably do not need the 167 spots, but that's what the code required of them.

CHAIRMAN LORENZINI: So the codes, you're saying the codes are overfill?

MS. BHIDE: The, yes, I mean, this code has less parking than required by code. Most codes do.

CHAIRMAN LORENZINI: All right, thank you. You can have a seat. Okay, we'll open up for the public's comments. Let's start on, okay we'll start on this side of the room, my left, your right. Anybody in the second row?

MR. HUTCHISON: Yeah, I'll come down.

CHAIRMAN LORENZINI: Are you going to come up?

MR. HUTCHISON: Yes, thank you.

CHAIRMAN LORENZINI: State your name, spell it, and give your address.

MR. HUTCHISON: Yep, hold my hand during the proceedings, I've never done this before, so my name Kelly Hutchison, H-u-t-c-h-i-s-o-n, I'm at 1221 North Belmont, a neighbor on the dead-end on Belmont, on the south side of the lot, two houses away. So, I too noticed right away, the fencing go up. While summer vacation was still, summer vacation was still going on. And for the neighbors living south, and basically everybody in Arlington Heights who likes to use Belmont to access Greens and Greenslope, it's a bikeway, it's a very common used bike and running.

The fencing has not only stopped that, but totally cut it off. So if we're behind the project for good schools, which we have to up with the trees and the diggers and the machines and the nails and all of that, fine. But I don't see why the neighborhood must be cut-off when the fence comes all, the construction fence now, the chain link construction fence, comes all the way to the perimeter on the south side. When six or seven feet north would still allow plenty of playground, if we use that during the, where the basketball goals are now and still allow plenty of vehicles to access.

I believe there's the fencing that goes all the way west to Douglas, and if that's what that extension is for, we could still use and access the parks in that neighborhood, Hickory Meadows and Greens and still have not the dead-end at Belmont. You walk to the end of Belmont right now and it's a dead-end, you cannot go further up on foot or bike. And in looking at that construction for the past, however many weeks it's been up, there does seem to be plenty of room to move that fence a moderate six or seven feet north.

Why? Because it is done so around the fire hydrant right there at the end of the cul-de-sac at Belmont. So, the question is, and I don't know if this body has authority over how fencing is laid out in chain link, but how would such a thing be handled and would it be addressed?

COMMISSIONER SIGALOS: Well frankly the answer to that, I'm a general contractor and I've done a lot of school additions and, including in Arlington Heights, but that's under the purview of the building department. When they issue the permit, they have to have a site plan that shows where the contractor is going to install his temporary construction fencing. And the Building Department reviews that and either rejects or approves it so I guess they must have approved it.

MR. HUTCHISON: So --

COMMISSIONER SIGALOS: But I drove by to see, I'm in agreement with you, it seemed much more than what was needed for this particular project. That's why I was questioning whether something else was going on there beside these additions to the school.

MR. HUTCHISON: So I think it's useful to have a brief comment from a contractor, a school builder and contractor here on the Board because I've had the opportunity when I was, as a neighbor two houses down to look at this for weeks. It did come early, but there it is and I think just a moderate step north of the chain link fence on the south side can accomplish all of the goals inherent in building and constructing along with using the school conjointly, contemporaneously, at the same time. And not prevent access for the neighborhood self-seeking to get to Greens. I think it's moderate, feasible, and there you go.

CHAIRMAN LORENZINI: Okay, thank you.

MR. HUTCHISON: So what's the next step, I mean where does it go?

CHAIRMAN LORENZINI: Well, we'll take care to take everybody's comments and go from there. Okay, anybody else in that row? Yes, sir.

MR. STOECKEL: Hi.

CHAIRMAN LORENZINI: Your name, spell it please and the address.

MR. STOECKEL: My name is Scott Stoeckel, S-t-o-e-c-k-e-l, I live at 145 North Belmont and a comment on Mr. Hutchison's and response that was given. I sat on my front porch and I watched the day the fence was put up, which was on Friday. And it was the same day that most moms and everybody else was going to get their school supplies for their kids. And they met with a chain link fence. I had called the Village because the signs that are posted there say to call the Planning Department. The person that I talked to referred me to a code enforcement officer. She wouldn't even take my questions to even direct them properly, but she just put me in a voicemail box.

Later that afternoon he told me that there is no process for putting up a chainlink construction fence. I'm just making comment on this and I'll ask a question also. But he told me that because it's a school district, the Village has nothing to say about

it. It's a construction fence and there is no permit process on a construction fence. That's my comment on what was said that was part of that. I also asked the school district property superintendent, and I also talked to the park district. The park district referred back to the school district, because they're in conjunction as far as that goes.

I also asked if that fence could be moved forward to allow access and my question is, for this Commission is, I live four doors south of the property. And I was never provided any information from the Village, from the school district or from the park district. And I'm sure there's a lot of people around the area who would take plenty of faxes to the school district and the Village who should have been informed about a lot of the processes going on. You mentioned during this proceeding that there was a family night.

We were never notified of that. Okay? I was told that those members of the schools, family who go there, were provided that information and time and process. Nobody else was. I don't have kids in the school district right now, I'm that old. And I'm walking the park. But I do have grandkids and I do access the park. And I do have the opportunity to sit on my porch and watch people come down the street, joggers, walkers, moms, nannies walking kids and everything like that who are turned around by the fence because they can't access the park.

I agree with Mr. Hutchison and I have asked this question of the school district and even with the superintendent. And I understand that once it's set in place, it's going to take money to move it. But I also believe that a little consideration to the neighborhood, as far as information, should have been provided. And there's a lot of other folks, the homeless, who go from church to church, who not have, have not started yet, but who are out there, because I watch them. And they get turned by the fence. So I think a little bit of notice, however, by sign, because it is a good thoroughfare for foot traffic and auto traffic. And I would like to see, again, my question is, why can't that fence be moved.

Now, there is a tree that is set in the path of where the construction traffic was going to be. That is a memorial tree to my grandson. I have been told it's going to be moved. But that's not the point. The point is we picked that spot for him and now it's going to be moved. I can only say that that's the benefit as opposed to having it be torn down. But this is a plan that the school district, in conjunction with the park district, and since the Village is involved with it, there should be some communication oversight as far as who is being notified on what's going on. And I think so many dropped the ball. Thank you.

CHAIRMAN LORENZINI: Thank you, sir. Just a very quick clarification, any public hearing like this, the public has to be notified. Anybody who lives within --

MS. BHIDE: 250 feet.

CHAIRMAN LORENZINI: Of the?

MS. BHIDE: Property.

CHAIRMAN LORENZINI: Property okay. So anybody within

250 feet of the school's property should have been notified for this meeting, for the public hearing. Now as far as the temporary fence goes, that's really out of the purview of this Commission. So, but maybe we can get to that after we're done here and everybody's comments. Anybody else in that row? Next row anybody? Yes, sir.

MR. CANTAL: My name Don Cantal, C-a-n-t-a-l. I live at 1208 North Pine. And my issue is, it doesn't deal with the temporary construction, it's more a permanent issue. And that's the safety of the children that go there. I've lived on that block for close to 30 years. Okay? The school has been there the entire time. For many years there wasn't any problem. It seems like over the last, maybe seven years or so, there has been a terrible traffic problem on Pine and Belmont when school, when kids are dropped off and when they're picked up.

And I was told by the school district that there's never been a traffic study done as far as safety. They're both dead-end streets and both of those streets are being used to pick up and drop off. So if you go down that street at school start or at school end time, you have cars parked on both sides, you have children running between the cars. You have no way for these cars to turn around except to back up in people's driveways. And this goes on endlessly. It's very dangerous, very dangerous. And in winter, when the plows come down, and the snow is piled this high, you can't see anything. Okay?

If we, the neighbors on that, on both of those blocks have talked to the school district in the past, nothing has been done about it. Okay? Now we're talking about increasing the enrollment, there's only one bus that serves that school. So these moms, there's not, the parking issue I think is a bigger issue in that there should be a pick up and drop off that can accommodate all of the mothers in a safe way. That is not there right now. I can't understand how a project like this can move forward without concern for the safety of the children.

Now, who is going to address this? Do you guys address this? Do we have to take it someplace else? We, we've asked the school district, we've asked the Design Committee we keep, I think we're always told it's not our responsibility. If a child gets hurt, it's everyone's responsibility because we have talked about this over and over again. I don't have children that go to the school, I have grandchildren that, you know, that are around. I'm very concerned for them okay? There's elderly people on our block. At pick up time, drop off time, there's way an ambulance can get in or out of there. There's no way a fire truck can get in and out of there. I know it's not a long period of time but we can't plan emergencies. So, I don't see, and I haven't heard anyone address anything other than there's not enough parking okay? And, which puzzles me because okay, that's okay, because most schools, but there's no pick up and drop off plan either, that's safe. Who do we talk to?

CHAIRMAN LORENZINI: Well to try to answer your question, we only know about what's given in the report here. So we'd ask for additional parking. That's why we have the public give comments to talk about things such as you are so everybody's here's

that's taking notes and then after everybody's done with their questions and comments, we'll be asking more questions.

MR. CANTAL: Okay. I'm really disappointed that we don't have visual aids here. Because I think if you look at that and you see how it's laid out, you know, it's just common sense. How is this going to work? And when you add more students, you add more families, they're not adding busses, so it's just more cars coming in there. I, I just can't see how it's going to work out.

CHAIRMAN LORENZINI: Okay, thank you. Anybody else on that side? Yes, sir. Your name and spell it please and the address.

MR. HESS: My name is Charlie Hess, H-e-s-s, and my wife and I live at 1224 North Pine Avenue. We share the south, the school's south property line. So we're right next to the school on their south side. If you can picture that. I agree with Mr. Cantal, that if you could see this it's, a lot of our concerns are immediate. So hopefully you have some type of drawing in front of you.

When you stand in our backyard, and we've been there since '87, the school at this point is probably 50 feet, I think, from our property. And when we bought there we accepted that and that's, that's part of what you accept when you buy here. Now that it's going to be 16 or 18 feet away, changes the whole tone back there. And I realize that it's probably legal, within code, but the first thing that strikes you when you look at that is, it just seems overly aggressive to take all your property and build right up to the legal edge of it. For any type of building, it changes the whole tone.

So, that's our primary concern of all, a peripheral issue is like drainage. Our property has a drainage problem anyway. So, we're hoping that that all gets taken into consideration when the school does there work. We've been assured that it will, but you really don't know till that first storm comes.

CHAIRMAN LORENZINI: Excuse me, you're on Pine south of the school?

MR. HESS: Yes.

CHAIRMAN LORENZINI: Okay.

MR. HESS: So, and just the overcrowded issue that, as Mr. Cantal mentioned, as, you sit there and you wonder wow, if this school district is expanding this much and it's crowded already, shouldn't they be looking at other alternatives to other spaces or whatnot. Because it's really just being jammed into that north, or the west edge of the school's property, it's just, it seems excessive. So, thanks for listening.

CHAIRMAN LORENZINI: Thank you. Anybody else this side of the room? My left, your right side? Okay, if not let's go to my right and your left side of the room. Anybody this side of the room that's here for this? Yes? Your name and spell it please and your address.

MR. BAUER: My name is Bill Bauer, spell the last name, B-a-u-e-r, my address is 1221 North Pine, I am the south neighbor adjacent to the school. It's common property, you step out my door, you step right onto the school property. I am going to reinforce what Mr. Cantal and Mr. Hess said about the traffic issues in the

neighborhood, but I'm going to bring it a little closer to my house. Where, with my house, where I'm at, I had a hedgerow that I put up when I moved in the neighborhood in what, '84 or '85, to sort of block the school to maintain the green I suppose, along there so I wouldn't have to see the existing property masonry wall.

And with the traffic issues and the increase of the people coming on the block in the last five to seven years, with what Mr. Cantal and Hess said was following the traffic, the people dropping off and picking up, moms blocking driveways where we can't get out. My biggest issue for me is, that the kids are not even sticking to the sidewalks and now they're cutting through my hedgerow and they're breaking it up and damaging it. And they're also killing off my ground cover where they've been cutting through for the last few years. To the point last year, and I think that if any of the parents are here they would have seen it.

I put up a snow fence along my hedgerow so if the kids come through they got immediate stopped so they would turn, get out of my bushes and come around and use the sidewalk. That's the thing is, another thing I want to bring up is they're talking about hedging, the landscaping doubling on my property line along the school there. I'm all for that, I appreciate that, what the Design Commission was talking about. The point is, when they do their landscaping, the last time they did the build project it was approximately about 18 months after that and your warranty was out, and I am a builder, in commercial. The warranty was out and it seemed like the school only maintained the grass. And all the ground cover and all the bushes and everything were let go and it all died.

And so the project became more and more vacant I would say, desolate, you know what I'm saying? Where you had the older bushes that stayed, but the newer stuff seemed to die. So if we're going to be putting up this landscaping I would hope the school district takes a better look at how they're going to maintain the trees and the bushes and things like that, that they don't die off on them and then we end up still looking at the school buildings that are coming closer to my house. Because I think the gym's coming closer to me by 75/80 feet. So I'm really going to be looking out at the side of the school and I want to make sure that that's okay.

But another thing is, I think the Board should know also, we have a problem with the kids in the back there. And these are other minor issues where they hang out there in the summertime, they get in trouble, they're drinking and things like that. We've had the police in there taking care of this. I think by increasing the school and you're bringing it closer to the property lines and the neighbors, now you're going to have these problems that might intensify it. So, I want to make sure that everybody understands there might be a, a security issue along the school with writing and things like that. But they need to maintain that.

So those are probably the biggest things I'm complaining about and yourself. But otherwise, the school has been a pretty good neighbor. It's just these things that all started up with the parking and that's where the traffic flow in front with the drop

off. We'd like to see if maybe you guys can consider signing the street, and saying no parking or something like that. I don't know if you have the power to do that and I think you should enforce it if you do it, where your spine's behind it. If the parents come in and they get ticketed, they're fined and I think sooner later that it's all going to stick.

And they're going to stick with their new traffic problem, not traffic problem, the issue of dropping off and picking up over in front of the school instead of on Belmont and on our street, on Pine. And get those numbers back down to the point where it's, the traffic is terrible. So that's one, and special events, same thing. People seem to come with their kids, you know, for the special events, they can also come onto our block for whatever they have and they park there at night. So, it's a lot of traffic issues. So, appreciate it, thank you very much Commissioners, for your time.

COMMISSIONER GREEN: Just to comment on that, Mr. Bauer?

MR. BAUER: Yes.

COMMISSIONER GREEN: That sounds very much like a police complaint. If you have people blocking your driveway that is really a law enforcement issue. And I would give the police department a call on that because obviously it's illegal to block anybody's driveway.

MR. BAUER: Right, right.

COMMISSIONER GREEN: So, you know, and you have to, enforcement is always a tough issue in any village or town. And it is a problem. We don't want to see it, but there's, there is really little we can say or do here. I would just be vigilant in calling the police if somebody is blocking your driveway or whatever they're doing and keep it up. Because sooner or later they're going to have to answer to that and the person should be ticketed or whatever, whatever the situation is.

MR. BAUER: All right my friend, appreciate that.

COMMISSIONER GREEN: But we hear what you're saying and this is a, and the Trustees get every word verbatim of what we say here and what you say here and they will be reading these comments. And I would suggest that you go to that meeting and let them know that you're there and voice your concerns as well, again.

MR. BAUER: Okay, that's fine. We have a large contingency here, basically the whole block's here, so everybody's not speaking, but we're all here, so. Thank you very much, Commissioners.

COMMISSIONER GREEN: Thank you.

CHAIRMAN LORENZINI: Thank you. Yes, ma'am.

MRS. CANTAL: Okay, I'm Sandy Cantal, C-a-n-t-a-l, and I'm 1208 North Pine. And just in addition to, I, we've been there for almost 30 years, and I have over seven grandkids, I'm out with them everyday. They go to Wayside, my kids go to, my kids went to St. James. We never used the public school, we're always in favor of it. We're happy that it's there, and everything. But when the parents started getting a little more rude I would have to say, with the parking, I just want to tell you one thing because we have called. I

probably was, five years, my husband come home he goes Sand, I can't get through this street. It's like these people, we beep our horn, you know, come through, and I go aww it's not so bad.

Well now I have to go pick up at Wayside and I couldn't get out, out of my block. And I called the police, I called the Village, they told me not to go anywhere during that time. That was the advice, okay? So I just want to tell you that we're trying our best, you know, too. And I know a lot of the parents at Olive School and I talk to them. I don't have a problem with them parking but it is a safety issue. But when they tell us that, they told me not to even go out at that time, I was pretty annoyed. And my husband goes, now you know what I'm talking about. But until I left, had to leave the house and I'm telling you it's a problem, it's a big problem.

COMMISSIONER JENSEN: Are you on the north or south boundary of the school?

MRS. CANTAL: South.

COMMISSIONER JENSEN: South, so where is the pick up and drop off?

MRS. CANTAL: It, years ago it used to only be on
Els --

MR. CLERY: There isn't --

COMMISSIONER JENSEN: You do know, where are they dropping them off and picking them up?

MRS. CANTAL: Oh, it, well for in my, we're on Pine, we're on the cul-de-sac, and so is Belmont. They are parking all around the cul-de-sac there and they're getting out of their cars and they're walking their children into school.

COMMISSIONER JENSEN: But it's south of the, where the school is?

MRS. CANTAL: Right.

COMMISSIONER JENSEN: The cul-de-sac, there is a big cul-de-sac out in front?

MRS. CANTAL: It's not that big. It's not that big. It's pretty, it's pretty narrow and when these women and I don't own an SUV which my grandkids said I have to get, but, it, they're pretty big vehicles. And they block the, you can hardly get off the driveway to get out and --

COMMISSIONER JENSEN: So they drive up there and they, they drop their kids off south of the school? In this cul-de-sac area?

MRS. CANTAL: Yes, yes.

COMMISSIONER JENSEN: And over on Belmont as well?

MRS. CANTAL: Yes. And they block Clarendon. And that's when I couldn't get out to go get the kids. And it's all blocked. And especially like they were talking about with the snow and every, it's horrible. But like I said, until I had to go out, I could care less if I was in my house and, but when you do have to go out for something, let's face it, we do, we pay a lot of taxes. And, you know, and we haven't utilized the school, I'm not complaining about that part. But it's a safety issue. So, that's all I wanted to say.

COMMISSIONER JENSEN: Thank you.

CHAIRMAN LORENZINI: Thank you. Yes, ma'am.

MRS. SLOWINSKE: Hi, my name is Amy Slowinske, S-l-o-w-i-n-s-k-e, I'm at 815 North Pine Avenue, so I'm further south than these folks. I, my children do go to Olive. We do walk as much as possible, and I am guilty as one of those parents who will drive and park on Belmont and park on Pine on those awful winter or rainy days. And I do understand where they're coming from, because I was directly across the street from the parking lot of St. James. So for many, many years, I had a school on my side and when I was trying to go down one way, I had cars coming this way.

And that's exactly what the town told me, don't leave your park, don't leave your driveway when school is getting out. I still get stopped and I can't even get into my driveway sometimes. Somebody told me years ago, don't buy a house where a school is. And I thought, you're right, my bad. So now I live with that, and that's fine. What I feel bad for these people, is they're right. On Olive, the pick up and drop off line, although it's there in the, in the front, it really doesn't accommodate enough cars. So you will get a backup on Sheldrick because you've got cars coming Olive going east and on Olive coming and going west. And they're both trying to pull in, you know, we have the same turn, to pull in into the school lot to drop kids off. Plus you've got people, you know, stopped at Douglas.

If you have a bad weather day, like rain or bad snow, it is so backed up, it's a nightmare. So, you know, to talk about looking at a traffic study again is to looking at the drop off/pick up procedure that would, you know, I think that would be wonderful. We do, as PTA, have a parent patrol that, parents volunteer their time to help the kids get in and out of their cars safely so they can get traffic moving. It, they knew it was going to be such a rough year this year with all the construction that nobody volunteered to really want to help. It's been really difficult getting people out there.

Because they know they're just going to get harassed by people in these frustrating little situation and we just have to, you know, make the best of it. So, all I just want to reiterate is I do apologize to people who live on those streets, but, yeah if we could look at something that could ease the pick up and drop off in front of Olive, that would help so much. Like I said, we only have one bus. Everybody walks and if enrollment is just getting, you know, bigger and bigger, it's just going to be all crazy. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else?
Comment? Yes, sir.

MR. KLANCNIK: Hi, Rob Klancnik, it's K-l-a-n-c-n-i-k, I live at 733 North Belmont. So further south than most of the rest of these people. I do know what they're talking about with the driving and the parking on those streets, it gets kind of crazy. My comment is more based on this construction fence. I kind of feel like it was put up prematurely. Obviously we're here tonight, so nothing's been approved. Basically, the kids have been sort of shoved off to play at the far playground, the parking lot. And all the while there's a fence surrounding the perfectly good parking lot and blocking routes for walking to school while it's still nice out.

So, I guess, it's really more directed probably at the School Board and the school district. I'm not sure why the fence, I get that maybe it was, you know, a safety concern that people are going to have to readapt, but they're going to have to readapt at some point. So now just have to readapt earlier than when we probably should have had to readapt. I'm all in favor of improving the school, adding onto it, I think the plans look good. I just, I think they went about it in sort of the wrong order. So, that's pretty much all I needed to say.

CHAIRMAN LORENZINI: Thank you. Anybody else have a comment? Miss?

MRS. GABRIONE: Hi, my name is Kelly Gabrione, I live 1015 East Marian Street, I'm not on the path or --

CHAIRMAN LORENZINI: Can you spell your last name, please?

MRS. GABRIONE: Sure, it's G-a-b-r-i-o-n-e. I have a child at Olive, I'm just here to say that I believe, on behalf of most of the students there, I do believe are in favor of the addition. I think it's very much in favor for most of the population, we're very excited about it. And so I just wanted to just let you know that. Also, the population, just to address some of the concerns. Currently we're very overcrowded. This is to maintain the population some classrooms aren't really classrooms. So we're just, we're not so much adding more people to the, right now, we're just accommodating the current population. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else? Any other comments from the public? Okay, if not, let me, let me just maybe ask, Mrs. Mallek, do you want to address some of these comments? Give us, well whoever, whoever you want to.

MS. MALLEK: Sure, and I'd like to introduce Steve Corcoran from Erickson Engineering who did perform a traffic study for us at Olive Mary-Stitt school, so he may be able to address some of those concerns. Again, in terms of the construction fencing, actually as I was hearing the comments, in addition, yes, it was intended, it was a decision made by the school district to put it up before the school started so that the families would be trained and know which way they could walk. There was also consideration, because we have heard from the community, that the pick, parents picking up and dropping off on the two cul-de-sacs, is a traffic problem. And in having the fence up there we also figured could help relieve that since the families wouldn't be able to get through.

In terms of a long-term solution, I don't, we try at every one of our schools to control parent traffic. But when you're releasing between 400 and 600 kids all at once, in a 10 to 15 minute window, and we can't control parent behavior, especially off of our own property. So, part of setting up that fence early was to, to try to curb that. In terms of the construction fence going along the walkway all the way to Douglas Street, that is where the construction traffic will enter from the property. They will enter from Douglas and drive along that walkway to get to the construction site.

So, I will bring back the concerns to the

superintendent about the possibility of moving that fence, although knowing that construction traffic would be coming that way it would only be possible until construction would actually start. Because again then the vehicle's intention is to drive up that walkway to access the property.

COMMISSIONER JENSEN: Would enrollment be increased?

MS. MALLEK: I believe if we look at the numbers, like 40 something students, 43 students is our anticipated enrollment increase over the next five years. But the problems we're addressing right now for instance, is our enrollment is enough we can't, we need to run two gym classes at a time but our gym is only big enough for one. So that's the expansion of the gym, that, our population already calls for that and we can't service that. As well as we have converted both at Olive and Ivy, as many internal spaces, we converted a teacher's lounge which is not a full size classroom, to a classroom use. We've converted as many internal spaces that we could to try to stay within the current walls of our building and stick with our student growth and we're no longer finding that that is, that we're able to educate children and provide them the services that they need in those smaller sized classrooms. And without having the gym space --

COMMISSIONER LORENZINI: Okay, and as far as in the ideal world, how should a drop, how should a drop off work at this site? Maybe a traffic engineer can, so how is it designed, to me it appears it was designed for everybody to walk in because there doesn't seem to be a drop off area, or how should it work?

MR. CORCORAN: Well I think, first of all I need to get sworn in.

CHAIRMAN LORENZINI: Yes.

MR. CORCORAN: I didn't get sworn initially.

CHAIRMAN LORENZINI: Okay. Do you swear to tell the truth as advised of this hearing?

MR. CORCORAN: Yes, I do.

(Witness sworn.)

CHAIRMAN LORENZINI: State your name, spell it and your address please.

MR. CORCORAN: My name is Steven Corcoran, C-o-r-c-o-r-a-n, I am Director for Traffic Engineering with Erickson Engineering in Grayslake, Illinois. And basically, up to this point, I performed a traffic study and parking study. I won't touch upon the parking, I think we've covered that pretty well, for the school. And I'm going to describe kind of four traffic conditions that the school has gone through or is going to go through. The first one, if you look at the aerial pretty closely, unfortunately like I said, we don't have it. You could see the parking lot was constructed backwards from what's being used as previous, has been used as. Originally the entrance was the, opposite Belmont and you would come in, drop your kid off on the passenger side and exit out opposite Haddow Street.

Well, where's the doors to the building? It's right by the entrance by Belmont. You know, I wasn't around then when this was done but obviously it was causing backups onto Olive and so they switched it without reconstructing the parking lot. So right now,

or I should say for the last few years, traffic on Olive, for pick up and drop off is you do one of three things. Number one, you can come in at Hadow, drive along the sidewalk and drop your kids off. They have a painted, they have a painted area where you could drop your kids off on the passenger side, which unfortunately is not the sidewalk side.

But they had gates and parents, I should, or PTA help with that. So that there's no, so the kids wouldn't, you know, get in front of the cars and that's how it's been operating for the last several years. The other option is they can go into the church parking lot 32 spaces have been reserved for mostly parents, some staff use it. They can park their car, they got the 32 spaces, and then they walk their kids across the two crosswalks, across Belmont and then across Olive, which has a crossing guard. The third option is, there is a pick up/drop off area in front of the park just north of the parking lot along Olive and then if I wanted to park closer to Douglas, you can park and walk your child in from that location.

So those are the three primary areas along Olive. We'll talk about the cul-de-sacs in a minute. Currently as has been mentioned, in anticipation of construction, we're basically blocking off for construction for the two additions, the outside play areas for the children. So, it is a interim situation, we're using the parking lot, the existing parking lot for those play areas except at drop off and arrival. And there's gates and a fence, where we're going to use, we use Hadow, that's both the entrance and the exit for that parking lot. They come in through the parking area and then make a U-turn and they're adjacent to the sidewalk where they can then drop off their student, or in the afternoon pick them up.

In the future, when it's all said and done, we are changing the site plan for the pick up and drop off along Olive by doing, or I'm sorry, let me take a step back. Also under construction, all the staff and any parents that want to park are basically using now the greater parking lot for the church. Not just the 32 spaces, but they're using more of the parking further to the north for both staff, you know, for this interim construction period. And some parents are additionally now parking on Pine, north of Olive and also on Belmont a little further than they have in the past. With the construction completed, we are basically retooling that existing lot by closing the exit by Belmont. That's going to be closed off and there's going to be no vehicular traffic.

Hadow is going to be both the entrance and exit to the parking lot. So cars would come in, they drive through the parking spaces and then again, now with the passenger side, which is the correct side, can drop their students off on the sidewalks in the morning and then in the afternoon they can line up along that sidewalk and into the parking area. When they exit that lot, they're going to be forced to make a right turn toward Douglas and then there they can turn on Douglas and go up to Thomas or go down to Oakton as they leave the --

CHAIRMAN LORENZINI: Wait a second, is any of that shown in this package?

MS. BHIDE: Yes, it is in the packet, sir.

CHAIRMAN LORENZINI: Okay.

CHAIRMAN LORENZINI: And is it going to be part of this project?

MR. CORCORAN: I'm sorry?

CHAIRMAN LORENZINI: Are these improvements going to be part of this project?

MR. CORCORAN: Yes, they are, they are also, the description of what I'm, or the plans show the changes to the parking lot. What that does is, because what has happened in the past, and when I say past, not this school year, one of the major issues on Olive, in terms of congestion, is people come in and they only use half that drop off area, basically along the southern edge. And that's about 400 feet of stacking. And then they back up onto Olive and basically create more congestion because there's more cars that want to stack in the afternoon than there are spaces to stack. So we're basically now making them come in and instead of going to the sidewalk, they're going to be forced to be drove, drive through the angled parking area before they then get to the curbside.

So we're now adding another 400 feet roughly of off-the-road queuing, and that will help free up traffic on Olive and get rid of a lot of congestion caused by the backups as traffic fills that parking lot and right now was backing up. Or I should say, as of last year. Right now, because of the changes, the congestion is much less because a lot more parents are parking in the school parking, I'm sorry, the church parking lot, and on the streets and walking their kids across. And they're not using the church, or they're still getting used to the idea of this new drop off pattern to do that. As a result of the construction fencing, basically the cul-de-sacs aren't being used by the school for traffic at this point either. As they, you know, in addition to the regular pedestrians and bikes, the school children can't be back, dropped off back there right now.

And that's really, because we don't want them to get into construction areas, and that's real simple. And even if we did move the fence forward, you know, the students would have to walk all then to Douglas and then, because the north side of the fence would come all the way back. So for at least the construction period, that area is going to be blocked off for school traffic. We did talk with staff and the engineer, traffic engineer for the Village, regarding a lot of these concerns on the cul-de-sac, and we've, are working with staff. We don't have a plan to show you today, to enhance the striping and signage of those two cul-de-sacs.

Pine, which we've heard many of the complaints, there's definitely no signage in there in terms of parking, there are no parking, or where you can't park. And we figure two things, with the additional signage and striping that will help those other parents better and hopefully eliminate, maybe not all, but some of these issues with the parents. Also, more importantly, we're hoping that when we, with, by getting that traffic congestion off of Olive and into the parking lot, that's going to free up some people, that they're going to start using the front of the school again as opposed to, and I mean,

quite frankly, with the congestion, if you come off Douglas and then try to go west on Olive in the afternoon, it's very difficult because cars are line up trying to get into the parking lot. By eliminating that and making the traffic flow better, with some of those parents now will probably move from the cul-de-sacs and get away from that congestion and find the right balance to help with that traffic.

CHAIRMAN LORENZINI: Okay, thank you. All right, why don't we go through Commissioner's questions. Lynn, would you like to start?

COMMISSIONER JENSEN: Well, it's hard to know where to start, actually. I appreciate the remarks made by Mr. Corcoran and they did help some, although it doesn't seem like the plan being put together is really going to solve all of these problems. And since the school district owns the property to the east of where the school is, that's now a park, it seems to me there must be some way that they could create a better drop off and pick up arrangement that would relieve a lot of this congestion rather than trying to stay within the confines of the current parking lot as the drop off. But, so did anyone consider doing something a little different with that area that they own and make a better drop off?

MS. MALLEK: We did meet with the park district and have conversations about our intentions both for different opportunities for detention as well as parking. At this point, our conversations with the park district led us to believe that that park and that's -- will move better over on the Douglas end of our property, are both valued by the community and would be missed in exchange for school parking. So we stopped considering the park.

COMMISSIONER JENSEN: Well, parking isn't really the, I don't hear parking as the issue --

MS. MALLEK: I'm sorry, drop off.

COMMISSIONER JENSEN: -- I think it really is the flow of traffic to drop the children off at a fairly compressed period of time and pick them up. And so if, I mean I don't have a solution and at this point it looks like between you and the park district, there must be some kind of a situation that could alleviate this concern than what's been proposed. That's the only thing I can say.

CHAIRMAN LORENZINI: Thank you, Mary Jo?

COMMISSIONER WARSKOW: Yes, I have kids in District 25, and not at Olive, but I have experienced very similar situations at other schools. So I would take this as an opportunity for the school district to have conversations with the schools and the parents to try and come to a better understanding, because it's nuts. It really, and it is a huge safety issue. So, in addressing, Mr. Corcoran's suggestion about signage on the streets, I'd like to say that's going to help, but when you're a desperate parent picking up and you figure it's only going be 10 minutes, you're probably going to park there anyway.

So, I'm sorry to have to, have to, you know, add a little reality to the signage situation. I really would like to see something more done to address this. Because it's not a small issue, it's a really big issue. And even if you do what you're going to say

you're going to do? So what are the people who are going eastbound on Olive going to do when there's going to be this whole line of cars coming in and out of that parking lot around Haddow and Olive there? Where are they going to go? Because it's going to be non-stop, it's going to be cars in and cars out, cars in, cars out, so anybody trying to come from Arlington Heights Road, down Olive Street, where are they going to go?

MR. CORCORAN: Well they are going basically go just like they do today, but it's going to be easier because we're not going to have the cars stacking on Olive. Because right now that's what they're doing. They enter, that's where the entrance is right now, is on Haddow, where they make the left or the right, there's not enough place to put them on our property and so the issue we've got to get them off Olive to make traffic flow better. And that's what we're doing.

COMMISSIONER WARSKOW: But you're still going to have an entrance and exit on Olive that is going to be non-stop cars coming in, cars coming out. And anybody trying to get in the middle of that, it's, I mean it's just not an ideal situation and I just think it needs bigger investigation than just looking at changing the traffic pattern in that existing parking lot.

MR. CORCORAN: And an additional improvement we're not recommending but we can always implement is, there is right now, because of the construction situation, there's actually a police officer at that entrance. Now, when everything's said and done we don't think he is needed, but if he needs to become more of a regular item there, that's another option to continue to keep traffic flowing.

COMMISSIONER WARSKOW: I just haven't seen that at other schools who have as significant of a problem as Olive does. There's not an everyday police presence there directing traffic. So I can't see that continuing forever in this situation I guess.

MS. MALLEK: Now, District 25 has actually hired.

COMMISSIONER WARSKOW: Okay, for every school?

MS. MALLEK: No, for Olive during --

COMMISSIONER WARSKOW: Just for Olive.

MS. MALLEK: -- that time to help with the flow of traffic.

COMMISSIONER WARSKOW: But that won't be in perpetuity for, once construction is done?

MS. MALLEK: No, we're actually looking at hiring a crossing guard at that location, however we are having trouble filling crossing guard positions so at this point we have hired a police officer still having for a crossing guard which could be a possible for perpetuity. But hiring a police officer financially --

MR. CORCORAN: And the other thing is, to know is, right now where the traffic exits the parking lot today, there's actually more conflicts than what we're going to see in the future with the redesign. Because we have over, like 150 or children and their parents crossing over at Belmont and now we're taking the pedestrian conflicts away from the traffic entering and exiting the parking lot. So that's actually going to make the flow smoother --

COMMISSIONER WARSKOW: Right, I understand it's going to be an improvement, I'm just saying I don't think it's enough of an improvement. I think you have a situation here that needs more research and addressing than just the solutions that are being applied according to what the documents we have tonight. That's all I have to say.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: District 21, Riley School, is a school that my kids went to and we had this same problem. And years back, as an architect, I actually took it upon myself to make a drawing and present it to the PTA of what could happen to alleviate some of this concern with dropping off on the wrong side. And believe it or not, shortly after that there was an addition to many of the schools throughout Arlington Heights. But reversing what Mr. Corcoran's saying does work and I'll tell you why. And also, there is no perfect solution to this because you have, if you have 600 kids, you have 600 people in SUV's dropping off these 600 kids within 10 minutes during the day.

So there is no perfect solution to this, but reversing the flow and getting that back flow does help greatly. It did at Riley. We used to kid that the mom's at Riley would drive up on the sidewalk and open the door right at the front door if they could. So it does help. And also it helps train the parents dropping off these kids. Because when they get into this situation, this loop situation, they have to wait. So they have a, there's a little retraining that goes on there. Just like all schools, most schools in Arlington Heights, there's always a neighborhood and a street and parking available if you just want to park your car and let the kids walk across a field or a yard to get over to the school.

And you have that situation somewhat with the park here. So it does help to reverse the flow and to get it on the right side of the car so you can get the kid off and exit at the same loop. We did it at Riley and it has improved tremendously and that was many years ago and it still works. So, I think that, again, there's no perfect solution for this, but it is a safer approach and I really like what, to hear that that's going to happen here. Because it is worthwhile and it will be safer. And just a note, my two grandchildren will be going to this school and I'm really concerned that when they get there it's going to be done and it's going to be a lot safer situation.

CHAIRMAN LORENZINI: Thank you, Bruce. John?

COMMISSIONER SIGALOS: Can I ask, where does the bus come when they drop off and later pick up?

MR. CORCORAN: If you look on Olive, just on the west side of the school, on the south side of Olive Street, there's like a little bump out or cut out, that's where the bus parks to drop off or pick up students before and after school.

COMMISSIONER SIGALOS: That's just strictly for the bus?

MR. CORCORAN: That is strictly for the bus. And there's no parking basically in front of the school, or standing in

front of the school, for parents.

COMMISSIONER SIGALOS: Okay, and I'd just like -- I understand your need for the additional space, and the additions are fine, I just don't think that enough thought went into the safety of the students in dropping off and picking up. I don't agree with the solution of this parking lot and reversing the flow of the traffic through that parking lot. Because you have diagonal parking there. And parents are going to pull into that diagonal stall, drop off their child, now there's cars back behind them. How are they going to pull out of that stall and exit? You've got stacking of cars there. I mean it just seems it's somewhat conflicted. You mentioned that the staff will park across the street?

MR. CORCORAN: No, if I could just interrupt and just to try to answer the first part of that and then I'll answer anything else. No, essentially if staff get there before the students, and that parking lot is 90 percent filled except for the last couple spaces --

COMMISSIONER SIGALOS: I thought I understood that the staff parks over at the church across the street?

MR. CORCORAN: A couple, the parking lot across the street is primarily being used by parents who park and then walk their kids in. There are a couple staff members that do park there for, but for the majority of them they park in the, on the school lot.

COMMISSIONER SIGALOS: I guess to me that seems backwards. I mean you're not looking at the safety of the students. Have them to cross Olive Street, when something could have been, to move right out, knowing that you own all that park property, and again I'm not in favor of taking park property. I'm not, I like greens, parks. But somewhere along the line I think the safety of the students has to take a priority here. And expecting the parents to drop them off and walk them across the street from the Evangelical church across the street when you can somehow rearrange this drop off area on the school property, to me would make more sense. Again, keeping the safety of the students in the --

MR. CORCORAN: Right, and that is, that is the parent's option to use that parking lot. They don't have to use that parking lot and our plan isn't dependent upon it, that's just what has been the practice out there. And they're using, and they cross with their parents at a crossing guard both on the Belmont north leg and the Olive west leg. And in terms of the, to make it safe for the students, it is better to get them off the street, off the curblines and onto the school property to the drop off. Now we do have a Plan B that's not in my traffic report. But if you were to look a little closer at our design plan, we've actually moved some of that diagonal parking further to the south and we widened that aisle to actually 22 feet.

And what I've done at other schools where we've had queuing problems is, in the afternoon we can actually double up and have two lines of cars. Not for pick up, but just for queuing. And when they go around the corner and get along the curbline, or I'm sorry, along the sidewalk then they can pick up their student. And again, that also encourages, getting us more traffic off of, stopped traffic on Olive, to keep the traffic flowing on Olive. So that's

another option we have in the future, as a Plan B, that we kind of designed it, but we're not planning to use it at this point.

COMMISSIONER SIGALOS: But we're talking about this point. I mean we're talking about this addition and the parking configuration or the drop off configuration at this point in time, not 25 years from now.

MR. CORCORAN: No, what I'm saying is we are right now, with the, you know, using the angled parking section as a single lane, we're doubling the amount of storage space for cars to get off the streets as of, to increase the flow of traffic on Olive. And provide a place where you get dropped off, you can drop off your students on the correct side of the street, I'm sorry, the correct side of the vehicle. We also have an option to even add more queuing if we go to this double-up through the parking area, just in the afternoons. In the morning we don't need it because the parents come, they drop off and they leave.

COMMISSIONER SIGALOS: Well, that's my main concern -- I'm not convinced that this drop off and pick up area is going to work.

CHAIRMAN LORENZINI: Is that it?

COMMISSIONER SIGALOS: Yes.

CHAIRMAN LORENZINI: I hate to say, it's very unfortunate and I don't know how to deal with it objectively. But did you, so explain to me one more time because I wasn't in on any sub-committee meetings. How the current parking lot works?

MR. CORCORAN: Would you like me to step up there.

CHAIRMAN LORENZINI: Sure.

MR. CORCORAN: Just to point?

CHAIRMAN LORENZINI: Yes.

MR. CORCORAN: Right here, so here's Olive, here's the existing parking lot. So all traffic comes in, off, opposite Haddow. If you want to park you go, you make the first right, but what most parents do is they park, they come through along the sidewalk. And over here there's actually a little striped out area, they stop, the entrance to the school is right here. Then they, you know, let their students out. So they come in here, track along here, now obviously you're on the wrong side, the passenger side is on this side. They stop right here and there's actually a little change right here and then they have some traffic aids or staff to help get the kids out. The parents are better off on the passenger side than walking around the front of the vehicle. And then they would access the school over here.

Then they come out to Belmont and they actually are not, they're not allowed to make a left turn while the kids are crossing. They can either go straight and go further north, or they make a right turn, or they can make a right turn and head back toward Douglas. And I'll just show you on this and then I'll show you on the plan. Or actually, Kevin can we, can I have that plan? So right now, so they'll now come in and either make a right or a left turn just like they do now and then get out, they are forced to make a right turn through the parking lot. Then they come around and now they're not allowed to drop off or pick up anything in the parking area. And they

come around on the sidewalk.

CHAIRMAN LORENZINI: But that's not, but that's not safer for the kids.

MR. CORCORAN: They do that at schools all the time.
They go --

COMMISSIONER WARSKOW: So that's going to be every day?

CHAIRMAN LORENZINI: So where are they supposed to be?

MR. CORCORAN: And then they come around the corner and then can take the sidewalks and drop off the kids. Then they come up here and then they are going to be forced to make a right.

COMMISSIONER WARSKOW: This is --

MR. CORCORAN: In the afternoon, they'll come in here and they will line up along here and the kids come on the sidewalk.

COMMISSIONER WARSKOW: -- comes out and finds a spot and they park.

MR. CORCORAN: Right. But what's happening now is once this, right now, once this area comes out, they're parking.

COMMISSIONER WARSKOW: Right, I understand that, but then, you know, this kid gets in his car and pulls out and then this person can't --

CHAIRMAN LORENZINI: All right let's go, let's get back to business. All right, so what if, now we talked about added striping, and where would that, we had that discussion about, where would the added striping go?

MR. CORCORAN: It would be basically, and again, I probably, it's just in discussion, but Tom Thompson and I and we have a plat draw up here for that, but basically where they can't stop and park within the cul-de-sac. But like as I said, Pine, the Pine cul-de-sac has no striping or signage at all.

CHAIRMAN LORENZINI: We're talking about the cul-de-sac areas?

MR. CORCORAN: Yes.

COMMISSIONER WARSKOW: Weren't you talking about a Plan B, though for restricting parking in the school parking lot to allow two lanes to pull in? Wasn't that the Plan B you just brought up a few minutes ago?

MR. CORCORAN: An option is, no, not to restrict the parking, because again, it's staff parking.

COMMISSIONER WARSKOW: Okay.

MR. CORCORAN: We've widened the drive aisle. For angled parking we put in 22 feet. Normally we need, I forget what the code is here, 17 or 16.

COMMISSIONER WARSKOW: Okay.

MR. CORCORAN: To provide the option, because we've done this at a number of schools where, when we don't, when we want to get the people off the public way, we could just double them up till they get to the curb then they alternate one, to send, go pick up or drop off their kid. It's really going to be for the pick up, not for the drop off. But again, that gets more cars off of Olive.

COMMISSIONER WARSKOW: I understand --

CHAIRMAN LORENZINI: So if you were to, you're, from

your current parking lot plan, if you were to increase it by 50 percent, you'd have 50 percent more capacity, right?

MR. CORCORAN: Yes.

CHAIRMAN LORENZINI: The parents would go into the park district plan. And I think if you proposed that we'd have twice as many people here tonight as we do now.

MR. CORCORAN: Right, as, you know, as you know with any parking lot, if we could expand the drop off area, we lose green space. And we need more run-off, or more detention.

CHAIRMAN LORENZINI: Okay.

MR. CORCORAN: So that's why just, like I said, we're, that's why we're trying to do this in an efficient manner without taking out the whole park.

COMMISSIONER JENSEN: Could we get some clarification on the ownership of the park area? And what is the relationship between the school district, the park district, who owns it and, you know, who makes the decisions about what's done with that area there, as sort of ongoing?

MS. MALLEK: So actually, we just recently found out that District 25 owns all of the property to Douglas. So we sit, we own the physical land that Greens Park is located on. However, at the time that the property was traded, there was a trade between that property and property up by Land School, between the district and the parking lot there was a lease put into place. Where the park district leased back the property.

COMMISSIONER JENSEN: For what period of time though?

MS. MALLEK: Off the top of my head, I can't tell you, but the lease actually comes up, it expires very shortly, maybe in a year or two years. Which is why we wrote this, and had the conversation with the park district to find out how these -- what kind feedback they get from the community on it. If there is, are there other parks in the area that if that park was not there that they would use. And that's why we came to the decision that we needed to leave this park in place with a --

COMMISSIONER JENSEN: Were you or the park district aware of the discontent of the neighbors when agreeing to this or was a little bit of a surprise to you tonight?

MS. MALLEK: We, this district is aware of the concerns about traffic, absolutely and the concerns about pick up and drop off on the cul-de-sac. Certainly the district does not encourage parents to use those, but we also don't have a legal way to prevent it. So from, I mean from that perspective we did, again, have the traffic study done to try address, that we would meet all the things that we need to meet to --

COMMISSIONER JENSEN: And there's nothing you could do to make it possible for the kids to go from the cul-de-sac areas onto the school property. That can't be done on your property, that's just off in some way?

CHAIRMAN LORENZINI: Well, could you put a fence up, the whole south side of the property line?

MS. MALLEK: Well we could. Sure, we could put a fence

up the whole but then there's, then there's community feedback on that as well.

COMMISSIONER JENSEN: Well, I mean you can't leave this open for park anywhere, that path is and still make it so they can't go through those, at least the one cul-de-sac, the Pine Street cul-de-sac, I would think.

CHAIRMAN LORENZINI: Maybe put up the fence on the west half of the property so the east half of the property is still accessible to the park. I mean that cuts off the cul-de-sacs.

MS. MALLEK: And put a fence running north and south?

CHAIRMAN LORENZINI: No, put a fence on the south --

COMMISSIONER WARSKOW: North of the pathway.

MS. MALLEK: Right.

COMMISSIONER WARSKOW: So you still can follow the pathway and go around the fence for most of your park activity. But kids are not going to want to go that far out of their way to come back to go to the school. So if you put a fence part-way, towards those two parks, running north of the walkway, you will start reducing the amount of traffic from the cul-de-sacs.

MS. MALLEK: I think it's something that we can consider. I, I don't know that parents wouldn't still feel that's a shorter distance to walk than ride and sit in traffic. You know, I don't know.

COMMISSIONER WARSKOW: Okay.

MS. MALLEK: I can't predict that.

CHAIRMAN LORENZINI: The other question I had was now, we're still concerned about drainage. How come, how come the drainage issue hasn't been settled by now? Usually that's settled before it comes to this point.

MR. CAMINO: My name is Kevin Camino, Erickson Engineering.

CHAIRMAN LORENZINI: Raise your right hand, do you swear to tell the truth as it applies to this testimony?

MR. CAMINO: Yes, I do.

(Witness sworn.)

CHAIRMAN LORENZINI: Thank you. Spell your name, please.

MR. CAMINO: Camino, C-a-m-i-n-o.

CHAIRMAN LORENZINI: Your address?

MR. CAMINO: 145 Commerce Drive, Grayslake.

CHAIRMAN LORENZINI: Thank you.

MR. CAMINO: As far as the drainage concerns that were brought up, on the west side where the classroom addition is, currently there's no existing surface drainage. In a proposed condition, we're not only intercepting the entire building, piping it over to our detention facility on the east, but we're also putting in drainage collectors and sewers to collect the remaining grass area between the proposed addition and the property line.

CHAIRMAN LORENZINI: And so that has been approved by the Village?

MS. BHIDE: Correct.

MR. CAMINO: We still need to go through final engineering when we go --

CHAIRMAN LORENZINI: But it's going to be done?

MR. CAMINO: Yes.

MS. BHIDE: Correct.

CHAIRMAN LORENZINI: Okay. All right, that's all the questions I had.

MR. CLERY: I'm sorry, a comment on the drainage? I'm so sorry this is. Excuse me, I'm so sorry to do this. The houses on the east side of Belmont south of the lot, have an existing flooding problem that is known by the Village. About half-way down, between Oakton and the park, there was a house that was permitted with a, up hill. And it blocks the drainage, this is an ongoing problem. If you poured water from, additional water from the western half, the front of the lot, next to Arlington Heights, east to the retention, that's going to exacerbate potentially some of the flooding that we have frequently.

CHAIRMAN LORENZINI: Okay, what I can say about that is, is when somebody comes before us with a program like this, we can't ask them to solve all the problems in the area. But we can ask them to meet codes for their project and they, whatever they're doing, the drainage will be to code for their property.

MS. BHIDE: That's correct.

MR. CAMINO: And I would just like to point out that not only are we meeting code, but we're exceeding code as well, so accommodating detention for a portion of the existing property that wasn't detained before. So we are going above and beyond.

COMMISSIONER WARSKOW: And that's going to be a slow release?

MR. CAMINO: Yes, that's always done.

COMMISSIONER WARSKOW: Okay.

MR. CAMINO: It's all piped to that basin and then it's, there's a restrictor.

COMMISSIONER WARSKOW: Okay. Just because it's a combined sewer, so that tends to exacerbate the situation when you just dump more, more water all at once. But as long as it's a slow release, then that will be helpful.

CHAIRMAN LORENZINI: Okay, final comments or questions from the Commissioners. Well I'd like to make a comment that, yes, I hear what everybody's saying and I fully sympathize with you, but not, I don't think not doing this project is going to make it any better. It seems like doing this project is going to help somewhat, it may not be 100 percent, solve the problems. But it seems like it's going to make it better, in my opinion.

COMMISSIONER JENSEN: Well I would agree ultimately. But it seems to me that there needs to be more thought to the build and to the parking and the drop off and pick up. The bus is an incidental thing and for you to include that in the traffic study is almost ridiculous. So we got one bus that we need to worry about. So, that looked like that was the focus of the traffic issue when clearly it isn't the focus of the traffic issue. It's just, I have the sense that

this just really hasn't been thought through jointly by the park district and the school district to the point where they're solving a serious safety problem. So on that basis I'm having trouble voting for it.

COMMISSIONER WARSKOW: I'd like to comment as well if this was another piece of property and they were coming before for an expansion with that kind of traffic and parking problem, I don't think we would, we would accept it. So I think that in this situation, I think it's even more important, the fact that we have young kids lives at stake here. So, I, I'm not satisfied that this issue has been properly addressed.

CHAIRMAN LORENZINI: Anybody else? Any other comments?

COMMISSIONER SIGALOS: You know, I've got to agree with Commissioners Jensen and Warskow that, again, I understand the need for a school addition, the increased enrollment, I am not convinced that there was enough thought put into this student safety with the pick up and the drop off.

COMMISSIONER GREEN: I think the, my comment is I think the additions are, are great adds to this school and I think that I know from experience what they're talking about. Whether the parking lot has to be made larger or whatever the situation is area-wise. That, this is the solution that worked at our school and it did get a lot of the cars off the street and it makes a safer pick up and drop off for the students. They're finally exiting from the proper side of the vehicle up to the building. And I think that, I often wonder why it took so long to see the logic in that just by reversing the flow. I think that the problem is not going to go away. I don't think the addition of a gymnasium for the existing students is going to increase this in any way above from what it is right now.

I think there is a solution, just from the comments here, the Trustees will be hearing what we're saying and I think that maybe there's a better solution even than what's proposed in the near future. But for tonight, for me, it's really about the additions and the expansion of the classrooms to alleviate a problem they have there currently. And I think that the traffic is another issue. I think it should be addressed more and I think it will be addressed more after the comments here tonight. But I think it's, it's sort of a separate issue. It's been there for years, it's been poor for years and I think that there has to be a better solution than even what might be proposed here now. But I don't think it should be holding up the additions to the school. Those are my comments.

CHAIRMAN LORENZINI: Any other comments from the Commissioners? Any motions?

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

A motion to recommend to the Village Board of Trustees approval of PC #15-015, a Special Use Permit for a public elementary school in the R-3, one-family dwelling district; a variation from Chapter 28, Section 11.4, schedule of parking requirements, from the requirement to provide 167 spaces to allow 49 spaces, a variation of 118 spaces; a variation from Chapter 28, Section 5.1-3.6, required minimum yards from the

required 16.5 feet side yard setback to allow 16 feet for the existing building; and a variation from Chapter 28, Section 5.1-3.6, required minimum yards, from the required 16.5 feet exterior side yard setback to allow 12 feet for the existing building.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 3, 2015:

Recommendation

The Staff Development Committee has reviewed the Petitioner's request and recommends approval of the Special Use request for a public elementary school in the R-3, one-family dwelling district; a variation from Chapter 28, Section 11.4, schedule of parking requirements, from the requirement to provide 167 spaces to allow 49 spaces, a variation of 118 spaces; a variation from Chapter 28, Section 5.1-3.6, required minimum yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building; and a variation from Chapter 28, Section 5.1-3.6, required minimum yards, from the required 16.5 feet exterior side yard setback to allow 12 feet for the existing building. This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated September 3, 2015. And those are items one, two, three and four.

1. Consistent with the Design Commission recommendation, the quantity of the landscaping along the south property line adjacent to the classroom addition and gymnasium addition must be doubled.
2. Prior to Village Board, provide a revised landscaping plan addressing Design Commission and staff comments.
3. At building permit, the Petitioner shall provide revised civil and stormwater plans verifying the changes agreed to by the Petitioner.
4. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.

CHAIRMAN LORENZINI: Is there a second? I'll second it.

Roll call vote please.

MS. BHIDE: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes, with comment.

MS. BHIDE: Commissioner Warskow.

COMMISSIONER Warskow: No.

MS. BHIDE: Commissioner Green.

COMMISSIONER GREEN: Yes.

MS. BHIDE: Commissioner Jensen.

COMMISSIONER JENSEN: No, with comment.

MS. BHIDE: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Okay, comments. John?

COMMISSIONER SIGALOS: My comment, I'm voting for the school additions, I recognize the need for them, I didn't want to hold that up. But I strongly feel that you have to re-examine the whole student pick up and drop off situation with the parking. I'm not convinced there was enough thought put into that.

CHAIRMAN LORENZINI: Lynn?

COMMISSIONER JENSEN: Yes, I feel the same thing. I think the project basically, in terms of the expansion should go forward, but since the school district owns all of this property, but wants to do some things jointly with the park district, I think more thought has to go into straightening out this problem as best possible. And thirdly, it's a balancing act between wanting green space and a park and doing something that makes sense for the school and the safety of the children. So while I'll like to see the project go forward, I wanted to do something to force this to be thought through a little more carefully.

CHAIRMAN LORENZINI: Okay. Well that's, that's it, we have a narrow approval of this is there a date this is going to the Board of Trustees?

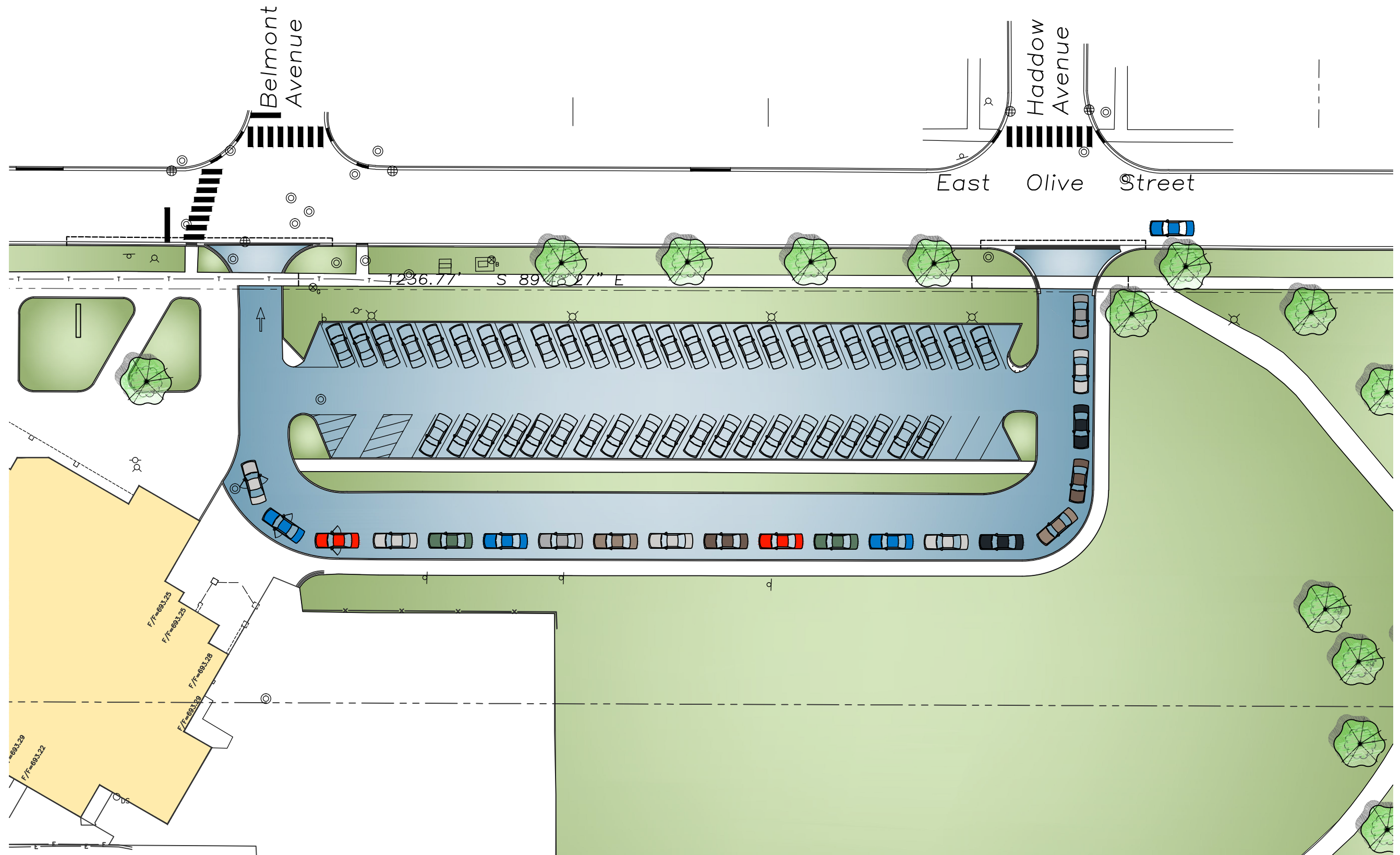
MS. BHIDE: No, again, I'll touch base with the Petitioners.

CHAIRMAN LORENZINI: Okay, as I said, this is only advisory to the Board of Trustees and they have the final say so. Thank you.

(Whereupon, at 9:20 p.m., the hearing on the above-mentioned petition was concluded.)

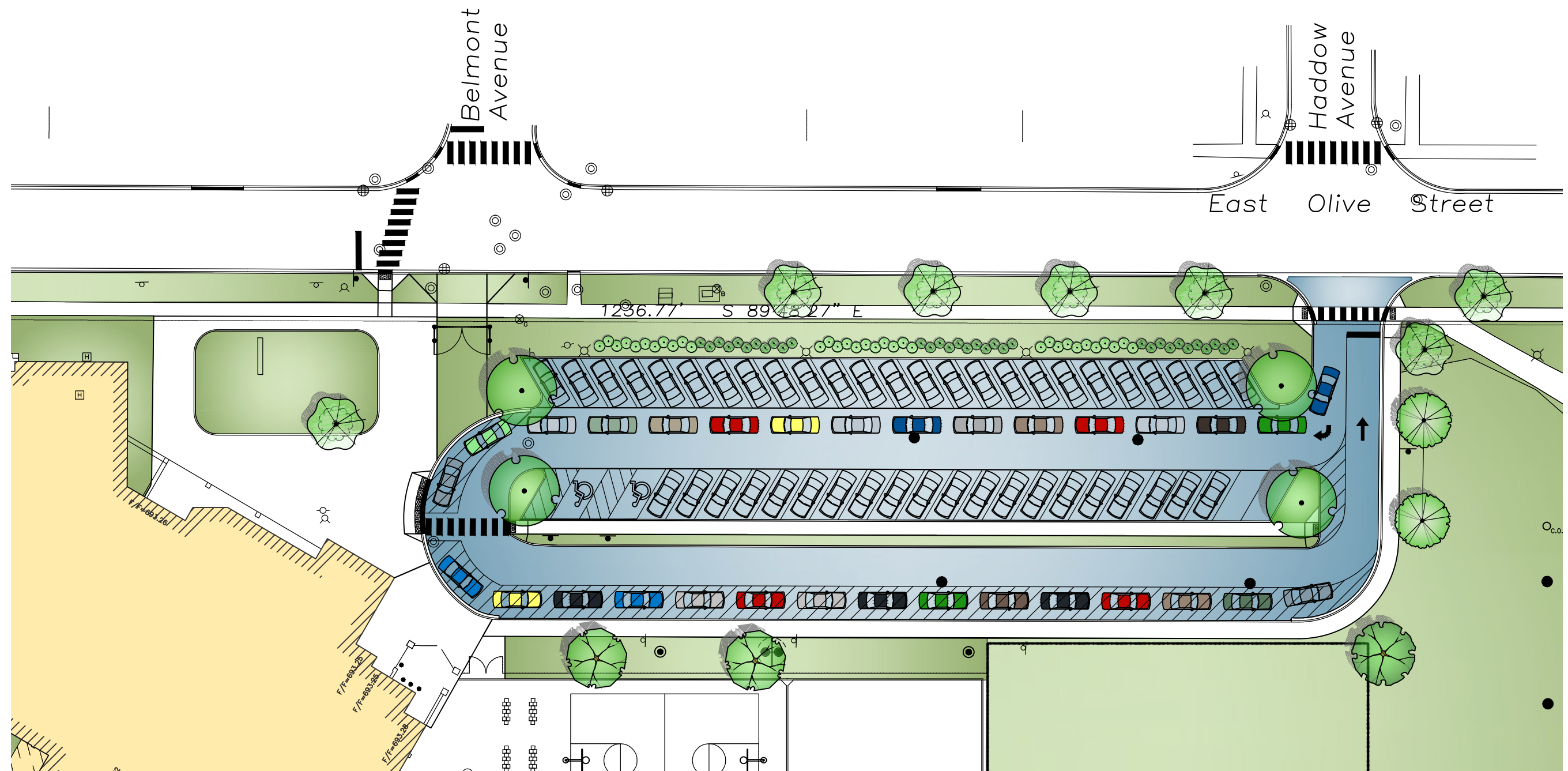


Olive Mary-Stitt
303 E Olive St.
Prepared by: Planning & Community
Development Department
September 2015



Olive Mary-Stitt School - Existing
599 Students

Stacking for 20 Cars

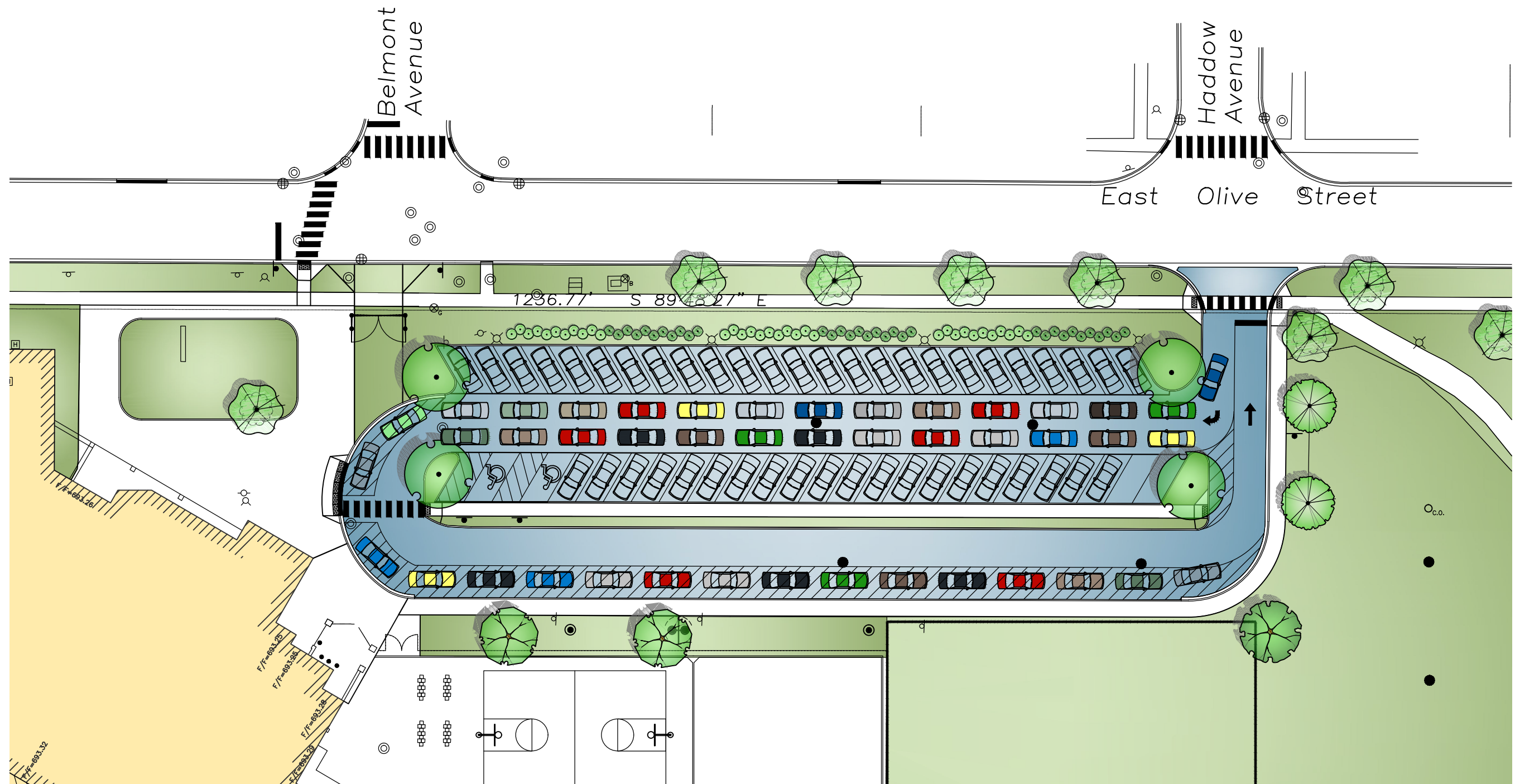


Olive Mary-Stitt School - Proposed
642 Students

7% Student increase over existing

Option A
Proposed Stacking for 31 Cars

55% Increase of onsite car stacking



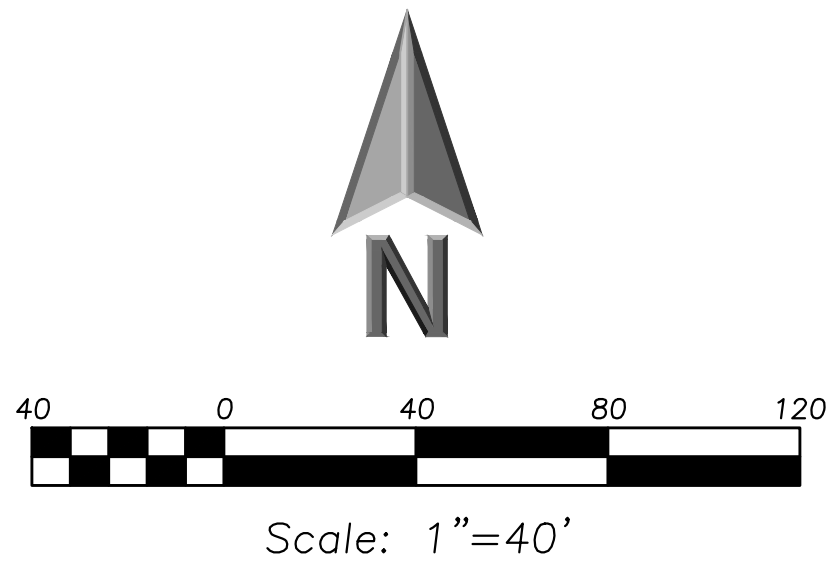
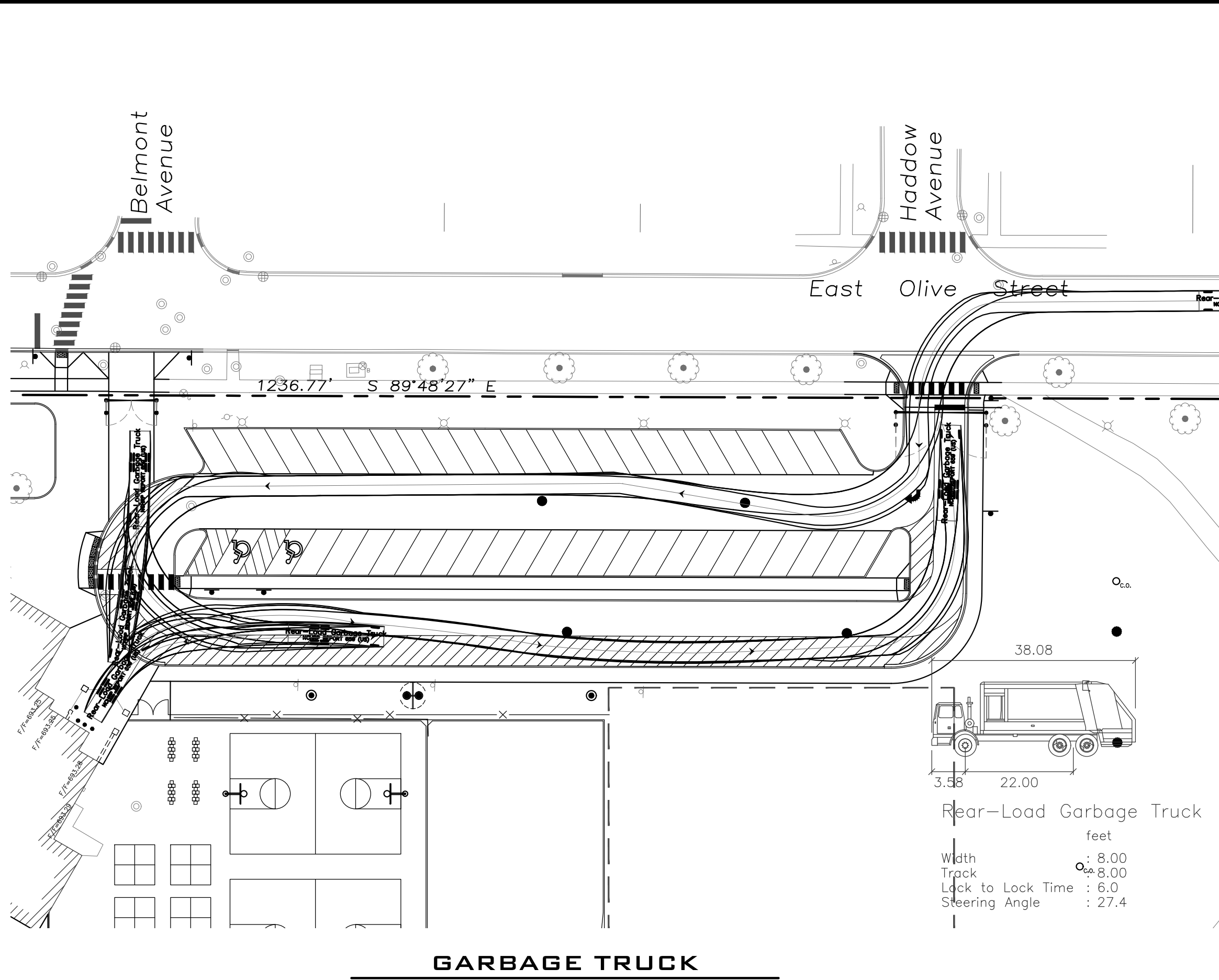
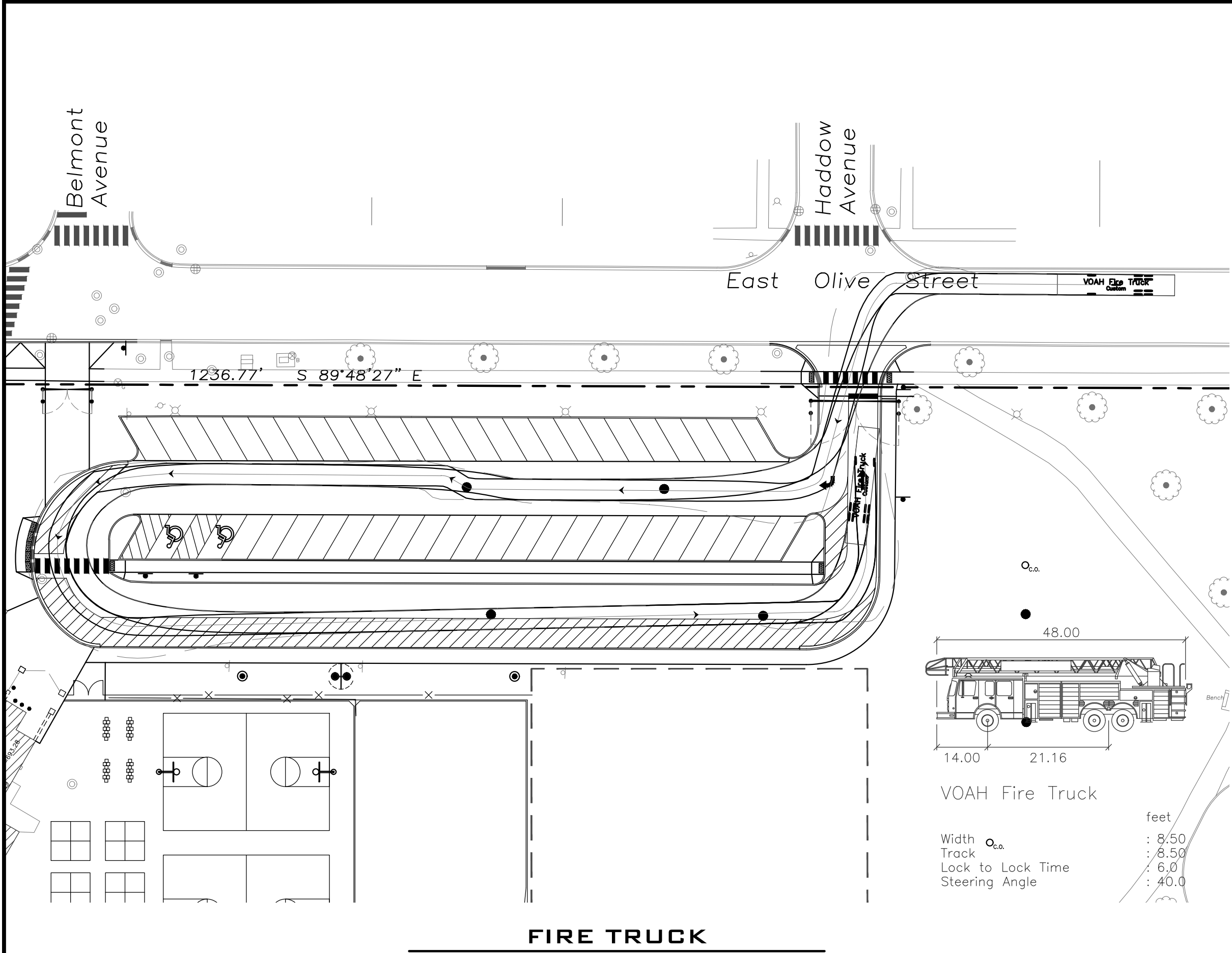
Olive Mary-Stitt School - Proposed
642 Students

7% Student increase over existing

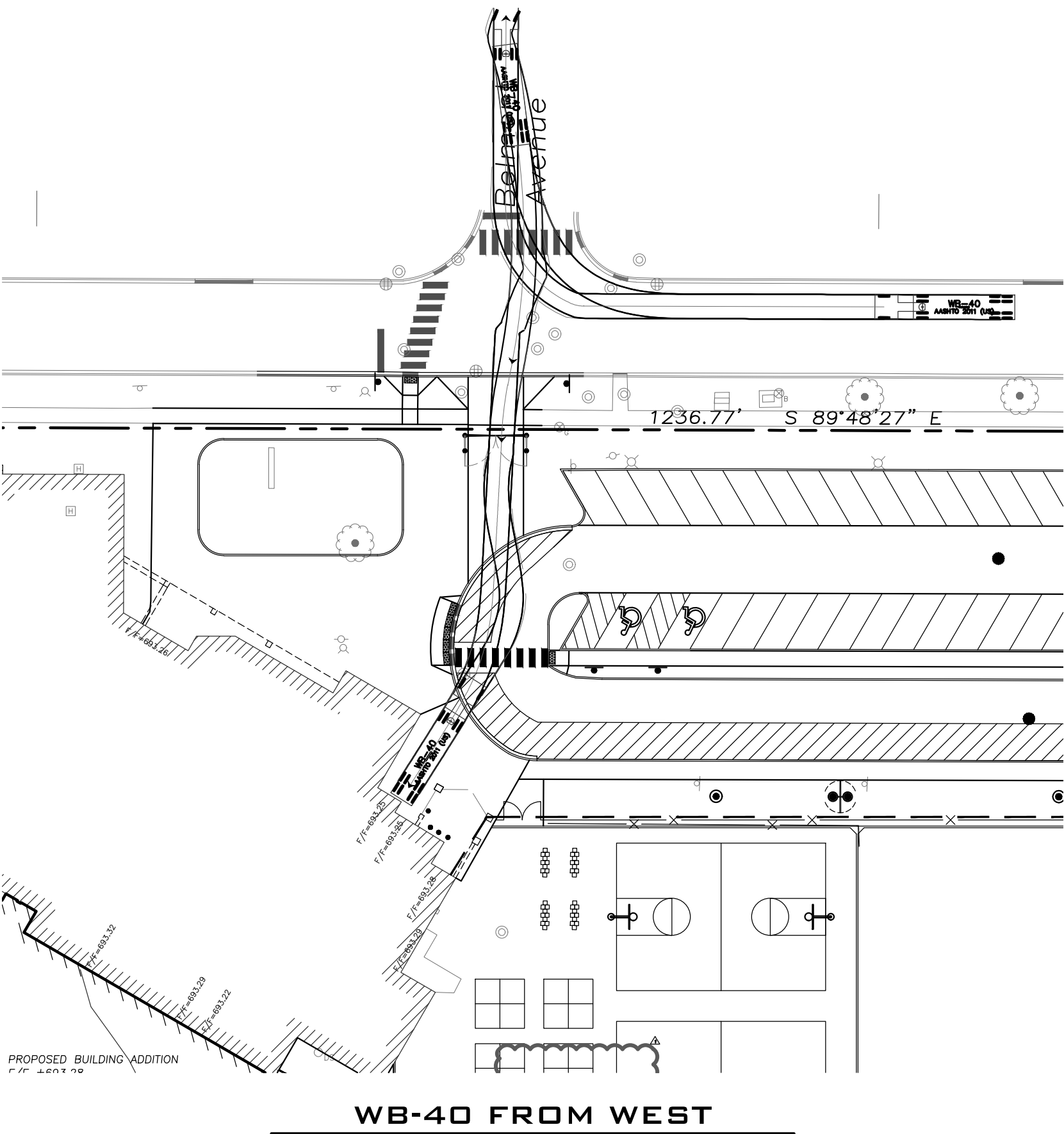
Option B
Proposed Stacking for 44 Cars

120% Increase of onsite car stacking

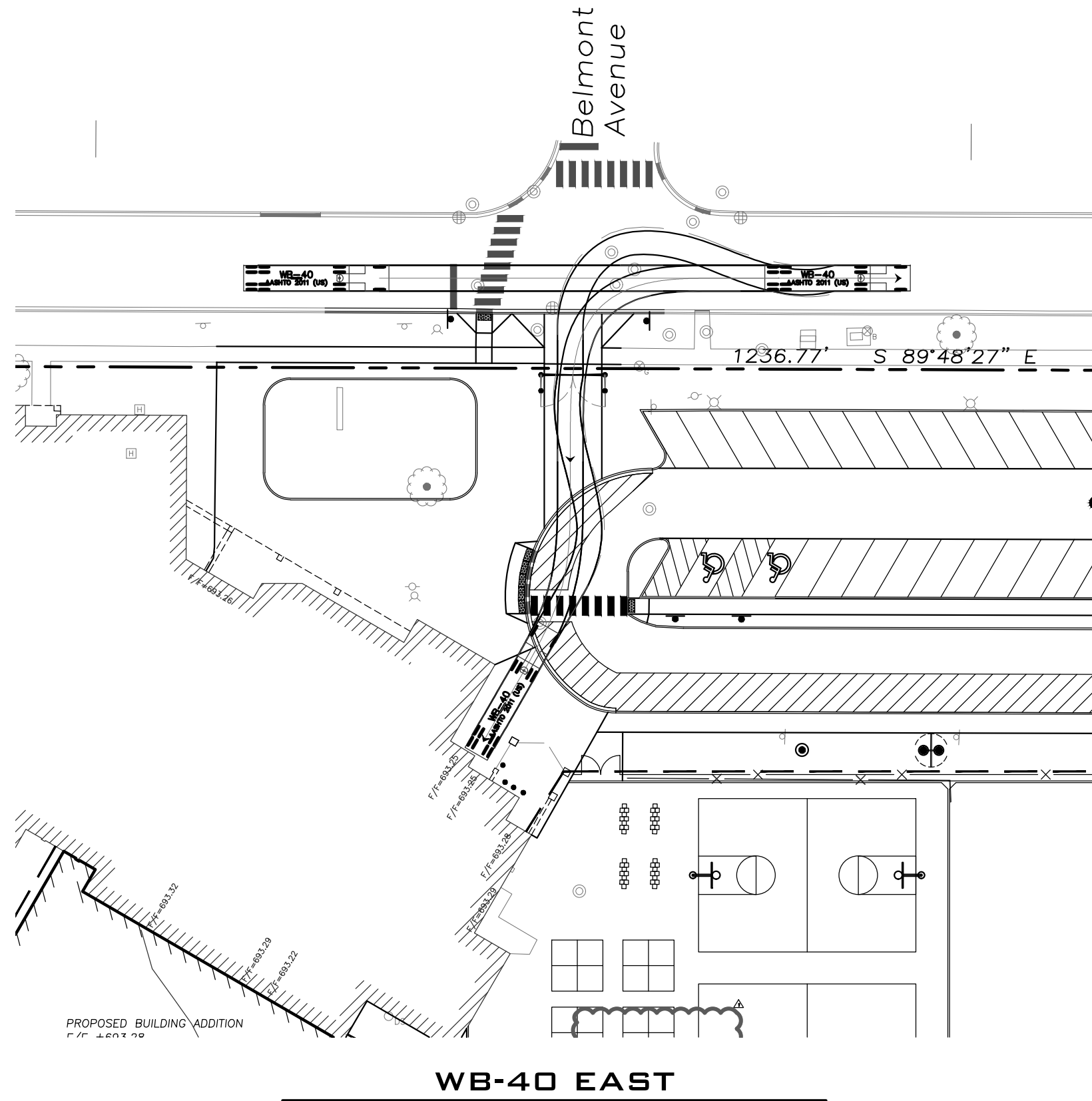
EEA - P:\Josh\Arlington Heights School Dist 25\2015 Olive-Mary Stitt Additions\Drawings\Siteplan-Olive-Mary Stitt Addition.dwg
Plotted: 9/08/15 @ 4:43pm By: jcap



LEGEND	
EXISTING	PROPOSED



WB-40	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		



WB-40	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

- GENERAL NOTES**
- The Location of Existing Underground Utilities, Such As Watermains, 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 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.
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 - Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and 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.

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

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No.	Date	Description
2	07/23/15	ISSUED FOR REVIEW
3	08/05/15	ISSUED FOR REVIEW
4	08/31/15	ISSUED FOR BID & PERMIT
	09/08/15	ADDENDUM #1
	09/08/15	ISSUED FOR PERMIT

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Approved By:	KC	Project No.	

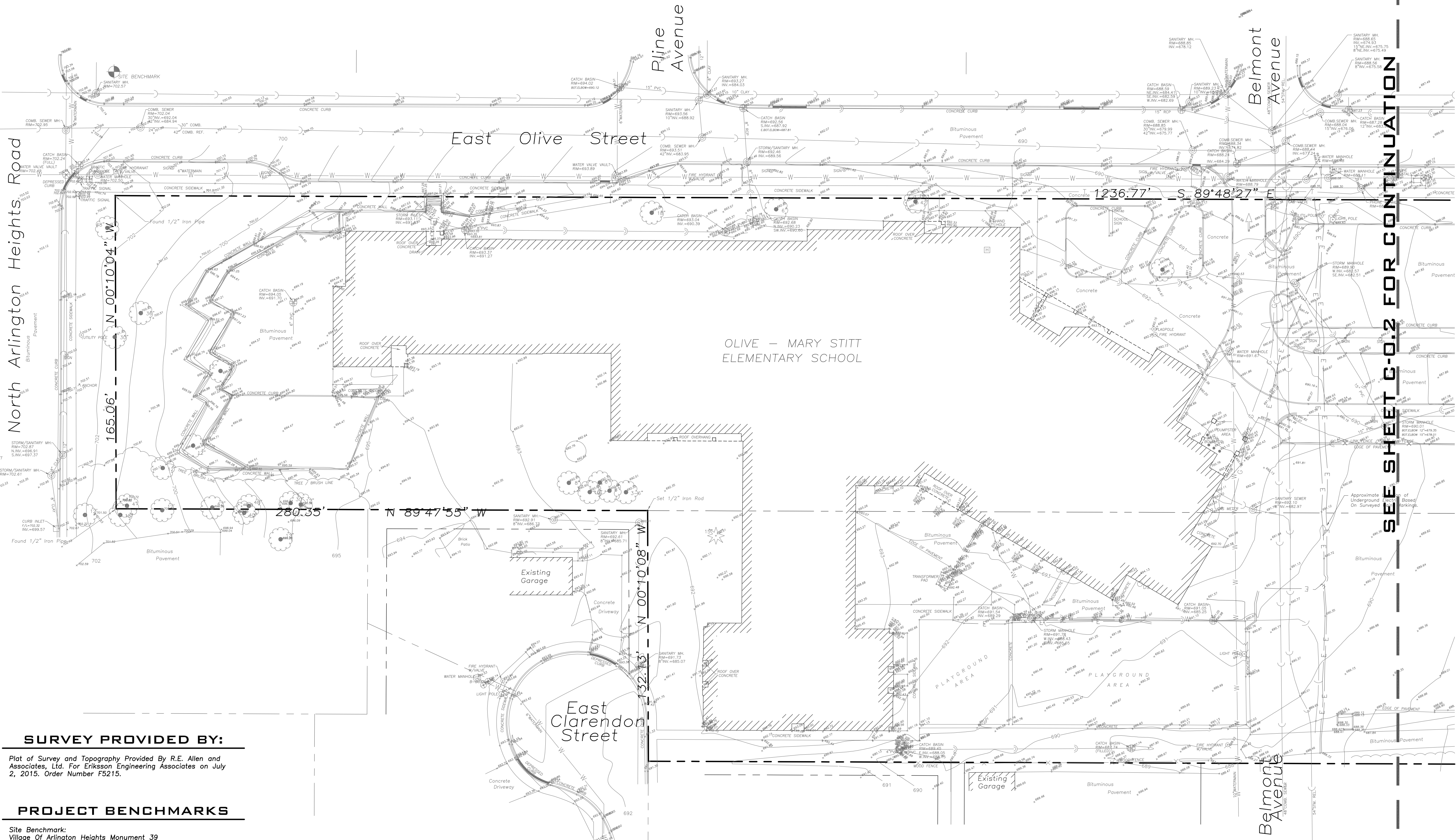
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AUTOTURN
EXHIBIT

Sheet No:

CX8.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive Mary-Stitt Addition NEW.dwg
Plotted: 7/09/15 @ 2:43pm By: jcap



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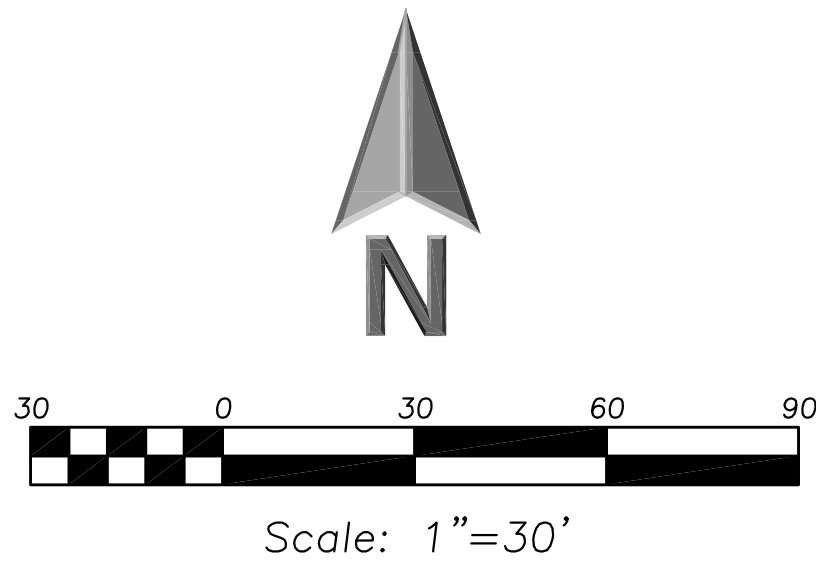
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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

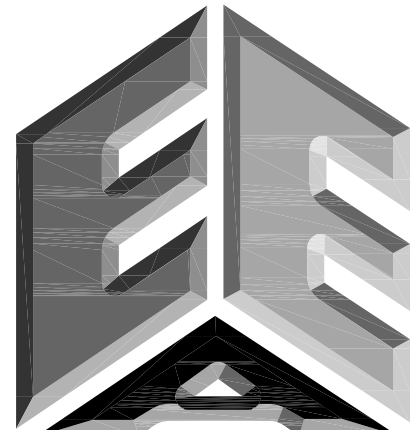


LEGEND

- | | |
|----------|---------------------------------|
| EXISTING | Manhole |
| | Catch Basin |
| | Area Drain |
| | Clean Out |
| | Flared End Section |
| | Storm Sewer |
| | Sanitary Sewer |
| | Combined Sewer |
| | Water Main |
| | Gas Line |
| | Overhead Wires |
| | Electrical Cable (Buried) |
| | Telephone Line |
| | Fire Hydrant |
| | Valve Vault |
| | Buffalo Box |
| | Downspout |
| | Gas Valve |
| | ComEd Manhole |
| | Hand Hole |
| | Light Pole |
| | Utility Pole |
| | Telephone Pedestal |
| | Telephone Manhole |
| | Sign |
| | Fence |
| | Accessible |
| | Parking Stall |
| | Curb & Gutter |
| | Depressed Curb |
| | Curb Elevation |
| | Gutter Elevation |
| | Pavement Elevation |
| | Sidewalk Elevation |
| | Ground Elevation |
| | Top of Retaining Wall Elevation |
| | Swale |
| | Contour Line |
| | Deciduous Tree |
| | Coniferous Tree |
| | Brushline |
| | Tree Protection |
| | Fencing at Drip Line |

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**OLIVE-MARY STITT SCHOOL
2015 BUILDING ADDITION**
303 E Olive St.
Arlington Heights, Illinois

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Sheet Title:

**EXISTING
CONDITONS**

Sheet No:

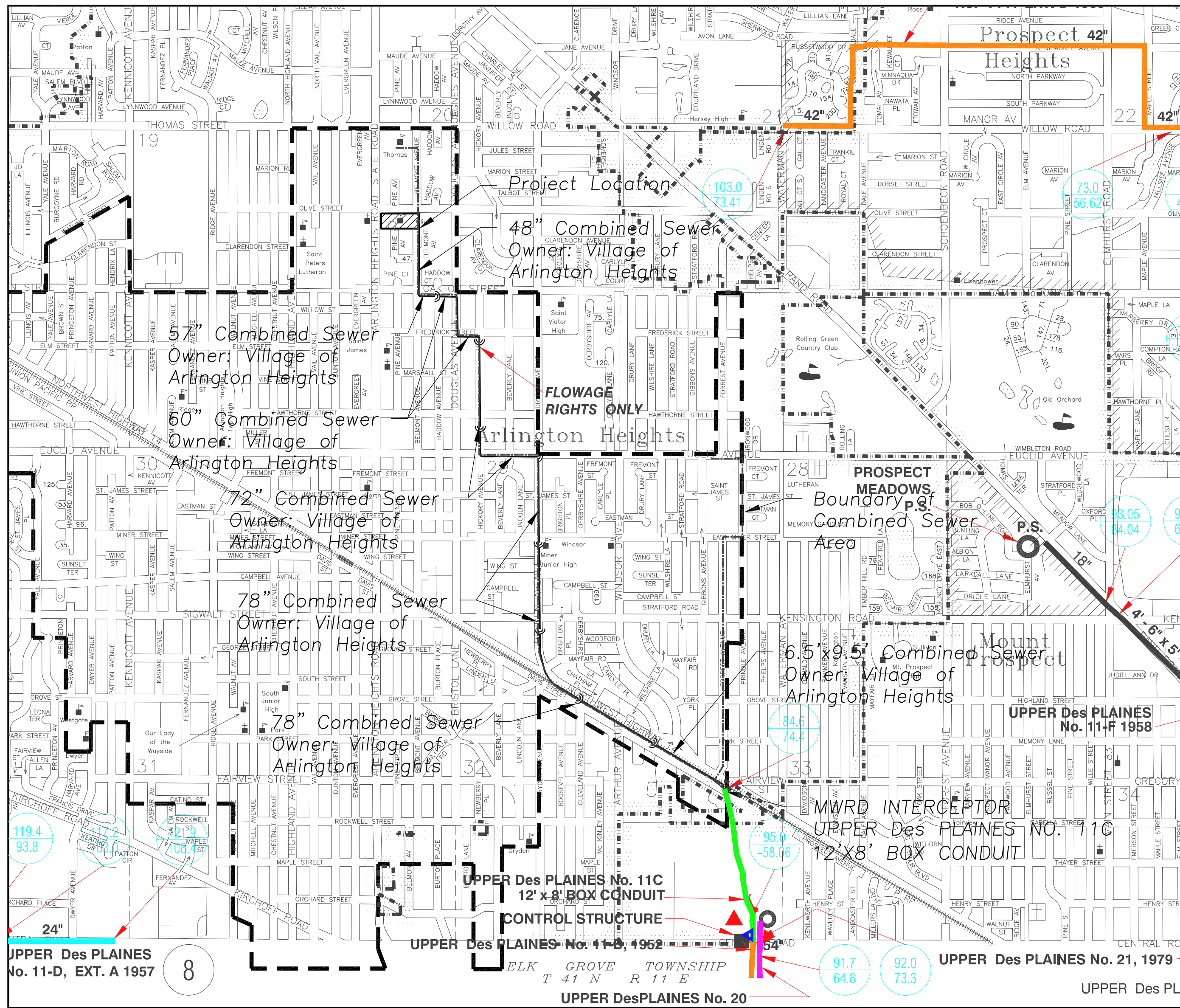
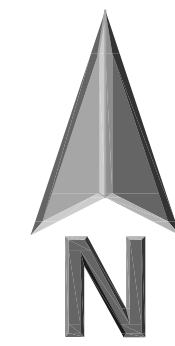
C-0.1

OLIVE-MARY STITT SCHOOL

ADDITION AND RENOVATIONS

303 E Olive St.

Arlington Heights, IL 60004



SHEET INDEX

- C-0.0 Cover Sheet
- C-0.1 General Notes
- C-1.1 Site Demolition Plan
- C-1.2 Site Demolition Plan
- C-2.1 Site Geometry Plan
- C-2.2 Site Geometry Plan
- C-3.1 Site Utility Plan
- C-3.2 Site Utility Plan
- C-4.1 Grading and Paving Plan
- C-4.2 Grading and Paving Plan
- C-5.1 Soil Erosion and Sediment Control Plan
- C-5.2 Soil Erosion and Sediment Control Plan
- C-5.3 Site Details
- CX-7.1 Autoturn Exhibit
- CX-7.2 Project Disturbance
- TP100 Tree Preservation Plan
- TP200 Tree Preservation Plan
- L100 Landscape Plan
- L200 Landscape Plan

SURVEY PROVIDED BY:

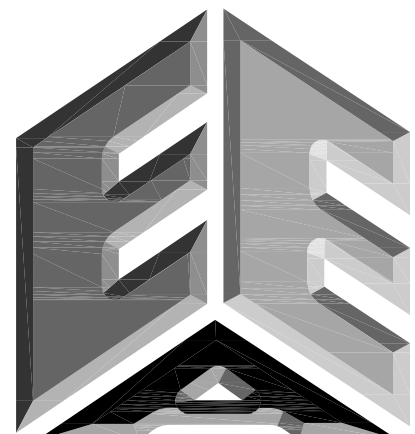
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OLIVE-MARY STITT SCHOOL

ADDITION AND RENOVATIONS

303 E Olive St.
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2	07/23/15	ISSUE FOR REVIEW

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Approved By:	KC	Project No.:	

Sheet Title:

COVER SHEET

Sheet No:

C-0.0

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.

Dated This _____ day Of _____, A.D., 20____

Owner Or Agent _____ Engineer _____

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Plotted: 7/23/15 @ 4:51pm By: jcap

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. 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.
6. 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.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. 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.
9. 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.
10. Provide Tree Protection Fencing Prior to Construction Operations. Maintain Throughout Construction.

GEOMETRY NOTES

1. 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.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

GRADING NOTES

1. 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.
2. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
3. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
4. 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 4.9%. Contact Engineer if Conflicts Exist.

UTILITY NOTES

1. 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.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. 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.
4. 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.
5. 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.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended
7. Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
8. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah RA340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
4' Diameter Structure- 4"
5' Diameter Structure- 6"
6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. 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.
5. 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.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
8. All Sanitary Manholes Shall Include a Chimney Seal.

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

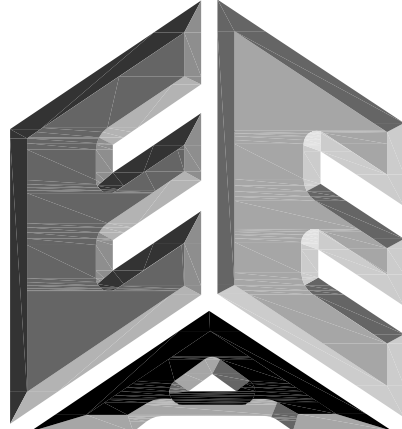
1. Install Stabilized Construction Entrance
2. Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
3. Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.
4. Cover and Stabilize Disturbed Areas As Soon As Possible.
5. When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.
6. Perform Grading Operations and Installation of Site Infrastructure and Pavement.
7. Install Permanent Seeding and Plantings.
8. Remove Accumulated Sediment From Basins and Along Silt Fence.
9. Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.
10. Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
3. 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.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. 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.
6. 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.
7. 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.
8. 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 "Catch-All" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal) In Paved Areas To Prevent Siltation.
9. 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 "Dandy Pop" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Park Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge into Waterways.
10. 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 Lake County DECI Requirements.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur In Accordance with IEPA NPDES Requirements.
17. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
18. 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.
19. 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.

MWRDGC GENERAL NOTES

1. The MWRDGC Local Sewers Field Office Must Be Notified At Least Two (2) Working Days Prior To The Commencement Of Work. Call (708) 586-4055.
2. Elevation Datum Is NAVD88.
3. All Floor Drains Shall Discharge To The Sanitary Sewer System.
4. All Downspouts And Footing Drains, Shall Discharge To The Storm System.
5. All Sanitary Sewer Pipe Materials (And Storm Sewer Pipe Material In Combined Sewer Areas) And Joints Shall Conform To:
A. Ductile Iron Pipe (DIP): Pipe Shall Conform To ANSI-21.51 CL52 Cement Lined Per ANSI A-21.4
1) Joints: C-Ring, ANSI-21.11
B. Vitrified Clay Pipe (VCP): Pipe Shall Conform To ASTM C-700.
1) Joints Shall Conform To ASTM C-425.
C. Reinforced Concrete Pipe (RCP): Pipe Shall Conform To ASTM C-76
1) Joints Shall Conform To ASTM C-443
D. Polyvinyl Chloride Pipe (PVC 6"-15"dia.-sdr 26): Pipe Shall Conform To ASTM D-3034
1) Joints Shall Conform To Astm D 3212.
E. Polyvinyl Chloride Pipe (PVC-C900): Pipe Shall Conform To AWWA C-900-97
1) Joints Shall Conform To ASTM D-3139.
6. All Sanitary Sewer Construction (And Storm Sewer Construction In Combined Sewer Areas): Requires Stone Bedding 1/4" To 1" In Size, With A Minimum Bedding Thickness Equal To 1/4 The Outside Diameter Of The Sewer Pipe, But Not Less Than Four (4) Inches Nor More Than Eight (8) Inches. Material Shall Be CA-11 Or CA-13 And Shall Be Extended At Least 12 Inches Above The Top Of The Pipe When Using PVC.
7. "Band Seal" Or Similar Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipe Of Dissimilar Materials .
8. 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. Circular Saw-Cut Of The Storm Sewer Main By Proper Tools ("Sewer-Tap" Machine Or Similar) And Proper Installation Of Hub-Wye Saddle Or Hub-Tee Saddle.
B. Remove An Entire Section Of Pipe (Breaking Only The Top Of One Bell) And Replace With A Wye Or Tee Branch Section.
C. With Pipe Cutter, Neatly And Accurately Cut Out Desired Length Of Pipe For Insertion Of Proper Fitting, Using "Band-Seal" Or Similar Couplings To Hold It Firmly In Place.
9. Whenever A Sanitary/combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Water Main Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 10 Feet Between Sanitary/combined Sewers And Water Mains Shall Be Maintained Unless: The Sewer Is Laid In A Separate Trench, Keeping A Minimum 18" Vertical Separation; Or The Sewer Is Laid In The Same Trench With The Water Main Located On The Opposite Side On A Bench Of Undisturbed Earth, Keeping A Minimum 18" Vertical Separation. If Either The Vertical Or Horizontal Distances Described Cannot Be Maintained, Or The Sewer Crossed Above The Water Main, The Sewer Shall Be Constructed To Water Main Standards. All Sanitary Sewers Shall Be Tested In Keeping With All MWRDGC Requirements.
10. All Existing Septic Systems To Be Abandoned. Abandoned Tanks To Be Filled With Granular Material Or Removed.
11. All Sanitary Manholes, (and Storm Manholes In Combined Sewer Areas), Shall Have A Minimum Inside Diameter Of 48 Inches, And Shall Be Cast In Place Or Pre-cast Reinforced Concrete, Resilient Connectors, Conforming To ASTM C-923, Shall Be Used Between Manhole And Pipes.
12. Except For Foundation/footing Drains Provided To Protect Buildings, Drain Tiles/field Tiles/underdrains/perforated Pipes Are Not Allowed To Be Connected Or To Be Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers In Combined Sewer Areas. Construction Of New Facilities Of This Type Is Prohibited; And All Existing Drain Tiles And Perforated Pipes Encountered Within The Project Area Shall Be Plugged Or Removed And Shall Not Be Connected To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.
13. All Abandoned Sewers Shall Be Plugged At Both Ends With A Minimum Of Two (2) Foot Long Non-shrink Concrete/Mortar Plugs.



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LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS

303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date:_____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.	

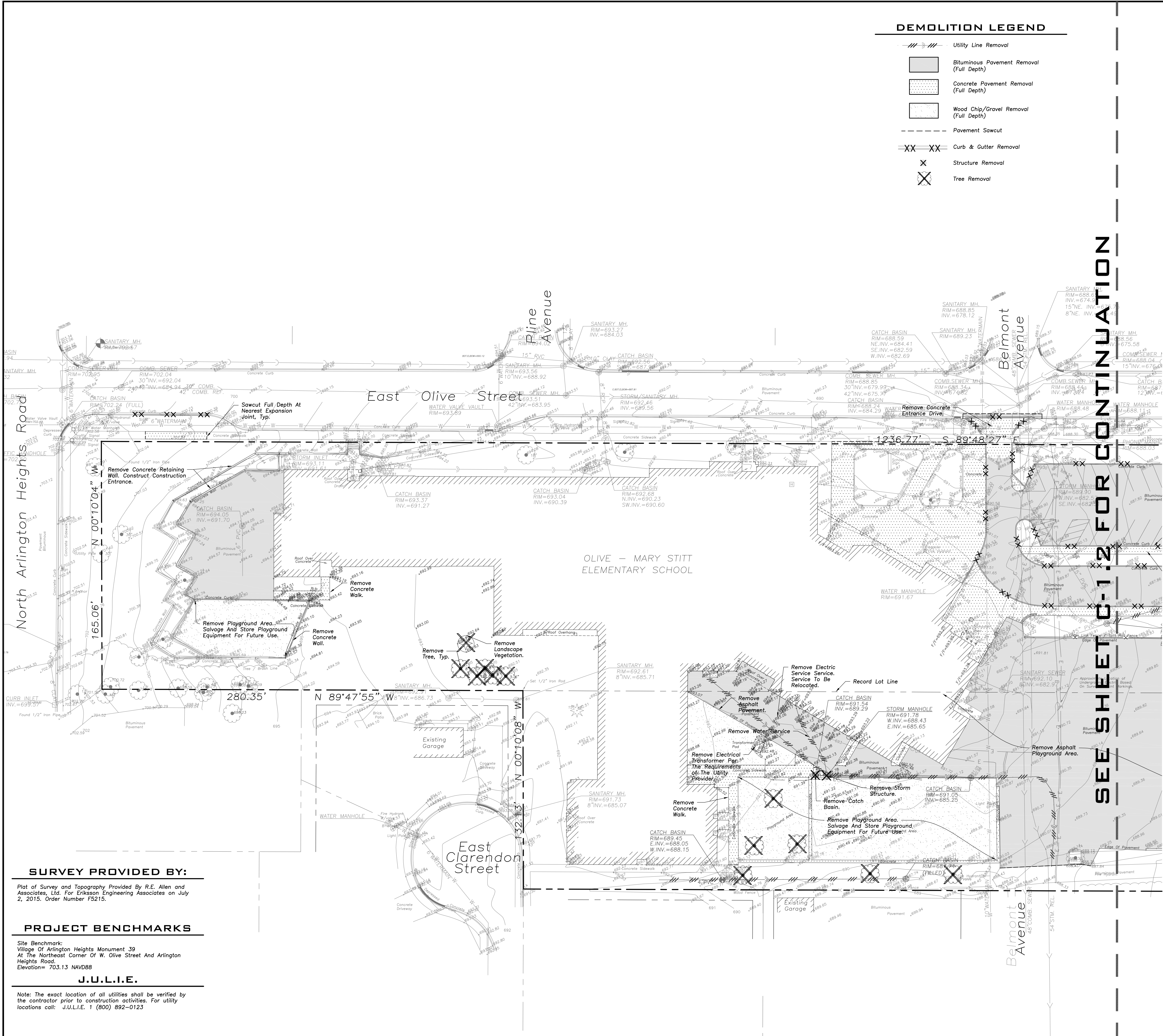
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GENERAL NOTES

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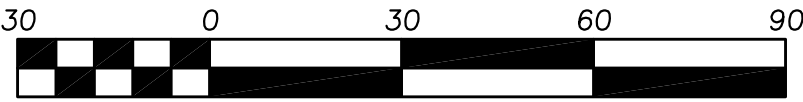
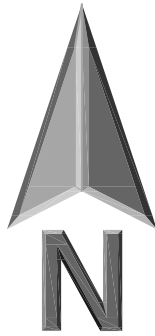
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E:\A - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:52pm By: jcap



DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Wood Chip/Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal



Scale: 1"=30'

LEGEND

- EXISTING
- Manhole
- Catch Basin
- Area Drain
- Clean Out
- Flared End Section
- Storm Sewer
- Sanitary Sewer
- Combined Sewer
- Water Main
- Gas Line
- Overhead Wires
- Electrical Cable (Buried)
- Telephone Line
- Fire Hydrant
- Valve Vault
- Buffalo Box
- Downspout
- Gate Valve
- ComEd Manhole
- Hand Hole
- Light Pole
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Sign
- Fence
- Accessible
- Parking Stall
- Curb & Gutter
- Depressed Curb
- Curb Elevation
- Gutter Elevation
- Pavement Elevation
- Sidewalk Elevation
- Ground Elevation
- Top of Retaining Wall Elevation
- Swale
- Contour Line
- Deciduous Tree
- Coniferous Tree
- Brushline
- Tree Protection
- Fencing at Drip Line

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermains, 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 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 May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and 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.

SURVEY PROVIDED BY:

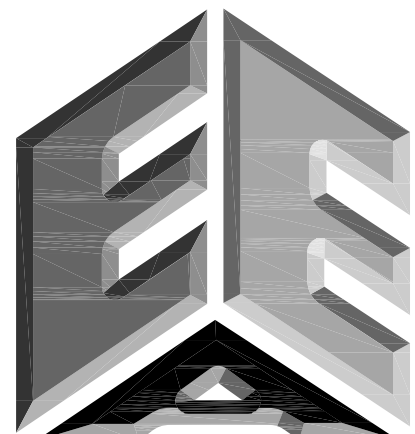
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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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OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date:

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By:	JC	Date:	06/06/15
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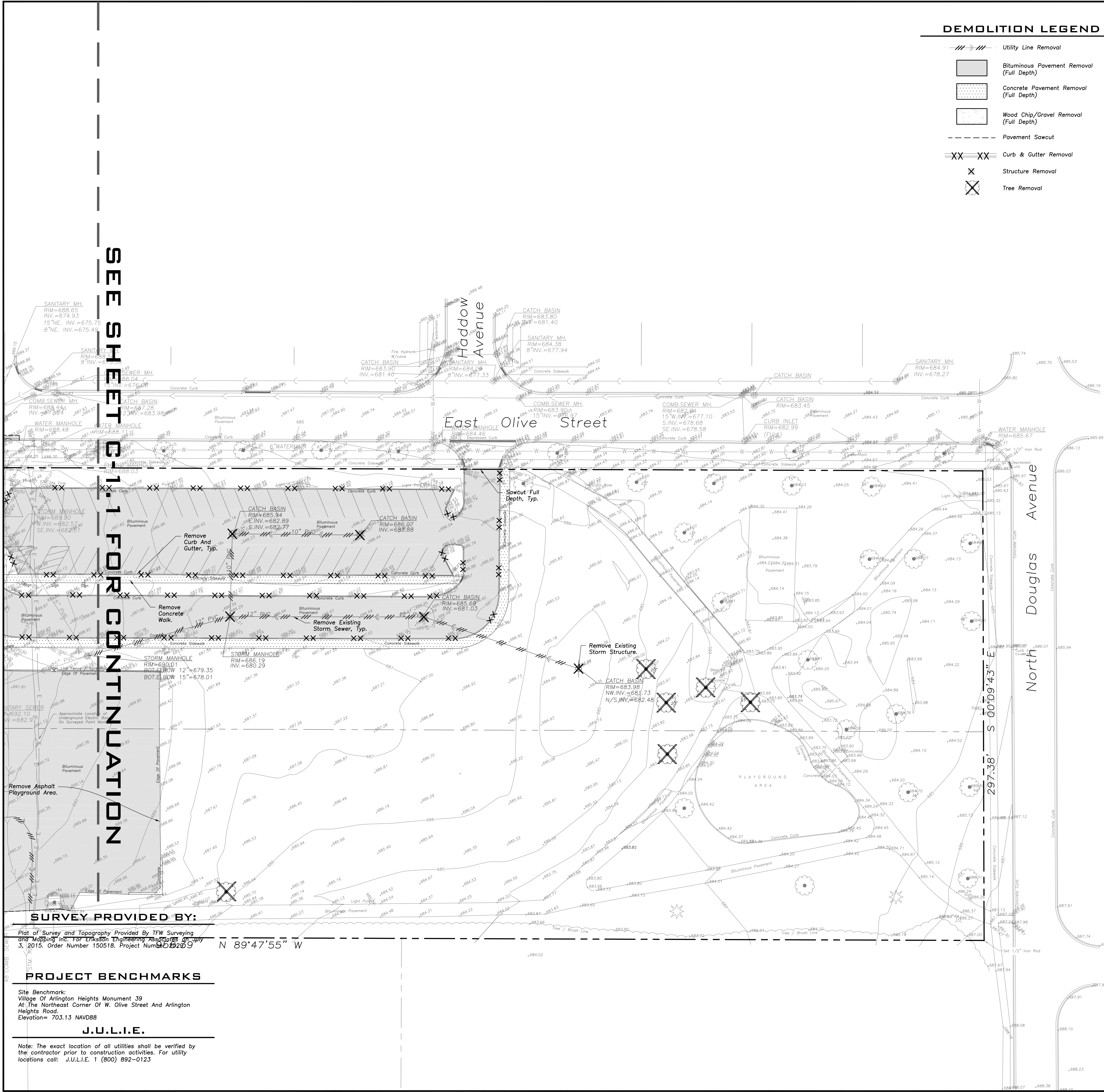
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SITE
DEMOLITION
PLAN

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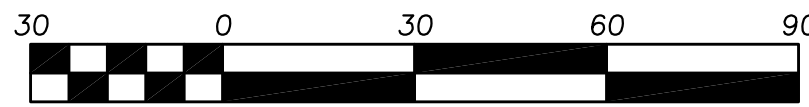
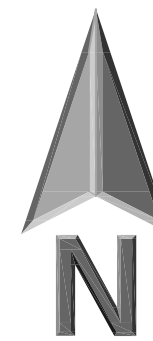
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Plotted: 7/23/15 @ 4:54pm By: jcap



DEMOLITION LEGEND

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- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Wood Chip/Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal



Scale: 1"=30'

LEGEND

- | EXISTING | PROPOSED |
|--------------------------------------|--------------------------------------|
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Clean Out | Clean Out |
| Flared End Section | Flared End Section |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Combined Sewer | Combined Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Wires | Overhead Wires |
| Electrical Cable (Buried) | Electrical Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Buffalo Box | Buffalo Box |
| Downspout | Downspout |
| Gas Valve | Gas Valve |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation | Curb Elevation |
| Gutter Elevation | Gutter Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Brushline | Brushline |
| Tree Protection Fencing at Drip Line | Tree Protection Fencing at Drip Line |

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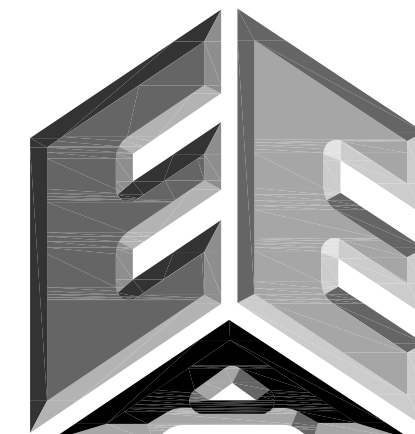
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates, Inc. July 3, 2015. Order Number 150518. Project Number 150209

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303 E Olive St.
Arlington Heights, Illinois

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

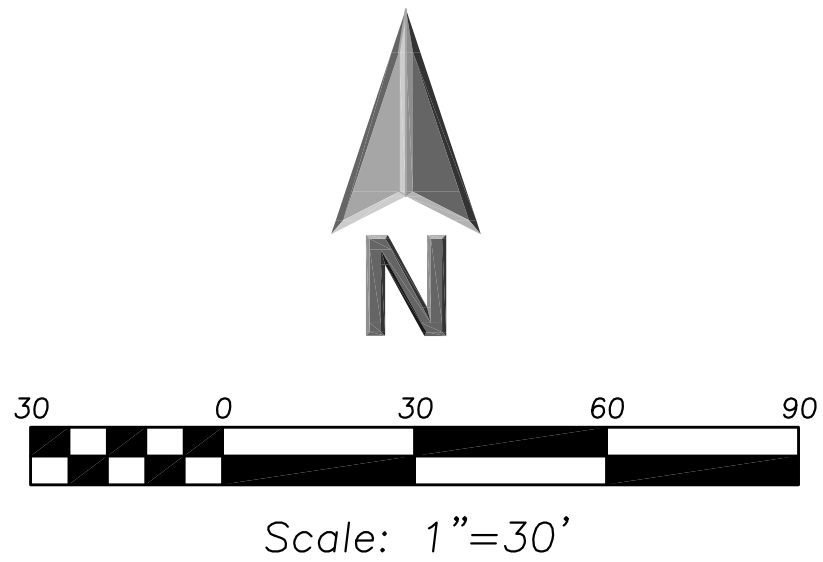
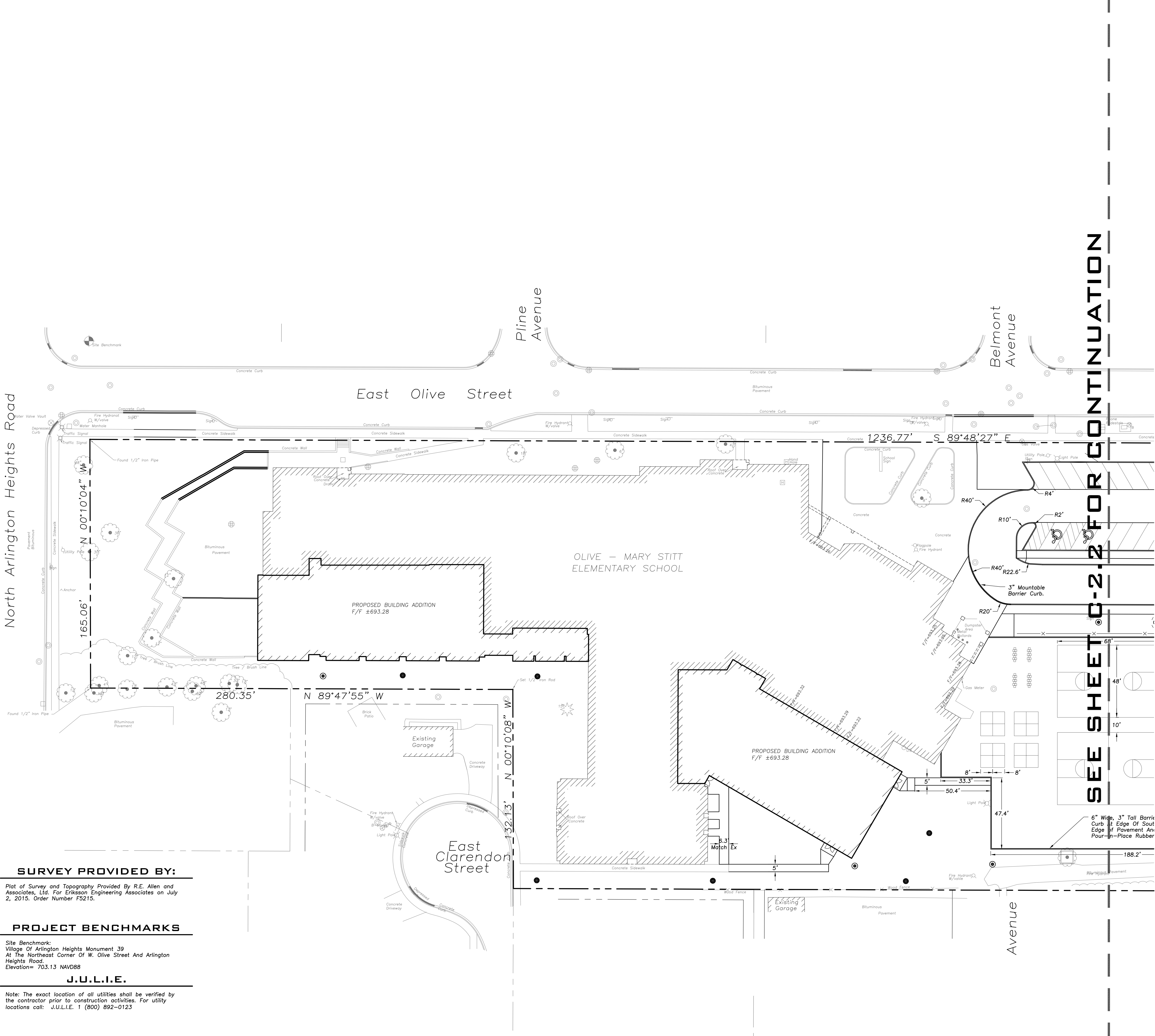
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SITE
DEMOLITION
PLAN

Sheet No:

C-1.2

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Plotted: 7/23/15 @ 4:53pm By: jcap



LEGEND	
EXISTING	
	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible
	Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection
	Fencing at Drip Line

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2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.

3. Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.

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9. 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.

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 FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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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PROFESSIONAL DESIGN FIRM
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EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.	

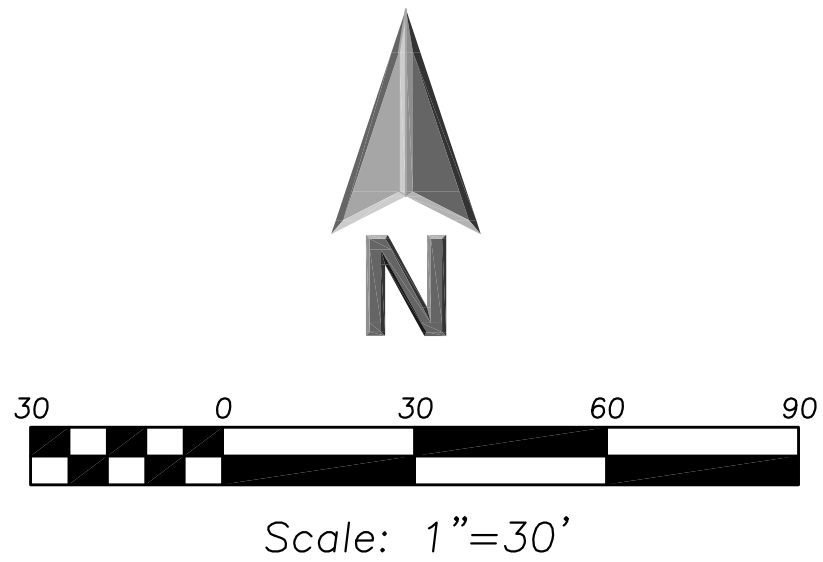
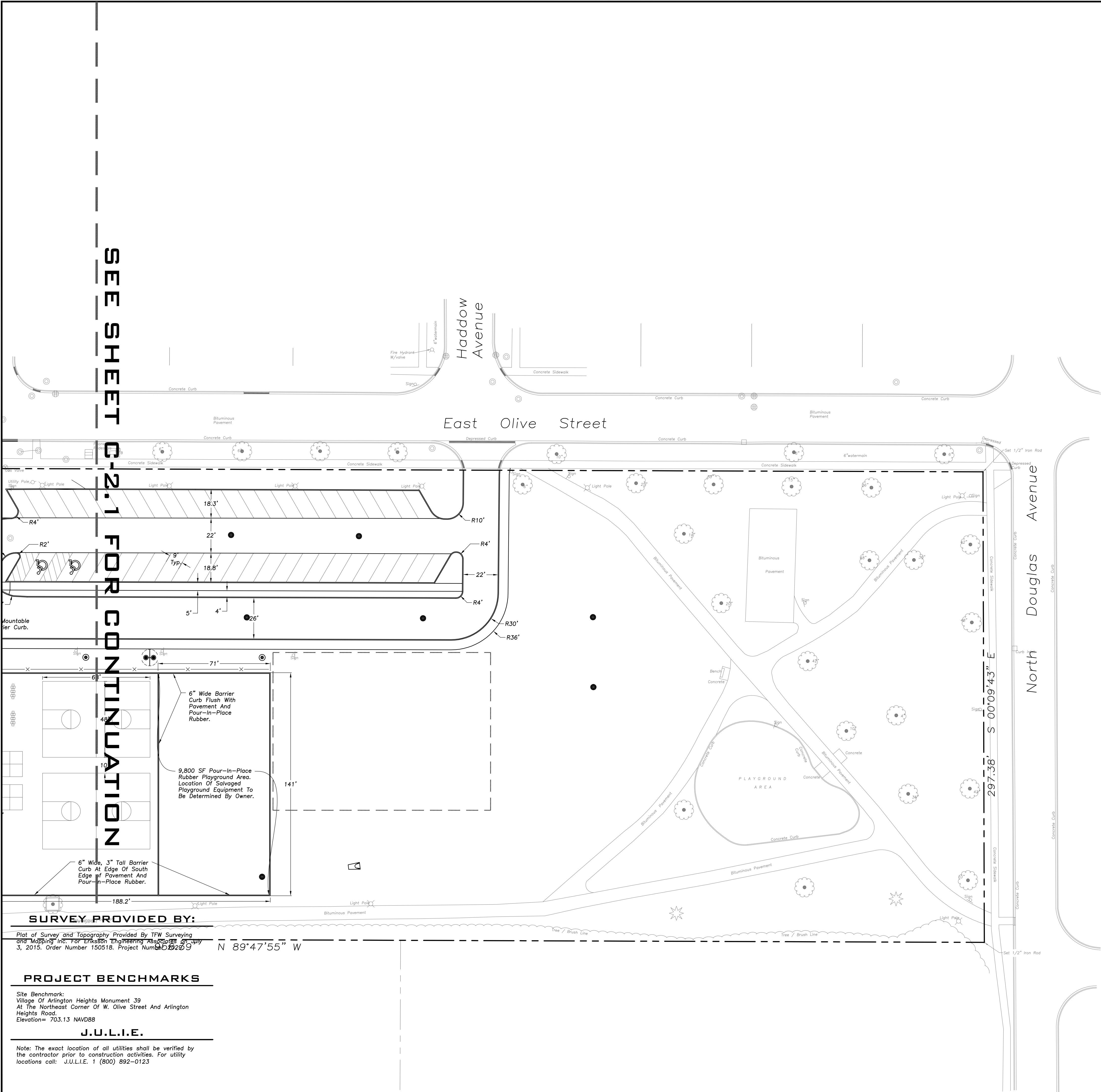
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SITE GEOMETRY PLAN

Sheet No:

C-2.1

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LEGEND	
EXISTING	PROPOSED

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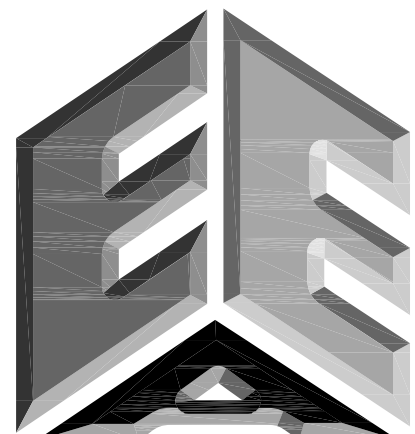
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PROJECT BENCHMARKS

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Approved By:	KC	Project No.	

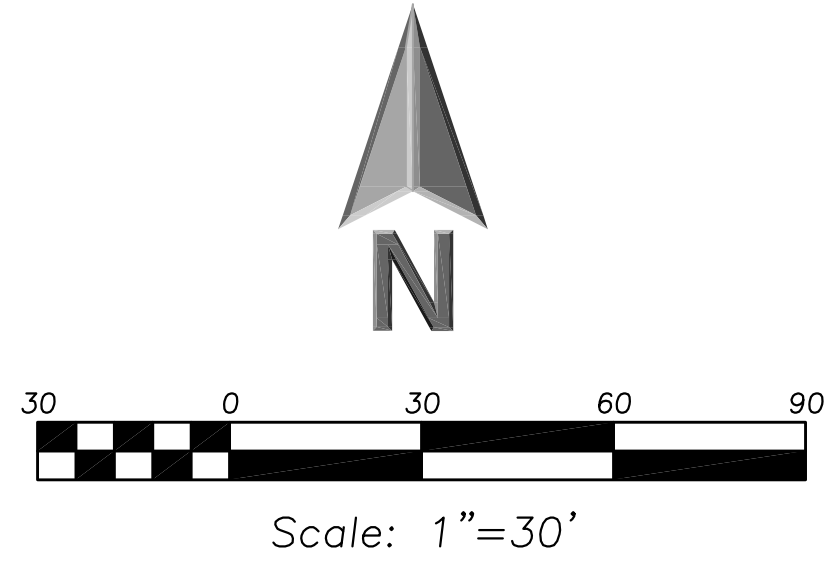
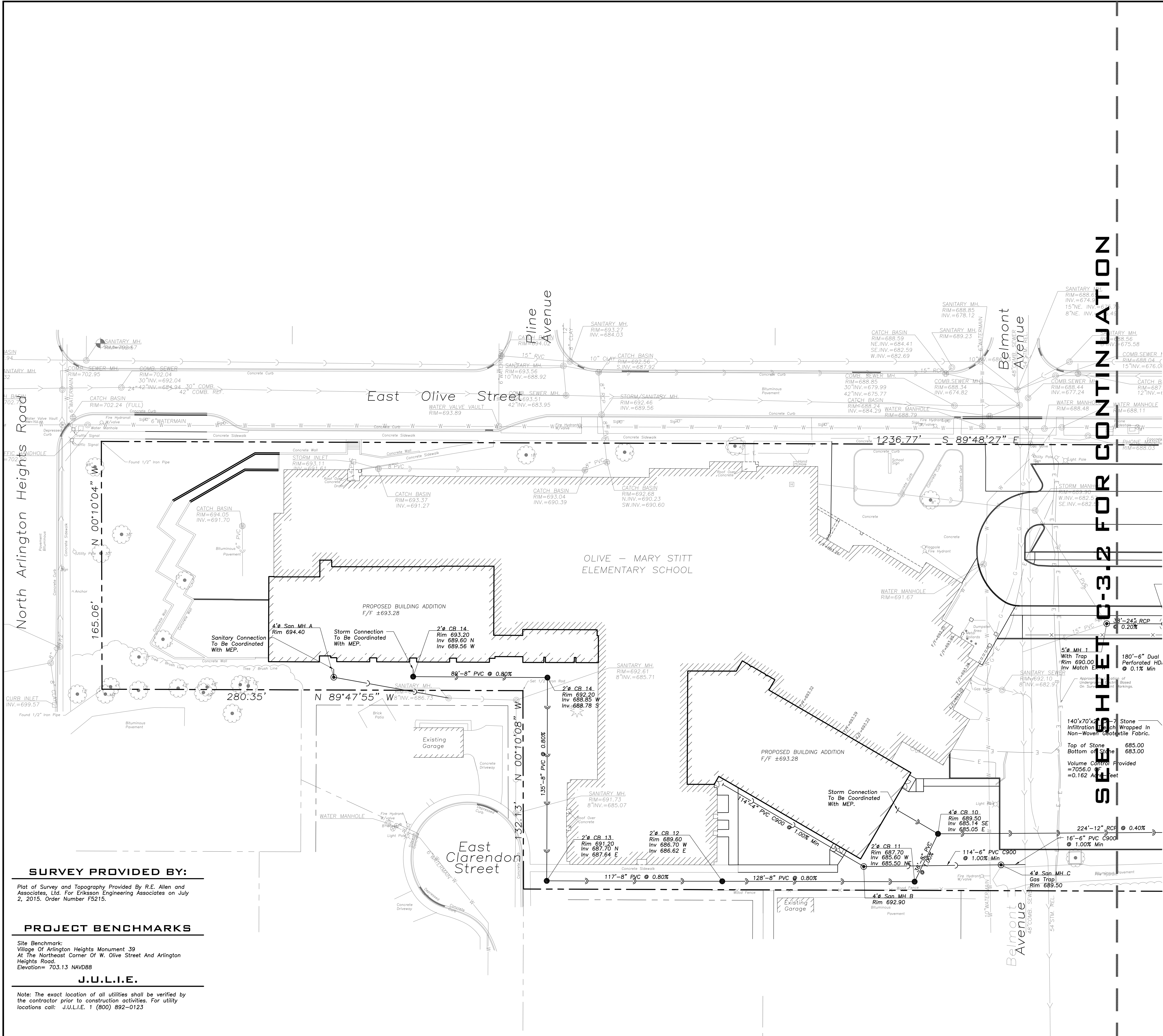
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Sheet No:

C-2.2

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LEGEND	
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	Catch Basin
	Area Drain
	Clean Out
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	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
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	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
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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 FS215.

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J.U.L.I.E.
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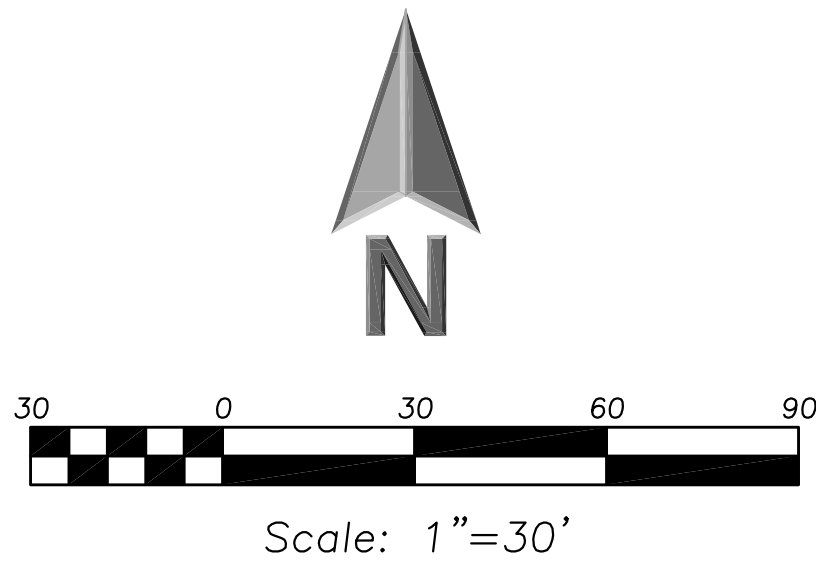
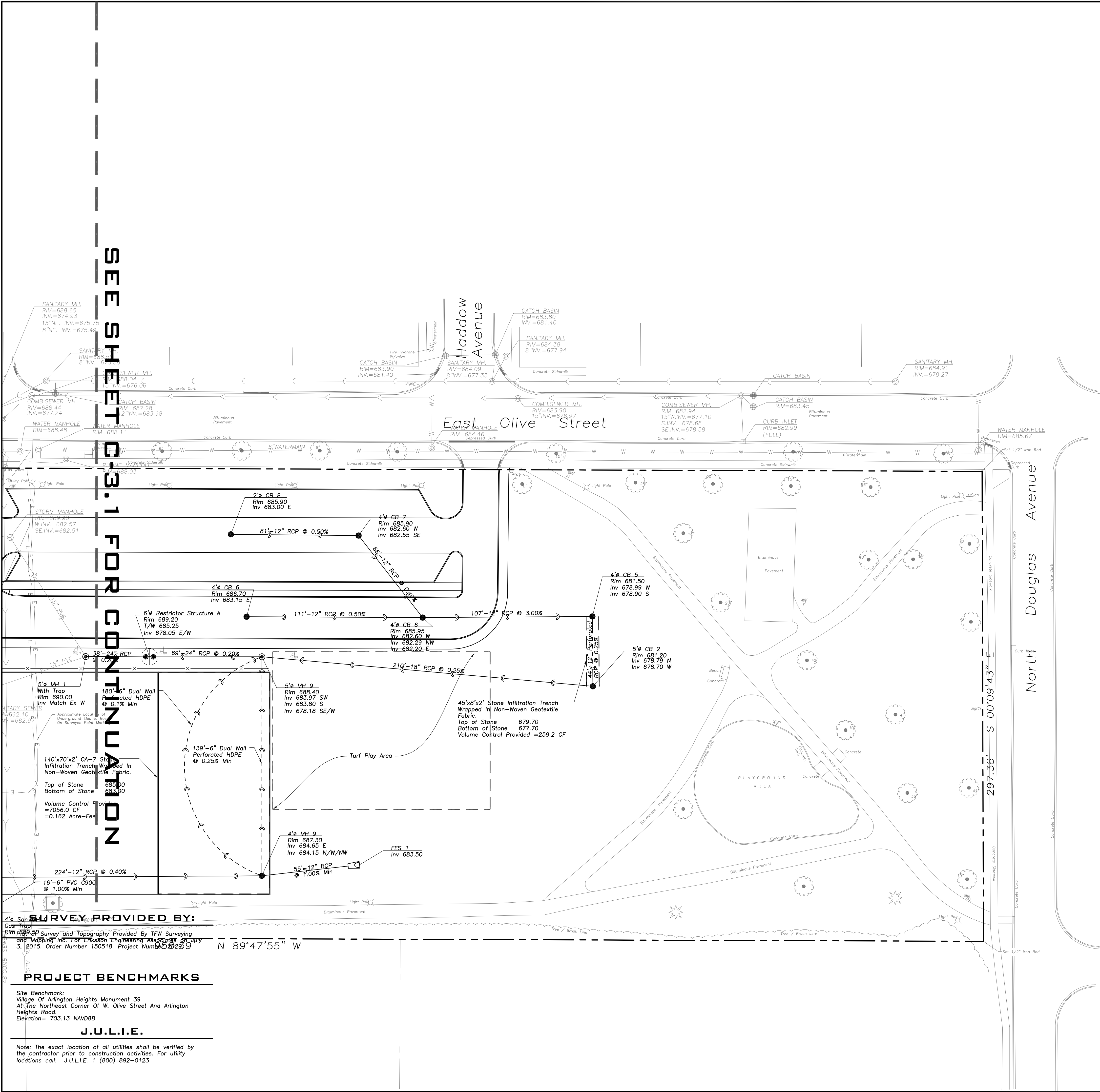
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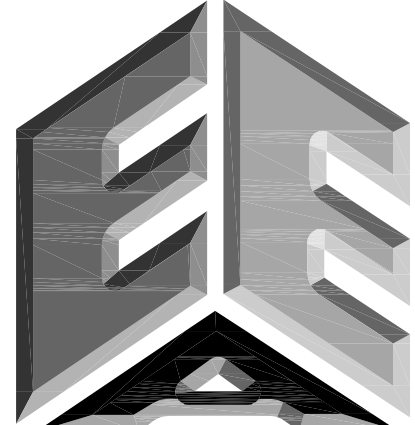
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Design By:	JC	Date: 06/06/15
Approved By:	KC	Project No.
Sheet Title:		
SITE UTILITY PLAN		
Sheet No:		
C-3.1		

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Plotted: 7/23/15 @ 4:54pm By: jcap



LEGEND	
EXISTING	PROPOSED

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OLIVE-MARY STITT SCHOOL ADDITION AND RENOVATIONS 303 E Olive St. Arlington Heights, Illinois

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:

**SITE
UTILITY
PLAN**

Sheet No:

C-3.2

PROJECT BENCHMARKS

Site Benchmark:
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At The Northeast Corner Of W. Olive Street And Arlington
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J.U.L.I.E.

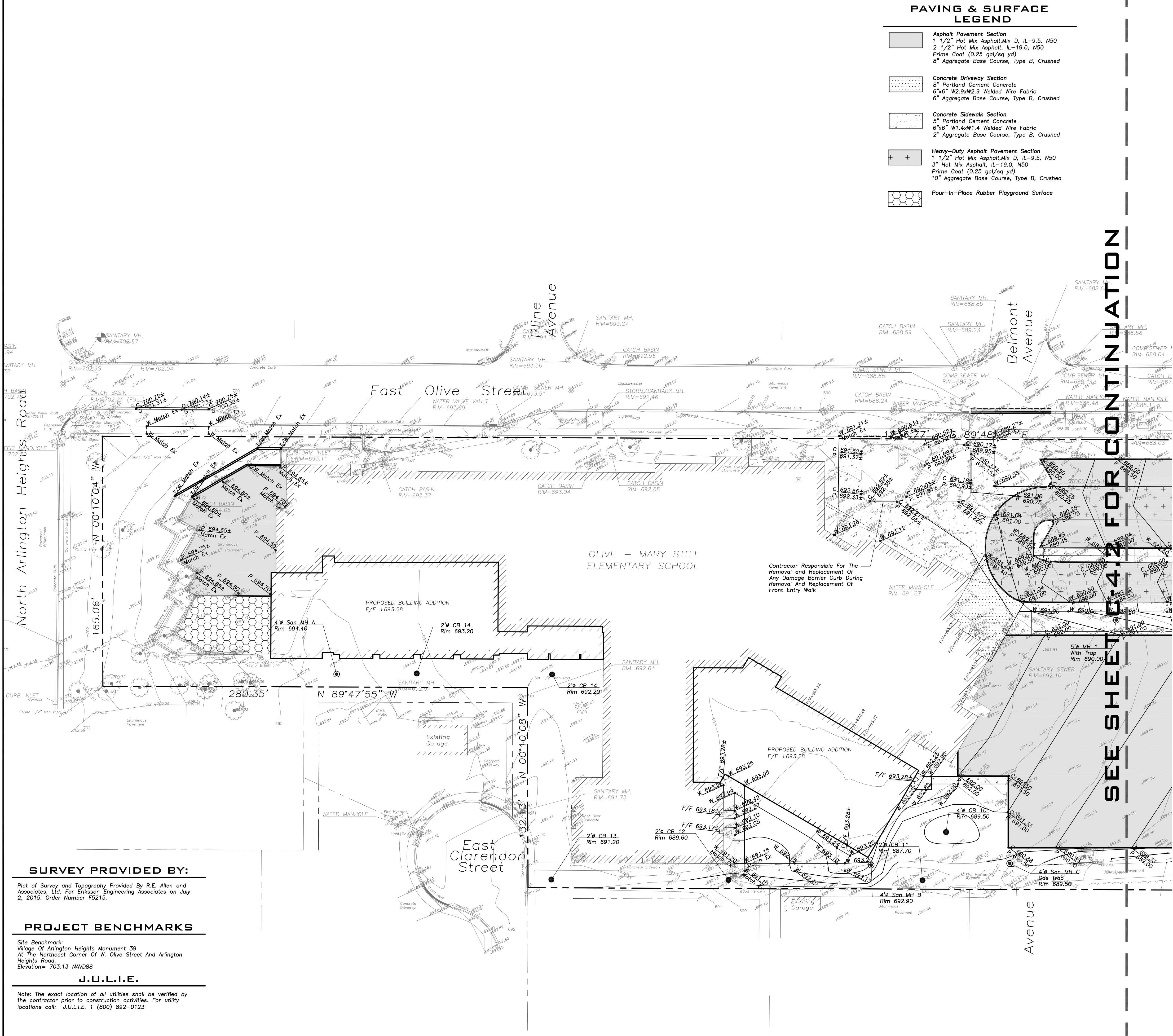
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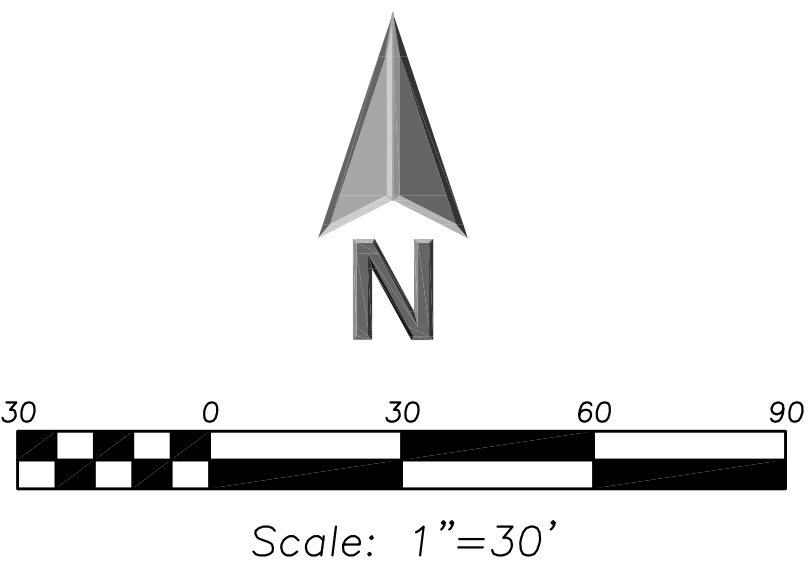
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July 3, 2015. Order Number 150518. Project Number 20209

SEE SHEET C-3.1 FOR CONTINUATION

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Plotted: 7/23/15 @ 4:53pm By: jcap



- 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
 - Concrete Sidewalk Section**
 - 5" Portland Cement Concrete
 - 6"x6" W1.4xW1.4 Welded Wire Fabric
 - 2" Aggregate Base Course, Type B, Crushed
 - Heavy-Duty Asphalt Pavement Section**
 - 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50
 - 3" Hot Mix Asphalt, IL-19.0, N50
 - Prime Coat (0.25 gal/sq yd)
 - 10" Aggregate Base Course, Type B, Crushed
 - Pour-In-Place Rubber Playground Surface**



- LEGEND**
- EXISTING**
- Manhole
 - Catch Basin
 - Area Drain
 - Clean Out
 - Flared End Section
 - Storm Sewer
 - Sanitary Sewer
 - Combined Sewer
 - Water Main
 - Gas Line
 - Overhead Wires
 - Electrical Cable (Buried)
 - Telephone Line
 - Fire Hydrant
 - Valve Vault
 - Buffalo Box
 - Downspout
 - Gas Valve
 - ComEd Manhole
 - Hand Hole
 - Light Pole
 - Utility Pole
 - Telephone Pedestal
 - Telephone Manhole
 - Sign
 - Fence
 - Accessible Parking Stall
 - Curb & Gutter
 - Depressed Curb
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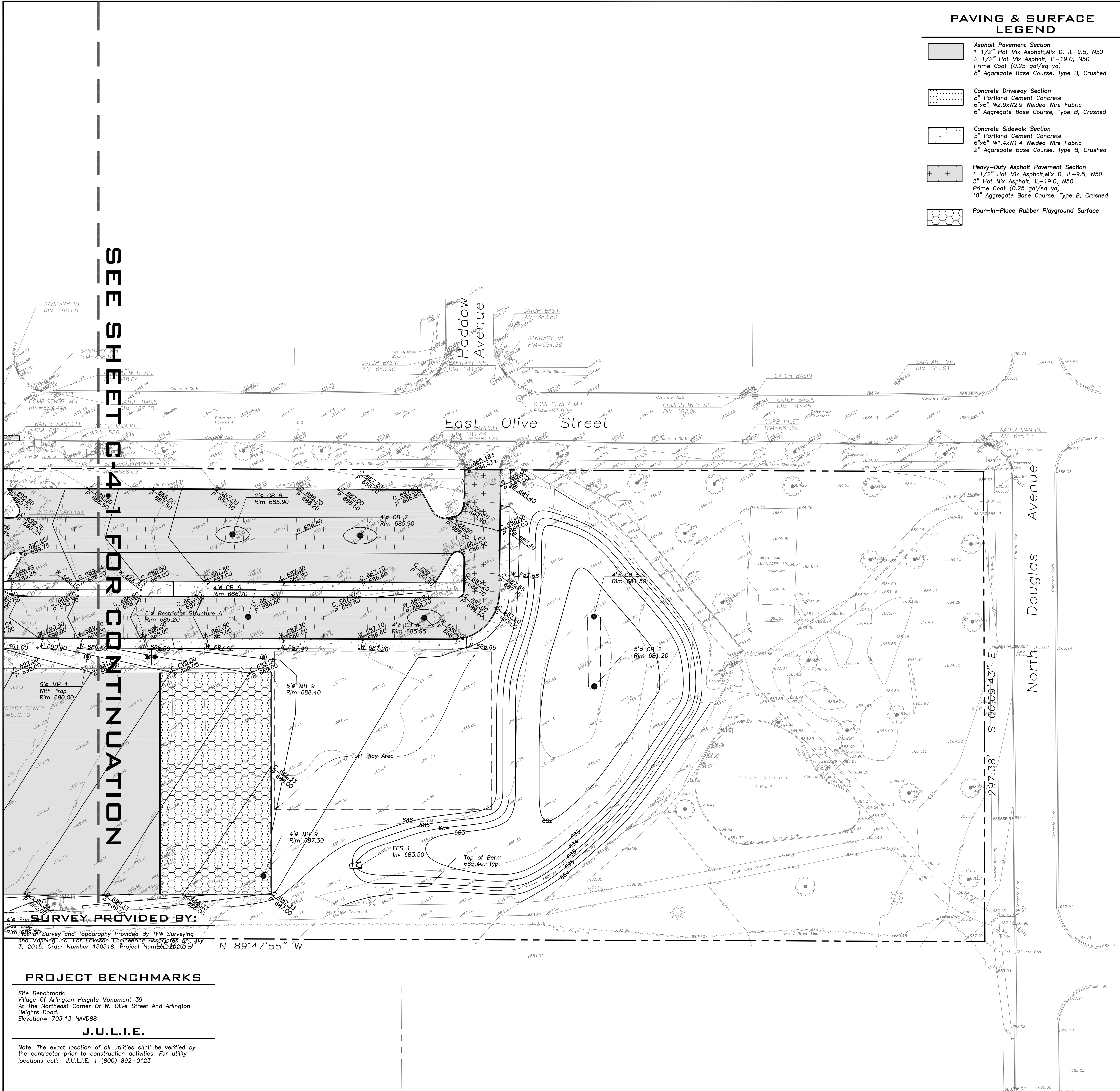
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Sheet Title:
GRADING AND PAVING PLAN

Sheet No:
C-4.1

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Plotted: 7/23/15 @ 4:54pm By: jcap



PAVING & SURFACE LEGEND

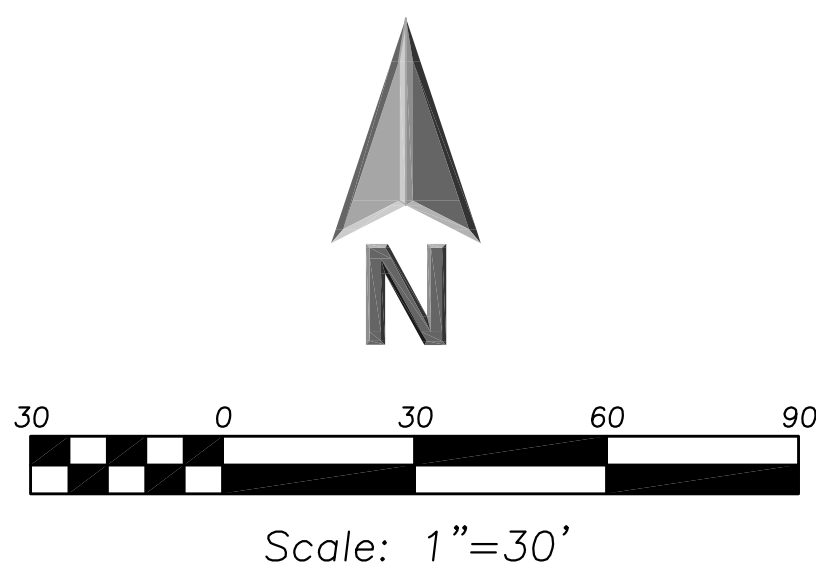
Asphalt Pavement Section
1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, NS0
2 1/2" Hot Mix Asphalt, IL-19.0, NS0
Prime Coat (0.25 gal/sq yd)
8" Aggregate Base Course, Type B, Crushed

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

Heavy-Duty Asphalt Pavement Section
1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, NS0
3" Hot Mix Asphalt, IL-19.0, NS0
Prime Coat (0.25 gal/sq yd)
10" Aggregate Base Course, Type B, Crushed

Pour-In-Place Rubber Playground Surface



LEGEND

EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable (Buried)	Electrical Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Gas Valve	Gas Valve
Hand Hole	Hand Hole
Light Pole	Light Pole
Utility Pole	Utility Pole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection	Tree Protection
Fencing at Drip Line	Fencing at Drip Line

GENERAL NOTES

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- 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.

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EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

**OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS**
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By: JC	Date: 06/06/15
Approved By: KC	Project No:

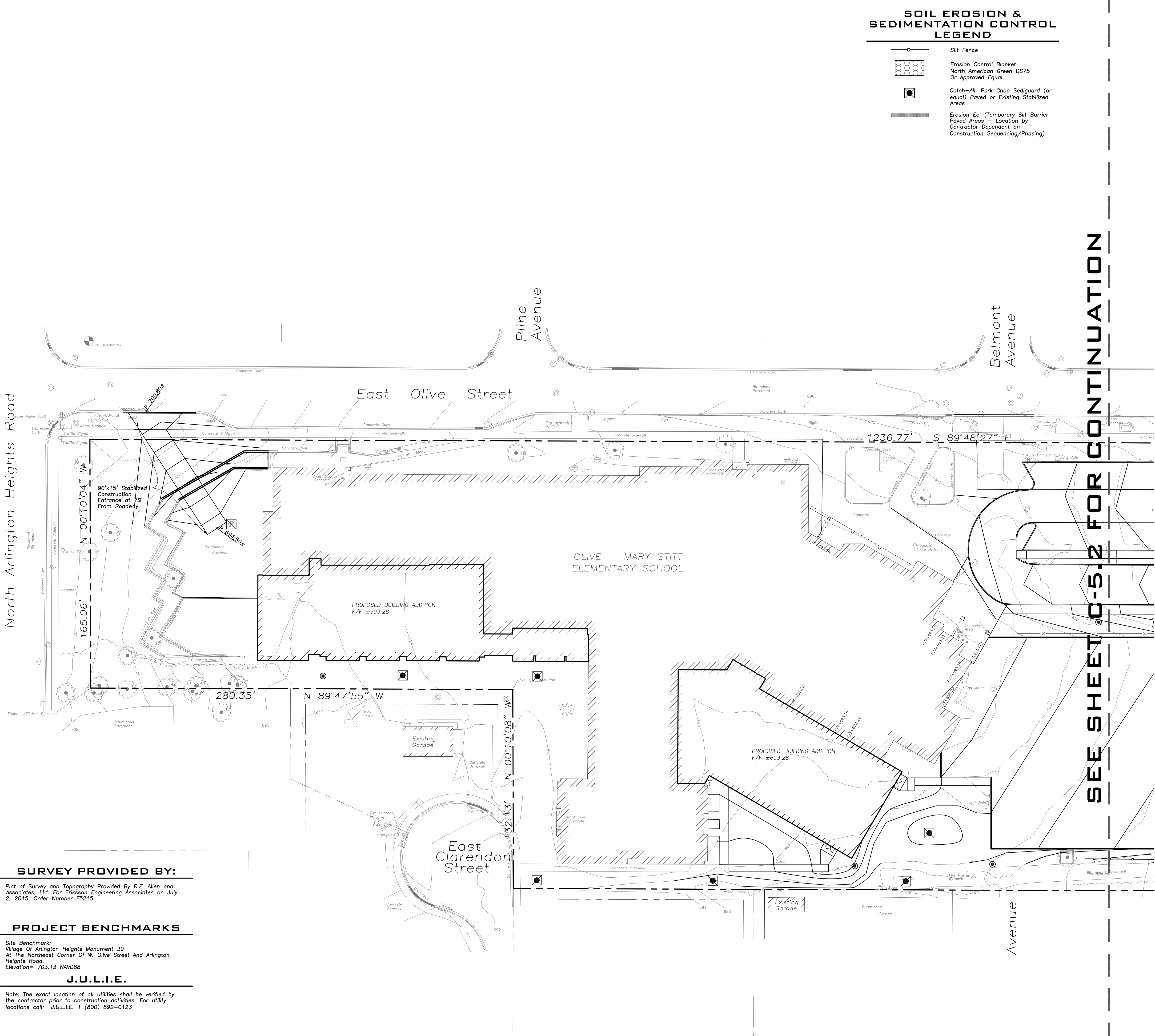
Sheet Title:

GRADING AND PAVING PLAN

Sheet No:

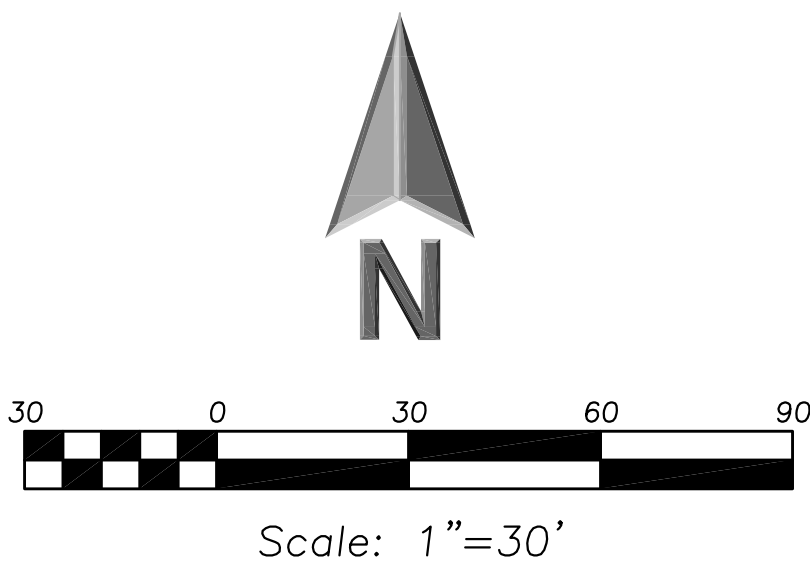
C-4.2

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:53pm By: jcap



SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket
North American Green DS75
Or Approved Equal
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier)
Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing



LEGEND

- EXISTING
- Manhole
- Catch Basin
- Area Drain
- Clean Out
- Flared End Section
- Storm Sewer
- Sanitary Sewer
- Combined Sewer
- Water Main
- Gas Line
- Overhead Wires
- Electrical Cable (Buried)
- Telephone Line
- Fire Hydrant
- Valve Vault
- Buffalo Box
- Downspout
- Gas Valve
- ComEd Manhole
- Hand Hole
- Light Pole
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Sign
- Fence
- Accessible
- Parking Stall
- Curb & Gutter
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SURVEY PROVIDED BY:

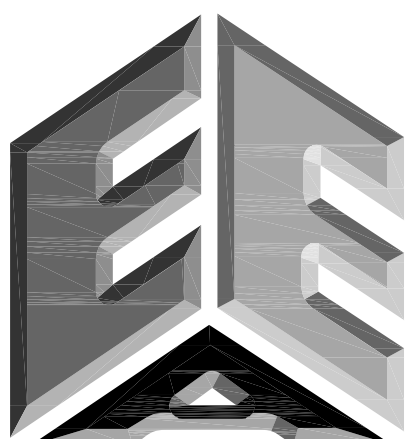
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

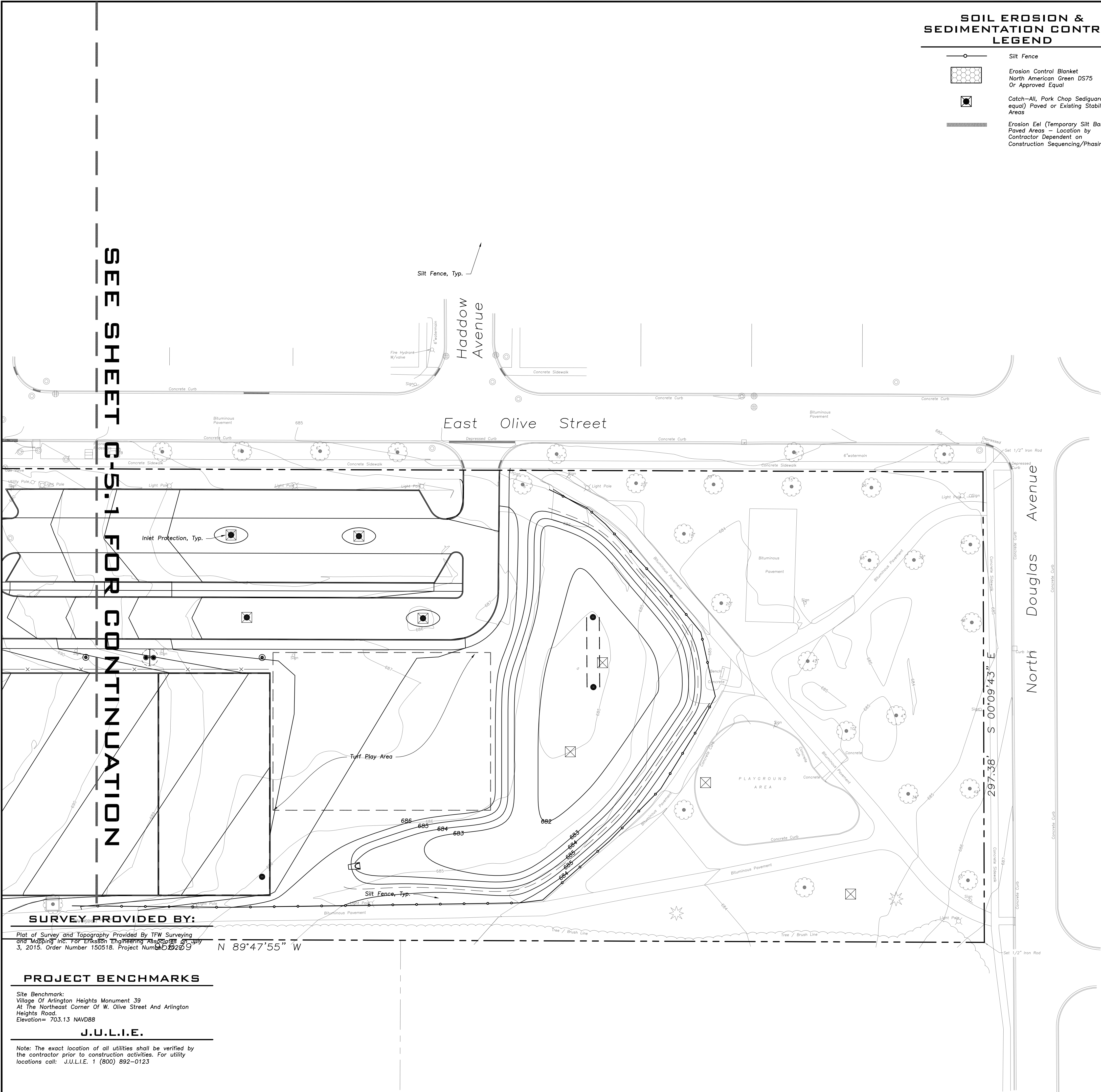
Sheet Title:

SOIL EROSION &
SEDIMENT
CONTROL PLAN

Sheet No:

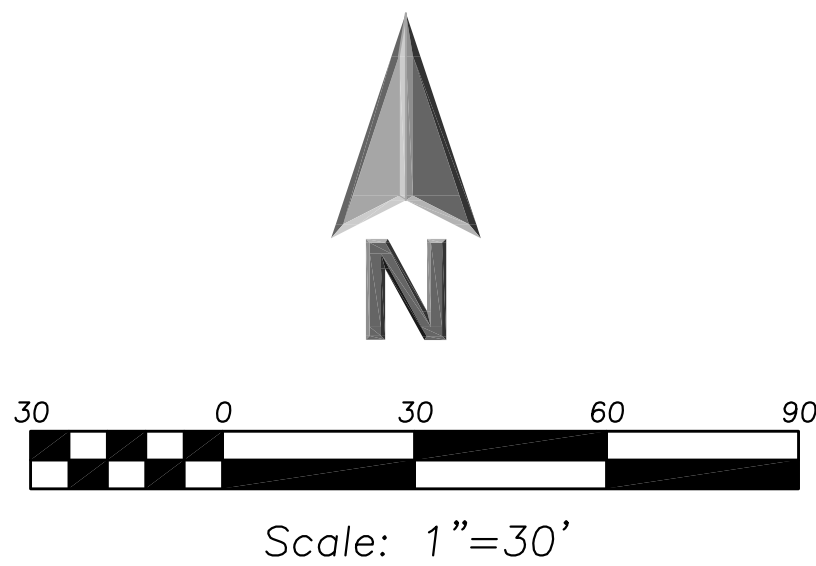
C-5.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:55pm By: jcap



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Or Approved Equal
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing)



LEGEND

- | EXISTING | PROPOSED |
|----------|----------|
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SURVEY PROVIDED BY:

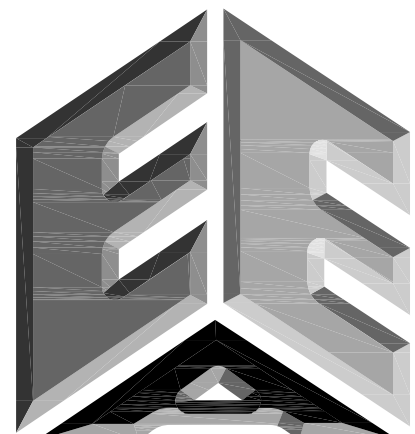
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 02209

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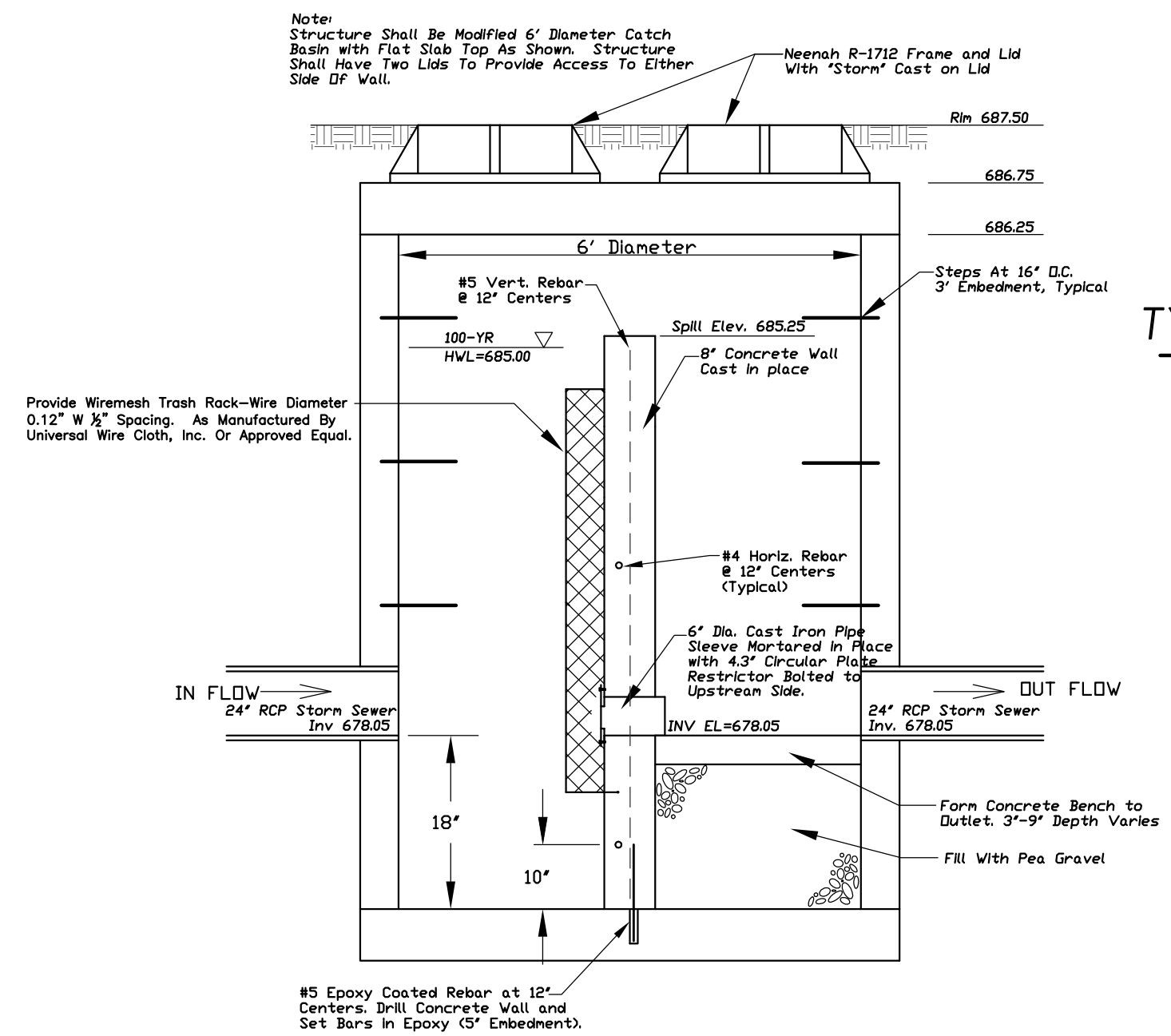
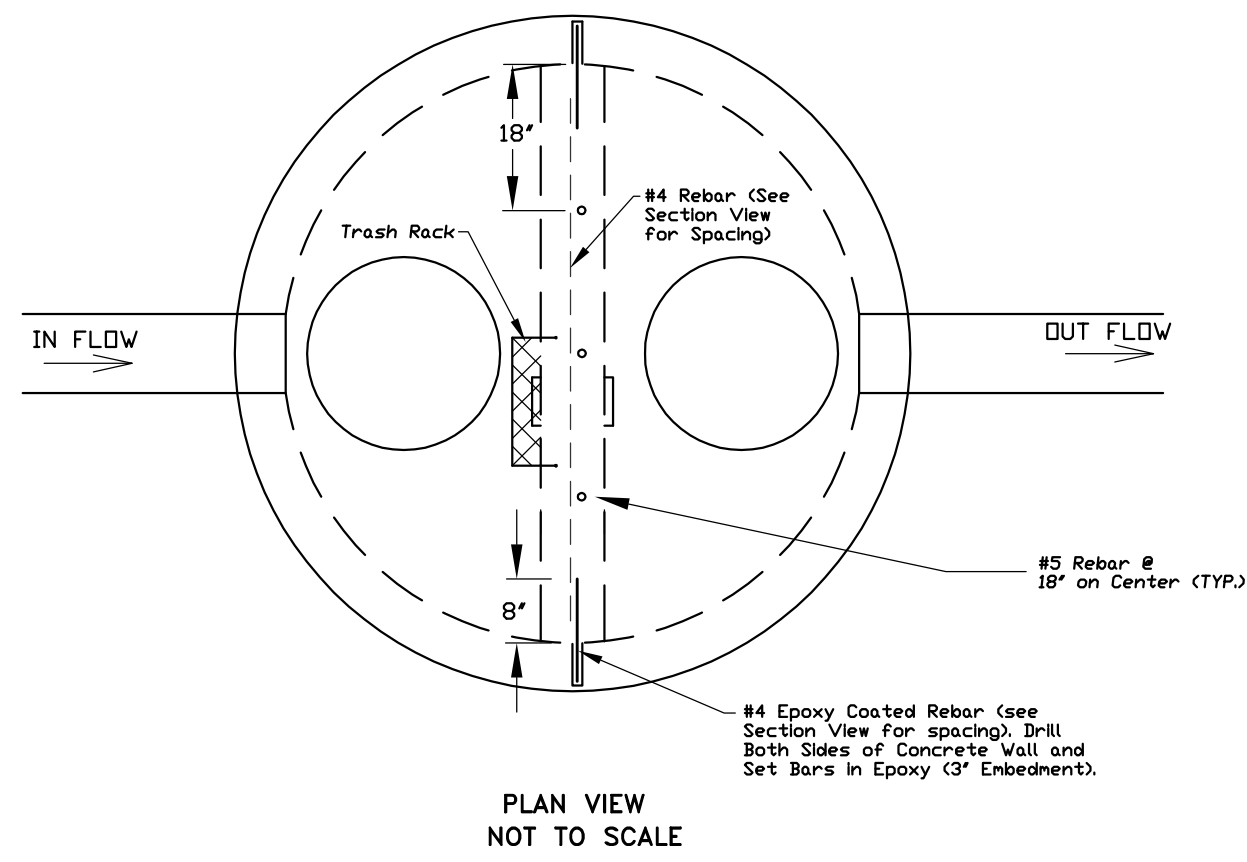
Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:

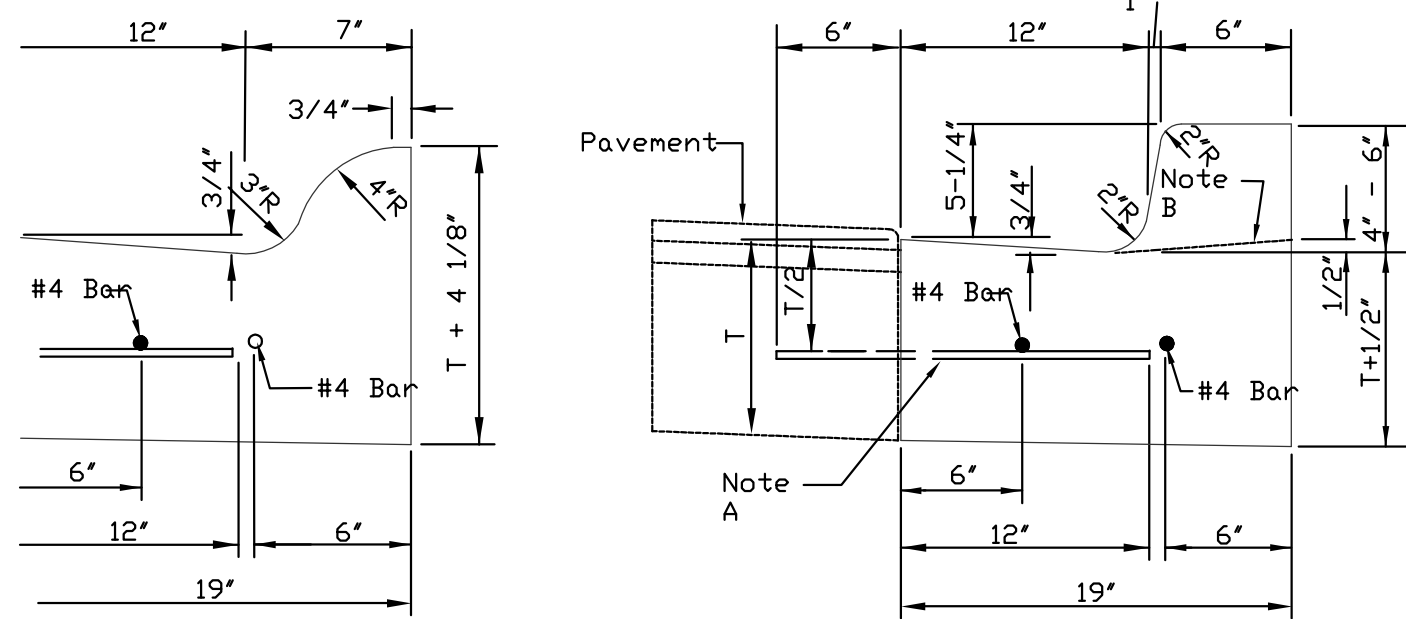
SOIL EROSION &
SEDIMENT
CONTROL PLAN

Sheet No:

C-5.2



RESTRICTOR STRUCTURE A



ROLL TYPE CURB

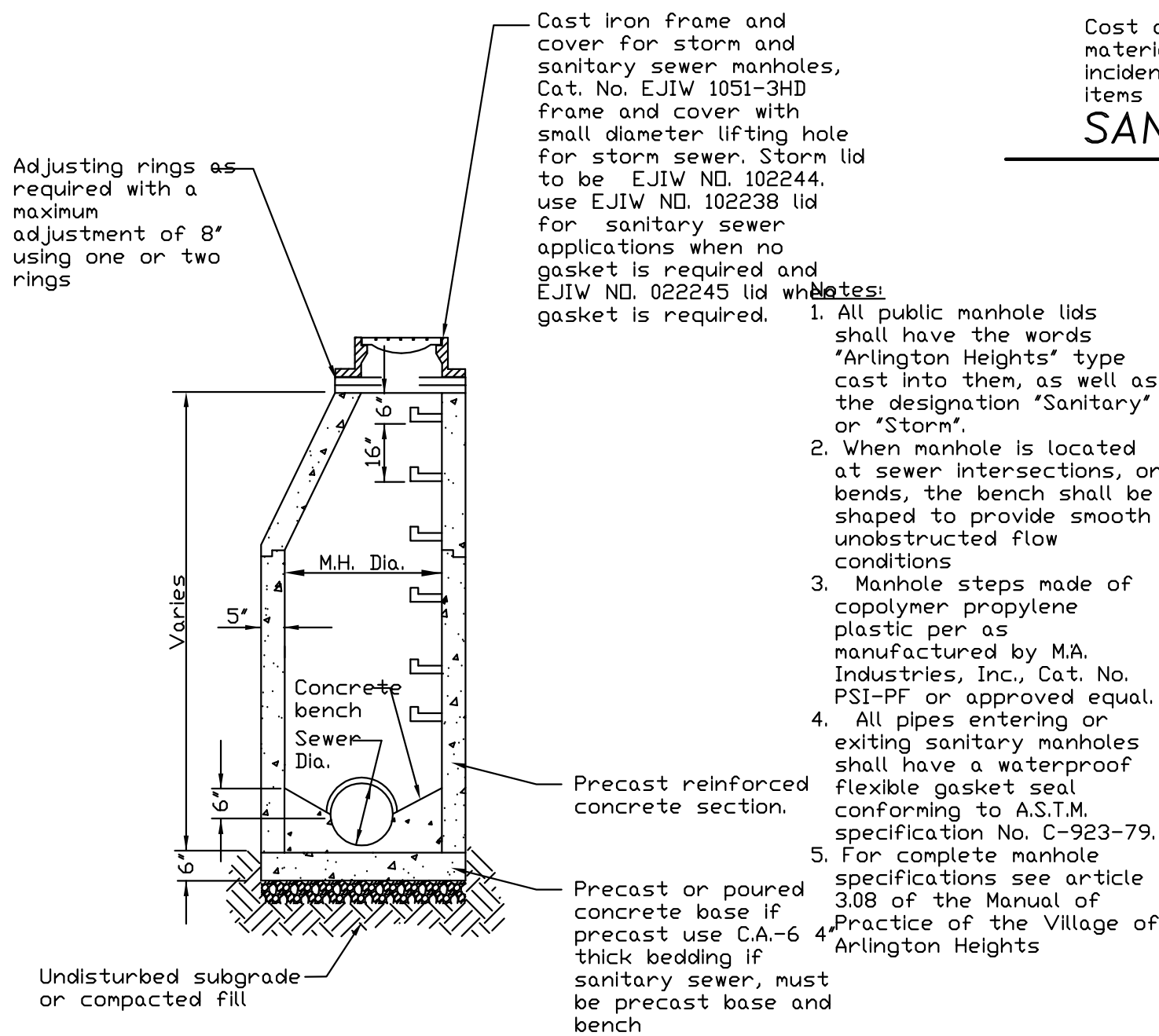
BARRIER TYPE CURB

- Notes:**
1. 2-#4 longitudinal bars 20 feet in length with 12" overlaps, at 60' intervals, except at expansion joints.
 2. Expansion joints shall be a minimum of 3/4" preformed expansion material and shall be provided with a 1" dia. x 18" coated smooth dowel bar fitted with a cap that will allow a minimum of 1" of expansion.
 3. Construction joints shall be template formed or saw-cut (within 24 hours of placement of the curb) to 1/5th the depth of the gutter flag at 20ft. intervals or at the joints depth of the gutter flag at 20ft. intervals or at the joints in an adjacent concrete pavement.

Note "A"
For Easy
Profile For depressed
curb @ driveways and
ramps

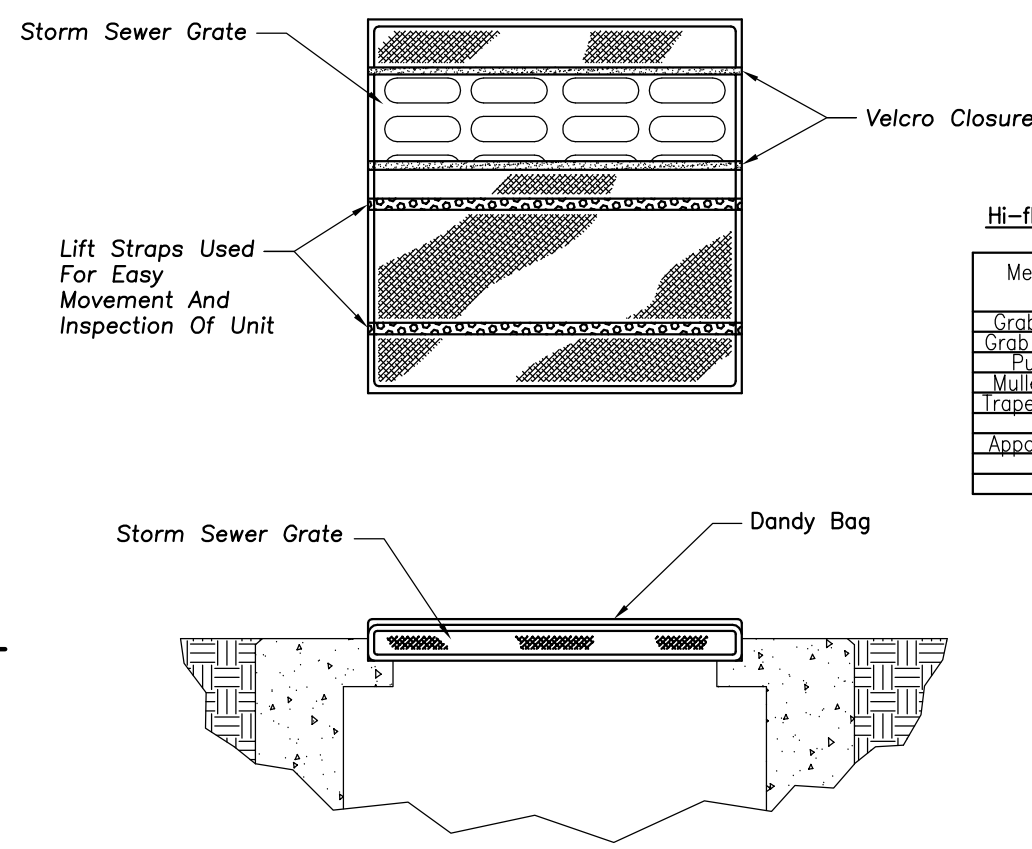
Note "B"
Profile For depressed
curb @ driveways and
ramps

TYPICAL SANITARY SEWER SERVICE CONNECTION



TYPE A - MANHOLE

Dandy Bag



DANDY BAG INLET SEDIMENT CONTROL DEVICE

Notes:
When preparing for street
subgrade
removal of compacted
stone subgrade
shall be included with
earth ex. removal
No separate payment will
be made for
fittings required for
diverting sanitary
sewer lines around
proposed sewers,
this cost of fittings will
be incidental
to the cost of the storm
sewer pipe.

Cost of stone bedding
material as shown shall be
incidental to sewer pay
items

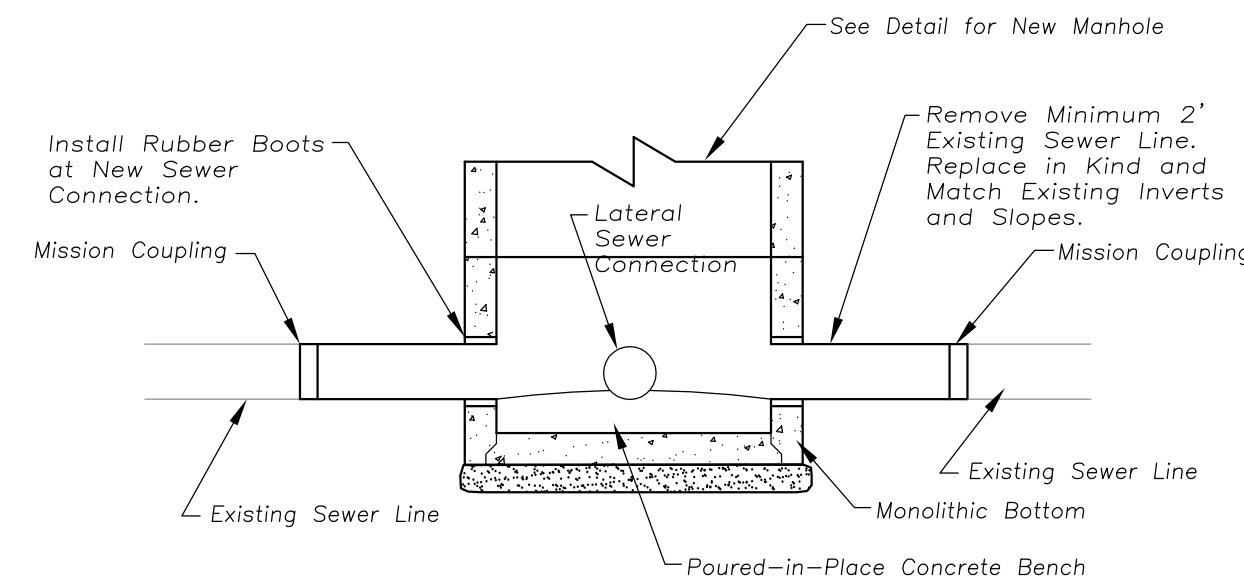
SANITARY SEWER TRENCH DETAIL

- Notes:**
1. All public manhole lids shall have the words 'Arlington Heights' type cast into them, as well as the designation 'Sanitary' or 'Storm'.
 2. When manhole is located at sewer intersections, or bends, the bench shall be shaped to provide smooth unobstructed flow conditions
 3. Manhole steps made of copolymer propylene plastic per as manufactured by M.A. Industries, Inc., Cat. No. PSI-PF or approved equal.
 4. All pipes entering or exiting sanitary manholes shall have a waterproof flexible gasket seal conforming to A.S.T.M. specification No. C-923-79.
 5. For complete manhole specifications see article 3.08 of the Manual of Practice of the Village of Arlington Heights

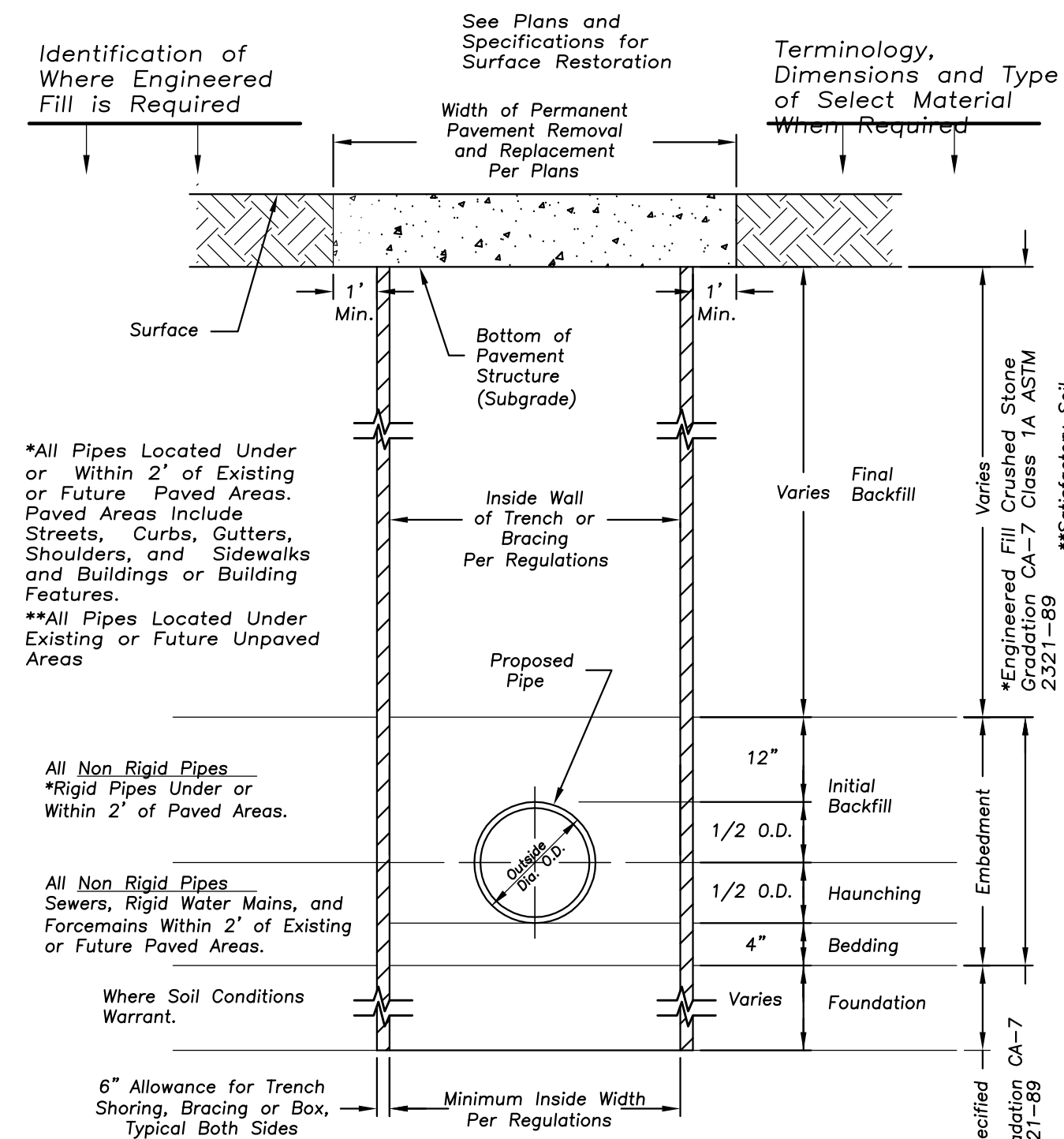
Note: The Dandy Bag Will Be Manufactured in The Usa From A Woven Monofilament Fabric That Meets Or Exceeds The Following Specifications:

Mechanical Properties	Test Method	Units	Min
Grab Tensile Strength	Asm D 2432	Kn (lps)	1.62 (365) X 0.89 (200)
Grab Tensile Elongation	Asm D 2432	%	25 X 10
Puncture Strength	Asm D 4533	Kn (lps)	0.20 (40)
Median Burst Strength	Asm D 2432	Kn (lps)	0.87 (190)
Resistance for overtopping	Asm D 2432	Kn (lps)	0.51 (115) X 0.33 (75)
UV Resistance	Asm D 2432	%	0.42 (40)
Apparent Opening Size	Asm D 2432	Mm (up Std Sieve)	0.42 (40)
Flow Rate Permeability	Asm D 4491	l/min/m ² (gal/min/ft ²)	59.07 (1.45)

***Note: All Dandy Bags Can Be Ordered With Our Optional Oil Absorbent Pillows**



NEW MANHOLE ON EXISTING SEWER LINE

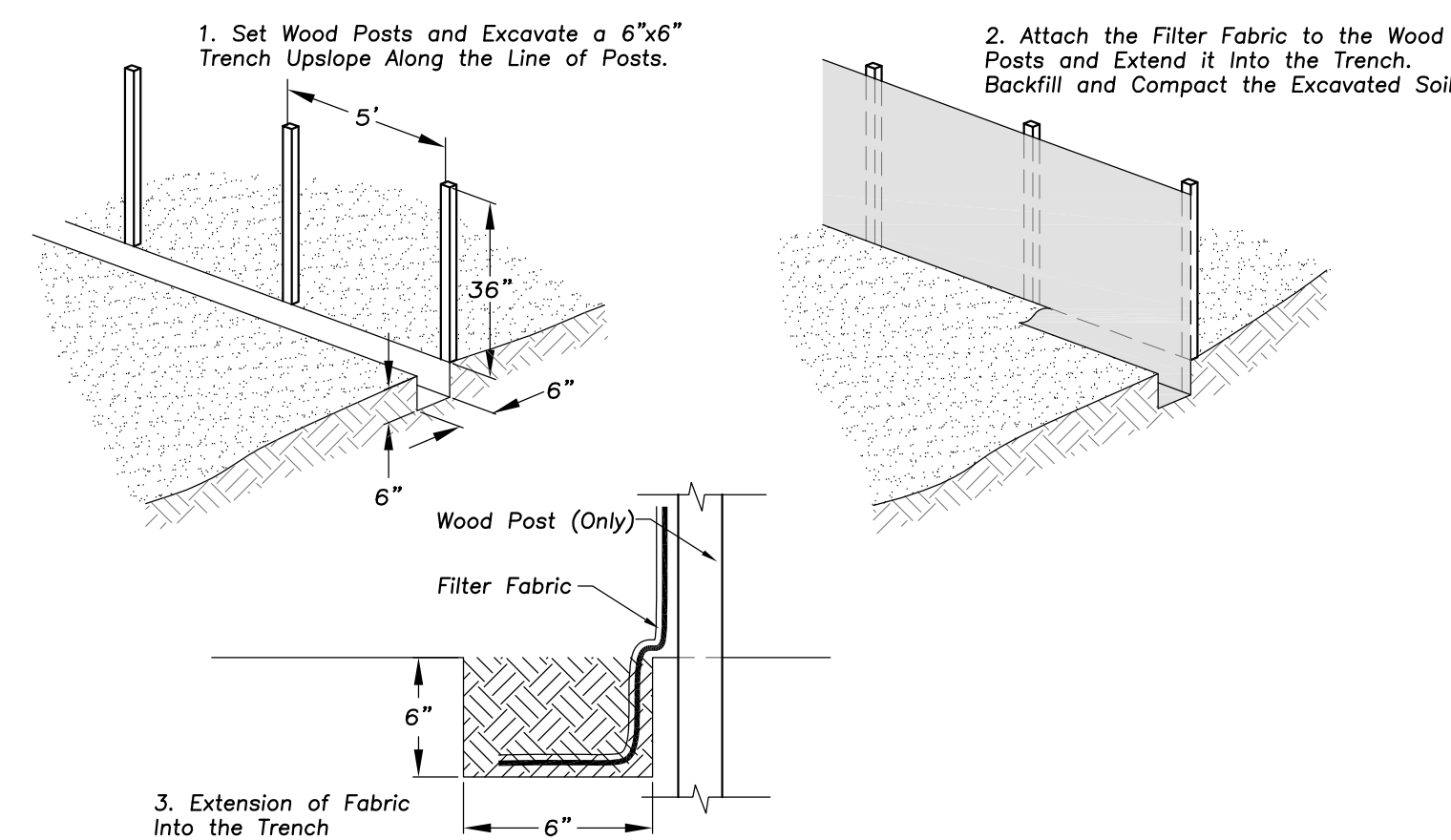


NOTE:

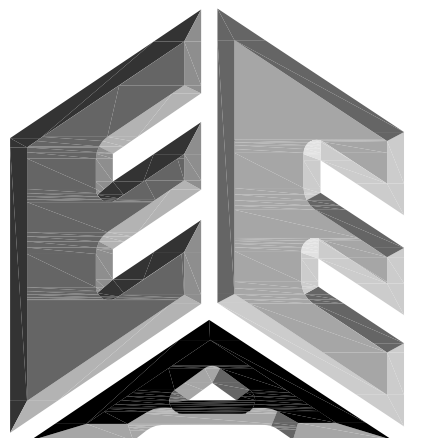
For Rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12".

For Non-rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12" for Pipe up to 48" Diameter and 18" For Pipe Over 48" Diameter. Non-rigid Pipe is Defined as Flexible Thermoplastic Pipe and/or Corrugated Metal Pipe.

STANDARD SEWER AND WATER TRENCH SECTION



SILT FENCE CONSTRUCTION (AASHTO 288-00)



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ASSOCIATES, LTD.

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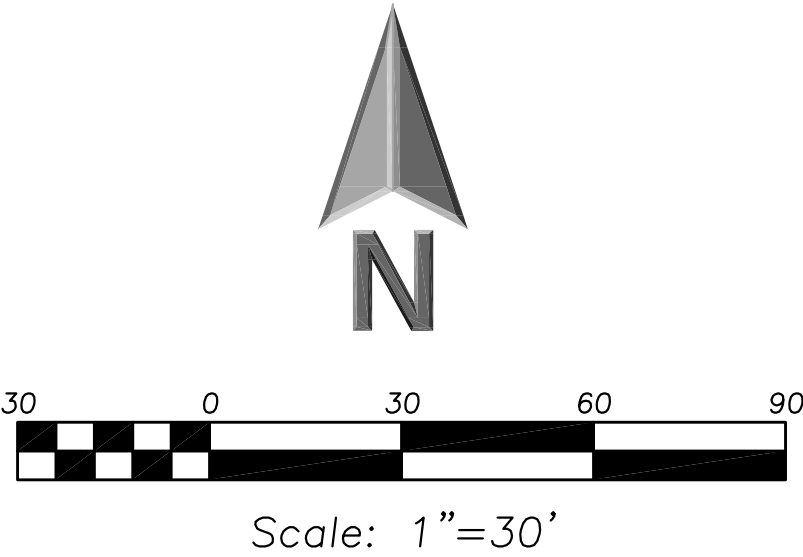
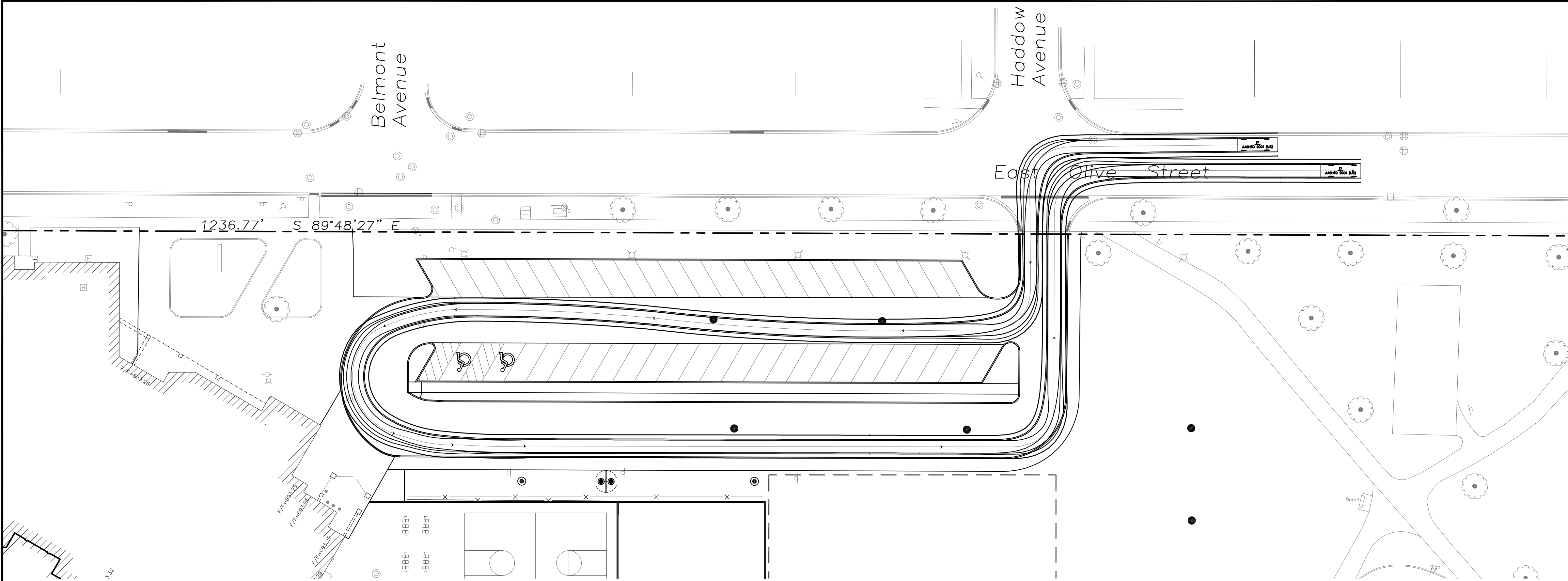
Sheet Title:

SITE DETAILS

Sheet No:

C-6.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:56pm By: jcap



LEGEND	
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Manhole	
Catch Basin	
Area Drain	
Clean Out	
Flared End Section	
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Sanitary Sewer	
Combined Sewer	
Water Main	
Gas Line	
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Electrical Cable (Buried)	
Telephone Line	
Fire Hydrant	
Valve Vault	
Buffalo Box	
Downspout	
Gas Valve	
ComEd Manhole	
Hand Hole	
Light Pole	
Utility Pole	
Telephone Pedestal	
Telephone Manhole	
Sign	
Fence	
Accessible	
Parking Stall	
Curb & Gutter	
Depressed Curb	
Curb Elevation	
Gutter Elevation	
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SURVEY PROVIDED BY:

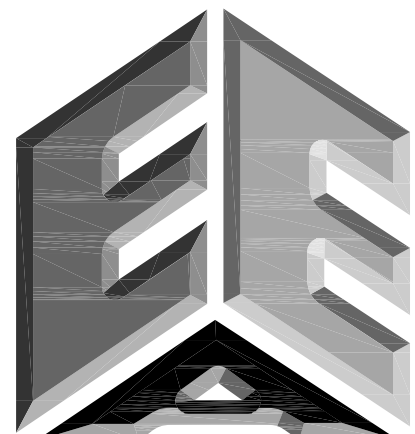
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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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PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL ADDITION AND RENOVATIONS 303 E Olive St. Arlington Heights, Illinois

Reserved for Seal:

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No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By:	Date: 06/06/15
Approved By: JC	Project No. KC

Sheet Title:

AUTOTURN EXHIBIT

Sheet No:

CX-7.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basing.dwg
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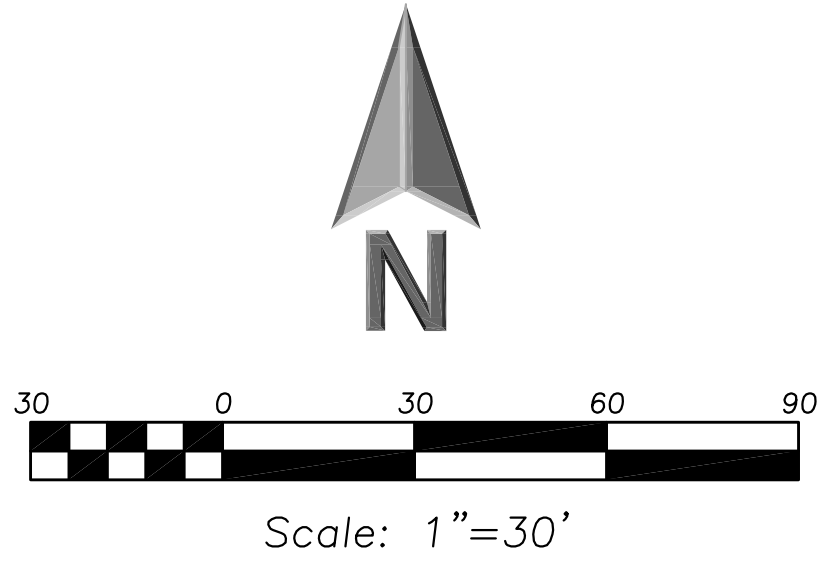
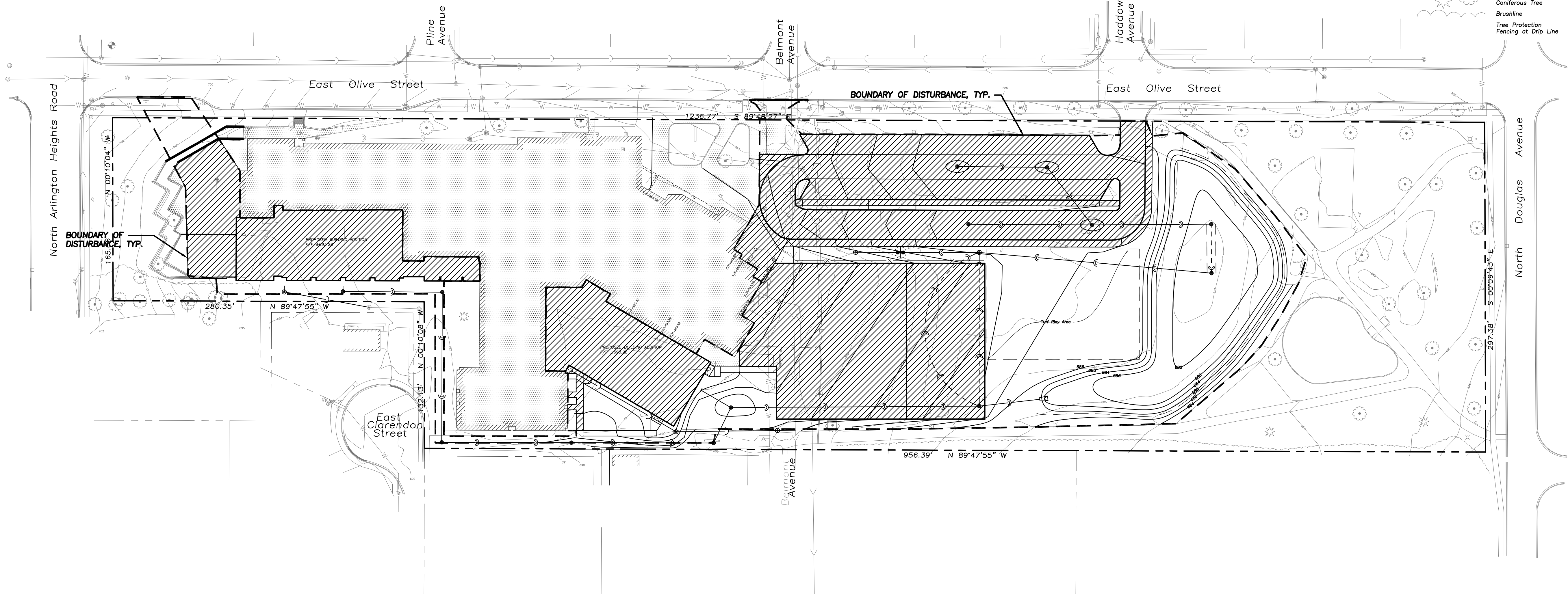


EXHIBIT LEGEND

- Project Disturbance
162566.58 SF
3.73 Acres
- Existing Impervious To Remain
68225.87 SF
1.57 Acres
- Proposed Impervious
89837.76 SF
2.06 Acres

LEGEND

- | | |
|--------------------------------------|--------------------------------------|
| EXISTING | PROPOSED |
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Clean Out | Clean Out |
| Flared End Section | Flared End Section |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Combined Sewer | Combined Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Wires | Overhead Wires |
| Electrical Cable (Buried) | Electrical Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Buffalo Box | Buffalo Box |
| Downspout | Downspout |
| Gas Valve | Gas Valve |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation | Curb Elevation |
| Gutter Elevation | Gutter Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Brushline | Brushline |
| Tree Protection Fencing at Drip Line | Tree Protection Fencing at Drip Line |

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

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Design By: JC	Date: 06/06/15
Approved By: KC	Project No:

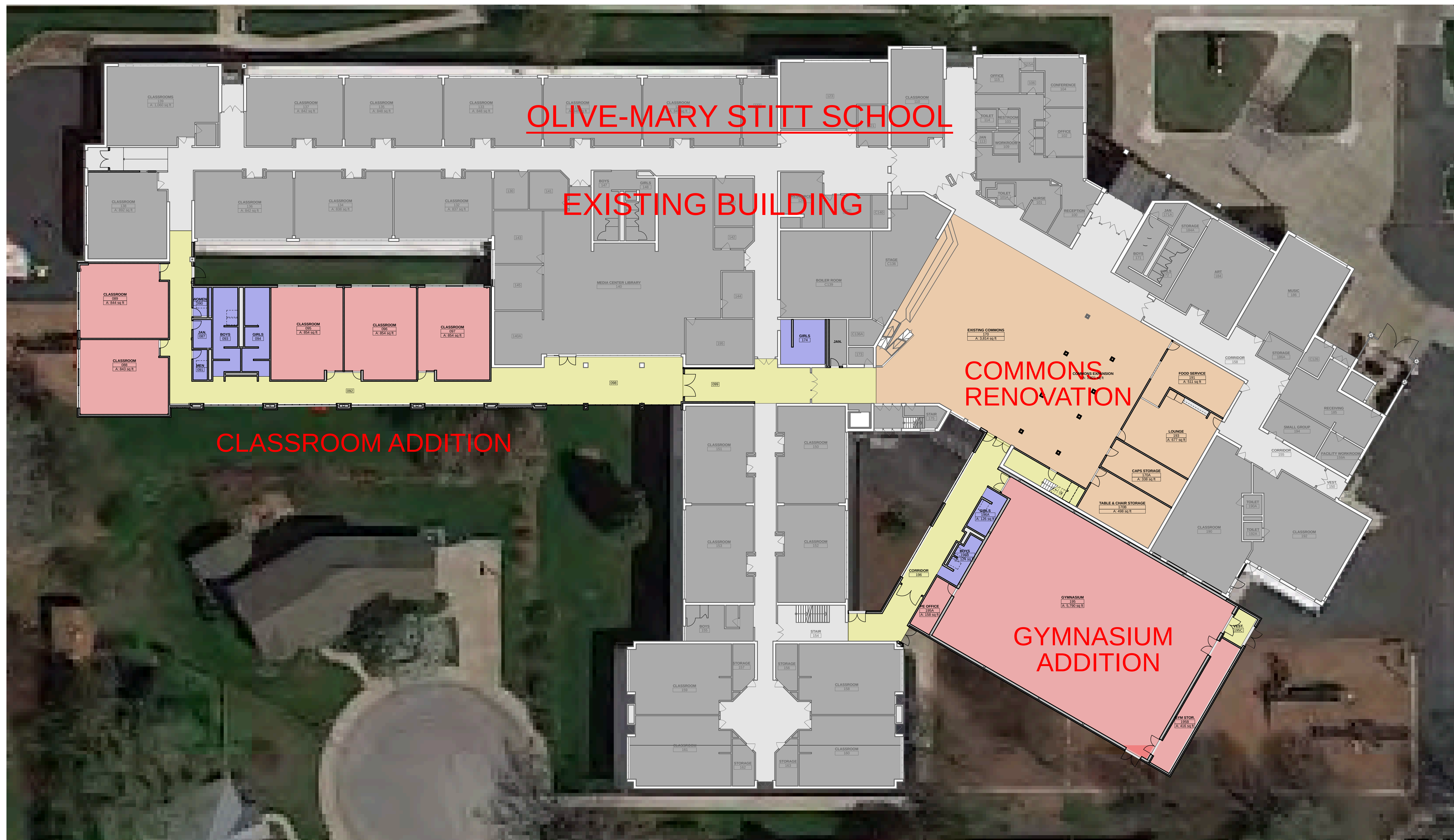
Sheet Title:

PROJECT
DISTURBANCE

Sheet No:

CX-7.2



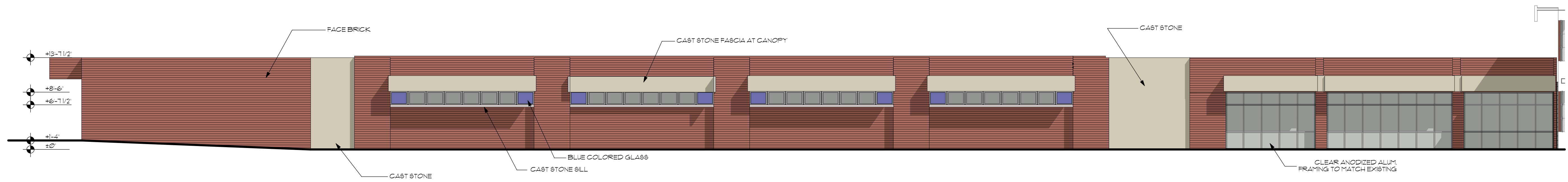


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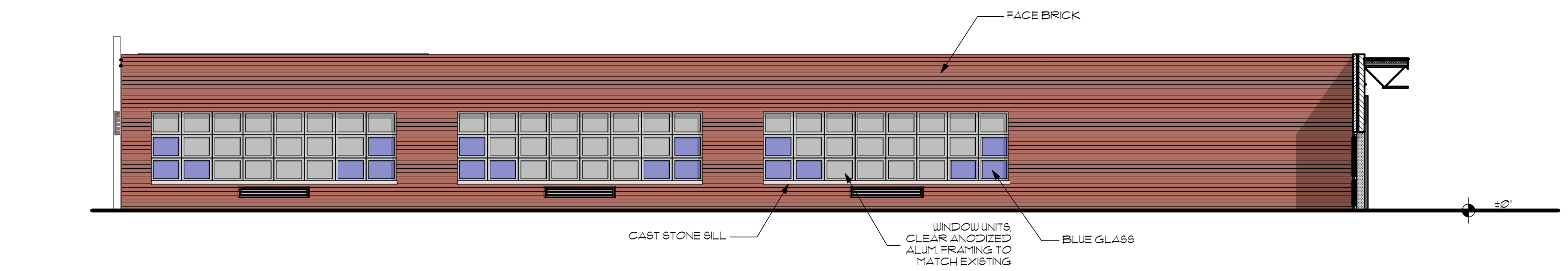
FIRST FLOOR PLAN

SCALE: 1/16" = 1'-0'

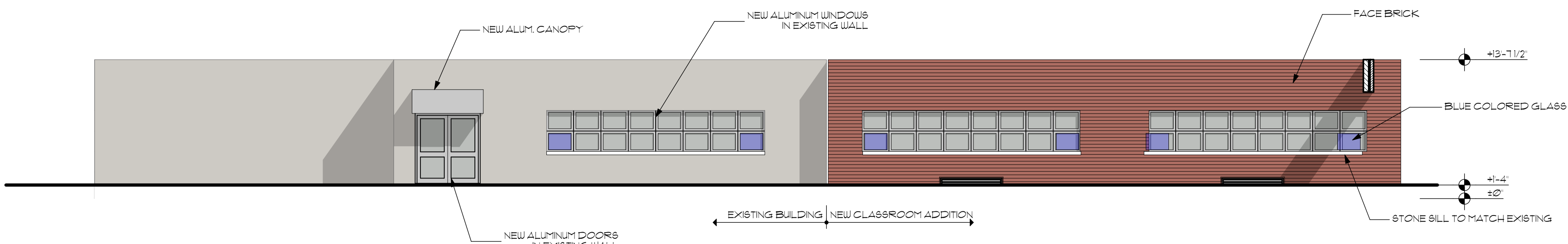




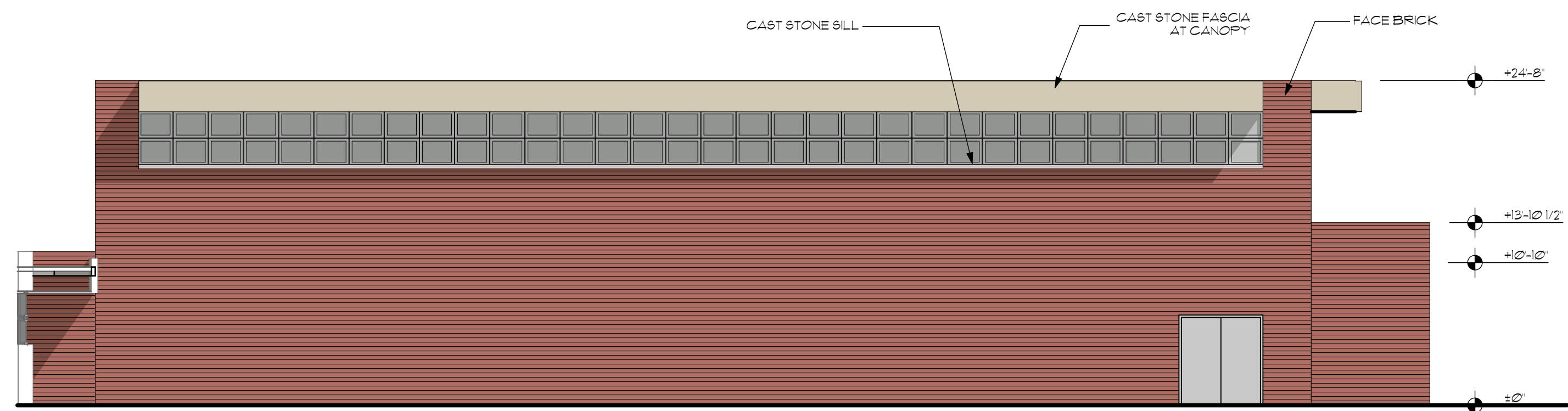
1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION -- COURTYARD
SCALE: 1/8" = 1'-0"



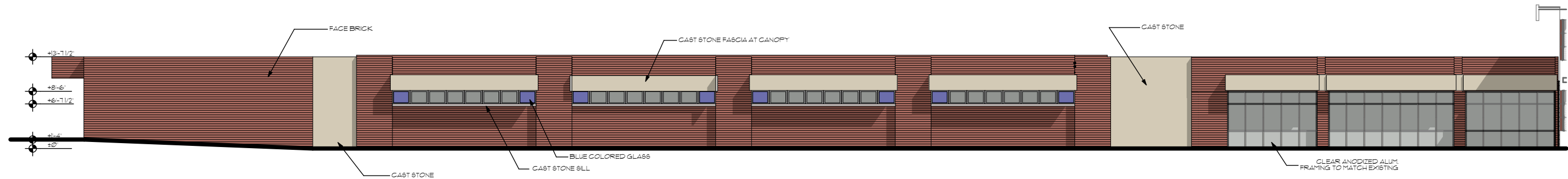
3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 SOUTHWEST ELEVATION -- GYMNASIUM
SCALE: 1/8" = 1'-0"

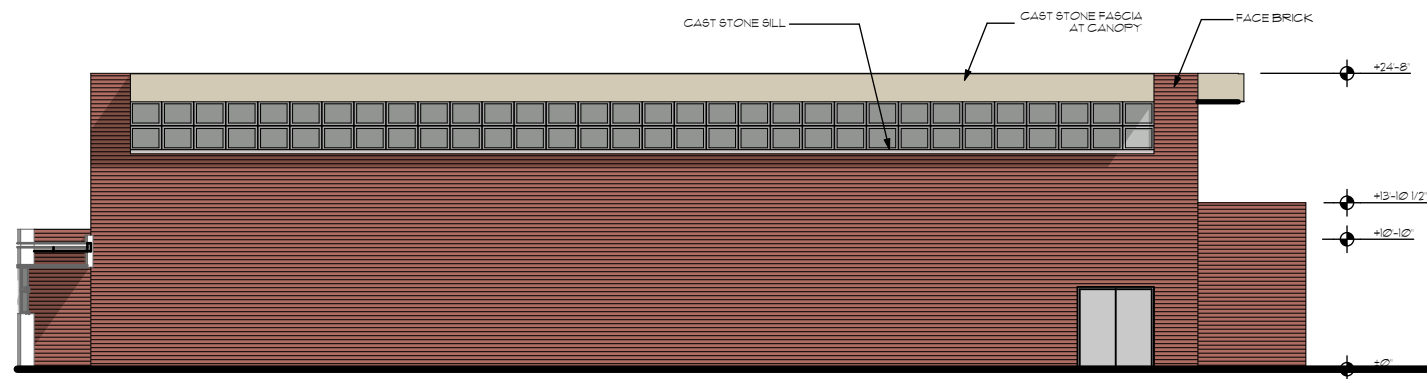


5 SOUTHEAST ELEVATION -- GYMNASIUM
SCALE: 1/8" = 1'-0"



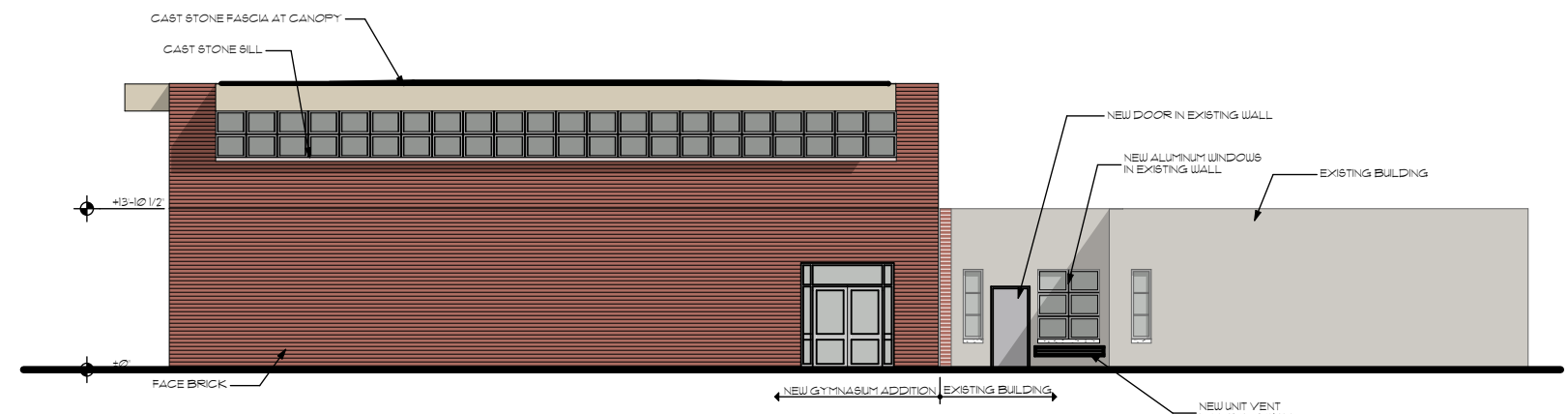
SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



SOUTHWEST ELEVATION -- GYMNASIUM

SCALE: 1/16" = 1'-0"



SOUTHEAST ELEVATION -- GYMNASIUM

SCALE: 1/16" = 1'-0"

EXTERIOR ELEVATIONS

STR

350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

OLIVE-MARY STITT ELEMENTARY SCHOOL ADDITIONS AND RENOVATIONS

303 EAST OLIVE STREET, ARLINGTON HEIGHTS, ILLINOIS 60004

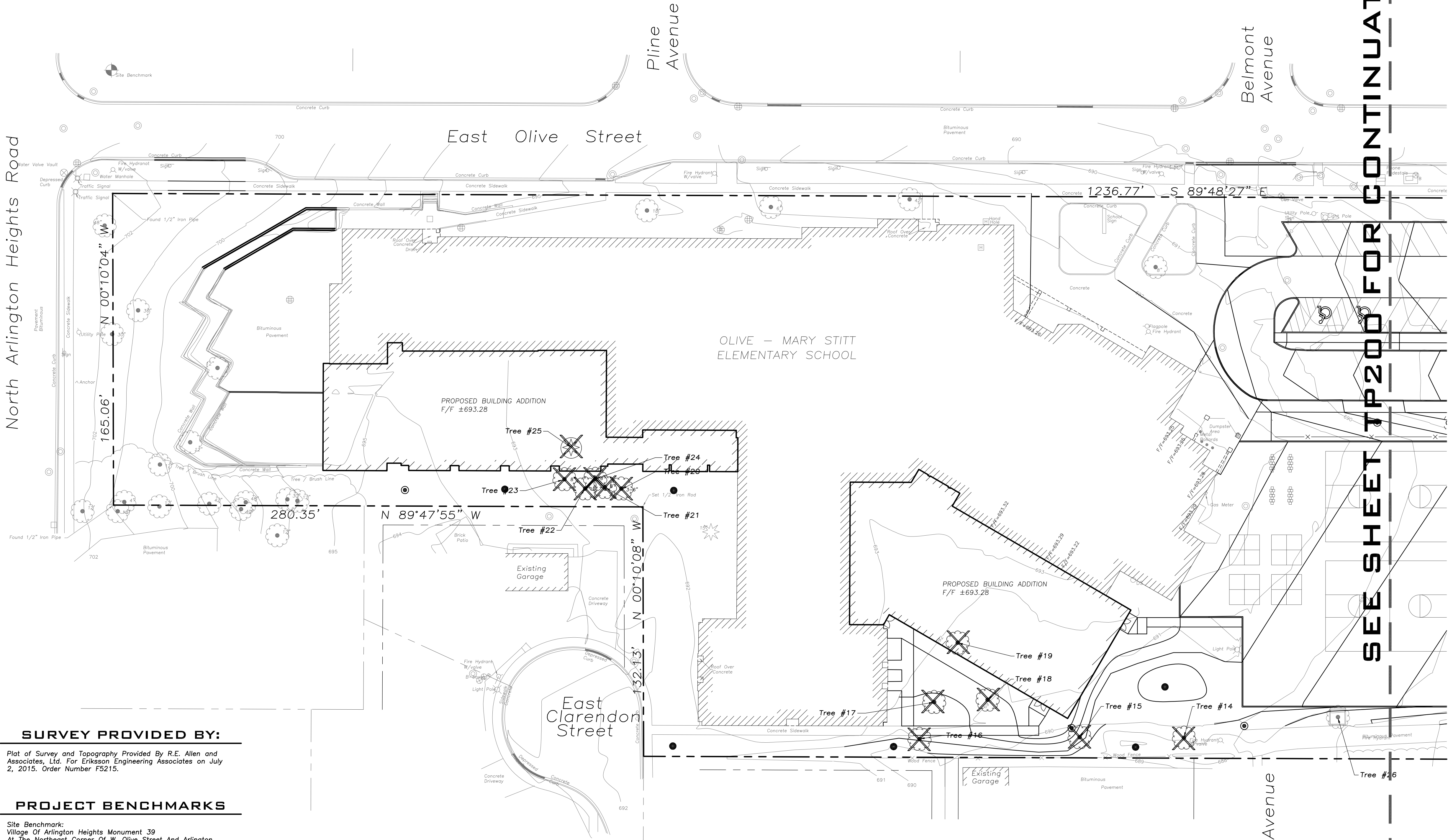
ARLINGTON HEIGHTS SCHOOL DISTRICT 25

7/27/15

Existing Tree Survey Data:

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Acer platinoides	Norway Maple	10" Cal.	Far	Upper canopy die out
2	Quercus alba	White Oak	14" Cal.	Good	
3	Quercus bicolor	Swamp White Oak	20" Cal.	Good	
4	Acer x freemanii	Freeman Maple	20" Cal.	Good	
5	Robinia pseudoacacia	Black Locust	20" Cal.	Good	
6	Quercus bicolor	Swamp White Oak	6" Cal.	Good	
7	Fraxinus pensylvannica	Green Ash	15" Cal.	Poor	Dieing - Ash Should be Removed
8	Catalpa speciosa	Northern Catalpa	3" Cal.	Good	Recently Planted - Gator bag - To Be Relocated On Site
9	Acer platinoides	Norway Maple	14" Cal.	Poor	Half of upper canopy is dead
10	Pinus nigra	Austrian Pine	16" Cal.	Good	
11	Acer platinoides	Norway Maple	2" Cal.	Good	Recently Planted - Gator bag
12	Pinus nigra	Austrian Pine	8" Cal.	Poor	A lot of die back very thin canopy
13	Betula nigra	River Birch	3 @ 3" Cal.	Good	Multi-trunk form
14	Fraxinus pensylvannica	Green Ash	12" Cal.	Far	Ash - Looks ok now but should be removed
15	Fraxinus pensylvannica	Green Ash	16" Cal.	Far	Ash - Looks ok now but should be removed
16	Taxus cuspidata	Upright Yew	4 @ 3" - 4" Cal.	Far	Old upright Multi-trunk Yew with few lower branches
17	Fraxinus pensylvannica	Green Ash	14" Cal.	Far	Ash - Looks ok now but should be removed
18	Gleditsia triacanthos inermis	Thornless Honeylocust	16" Cal.	Good	
19	Acer platinoides	Norway Maple	16" Cal.	Good	
20	Malus sp.	Flowering Crabapple	2 @ 8" - 12" Cal.	Far	Multi-trunk Crowded
21	Malus sp.	Flowering Crabapple	10" Cal.	Far	Crowded
22	Malus sp.	Flowering Crabapple	2 @ 8" - 10" Cal.	Far	Multi-trunk Crowded
23	Prunus x cerasifera	Flowering Plum	8" Cal.	Far	Crowded no lower limbs
24	Malus sp.	Flowering Crabapple	2 @ 6" - 2" Cal.	Far	Multi-trunk Crowded
25	Thuja occidentalis	Upright Arborvitae	15' Height	Good	
26	Acer saccharinum	Silver Maple	20"	Good	

NOTE:
Existing trees to be removed are indicated on the plan with and "X" and shaded in the table.



SURVEY PROVIDED BY:

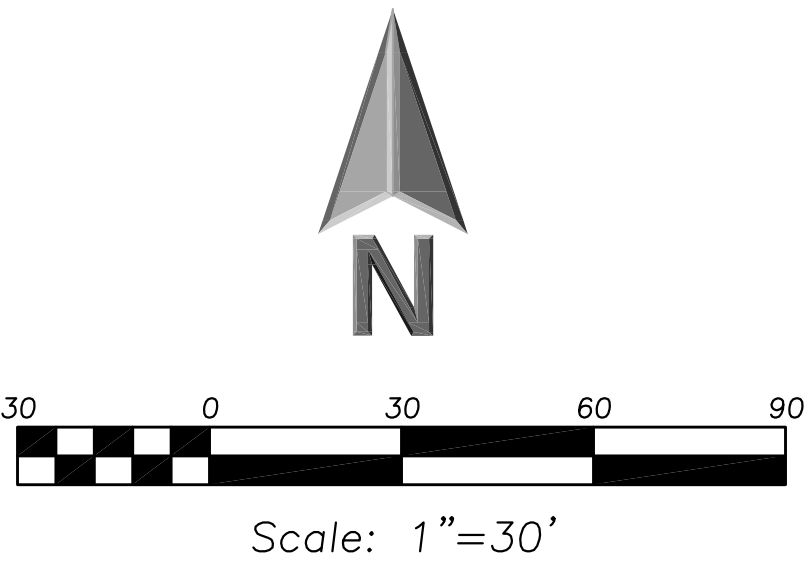
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number F5215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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

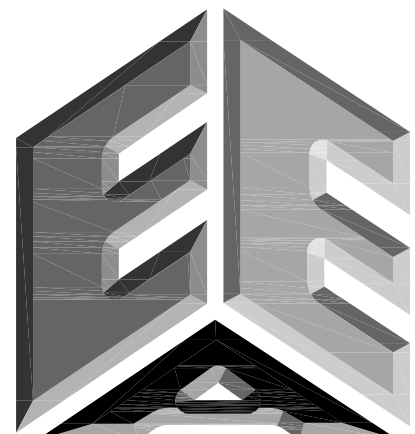


LEGEND

EXISTING	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible
	Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection
	Fencing at Drip Line

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PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

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Expiration Date: _____

No.	Date	Description
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Design By:	SG	06/06/15
Approved By:	KC	Project No.

Sheet Title:

TREE
PRESERVATION
PLAN

Sheet No:

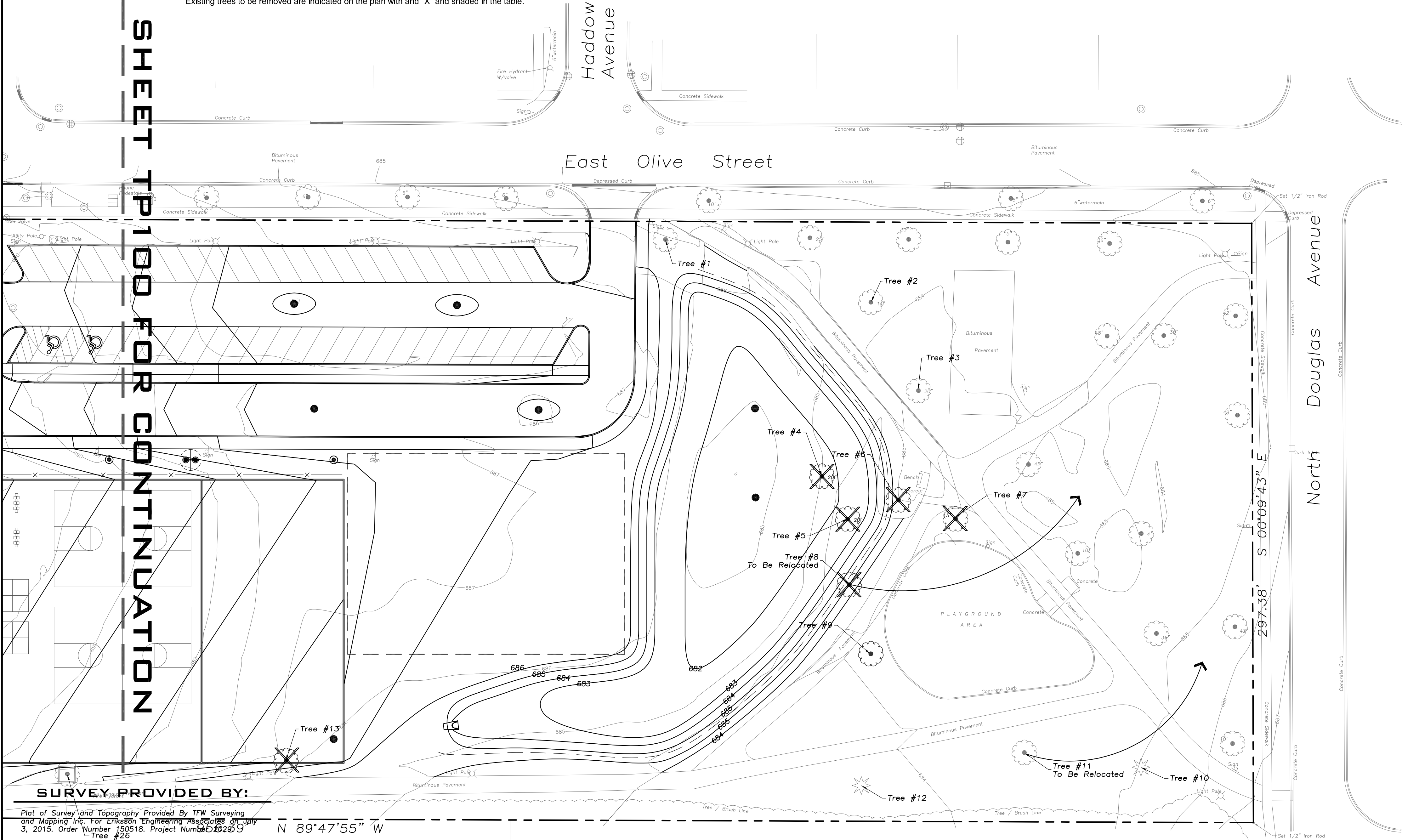
TP100

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:57pm By: jcap

Existing Tree Survey Data:

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Acer platinoides	Norway Maple	10" Cal.	Fair	Upper canopy die out
2	Quercus alba	White Oak	14" Cal.	Good	
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NOTE:
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SURVEY PROVIDED BY:

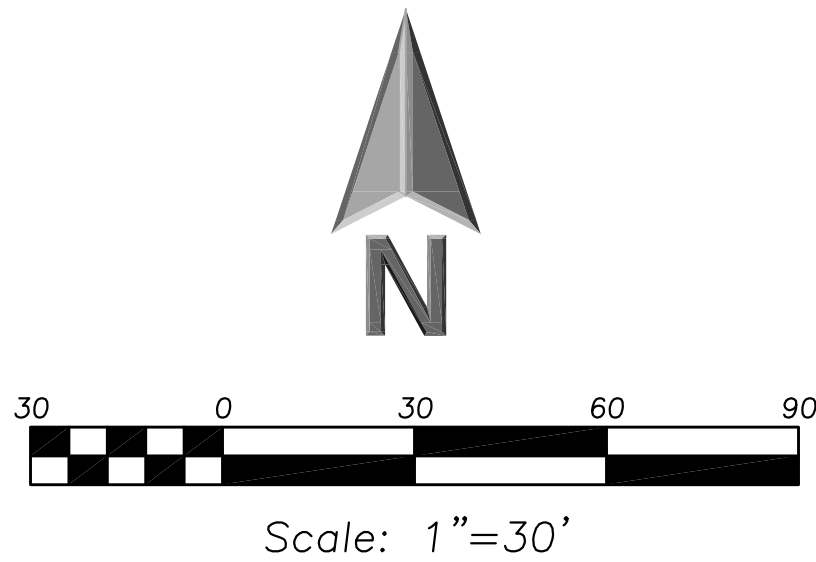
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 150209

PROJECT BENCHMARKS

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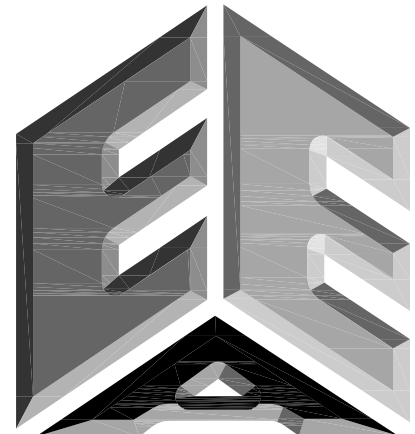


LEGEND

EXISTING	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
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	Sanitary Sewer
	Combined Sewer
	Water Main
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	Hand Hole
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	Telephone Pedestal
	Telephone Manhole
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	Accessible Parking Stall
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	Depressed Curb
	Curb Elevation
	Gutter Elevation
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EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

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Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:

TREE
PRESERVATION
PLAN

Sheet No:

TP200

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:57pm By: jcap

LANDSCAPE NOTES:

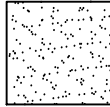
1. PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
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8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
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14. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES DEEP ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
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16. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN AS A GROUND COVER, UNLESS OTHERWISE NOTED.
17. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED UNLESS OTHERWISE NOTED.
18. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
19. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
20. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKSMANSHIP.
21. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
22. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
23. TREES SHALL BE STAKED AND GUYED, AND HAVE A WATERING SAUCER AT BASE.
24. ALL BEDS TO BE BERMED 12" TO 24" ABOVE GRADE AND MEET DRAINAGE REQUIREMENTS.
25. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
26. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
27. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.

PLANT SCHEDULE

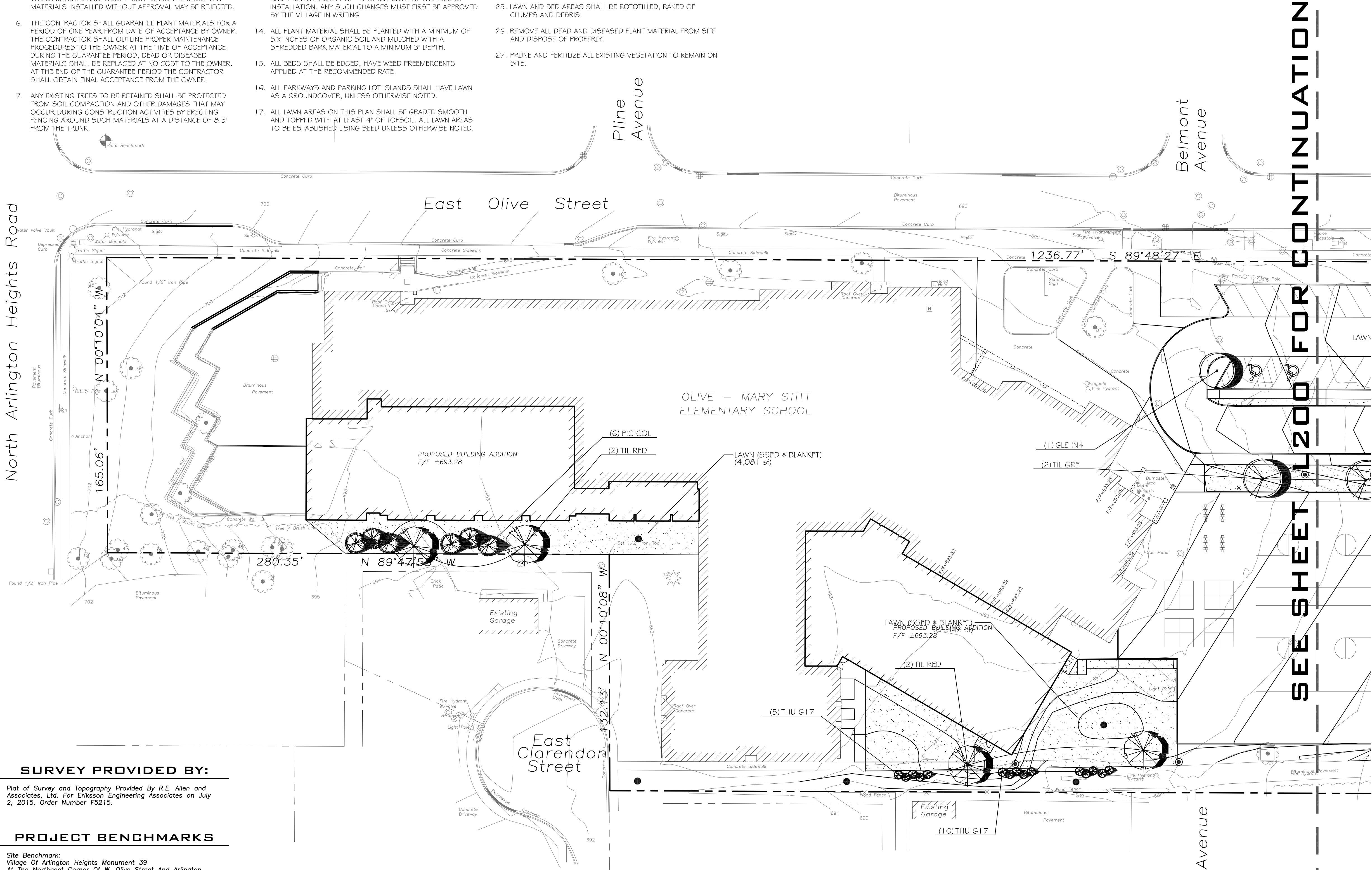
CANOPY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
ACE PLA	ACER PLATANOIDES / NORWAY MAPLE	TRANSPLANTED	EXISTING	1
CAT SPE	CATALPA SPECIOSA / NORTHERN CATALPA	TRANSPLANTED	EXISTING	1
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B # B	2.5" CAL	4
GLE IN4	GLEDITSIA TRIACANTHOS INERMIS / THORNTLESS COMMON HONEYLOCUST	B # B	2.5" CAL	2
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SEEDING SCHEDULE

	2015-07-21 14:54
LAWN (SEED & BLANKET)	64,808 SF
	100% -



North Arlington Heights Road



SURVEY PROVIDED BY:

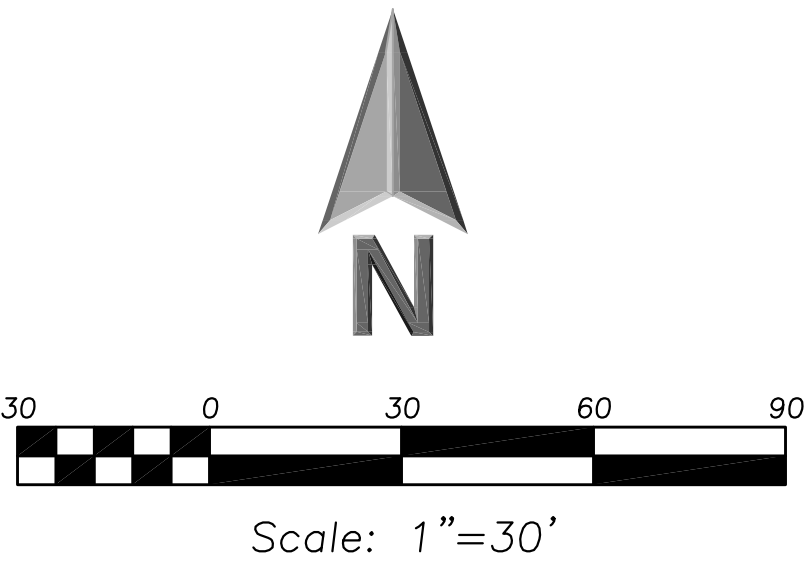
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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

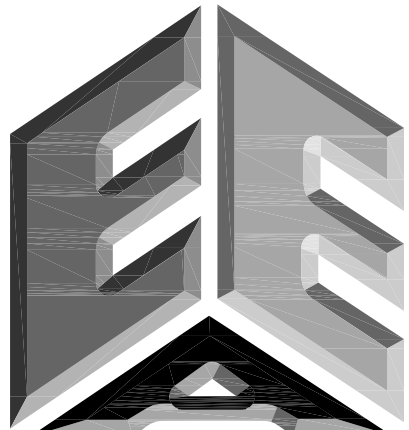


LEGEND

EXISTING	
	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection Fencing at Drip Line

GENERAL NOTES

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2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
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5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. 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.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. 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.



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

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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CONSENT OF ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:

LANDSCAPE
PLAN

Sheet No:

L100

PLANT SCHEDULE

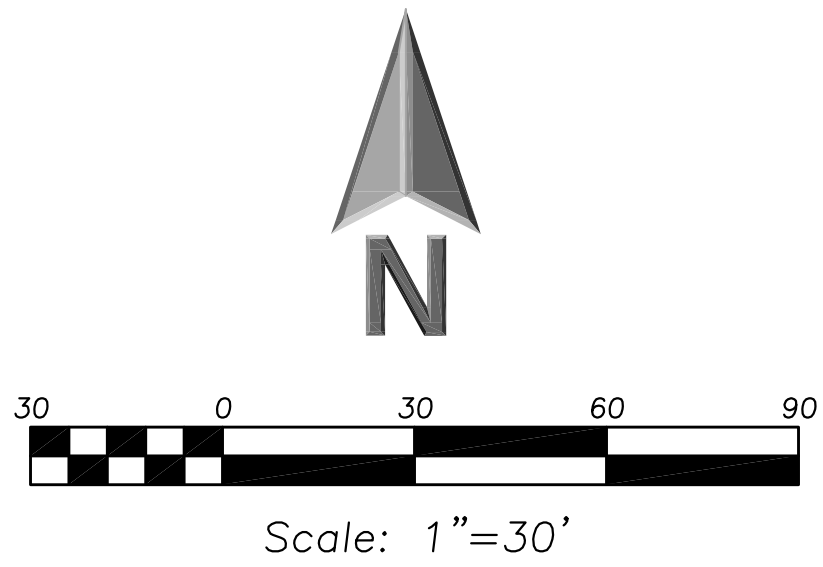
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	2015-07-21 14:54
LAWN (SEED # BLANKET)	64,808 SF
	100% -

LANDSCAPE NOTES:

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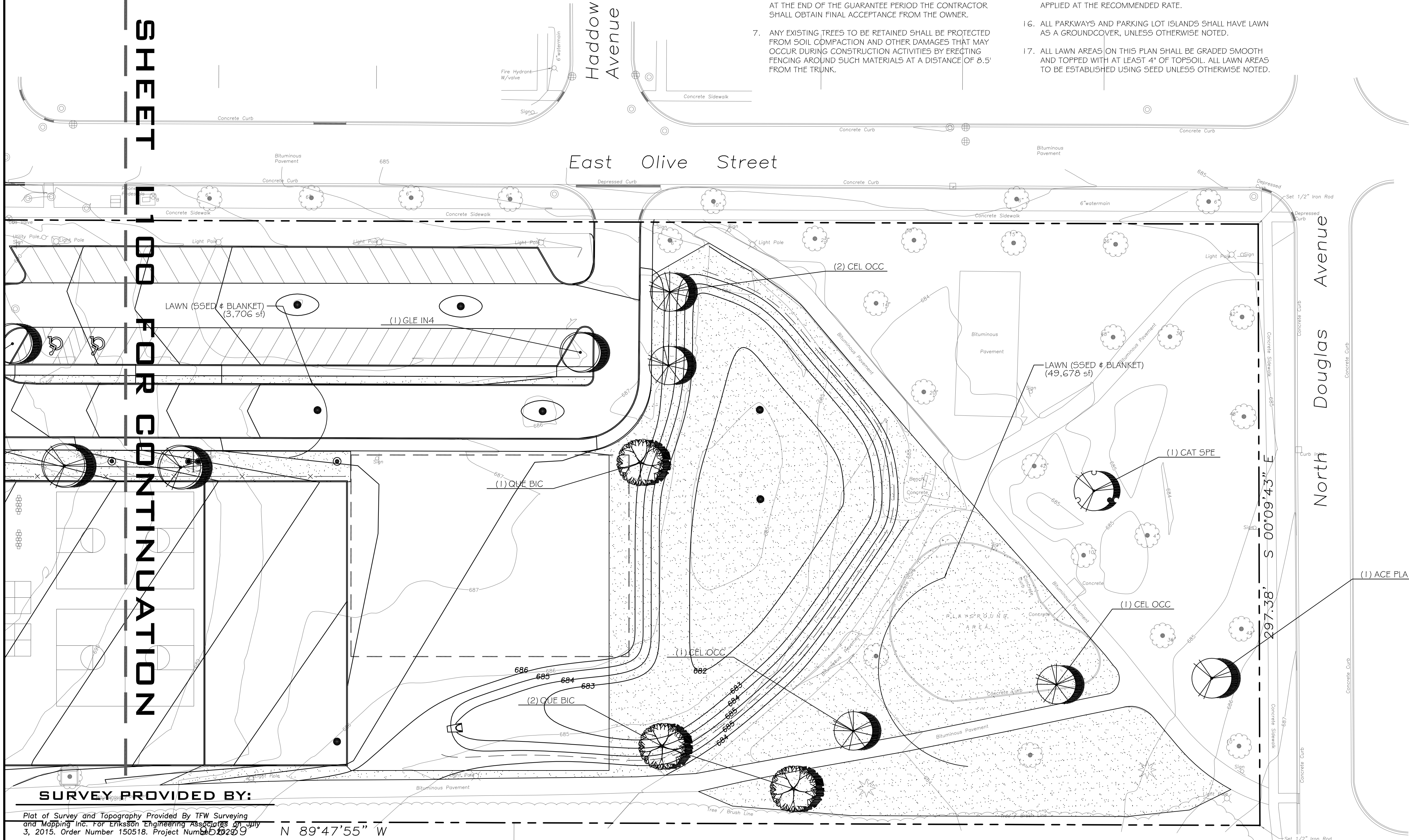
LEGEND

EXISTING	
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	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
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	Curb Elevation
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	Pavement Elevation
	Sidewalk Elevation
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SEE SHEET L100 FOR CONTINUATION



SURVEY PROVIDED BY:

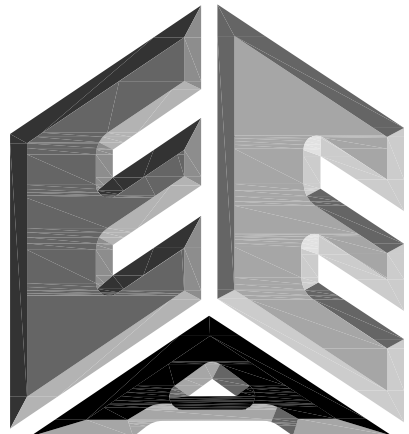
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates, Inc. July 3, 2015. Order Number 150518. Project Number 150518.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

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

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

© ERIKSSON ENGINEERING ASSOCIATES, LTD., 2015 THIS PLAN & DESIGN ARE THE PROPERTY OF ERIKSSON ENGINEERING ASSOCIATES, LTD. NO REPRODUCTION OF ANY PART OF THESE PLANS IS PERMITTED WITHOUT THE WRITTEN CONSENT OF ERIKSSON ENGINEERING ASSOCIATES, LTD.	
Design By: SG	Date: 06/06/15
Approved By: KC	Project No.:

Sheet Title:

LANDSCAPE
PLAN

Sheet No:

L200



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

July 27, 2015

Ms. Latika Bhude, AICP, LEED Green Associate
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RECEIVED

JUL 27 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: **Plan Commission Application**
Olive-Mary Stitt Elementary School
303 E. Olive Street
Arlington Heights, IL 60004

STR Project #15037

Dear Ms. Bhude,

Enclosed is the Plan Commission application and supporting materials for the proposed addition at Ivy Hill Elementary School in Arlington Heights School District 25.

The following is requested:

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.

Olive-Mary Stitt Elementary School provides education to school-age children of the surrounding neighborhood 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 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space and asphalt and pour-in-place rubber playground spaces will be located south of the existing parking lot. There is limited lawn area around the building itself as the building encompasses most of the property at the west. To the east of the parking lot and open field and playground spaces are a detention area as well as

park for community use. Adequate open field and playground spaces for recreational use, as well as a park for community use, could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate outdoor spaces, including a park for community use, on the site there is no area for expansion of the parking lot.

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

The existing parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. 50 parking spaces are provided on-site and an additional 32 parking spaces are provided off-site through an agreement with the Orchard Evangelical Free Church. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 63 vehicles parked on-site including staff and visitors. No additional staff member will be added with the addition to the school building.

A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 29'-8 7/8" to 21'-1 5/8"

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

The gymnasium is to be added to the southeast of the existing building. Adding to the west is not feasible due to underground utilities. The location at the southeast also provides adjacencies to the school's Commons.

The plight of the owner is due to unique circumstances.

Providing additional educational space, including a larger gymnasium, is needed for increased enrollment.

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

The addition will be further from the south property line than the existing building. There is a set-back of 16'-7 3/4" from the south wall of the existing building to the property line.

Thank you for your review. Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,



Don Hansen
Senior Project Manager

July 2015

Olive-Mary Stitt Elementary 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 Olive-Mary Stitt Elementary School in Arlington Heights, Illinois. Olive-Mary Stitt School is located on the south side of Olive Street east of Arlington Heights Road. The current enrollment of the school is 599 students in Kindergarten through 5th grade with 68 staff members.

The school expansion will serve the projected growth in student population with a new gym and classrooms. Student population is expected to grow 7% to 642 students over a period of several years. The number of staff is expected to remain at 68.

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 Olive Street in Arlington Heights, Illinois within in a single-family neighborhood. Two churches are west and northeast of the school. Thomas Middle School is located a quarter mile to the north. **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

Douglas and Belmont Avenues are designated on-street bike routes. Olive Street, east of Belmont Avenue, is a proposed bikeway route. Public sidewalks are located on both sides of the streets around the school. The All-Way Stop Controlled (AWSC) intersections on Olive Street at Belmont and Douglas Avenues have crosswalks.

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 without a center median. At Olive Street, Arlington Heights Road is signalized and has shared thru/right and shared thru/left-turn lanes with painted crosswalks in both directions. The posted speed limit is 30 miles per hour and is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Olive Street is a local road that extends between Windsor Drive and Ridge Road. It has one travel lane in each direction at its signalized intersection with Arlington Heights Road and its AWSC intersections at Belmont and Douglas Avenues. 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.

Douglas Avenue is a local road that extends east of the school with one travel lane in each direction. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Belmont Avenue is a local road extending north of Olive Street and is a cul-de-sac south of the school. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Harwood Avenue is a local residential road that ends in a cul-de-sac north of Olive Street. It has a speed limit of 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Pine Avenue is a local residential road that ends in a cul-de-sac north of Olive Street and is a cul-de-sac south of the school. It has a speed limit of 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Figure 2 illustrates the existing loading and parking regulations around the school.

Existing Traffic Volumes

Olive-Mary Stitt School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015 at the following intersections:

- Arlington Heights Road and Olive Street
- Belmont Avenue/School Parking Lot Exit and Olive Street
- Harwood Avenue/School Parking Lot Entrance and Olive Street
- The Orchard Evangelical Free Church Parking Lot Drive on Olive Street
- Douglas Avenue and Olive Street
- Belmont Avenue and Pine Avenue

These counts showed the peak-hours of traffic occurring from 8:15 to 9:15 AM and 3:15 to 4:15 PM on a weekday. The existing traffic volumes are shown in **Figure 3** and included in the **Appendix**.

School Observations

School bus loading occurs in a pull off lane on the south side of Olive Street by the west end of the school. This area is 165 feet long and is used by one school bus.

The main student loading area is provided in the school parking lot. Parents enter the east entrance (inbound only) and travel clockwise through the lot and unload/load their students on the driver's side of the car. Staff members assist in loading students out of or into the vehicle. A sidewalk is provided on the perimeter of the lot. The doors for the school are near the southwest corner of the lot.

During the morning arrival, parent enter the lot and drop-off their students in the parking lot with minimal congestion. In the afternoon dismissal, parents fill up the parking lot perimeter and back up onto Olive Street. School traffic from the east wait to pull into the parking lot, stands along the north Olive Street curb until the parking lot has room to accommodate them.

Some staff and parents use the church parking lot on the north side of Olive Street to park or to walk their students to and from school. The only entrance to the lot is on Olive Street. The northern part of the church lot is coned off from the main parking lot.

On-street loading is permitted on the south side of Olive Street east of the parking lot exit.

As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods. Traffic exiting the parking lot is prohibited from making left-turns during the morning and afternoon periods to prevent conflicts with the pedestrian

crossing on the west leg of Olive Street which ranges from 133 to 158 crossings per hour. Vehicles were observed violating this left-turn (9 to 16 vehicles per hour).

Parents were observed crossing Olive Street by the church parking lot and Haddow Avenue where there are no crosswalks.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed building plan includes additional commons space, a new gym, and new classrooms. The parking lot circulation was modified by closing the existing exit by Belmont Avenue and relocating it next to the parking lot entrance. Student loading will be reversed from the current loading on the driver's side of the vehicle to loading on the passenger side of the vehicle. It double the amount of internal queuing space within the parking lot (400 feet to 800 feet) for the afternoon dismissal and decreases the frequency of back-up onto Olive Street. During the peak periods, only right-turns out will be permitted from the parking lot.

Trip Generation

Olive-Mary Stitt School currently serves 599 students and uses one school bus for transportation. As indicated by the school boundary map, only two small areas of the school are eligible for busing. With the expansion, the school can accommodate up to 642 students or a net increase of 43 additional students over the next several years. Additional school buses will not be needed.

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 the low percentage of bus 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

School Expansion	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
43 Additional Students	16	15	31	12	13	25

Trip Distribution

The trip distribution for school is based on the existing traffic volumes at the school, the existing road network, and the proposed circulation system. The trip distribution for the site is shown in **Table 2** and **Figure 4**.

Trip Assignment

The future vehicular trips that are generated by the development 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.

Table 2
Directional Distribution

Direction	Inbound Percentage	Outbound Percentage
North on Arlington Heights Road	5%	5%
South on Arlington Heights Road	10%	5%
West on Olive Street	20%	5%
East on Olive Street	20%	20%
North on Belmont Avenue	5%	0%
North on Douglas Road	5%	20%
South on Douglas Road	5%	15%
South on Belmont/Pine Avenues	30%	30%
Total	100%	100%

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**.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Total	Existing	Total
Olive Street at:					
Arlington Heights Road (Traffic Signal)	Intersection	A-7.4	A-7.3	A-7.0	A-6.8
Belmont Avenue And School Lot Exit ⁽¹⁾ (All-Way Stop)	SB Lt/Rt	A-8.3	A-8.0	A-7.9	A-7.8
	WB Lt/Th	A-8.3	A-7.8	A-8.2	A-8.0
	NB Lt/Th/Rt	A-8.3	Closed	A-7.9	Closed
	EB Th/Rt	A-8.7	A-8.1	A-8.5	A-8.2
Church Parking Access (Two-Way Stop)	SB Lt /Rt	B-13.5	B-10.1	A-9.8	A9.6
	EB Left	A-7.5	A-7.5	A-7.5	A-7.5
Harwood Avenue And School Lot Entrance (Exit) ⁽²⁾ (Two-Way Stop)	SB Lt/Th/Rt	C-16.3	C-15.8	B-12.0	B-13.9
	WB Lt/Th/Rt	A-8.5	A-8.1	A-7.9	A-7.8
	EB Lt/Th/Rt	A-7.4	A-7.4	A-7.5	A-7.5
	NB Rt		B-10.8		A-9.9
Douglas Avenue (All-Way Stop)	SB Lt/Th/Rt	A-8.5	A-8.9	A-8.1	A-8.3
	WB Lt/Th/Rt	A-9.1	A-9.4	A-8.5	A-8.7
	NB Lt/Th/Rt	A-9.0	A-9.4	A-8.3	A-8.5
	EB Lt/Th/Rt	A-9.9	B-11.5	A-8.6	A-9.1
South Belmont Avenue at Pine Avenue (No Control)	SB Th/Rt	A-0.0	A-0.0	A-0.0	A-0.0
	NB Lt/Th	A-3.4	A-3.5	A-4.3	A-4.2
	EB Lt /Rt	A-9.3	A-9.4	A-8.8	A-8.8

- (1) The northbound exit from the school parking lot will be closed and relocated by Haddow Avenue. The intersection will remain AWSC.
- (2) The exit to the school parking lot will be relocated to Haddow and exiting traffic will be limited to right-out only during the school arrival and dismissal periods.

Arlington Height Road at Olive Street

Overall, the traffic signal at Arlington Height Road and Olive Street works well and will continue to do so after the school expansion. Since Arlington Heights Road is an arterial route, it gets the majority of the green time at the signal (70-76%) and the side street gets less. Olive Street traffic has higher delays but still falls within acceptable ranges. No improvements are needed to accommodate the school expansion.

Belmont Avenue at Olive Street

With the proposed changes to the school parking lot, the school exit onto Olive Street will be removed and replaced with sidewalk and parkway. The intersection will operate as a three legged AWSC intersection and will still provide the stop signs on Olive Street to stop traffic at the pedestrian crosswalk (with crossing guard) to remain. The intersection will operate better with less traffic movements and pedestrian/vehicular conflicts. It also eliminates the northbound left-turn violations during school peak-hours.

Church Lot Access at Olive Lot

The 32 spaces used by the school in the church lot will not be changed and the access does not require additional improvements. Parents should be reminded to use the crosswalk when walking to and from the school.

Haddow Avenue/School Parking Access

The school parking lot is being redesigned to have a two-way access drive opposite of Haddow Avenue. School traffic will turn off of Olive Street and then turn right in a counter-clockwise direction thru the existing angled parking and then around to the existing loading area. This doubles the amount of off-street queuing area from 400 to 800 feet. This additional storage will not eliminate all back-ups onto Olive Street but it will significantly decrease the length and frequency of the back-ups.

Parent traffic will then exit onto Olive Street. During the peak arrival and dismissal periods, traffic will only be able to turn right towards Douglas Avenue and not conflict with the inbound right- and left-turns. This is similar to the existing lot exit where 60-65% of the traffic turns right out today. Haddow Avenue is a cul-de-sac so the straight movement that was at Belmont Avenue is not available.

Douglas Avenue at Belmont Avenue

This AWSC intersection works well and will continue to do so after the school expansion.

South Belmont and Pine Avenues

South of the school, students are dropped-off and picked-up in the cul-de-sacs on Belmont and Pine Avenue. The intersection of these two streets does not have any traffic control (yield or stop signs) but operates well due to the low speed limits and the traffic volumes. No changes are proposed to this intersection.

PARKING

The existing school on-site parking supply provides a total of 50 parking spaces including two accessible spaces. Additional off-site parking is provided through an agreement with the Orchard Evangelical Free Church parking lot (32 spaces) at the northeast corner of Olive Street and Belmont Avenue. A total of 82 off-street parking spaces are currently available to the school. With the proposed changes to the parking lot, there will be a net loss of 1 space for a total of 49 spaces including two accessible spaces.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (68 staff) and one per classroom (31 rooms) for a total of 167 spaces. A parking variation of 118 spaces (167-49) would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (642 students) or 109 spaces.

Parking counts were conducted on Wednesday May 27, 2015 after the morning arrival period which found 63 vehicles parked on-site including staff and visitors. No on-street parking near the school was observed. The school currently has 68 staff members but they are not all present on-site at the same time. Sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day on the two parking lots.

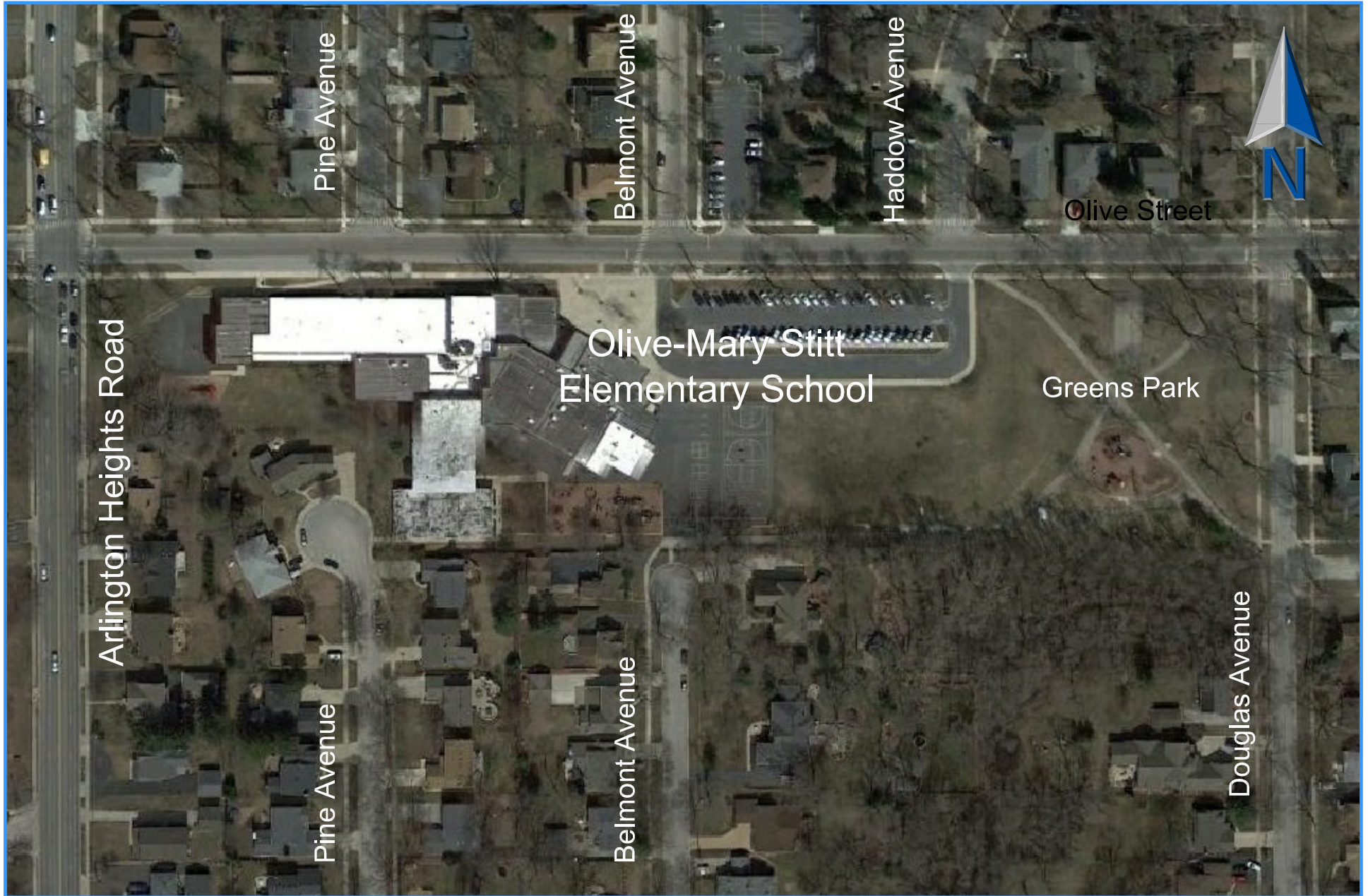
Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school on the south side of Olive Street, Belmont Avenue, and Douglas Avenue.

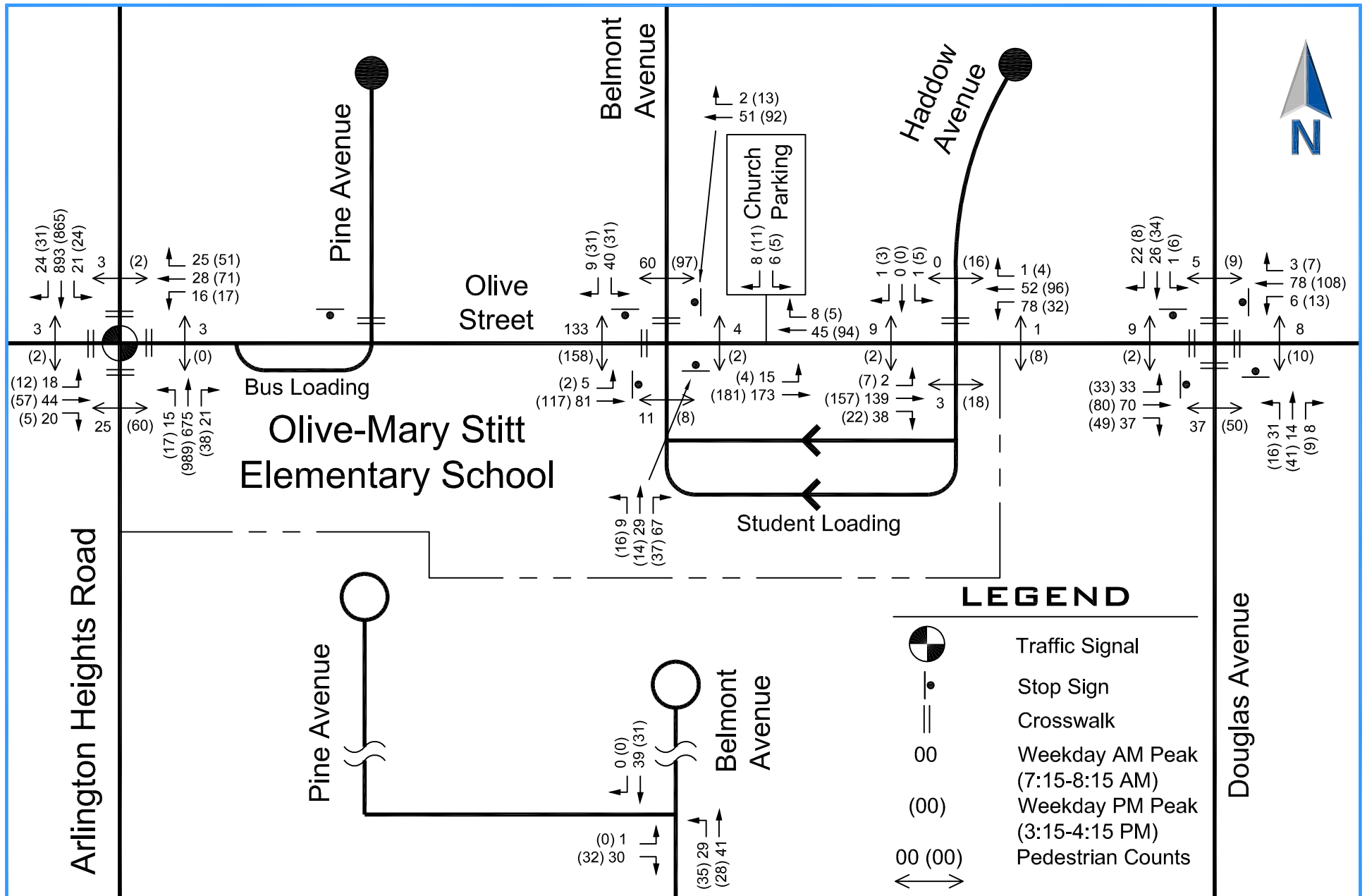
The existing parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Special event parking is available on-street near the school.

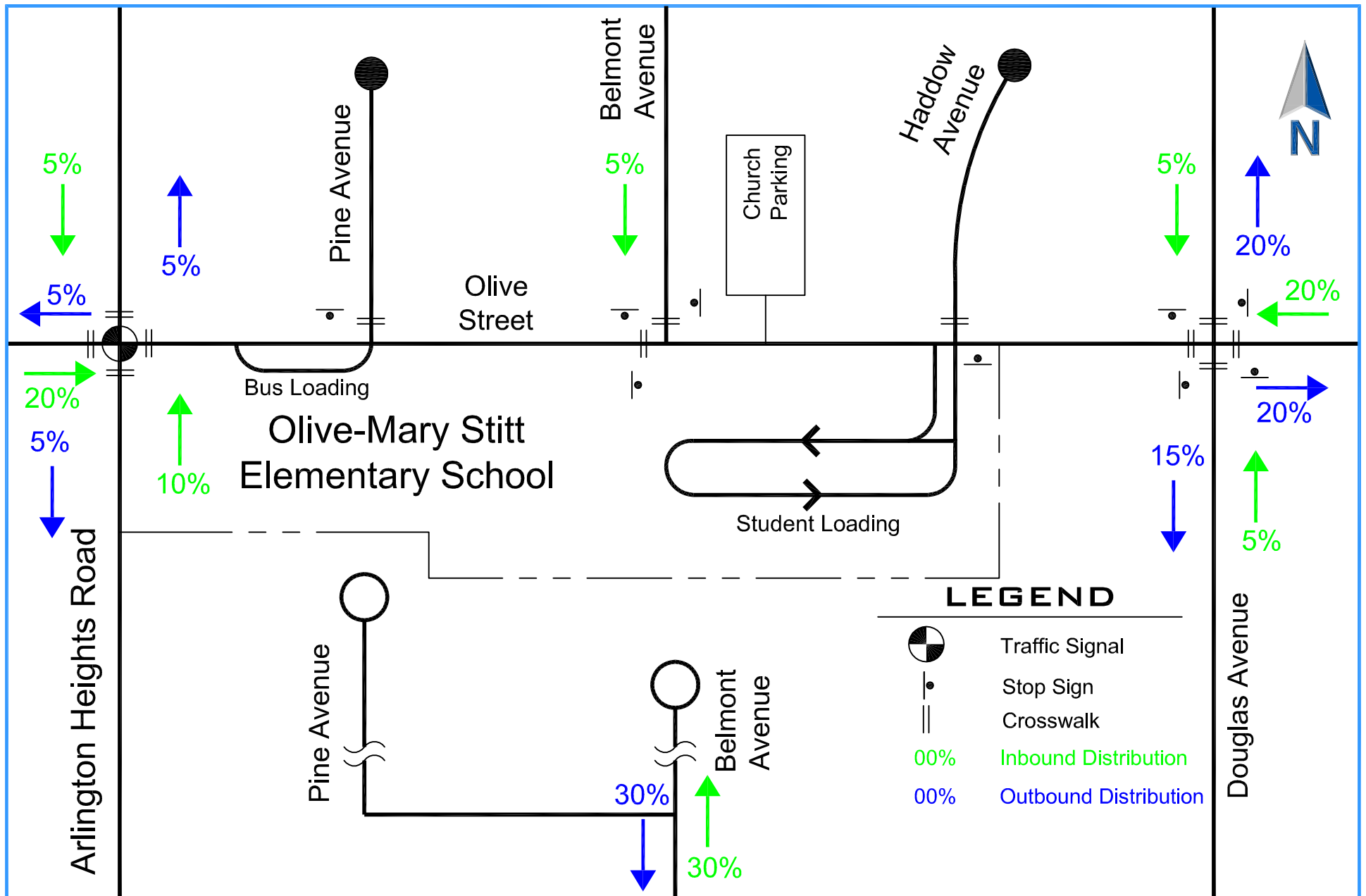
SUMMARY

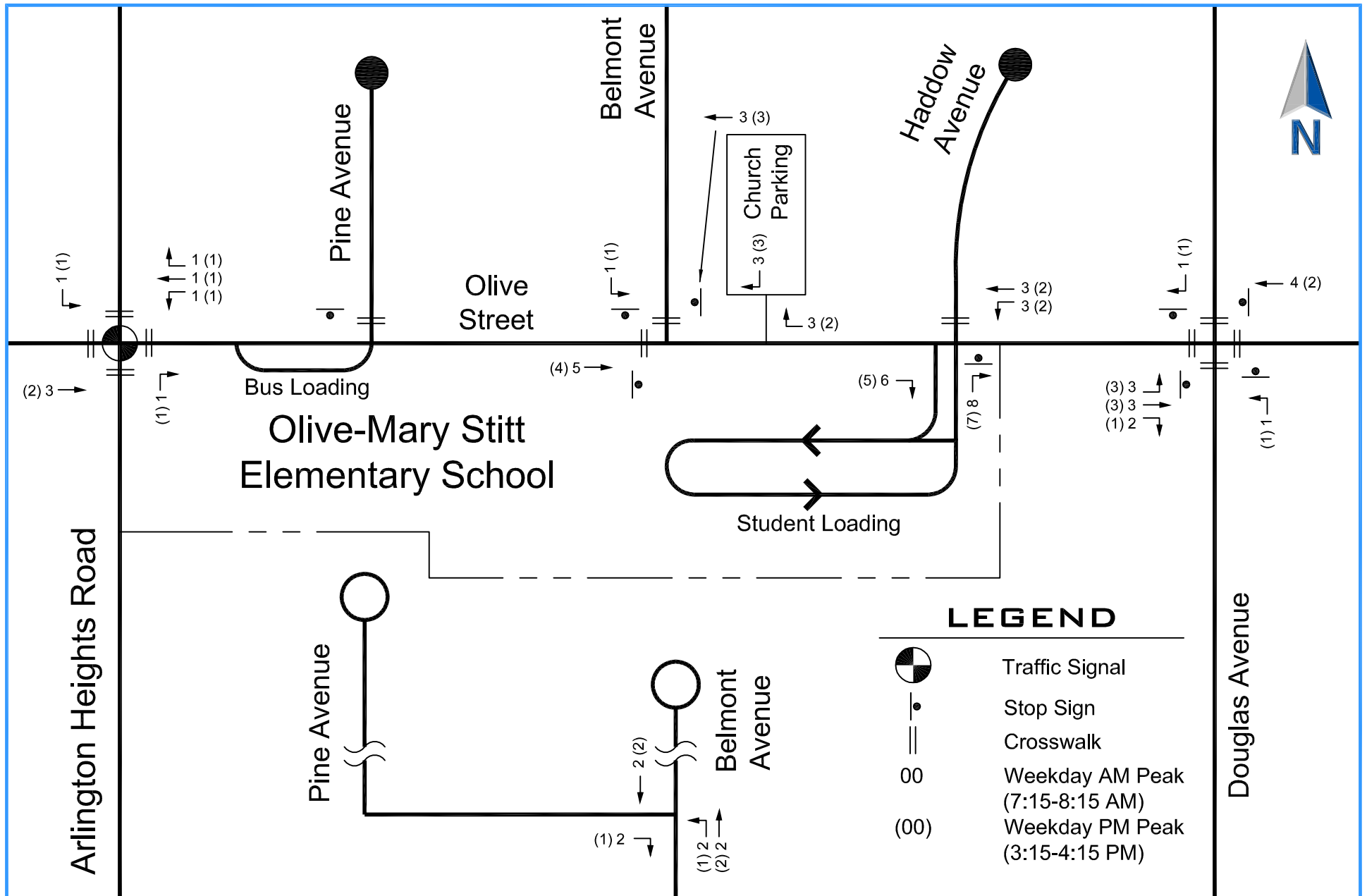
This report summarizes the results of traffic and parking study for the expansion of Olive-Mary Stitt Elementary School in Arlington Heights, Illinois. The findings of the study area:

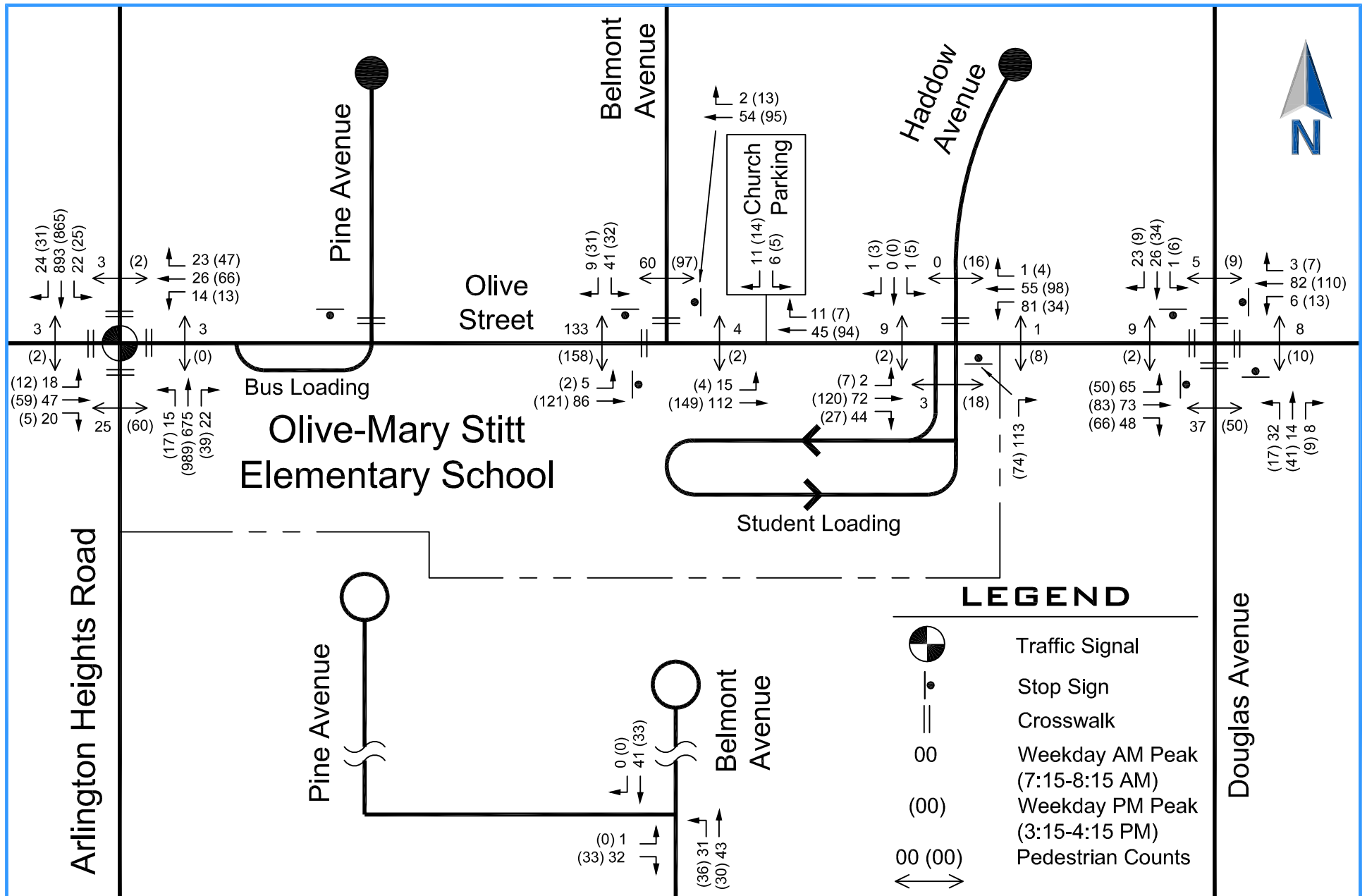
- The volume of additional school traffic generated by the school expansion is low due to small increase in students. The net change in area traffic volumes is nominal.
- The proposed changes to the school parking lot will increase the off-street queuing area, allow parents to drop students off on the passenger side of their vehicle, and reduce pedestrian conflicts at the Belmont Avenue cross-walks.
- While there is a slight increase in traffic from the expansion of the school the proposed changes to the parking lot will offset the increased traffic volumes and improve the existing traffic congestion caused by afternoon back-ups out of the school lot.
- Parking for the school provides 49 on-site and 32 off-site parking spaces will meet its projected needs but will require a variation of 118 spaces from the zoning code requirements.





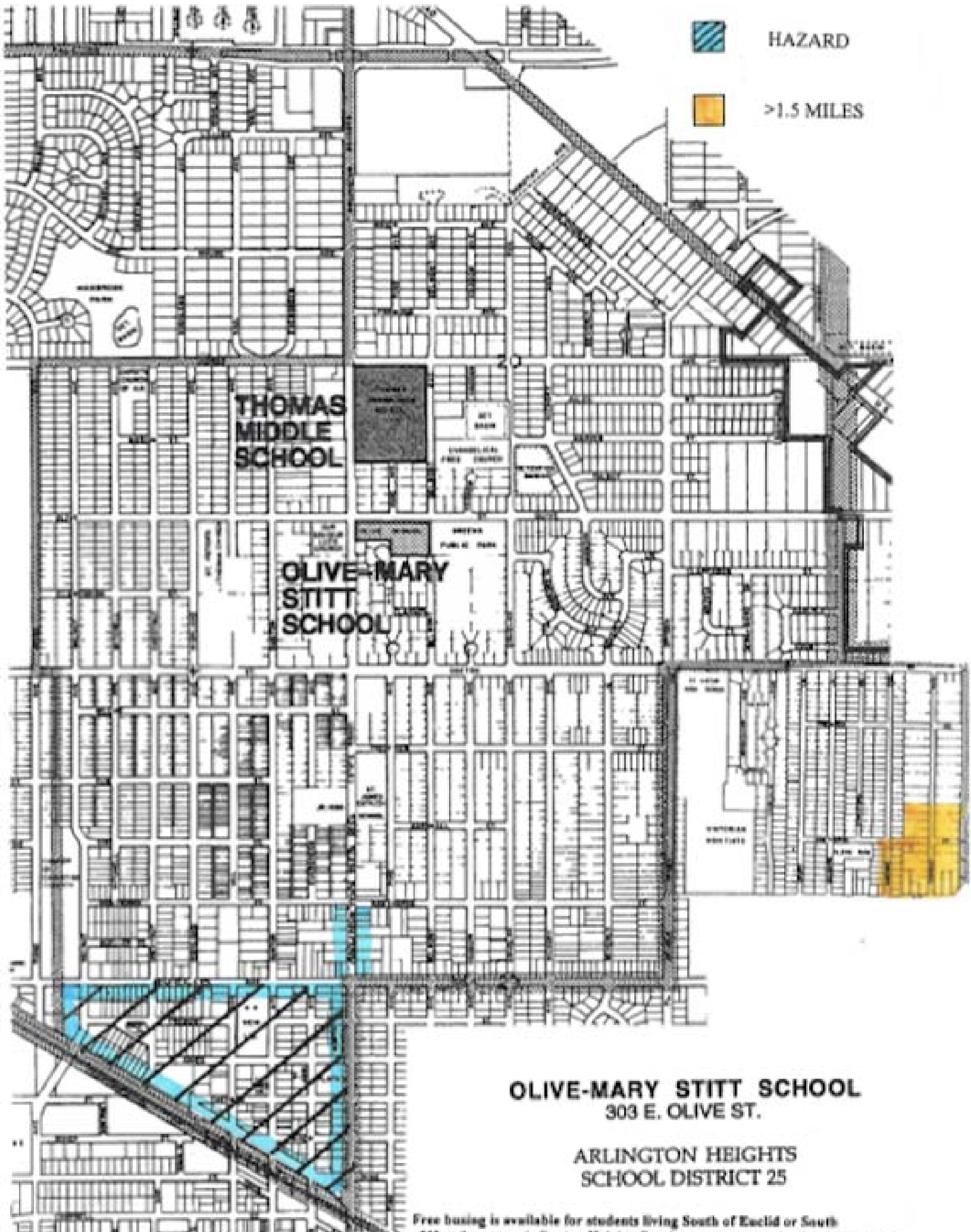






Traffic and Parking Study Appendix

- **School Boundaries and Bussing Areas**
- **2015 Existing Traffic Counts**
- **2015 Existing Capacity Analyses**
- **Total Capacity Analyses**



HAZARD



>1.5 MILES

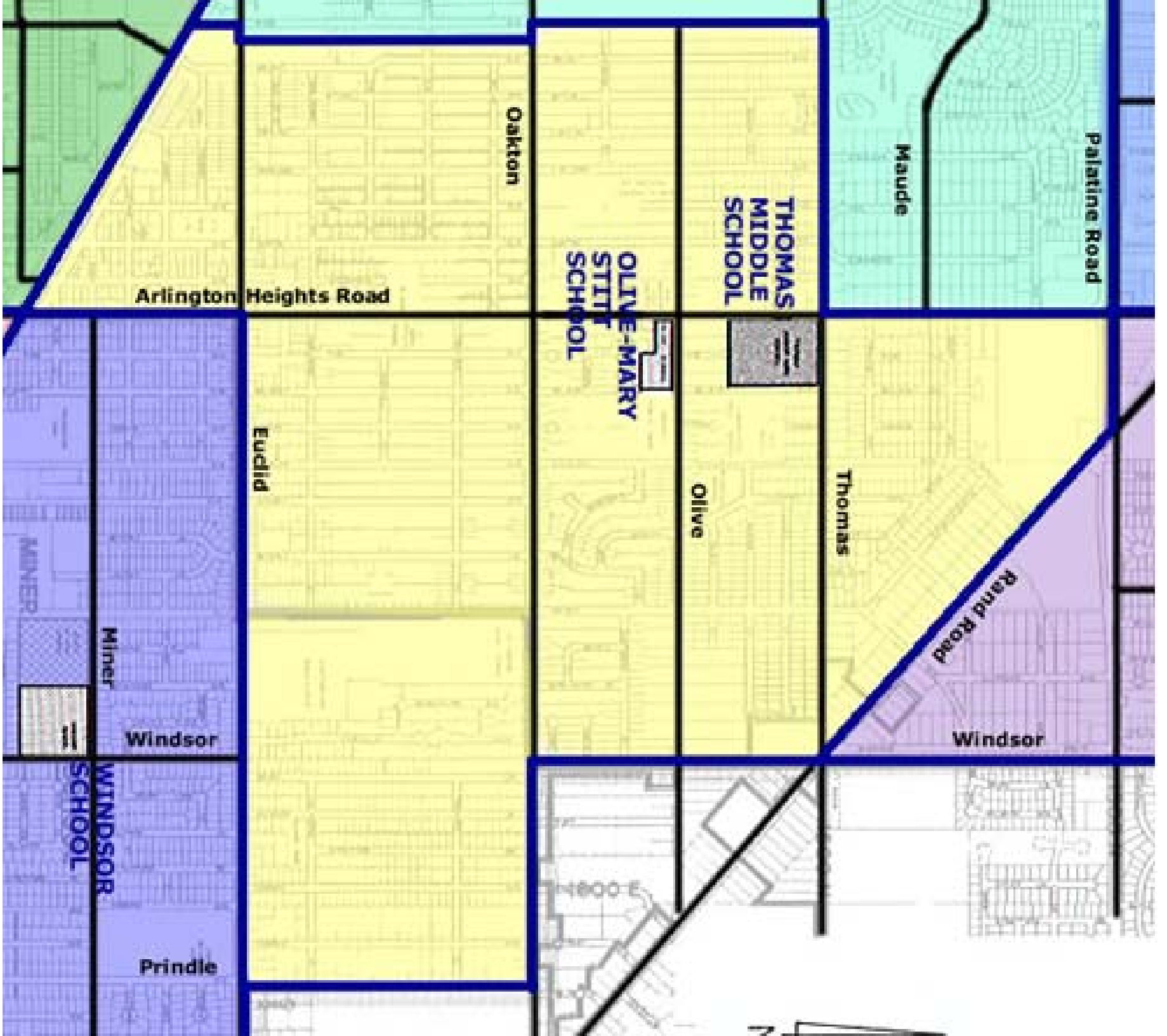
THOMAS
MIDDLE
SCHOOL

OLIVE-MARY
STITT
SCHOOL

OLIVE-MARY STITT SCHOOL
303 E. OLIVE ST.

ARLINGTON HEIGHTS
SCHOOL DISTRICT 25

Free housing is available for students living South of Euclid or South of Hawthorne on Arlington Heights Road or more than 1.5 miles from school



Palatine Road

Maude

THOMAS
MIDDLE
SCHOOL

OLIVE-MARY
STITT
SCHOOL

Arlington Heights Road

Euclid

Olive

Thomas

Rand Road

Windsor

Miner

Windsor

WINDSOR
SCHOOL

Prindle

1800 E

Intersection Counts

Arlington Heights Road at Olive Street



Arlington Heights School District 25																Arlington Heights, Illinois			
Begin Time	Arlington Hts Road Southbound			Olive Street Westbound			Arlington Hts Road Northbound			Olive Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian 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	East Leg	South	West
																Leg	East Leg	Leg	Leg
	Wednesday May 27, 2015																Leg		
8:00 AM	11	241	2	5	19	5	7	130	3	5	15	4	447	1845	0.92	0	0	0	0
8:15 AM	8	265	2	3	12	4	4	170	6	6	10	10	500	1797	0.90	0	1	0	0
8:30 AM	7	233	8	7	3	2	9	163	2	4	9	3	450	1630	0.91	1	1	1	1
8:45 AM	8	205	6	3	10	5	5	171	4	6	23	2	448			2	0	18	2
9:00 AM	1	190	2	12	3	5	3	171	3	4	2	3	399			0	1	6	0
9:15 AM	4	155	1	5	5	6	3	144	2	4	1	3	333			0	0	0	0
Total	39	1289	21	35	52	27	31	949	20	29	60	25				3	3	25	3
8:15-9:15 AM	24	893	18	25	28	16	21	675	15	20	44	18	1797			3	3	25	3
	Wednesday May 27, 2015																		
3:00 PM	10	223	2	6	20	7	9	195	2	2	5	2	483	2109	0.94	2	0	3	0
3:15 PM	8	204	5	15	7	5	4	259	1	1	12	1	522	2133	0.95	0	0	0	0
3:30 PM	6	224	5	17	17	3	5	241	4	1	13	5	541	2141	0.95	0	0	43	2
3:45 PM	6	219	4	13	31	5	4	261	6	2	10	2	563			0	0	17	0
4:00 PM	11	218	6	6	16	4	3	228	6	1	4	4	507			2	0	0	0
4:15 PM	10	231	4	11	11	6	4	239	1	1	5	7	530			0	0	1	1
Total	51	1319	26	68	102	30	29	1423	20	8	49	21				4	0	64	3
3:15-4:15 PM	31	865	20	51	71	17	16	989	17	5	39	12	2133			2	0	60	2

Intersection Counts

Belmont Avenue/School Parking Lot Exit at Olive Street



Arlington Heights School District 25													Arlington Heights, Illinois			
Begin Time	Belmont Avenue Southbound		Olive Street Westbound		School Exit Drive Northbound			Olive Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Left Turn	Right Turn	Through	Right Turn	Through	Left Turn	Through	Left Turn				North Leg	East Leg	South Leg	West Leg
													Ped.	Ped.	Ped.	Ped.
	Tuesday May 26, 2015															
8:00 AM	1	4	1	9	1	0	3	29	2	50	239	0.51	0	1	0	1
8:15 AM	3	12	0	7	1	1	5	12	2	43	275	0.59	1	2	0	1
8:30 AM	0	4	0	7	3	2	1	11	1	29	254	0.54	5	2	0	5
8:45 AM	0	13	1	7	37	19	2	38	0	117			50	0	7	94
9:00 AM	6	11	1	12	26	7	1	20	2	86			4	0	4	33
9:15 AM	0	6	1	5	3	0	4	3	0	22			0	7	2	6
Total	10	50	4	47	71	29	16	113	7				60	12	13	140
8:15-9:15 AM	9	40	2	33	67	29	9	81	5	275			60	4	11	133
	Wednesday May 27, 2015															
3:00 PM	3	3	0	11	1	0	1	6	0	25	263	0.68	0	0	0	6
3:15 PM	6	3	3	21	2	2	0	19	0	56	300	0.78	5	2	0	10
3:30 PM	9	13	4	15	16	1	0	27	1	86	266	0.69	52	0	5	101
3:45 PM	10	11	3	25	16	9	4	18	0	96			36	0	2	40
4:00 PM	6	4	3	18	3	2	12	13	1	62			4	0	1	7
4:15 PM	2	1	0	10	0	1	0	7	1	22			2	2	1	2
Total	36	35	13	100	38	15	17	90	3				99	4	9	166
3:15-4:15 PM	31	31	13	79	37	14	16	77	2	300			97	2	8	158

Intersection Counts

Haddow Avenue/ School Parking Lot Entrance at Olive Street

Arlington Heights School District 25													Arlington Heights, Illinois			
Begin Time	Haddow Ave Southbound			Olive Street Westbound			Olive Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn				North Leg	East Leg	South Leg	West Leg
													Ped.	Ped.	Ped.	Ped.
	Tuesday May 26, 2015															
8:00 AM	1	0	0	0	8	12	12	16	0	49	278	0.45	0	0	1	0
8:15 AM	0	0	0	0	6	7	6	13	1	33	293	0.48	0	0	0	0
8:30 AM	0	0	1	1	7	10	1	23	0	43	281	0.46	0	0	2	0
8:45 AM	0	0	0	0	14	49	22	68	0	153			0	0	1	6
9:00 AM	1	0	0	0	6	12	9	35	1	64			0	1	0	3
9:15 AM	0	0	0	0	5	1	1	14	0	21			0	0	0	0
Total	2	0	1	1	46	91	51	169	2				0	1	4	9
8:15-9:15 AM	1	0	1	1	33	78	38	139	2	293			0	1	3	9
	Thursday May 27, 2015															
3:00 PM	0	0	0	2	26	3	6	18	0	55	302	0.66	5	0	1	0
3:15 PM	0	0	0	0	24	11	7	15	0	57	297	0.65	0	0	1	1
3:30 PM	2	0	2	4	24	14	4	58	7	115	286	0.62	8	1	6	1
3:45 PM	1	0	3	0	7	4	8	52	0	75			6	7	6	0
4:00 PM	0	0	0	0	18	3	3	26	0	50			2	0	0	0
4:15 PM	0	0	0	0	18	7	2	19	0	46			2	0	1	0
Total	3	0	5	6	117	42	30	188	7				23	8	15	2
3:15-4:15 PM	3	0	5	4	73	32	22	151	7	297			16	8	13	2



Intersection Counts

Church Parking Lot at Olive Street

Arlington Heights School District 25					Arlington Heights, Illinois		
Begin Time	Olive Street		Parking Lot		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	EB	WB	Southbound				
	Left Turn	Right Turn	Right Turn	Left Turn			
Tuesday May 26, 2015							
8:00 AM	2	1	0	0	3	32	0.35
8:15 AM	2	0	0	0	2	37	0.40
8:30 AM	2	2	0	0	4	38	0.41
8:45 AM	10	6	5	2	23		
9:00 AM	1	0	3	4	8		
9:15 AM	0	0	1	2	3		
Total	17	9	9	8			
8:15-9:15 AM	15	8	8	6	37		
Wednesday May 27, 2015							
3:00 PM	1	2	0	0	3	26	0.72
3:15 PM	3	4	1	0	8	25	0.69
3:30 PM	1	1	3	1	6	19	0.53
3:45 PM	0	0	5	4	9		
4:00 PM	0	0	2	0	2		
4:15 PM	1	0	1	0	2		
Total	6	7	12	5			
3:15-4:15 PM	4	5	11	5	25		

Intersection Counts **Douglas Avenue at Olive Street**



Arlington Heights School District 25															Arlington Heights, Illinois						
Begin Time	Douglas Avenue Southbound			Olive Street Westbound			Douglas Avenue Northbound			Olive Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian 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		
																Ped.	Ped.	Ped.	Ped.		
	Wednesday May 27, 2015																				
8:00 AM	2	11	0	2	15	2	4	12	11	1	14	3	77	319	0.57	0	2	0	1		
8:15 AM	0	9	0	1	12	2	0	3	5	4	15	2	53	285	0.51	0	0	2	1		
8:30 AM	2	5	0	0	10	2	4	2	5	3	11	5	49			264	0.47	0	0	8	4
8:45 AM	10	8	0	2	29	1	2	9	11	22	25	21	140			5	6	27	4		
9:00 AM	0	4	1	0	10	1	2	0	0	8	12	5	43			0	2	0	0		
9:15 AM	0	6	0	1	9	1	0	5	1	1	6	2	32			0	3	0	0		
Total	14	43	1	6	85	9	12	31	33	39	83	38				5	13	37	10		
8:15-9:15 AM	12	26	1	3	61	6	8	14	21	37	63	33	285			5	8	37	9		
	Wednesday May 27, 2015																				
3:00 PM	8	7	1	2	20	1	2	7	4	7	15	3	77	382	0.80	1	1	0	0		
3:15 PM	2	6	1	4	33	5	3	7	6	6	15	2	90	386	0.80	0	0	3	0		
3:30 PM	5	11	0	1	26	4	2	12	6	16	24	13	120			354	0.74	4	4	40	0
3:45 PM	0	8	2	2	9	0	1	10	2	17	30	14	95			4	0	5	0		
4:00 PM	1	9	3	0	22	4	3	12	2	10	11	4	81			1	6	2	2		
4:15 PM	0	9	2	2	15	2	1	11	2	4	9	1	58			1	1	0	3		
Total	16	50	9	11	125	16	12	59	22	60	104	37				11	12	50	5		
3:15-4:15 PM	8	34	6	7	90	13	9	41	16	49	80	33	386			9	10	50	2		

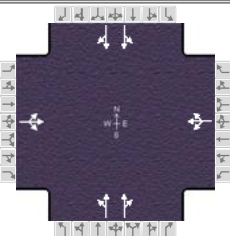
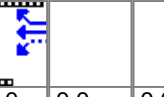
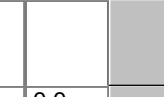
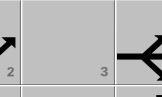
Intersection Counts

Pine Avenue at Belmont Avenue

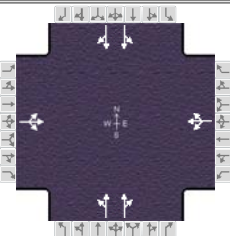
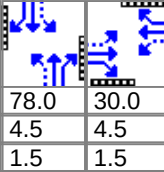
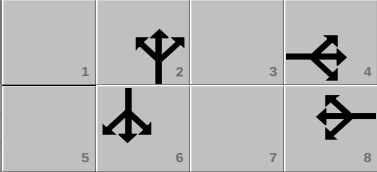


Arlington Heights School District 25									Arlington Heights, Illinois			
Begin Time	Belmont Avenue		Northbound		Pine Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Southbound		Left		Right Turn	Left Turn				North Leg	South Leg	West Leg
	Right Turn	Through	Through	Turn								
	Thursday May 28, 2015											
8:00 AM	0	0	0	1	1	0	2	122	0.30	0	0	0
8:15 AM	0	1	0	2	6	0	9	140	0.35	0	0	1
8:30 AM	0	1	5	3	1	0	10	137	0.34	4	0	5
8:45 AM	0	29	35	21	16	0	101			4	0	47
9:00 AM	0	8	1	3	7	1	20			0	0	6
9:15 AM	0	1	1	2	2	0	6			3	0	3
Total	0	40	42	32	33	1				11	0	62
8:15-9:15 AM	0	39	41	29	30	1	140			8	0	59
	Wednesday May 27, 2015											
3:00 PM	0	1	4	6	1	0	12	128	0.55	0	0	4
3:15 PM	0	2	16	19	1	0	38	126	0.54	0	2	5
3:30 PM	0	18	9	11	20	0	58	98	0.42	8	0	51
3:45 PM	0	9	0	1	10	0	20			0	0	7
4:00 PM	0	2	3	4	1	0	10			0	0	4
4:15 PM	0	2	0	2	6	0	10			0	0	1
Total	0	34	32	43	39	0				8	2	72
3:15-4:15 PM	0	31	28	35	32	0	126			8	2	67

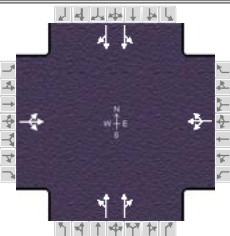
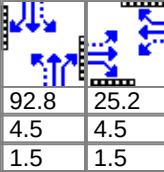
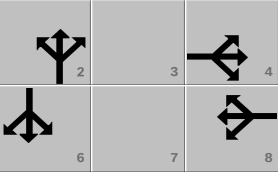
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other									
Jurisdiction		IDOT/V of A. Hts.		Time Period		AM Arrival		PHF		0.90									
Intersection		Olive Street		Analysis Year		2015		Analysis Period		1> 7:00									
File Name		A Hts AM exst.xus																	
Project Description		2015 Existing Volumes																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				18	44	20	16	28	25	21	675	15	21	893	24				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	78.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
				Red	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8				2				6	
Case Number						8.0				8.0				8.0				8.0	
Phase Duration, s						36.0				36.0				84.0				84.0	
Change Period, (Y+R _c), s						6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s						3.3				3.3				0.0				0.0	
Queue Clearance Time (g _s), s						6.7				6.0									
Green Extension Time (g _e), s						0.3				0.3				0.0				0.0	
Phase Call Probability						1.00				1.00									
Max Out Probability						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					91			77		401		389	539		503				
Adjusted Saturation Flow Rate (s), veh/h/ln					1729			1678		1688		1646	1759		1643				
Queue Service Time (g _s), s					0.0			0.0		0.0		5.9	0.0		8.9				
Cycle Queue Clearance Time (g _c), s					4.7			4.0		5.4		5.9	8.3		8.9				
Green Ratio (g/C)					0.25			0.25		0.65		0.65	0.65		0.65				
Capacity (c), veh/h					469			456		1129		1070	1175		1068				
Volume-to-Capacity Ratio (X)					0.194			0.168		0.355		0.364	0.459		0.471				
Available Capacity (c _a), veh/h					469			456		1129		1070	1175		1068				
Back of Queue (Q), veh/ln (95th percentile)					4.1			3.4		3.4		3.3	4.7		4.6				
Queue Storage Ratio (RQ) (95th percentile)					0.00			0.00		0.00		0.00	0.00		0.00				
Uniform Delay (d ₁), s/veh					35.5			35.3		3.5		3.4	3.6		3.7				
Incremental Delay (d ₂), s/veh					0.9			0.8		0.9		1.0	1.3		1.5				
Initial Queue Delay (d ₃), s/veh					0.0			0.0		0.0		0.0	0.0		0.0				
Control Delay (d), s/veh					36.4			36.1		4.3		4.4	4.9		5.2				
Level of Service (LOS)					D			D		A		A	A		A				
Approach Delay, s/veh / LOS				36.4	D		36.1	D		4.4	A		5.0	A					
Intersection Delay, s/veh / LOS				7.4						A									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.7	B		2.7	B		2.1	B		2.1	B					
Bicycle LOS Score / LOS				0.6	A		0.6	A		1.1	A		1.3	A					

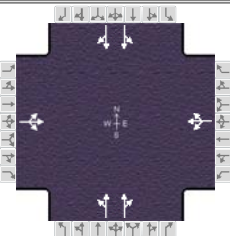
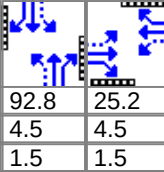
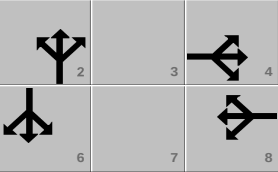
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other									
Jurisdiction		IDOT/V of A. Hts.		Time Period		AM Arrival		PHF		0.90									
Intersection		Olive Street		Analysis Year		Total		Analysis Period		1> 7:00									
File Name		A Hts AM Total.xus																	
Project Description		Total Traffic Volumes																	
Demand Information																			
				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				18	47	20	14	26	23	22	675	15	22	893	24				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	78.0	30.0	0.0	0.0	0.0	0.0									
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0									
				Red	1.5	1.5	0.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8				2				6	
Case Number						8.0				8.0				8.0				8.0	
Phase Duration, s						36.0				36.0				84.0				84.0	
Change Period, (Y+R _c), s						6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s						3.3				3.3				0.0				0.0	
Queue Clearance Time (g _s), s						6.9				5.7									
Green Extension Time (g _e), s						0.3				0.3				0.0				0.0	
Phase Call Probability						1.00				1.00									
Max Out Probability						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					94			70		400		391	539		504				
Adjusted Saturation Flow Rate (s), veh/h/ln					1738			1682		1678		1646	1755		1643				
Queue Service Time (g _s), s					0.0			0.0		0.0		5.9	0.0		8.9				
Cycle Queue Clearance Time (g _c), s					4.9			3.7		5.4		5.9	8.3		8.9				
Green Ratio (g/C)					0.25			0.25		0.65		0.65	0.65		0.65				
Capacity (c), veh/h					471			457		1123		1070	1172		1068				
Volume-to-Capacity Ratio (X)					0.201			0.153		0.356		0.365	0.460		0.472				
Available Capacity (c _a), veh/h					471			457		1123		1070	1172		1068				
Back of Queue (Q), veh/ln (95th percentile)					4.2			3.1		3.4		3.3	4.7		4.6				
Queue Storage Ratio (RQ) (95th percentile)					0.00			0.00		0.00		0.00	0.00		0.00				
Uniform Delay (d ₁), s/veh					35.6			35.1		3.5		3.4	3.6		3.7				
Incremental Delay (d ₂), s/veh					1.0			0.7		0.9		1.0	1.3		1.5				
Initial Queue Delay (d ₃), s/veh					0.0			0.0		0.0		0.0	0.0		0.0				
Control Delay (d), s/veh					36.5			35.8		4.4		4.4	4.9		5.2				
Level of Service (LOS)					D			D		A		A	A		A				
Approach Delay, s/veh / LOS				36.5		D		35.8		D		4.4		A		5.0		A	
Intersection Delay, s/veh / LOS				7.3						A									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.7		B		2.7		B		2.1		B		2.1		B	
Bicycle LOS Score / LOS				0.6		A		0.6		A		1.1		A		1.3		A	

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information																									
Agency		Eriksson Engineering				Duration, h		0.25																							
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other																					
Jurisdiction		IDOT/V of A. Hts.		Time Period		PM Dismissal		PHF		0.90																					
Intersection		Olive Street		Analysis Year		2015		Analysis Period		1> 7:00																					
File Name		A Hts PM Exst.xus																													
Project Description		2015 Exisitng Volumes																													
Demand Information						EB			WB			NB			SB																
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R														
Demand (v), veh/h						12	57	5	17	71	51	38	989	17	24	865	31														
Signal Information																															
Cycle, s	130.0	Reference Phase	2																												
Offset, s	0	Reference Point	End																												
Uncoordinated	No	Simult. Gap E/W	On																												
Force Mode	Fixed	Simult. Gap N/S	On																												
				Green	92.8	25.2	0.0	0.0	0.0	0.0	1			2			3														
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0	5			6			7			8											
				Red	1.5	1.5	0.0	0.0	0.0	0.0																					
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT											
Assigned Phase								4				8				2				6											
Case Number								8.0				8.0				8.0				8.0											
Phase Duration, s								31.2				31.2				98.8				98.8											
Change Period, (Y+R _c), s								6.0				6.0				6.0				6.0											
Max Allow Headway (MAH), s								3.3				3.3				0.0				0.0											
Queue Clearance Time (g _s), s								6.7				11.9																			
Green Extension Time (g _e), s								0.4				0.4				0.0				0.0											
Phase Call Probability								1.00				1.00																			
Max Out Probability								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							82			154		579		581	519		504														
Adjusted Saturation Flow Rate (s), veh/h/ln							1818			1742		1633		1650	1684		1638														
Queue Service Time (g _s), s							0.0			0.0		0.0		4.8	0.0		4.3														
Cycle Queue Clearance Time (g _c), s							4.7			9.9		4.6		4.8	3.6		4.3														
Green Ratio (g/C)							0.19			0.19		0.71		0.71	0.71		0.71														
Capacity (c), veh/h							385			369		1196		1178	1231		1169														
Volume-to-Capacity Ratio (X)							0.214			0.419		0.484		0.494	0.421		0.431														
Available Capacity (c _a), veh/h							385			369		1196		1178	1231		1169														
Back of Queue (Q), veh/ln (95th percentile)							4.3			8.4		2.7		2.5	2.2		2.3														
Queue Storage Ratio (RQ) (95th percentile)							0.00			0.00		0.00		0.00	0.00		0.00														
Uniform Delay (d ₁), s/veh							44.1			46.2		1.4		1.2	1.2		1.3														
Incremental Delay (d ₂), s/veh							1.3			3.5		1.4		1.5	1.1		1.2														
Initial Queue Delay (d ₃), s/veh							0.0			0.0		0.0		0.0	0.0		0.0														
Control Delay (d), s/veh							45.4			49.7		2.8		2.7	2.3		2.5														
Level of Service (LOS)							D			D		A		A	A		A														
Approach Delay, s/veh / LOS						45.4		D		49.7		D		2.7		A		2.4		A											
Intersection Delay, s/veh / LOS						7.0						A																			
Multimodal Results						EB			WB			NB			SB																
Pedestrian LOS Score / LOS						2.7		B		2.7		B		2.1		B		2.1		B											
Bicycle LOS Score / LOS						0.6		A		0.7		A		1.4		A		1.3		A											

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other									
Jurisdiction		IDOT/V of A. Hts.		Time Period		PM Dismissal		PHF		0.90									
Intersection		Olive Street		Analysis Year		Total		Analysis Period		1> 7:00									
File Name		A Hts PM Total.xus																	
Project Description		Total Traffic Volumes																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				12	59	5	13	66	47	38	989	39	25	865	31				
Signal Information																			
Cycle, s	130.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	92.8	25.2	0.0	0.0	0.0	0.0									
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0									
				Red	1.5	1.5	0.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8				2				6	
Case Number						8.0				8.0				8.0				8.0	
Phase Duration, s						31.2				31.2				98.8				98.8	
Change Period, (Y+R _c), s						6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s						3.3				3.3				0.0				0.0	
Queue Clearance Time (g _s), s						6.9				10.9									
Green Extension Time (g _e), s						0.4				0.4				0.0				0.0	
Phase Call Probability						1.00				1.00									
Max Out Probability						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					84			140		595		590	517		506				
Adjusted Saturation Flow Rate (s), veh/h/ln					1824			1750		1640		1635	1671		1638				
Queue Service Time (g _s), s					0.0			0.0		0.0		5.8	0.0		4.3				
Cycle Queue Clearance Time (g _c), s					4.9			8.9		4.8		5.8	3.6		4.3				
Green Ratio (g/C)					0.19			0.19		0.71		0.71	0.71		0.71				
Capacity (c), veh/h					386			370		1200		1167	1222		1169				
Volume-to-Capacity Ratio (X)					0.219			0.379		0.496		0.505	0.423		0.433				
Available Capacity (c _a), veh/h					386			370		1200		1167	1222		1169				
Back of Queue (Q), veh/ln (95th percentile)					4.5			7.7		2.8		2.9	2.2		2.3				
Queue Storage Ratio (RQ) (95th percentile)					0.00			0.00		0.00		0.00	0.00		0.00				
Uniform Delay (d ₁), s/veh					44.2			45.8		1.4		1.4	1.2		1.3				
Incremental Delay (d ₂), s/veh					1.3			2.9		1.5		1.6	1.1		1.2				
Initial Queue Delay (d ₃), s/veh					0.0			0.0		0.0		0.0	0.0		0.0				
Control Delay (d), s/veh					45.5			48.8		2.8		3.0	2.3		2.5				
Level of Service (LOS)					D			D		A		A	A		A				
Approach Delay, s/veh / LOS				45.5		D		48.8		D		2.9		A		2.4		A	
Intersection Delay, s/veh / LOS				6.8						A									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.7		B		2.7		B		2.1		B		2.1		B	
Bicycle LOS Score / LOS				0.6		A		0.7		A		1.5		A		1.3		A	

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Belmont/School Exit at Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Heights		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	AM Arrival Period							
Project ID								
East/West Street: Olive Street					North/South Street: Belmont/School Lot Exit			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	81	0		0	51	2	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	9	29	67		40	0	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR		LTR		LR	
PHF	0.59		0.59		0.59		0.59	
Flow Rate (veh/h)	145		89		177		82	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.0		0.1		0.8	
Prop. Right-Turns	0.0		0.0		0.6		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.0		-0.4		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.13		0.08		0.16		0.07	
hd, final value (s)	4.62		4.66		4.21		4.73	
x, final value	0.19		0.12		0.21		0.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.7		2.2		2.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	395		339		427		332	
Delay (s/veh)	8.67		8.26		8.30		8.29	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.67		8.26		8.30		8.29	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.40							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Belmont/School Exit at Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Heights		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival Period Period							
Project ID Includes closure of existing parking lot exit								
East/West Street: Olive Street					North/South Street: Belmont/School Lot Exit			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	86	0		0	54	2	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)					41	0	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR				LR	
PHF	0.59		0.59				0.59	
Flow Rate (veh/h)	153		94				84	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.0				0.8	
Prop. Right-Turns	0.0		0.0				0.2	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.0		-0.0				0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.14		0.08				0.07	
hd, final value (s)	4.21		4.24				4.50	
x, final value	0.18		0.11				0.11	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t _s (s)	2.2		2.2				2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	403		344				334	
Delay (s/veh)	8.13		7.77				8.03	
LOS	A		A				A	
Approach: Delay (s/veh)	8.13		7.77				8.03	
LOS	A		A				A	
Intersection Delay (s/veh)	8.00							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Belmont/School Exit at Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Heights		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal Period							
Project ID								
East/West Street: Olive Street					North/South Street: Belmont/School Lot Exit			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	2	117	0		0	92	13	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	14	37		31	0	31	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR		LTR		LR	
PHF	0.78		0.78		0.78		0.78	
Flow Rate (veh/h)	152		133		84		78	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0		0.0		0.2		0.5	
Prop. Right-Turns	0.0		0.1		0.6		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		-0.3		-0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.14		0.12		0.07		0.07	
hd, final value (s)	4.43		4.38		4.36		4.46	
x, final value	0.19		0.16		0.10		0.10	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.4		2.4		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	402		383		334		328	
Delay (s/veh)	8.45		8.22		7.86		7.93	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.45		8.22		7.86		7.93	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.18							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information	
Analyst	SBC			Intersection	Belmont/School Exit at Olive
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Heights
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes
Analysis Time Period	PM Dismissal Period Period				

Project ID Includes closure of existing parking lot exit

East/West Street: Olive Street

North/South Street: Belmont/School Lot Exit

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	121	0	0	95	13
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)				32	0	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR				LR	
PHF	0.78		0.78				0.78	
Flow Rate (veh/h)	157		137				80	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0				0.5	
Prop. Right-Turns	0.0		0.1				0.5	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.0		-0.1				-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.14		0.12				0.07	
hd, final value (s)	4.23		4.18				4.35	
x, final value	0.18		0.16				0.10	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t _s (s)	2.2		2.2				2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	407		387				330	
Delay (s/veh)	8.18		7.97				7.82	
LOS	A		A				A	
Approach: Delay (s/veh)	8.18		7.97				7.82	
LOS	A		A				A	
Intersection Delay (s/veh)	8.03							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Church Lot on Olive Street			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street				North/South Street: Church Parking Lot				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	15	173			45	8		
Peak-Hour Factor, PHF	0.40	0.40	1.00	1.00	0.40	0.40		
Hourly Flow Rate, HFR (veh/h)	37	432	0	0	112	19		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6				
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.40	1.00	0.40		
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	37						14	
C (m) (veh/h)	1467						439	
v/c	0.03						0.03	
95% queue length	0.08						0.10	
Control Delay (s/veh)	7.5						13.5	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.5		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	Church Lot on Olive Street		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street					North/South Street: Church Parking Lot			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	15	112			45	11		
Peak-Hour Factor, PHF	0.40	0.40	1.00	1.00	0.40	0.40		
Hourly Flow Rate, HFR (veh/h)	37	279	0	0	112	27		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6		11		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.40	1.00	0.40		
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	27		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	37						41	
C (m) (veh/h)	1457						743	
v/c	0.03						0.06	
95% queue length	0.08						0.17	
Control Delay (s/veh)	7.5						10.1	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.1		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Church Lot on Olive Street			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	Afternoon Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Church Parking Lot				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	181			94	5		
Peak-Hour Factor, PHF	0.65	0.65	1.00	1.00	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	6	278	0	0	144	7		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5		11		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.65	1.00	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	16		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						23	
C (m) (veh/h)	1442						772	
v/c	0.00						0.03	
95% queue length	0.01						0.09	
Control Delay (s/veh)	7.5						9.8	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.8		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Church Lot on Olive Street			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	Afternoon Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Church Parking Lot				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	149			94	7		
Peak-Hour Factor, PHF	0.65	0.65	1.00	1.00	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	6	229	0	0	144	10		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5		14		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.65	1.00	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	21		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						28	
C (m) (veh/h)	1439						808	
v/c	0.00						0.03	
95% queue length	0.01						0.11	
Control Delay (s/veh)	7.5						9.6	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.6		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	2	139	38	78	52	1		
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	4	289	79	162	108	2		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				1	0			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	2	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration					LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR					LTR	
v (veh/h)	4	162					2	
C (m) (veh/h)	1493	1202					321	
v/c	0.00	0.13					0.01	
95% queue length	0.01	0.47					0.02	
Control Delay (s/veh)	7.4	8.5					16.3	
LOS	A	A					C	
Approach Delay (s/veh)	--	--				16.3		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry/Exit				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	2	72	44	81	55	1		
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	4	150	91	168	114	2		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			113	1	0	1		
Peak-Hour Factor, PHF	1.00	1.00	0.48	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	235	2	0	2		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	1	0		
Configuration			R		LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR			R		LTR	
v (veh/h)	4	168			235		4	
C (m) (veh/h)	1485	1337			850		338	
v/c	0.00	0.13			0.28		0.01	
95% queue length	0.01	0.43			1.13		0.04	
Control Delay (s/veh)	7.4	8.1			10.8		15.8	
LOS	A	A			B		C	
Approach Delay (s/veh)	--	--	10.8			15.8		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	PM Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	7	157	22	32	96	4		
Peak-Hour Factor, PHF	0.65	0.65	0.65	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	10	241	33	49	147	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5	0	1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	1		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration					LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR					LTR	
v (veh/h)	10	49					8	
C (m) (veh/h)	1440	1301					523	
v/c	0.01	0.04					0.02	
95% queue length	0.02	0.12					0.05	
Control Delay (s/veh)	7.5	7.9					12.0	
LOS	A	A					B	
Approach Delay (s/veh)	--	--				12.0		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry/Exit				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	7	120	27	34	98	4		
Peak-Hour Factor, PHF	0.65	0.65	0.65	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	10	184	41	52	150	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			74	5	0			
Peak-Hour Factor, PHF	1.00	1.00	0.65	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	113	7	0	1		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	1	0		
Configuration			R		LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR			R		LTR	
v (veh/h)	10	52			113		8	
C (m) (veh/h)	1436	1356			842		411	
v/c	0.01	0.04			0.13		0.02	
95% queue length	0.02	0.12			0.46		0.06	
Control Delay (s/veh)	7.5	7.8			9.9		13.9	
LOS	A	A			A		B	
Approach Delay (s/veh)	--	--	9.9			13.9		
Approach LOS	--	--	A			B		

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	Existing AM Arrival							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	33	70	37		6	78	3	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	31	14	8		1	26	22	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.51		0.51		0.51		0.51	
Flow Rate (veh/h)	273		168		102		94	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.1		0.6		0.0	
Prop. Right-Turns	0.3		0.0		0.1		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.0		-0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.24		0.15		0.09		0.08	
hd, final value (s)	4.51		4.74		5.12		4.83	
x, final value	0.34		0.22		0.14		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.7		3.1		2.8	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	523		418		352		344	
Delay (s/veh)	9.85		9.08		8.98		8.53	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.85		9.08		8.98		8.53	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.31							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival Period							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	65	73	48	6	82	3		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	32	14	8	1	26	23		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.51		0.51		0.51		0.51	
Flow Rate (veh/h)	364		176		104		96	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.1		0.6		0.0	
Prop. Right-Turns	0.3		0.0		0.1		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.0		-0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.32		0.16		0.09		0.09	
hd, final value (s)	4.60		4.90		5.39		5.10	
x, final value	0.47		0.24		0.16		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.9		3.4		3.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	614		426		354		346	
Delay (s/veh)	11.53		9.44		9.39		8.91	
LOS	B		A		A		A	
Approach: Delay (s/veh)	11.53		9.44		9.39		8.91	
LOS	B		A		A		A	
Intersection Delay (s/veh)	10.39							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal Period							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	33	80	49		13	108	7	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	41	9		5	34	8	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.80		0.80		0.80		0.80	
Flow Rate (veh/h)	201		158		81		57	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.1		0.2		0.1	
Prop. Right-Turns	0.3		0.1		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.0		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.14		0.07		0.05	
hd, final value (s)	4.28		4.46		4.76		4.75	
x, final value	0.24		0.20		0.11		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.8		2.8	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	451		408		331		307	
Delay (s/veh)	8.63		8.54		8.33		8.14	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.63		8.54		8.33		8.14	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.49							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	PM Dismissal Period							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	50	83	66		13	110	7	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	17	41	9		5	34	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.80		0.80		0.80		0.80	
Flow Rate (veh/h)	247		161		83		59	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.1		0.3		0.1	
Prop. Right-Turns	0.3		0.0		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.0		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.22		0.14		0.07		0.05	
hd, final value (s)	4.30		4.53		4.88		4.86	
x, final value	0.30		0.20		0.11		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.9		2.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	497		411		333		309	
Delay (s/veh)	9.09		8.67		8.50		8.28	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.09		8.67		8.50		8.28	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.79							
Intersection LOS	A							

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	30	29	41	39	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	3	86	83	117	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	394	111	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	394	111	111			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	94			
cM capacity (veh/h)	576	942	1478			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	200	111			
Volume Left	3	83	0			
Volume Right	86	0	0			
cSH	923	1478	1700			
Volume to Capacity	0.10	0.06	0.07			
Queue Length 95th (ft)	8	4	0			
Control Delay (s)	9.3	3.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	3.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		20.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	32	31	43	41	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	3	91	89	123	117	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	417	117	117			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	417	117	117			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	90	94			
cM capacity (veh/h)	557	935	1471			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	94	211	117			
Volume Left	3	89	0			
Volume Right	91	0	0			
cSH	916	1471	1700			
Volume to Capacity	0.10	0.06	0.07			
Queue Length 95th (ft)	9	5	0			
Control Delay (s)	9.4	3.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	3.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		20.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	32	35	28	31	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.54	0.54	0.54	0.54	0.54	0.54
Hourly flow rate (vph)	0	59	65	52	57	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	239	57	57			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	239	57	57			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	96			
cM capacity (veh/h)	718	1009	1547			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	59	117	57			
Volume Left	0	65	0			
Volume Right	59	0	0			
cSH	1009	1547	1700			
Volume to Capacity	0.06	0.04	0.03			
Queue Length 95th (ft)	5	3	0			
Control Delay (s)	8.8	4.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	4.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization		20.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	33	36	30	33	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.54	0.54	0.54	0.54	0.54	0.54
Hourly flow rate (vph)	0	61	67	56	61	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	250	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	96			
cM capacity (veh/h)	707	1004	1542			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	61	122	61			
Volume Left	0	67	0			
Volume Right	61	0	0			
cSH	1004	1542	1700			
Volume to Capacity	0.06	0.04	0.04			
Queue Length 95th (ft)	5	3	0			
Control Delay (s)	8.8	4.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	4.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.3				
Intersection Capacity Utilization		20.2%		ICU Level of Service		A
Analysis Period (min)		15				

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-20-306-039, -040, -041, -051, -069
 Location: 303 E. Olive St.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: School
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.6 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

YES NO

1. ☒ ☐ VILLAGE BUILDING CODE
2. ☐ ☐ PRESENT ZONING USE
3. ☐ ☐ REQUESTED ZONING USE
4. ☐ ☐ SUBDIVISION REQUIRED
5. ☐ ☐ SIGN CODE

6. GENERAL COMMENTS:

NO COMMENTS

RECEIVED

JUL 31 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Deb Pierce
Director PLAN REVIEWER

8-12-15
Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.6 Acres
 # of Units Total: _____
 1BR: _____ 2BR: 3BR: 4BR: _____

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

INSPECTIONAL SERVICES

INSPECTIONAL SERVICES
 - MAINTAIN PROPER
 TURNING RADIUS FOR
 EMERGENCY EQUIPMENT.
 - OK P.D.
 8/5/15

Director

Date

RECEIVED

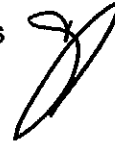
AUG 27 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights
Public Works Department

Memorandum

To: Latika Bhide, Development Planner
From: Cris Papierniak, Assistant Director of Public Works
Date: August 27, 2015
Subject: 303 E Olive St., P.C. #15-015 Round 1



With regard to the proposed Special Use Permit and Variations, I have the following comments:

1. The existing water meter needs to be changed out to an 8" x 3" Fire Meter to cover both fire and domestic flows.
2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.
3. Is the additional detention provided by the extra proposed depth within the detention basin enough to offset the required detention for the proposed new construction?
4. What is the reasoning behind the 24" RCP exiting the restrictor structure and discharging to a 15" PVC line?
5. The woven mesh covering the restrictor is too easily clogged. A grate or similar product should be fabricated.
6. Inspect the condition of sidewalks prior to improvements and replace any damaged squares due to construction.
7. A new stop bar and stop sign needs to be added to Haddow intersection.

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

C: file

LF

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-015
 Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
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 Phone #: 312-464-1444 ext.168
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P.I.N.# 03-20-306-039, -040, -041, -051, -069
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 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: ✓ For:
 Land Use Variation: For:
 Land Use: Current:
Proposed:
 Site Gross Area: 7.6 acres
 # 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 e. CCHD

RECEIVED

AUG 25 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT3. R.O.W. DEDICATIONS? 4. SITE PLAN ACCEPTABLE? 5. PRELIMINARY PLAT ACCEPTABLE? 6. TRAFFIC STUDY ACCEPTABLE? 7. STORM WATER DETENTION REQUIRED? X8. CONTRIBUTION ORDINANCE EXISTING? X9. FLOOD PLAIN OR FLOODWAY EXISTING? 10. WETLAND EXISTING?

YES NO COMMENTS

 X X X N/A X X X 53-833 X X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: EEA, LTD.DATE OF PLANS: 7-23-15

James J. Mallon 8/24/15
 Director Date

PLAN COMMISSION PC #15-015
Olive-Mary Stitt Elementary School
303 E. Olive Street
Special Use Permit & 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

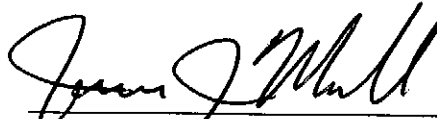
13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.
14. The stormwater calculations provided by Eriksson Engineering are acceptable. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.
15. There is an existing Contribution Ordinance #53-833 for water, sanitary, and storm sewers on Douglas Avenue between Olive Street and Oakton Street. Although the following PIN numbers are specified in the ordinance: 03-20-306-040, -041, & -069, there are no existing or proposed connections to any of the aforementioned utilities. The contribution ordinance is not applicable at this time.
16. 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.
17. Discussions with the Fire Department concluded that their response operations precluded the need for an exhibit showing the turning path of a vehicle through the parking lot.

18. Consider including additional bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.
19. Sheet C-2.1: The existing driveway that doubles as the south leg of the Olive Street/Belmont Avenue intersection is shown to be removed and eliminated. Any public street signage that must be changed as a result of this work must be included in the plans.
20. Sheet C-2.2: With the elimination of the western driveway at Belmont Avenue, all traffic will now exit through the existing east driveway. The east driveway currently has one outbound lane. Will this be restricted to right-turn-out-only? Perhaps only during pick-up and drop-off times? Has consideration been made to create two outbound lanes: left and right/through?
21. Sheets C-2.1 and C-2.2: Include existing and proposed pavement markings and signage on either the Site Geometry Plans or a separate plan sheet.
22. Sheet C-3.1: The sanitary sewer connection shown for the west addition is not acceptable. As was previously communicated, portions of the existing sanitary sewer within the public easement are not public but privately maintained. The nearest public sanitary manhole is immediately northeast of the Clarendon Street cul-de-sac behind the sidewalk. On the drawing, the manhole is labeled as an existing sanitary manhole, Rim=691.73, 8" Inv=685.07.
23. Sheet C-3.1: Provide conflict elevations for where the new sanitary sewer from the east building addition crosses the existing 10" public water main in the vacated Belmont Avenue corridor. Similarly, provide conflict elevations for the proposed storm sewer where it crosses the existing utilities. The existing sanitary service is shown to connect to the storm relief sewer...is this shown correctly?
24. Sheet C-4.1: The grade at the south corner of the new gym drops off steeper than 5:1 along the property line and any runoff from the slope will be directed to the neighbor's lot. Review this area for re-grading.
25. Sheet C-4.2: The detention basin is shown with 4:1 slopes. Minimum Village requirement is 5:1.
26. Sheet C-5.1: The construction access driveway for the west addition is shown off Olive Street just east of the Arlington Heights Road intersection. Because of the close proximity to the intersection, it is imperative that flaggers are used at all times when this access drive is in use. Note this requirement on the plans.
27. Sheet C-5.1: The construction access driveway is shown going across the public sidewalk. It appears to maintain an even 7% grade. Either the grades are adjusted to keep the public sidewalk open and ADA accessible or the sidewalk is closed and a walking detour route is implemented. Show signage details of a walking detour, if necessary.
28. Sheet CX-7.1: This exhibit shows the turning path of a passenger car. Also provide an exhibit showing the garbage truck, since the garbage corral is located off the southwest corner of the parking lot. Also provide and exhibit

Traffic:

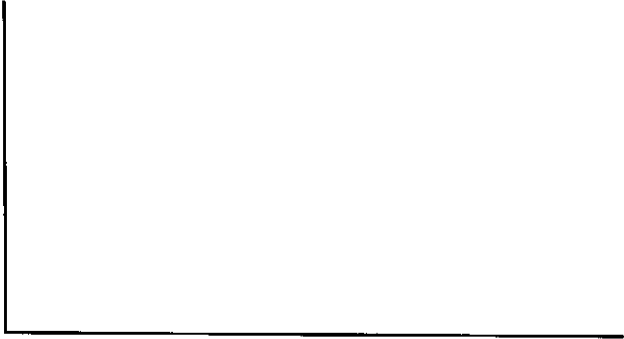
29. Based upon the projections of new students anticipated for the school, the vehicular trip generation values have been provided. However there are no modifications to the number of pedestrian crossings for this projected increase in the number of students.

30. Is the bus loading operation proposed to be modified or changed? Busses loading/unloading along Olive Street have the potential to back up traffic along Olive Street to Arlington Heights Road.
31. Are the current crosswalk locations to remain the same, or are any changes planned?
32. All references in the traffic report to Harwood Avenue should be changed to Haddow Avenue.
33. Based upon the existing traffic count data and the number of violations of the No Left Turn sign from the exit driveway, what provisions are being made to the geometry at the proposed easterly entrance and exit to force right turns out of the newly designed parking lot?
34. Is all existing site lighting to remain?
35. Please show the ITE projected trip generated vehicle trip values in addition to the higher trip rate values generated from the traffic count data based upon this size school with this many employees for comparison.
36. Change Table 4 column labeled "Total" to "Future" for clarity.
37. The drop-off and pick-up south of this school along the Pine and Belmont Avenue cul-de-sacs generates recurring complaints to the Village about the congestion, and the frustration of the residents living in this area to have to deal with this issue. Further definition about alternatives to manage this situation should be provided.
38. Please provide a review of accident data at the intersections adjacent to the school.

 8/24/15
James J. Massarelli, P.E. Date
Director of Engineering

Attachment:

Sample Onsite Utility Maintenance Agreement (4 pages)



ONSITE UTILITY MAINTENANCE AGREEMENT

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 Olive-Mary Stitt Elementary School at 303 E. Olive Street, Arlington Heights, Illinois, 60004, containing 7.590 acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

**** Insert legal description, or attach as Exhibit A ****

PIN Numbers:

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 7/23/2015, 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 _____ day of _____, 20_____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ 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.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ 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 _____ day of _____, 20____.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 15-015

Project Name

Olive-Mary Stitt Elementary School

Project Location

303 E. Olive St.

Planning Department Contact Latika Bhide

General Comments

No comments at this time.

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

Date August 13, 2015

Reviewed By: LT. Andrew Larson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

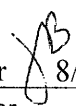
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of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ☒ For: School
Land Use Variation: _____ For: _____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 7.6 Acres
of Units Total: _____
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments,

Jeff Bohner  8/14/15
Environmental Health Officer Date

James McCalister 8/14/15
Director Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.6 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

YES NO

1. ✓ _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. N/A _____ COMPLIES WITH THOROUGHFARE PLAN?
3. ✓ _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. _____ ✓ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. _____ ✓ SUBDIVISION REQUIRED?
6. _____ ✓ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

PLEASE SEE ATTACHED.

RECEIVED

JUL 31 2015

PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

[Signature]

8/14/15

Date

Planning Department Comments, Olive-Mary Stitt Elementary School (PL15-015, 303 E. Olive Street, Round 1)

7. The property at 303 E. Olive Street is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.
8. The following variations are necessary:
 - a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 81 spaces, a variation of 86 spaces.
Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.
 - b. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.
Staff supports the variation as it is for the existing building.
 - c. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.
Staff supports the variation as it is for the existing building.
9. The Village's Comprehensive Plan designates the property as 'Schools' which is consistent with the use. The area where the parking area is located is designated as 'Parks' in the Comprehensive Plan.
10. The side along Arlington Heights Road (narrowest side) is considered the front. The sides along Olive Street and Douglas Avenue are considered Exterior Side. The south property line is considered as Side. A side yard of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 16 feet from the south property line. Please confirm. Staff supports the variation as this is an existing building. A minimum exterior side setback of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 12 feet from the property line along Olive Street. Staff supports the variation as this is an existing building.
11. The maximum allowable Floor Area Ratio is 50%. Please confirm that this requirement is met.
12. The maximum allowable building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.
13. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.
14. For the R-3 district, a maximum building heights of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 24'-8" and meets the height requirement for the R-3 district.
15. The existing parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping (there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Olive Street) and is considered non-conforming. No action is required at this time.
16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	31 classrooms 68 staff	Two spaces per each employee plus one space per classroom (2 x 68 + 1 x 31)	167 spaces

Total Required			167 spaces
Total Provided			81 spaces (includes 32 spaces in the OEFC lot)
Surplus / (Deficit)			(86 spaces)

17. The Traffic Study (Page 6) references Douglas Avenue at Belmont Avenue. Both streets run north-south and do not intersect. Is the traffic study referencing Douglas Avenue at Olive Street?
18. Is the parking agreement with Orchard Evangelical Free Church perpetual? Please provide a copy of the agreement.

Olive-Mary Stitt Elementary School
303 E. Olive Street
PC 15-015
August 19, 2015

Tree Preservation

- 1) Pursuant to Chapter 28, Section 6.15-5.4, all replacement trees shall have a minimum trunk size of four inches in diameter as measured six inches above grade. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Landscape Issues

- 2) 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). Provide shade trees at the east and west end of the parking row along East Olive Lane.
- 3) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along East Olive Street in order to screen the parking area.
- 4) Consider incorporating evergreen trees on the south elevation and the southwest elevation of the proposed gymnasium in order to soften the building mass adjacent to the residential district.

Olive-Mary Stitt Elementary School
303 E. Olive Street
PC 15-015
August 13, 2015

Tree Preservation

- 1) Pursuant to Chapter 28, Section 6.15-5.4, all replacement trees shall have a minimum trunk size of four inches in diameter as measured six inches above grade. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Landscape Issues

- 2) 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). Provide shade trees at the east and west end of the parking row along East Olive Lane.
- 3) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along East Olive Street in order to screen the parking area.



STR PARTNERS LLC
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SUITE 200
CHICAGO IL 60654
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www.strpartners.com

August 28, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**
Plan Commission PC #15-015
Olive-Mary Stitt Elementary School
303 E. Olive St.

Dear Ms. Bhide:

The following are responses to comments received on August 18 and August 19 for our Plan Commission application.

Building Department 1

No comments.

Building Department 1A

1. Maintain Turning Radius for Emergency Equipment.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village of Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

Fire Department 4

No comments at this time.

Health Services Department 6

No comments.

Planning & Community Development Department 7

7. The property at 303 E. Olive Street is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Response: 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.

Olive-Mary Stitt Elementary School provides education to school-age children of the surrounding neighborhood 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.

8. The following variations are necessary:

a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 81 spaces, a variation of 86 spaces. Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.

Response: A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space and asphalt and pour-in-place rubber playground spaces will be located south of the existing parking lot. There is limited lawn area around the building itself as the building encompasses most of the property at the west. To the east of the parking lot and open field and playground spaces are a detention area as well as park for community use. Adequate open field and playground spaces for recreational use, as well as a park for community use, could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate outdoor spaces, including a park for community use, on the site there is no area for expansion of the parking lot.

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

The existing parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. 50 parking spaces are provided on-site and an additional 32 parking spaces are provided off-site through an agreement with the Orchard Evangelical Free Church. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 63 vehicles parked on-site including staff and visitors. No additional staff member will be added with the addition to the school building.

b. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building. Staff supports the variation as it is for the existing building.

Response: A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 16'-6" to 16'-0".

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

The existing building crosses the 10% set-back. Use of all existing spaces is necessary to serve the student population.

The plight of the owner is due to unique circumstances.

The space is existing. All existing space in the building is utilized.

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

The building is existing. The essential character of the locality will not be altered.

c. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.
Staff supports the variation as it is for the existing building.

Response: A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 16'-6" to 12'-0".

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

The existing building crosses the 10% set-back. Use of all existing spaces is necessary to serve the student population.

The plight of the owner is due to unique circumstances.

The space is existing. All existing space in the building is utilized.

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

The building is existing. The essential character of the locality will not be altered.

9. The Village Comprehensive Plan designates the property as 'Schools' which is consistent with the use. The area where the parking area is located is designated as 'Parks' in the Comprehensive Plan.

Response: Acknowledged.

10. The side along Arlington Heights Road (narrowest side) is considered the front. The sides along Olive Street and Douglas Avenue are considered Exterior Side. The south property line is considered as a side. A side yard of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 16 feet from the south property line. Please confirm. Staff supports the variation as this is an existing building. A minimum exterior side setback of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 12 feet from the property line along Olive Street. Staff supports the variation as this is an existing building.

Response: The distance between the existing building and the south property line measures between 16'-5" and 16'-6" on the survey completed this year. At Olive

Street, the distance between the existing building and the north property line measures around 12'-0". Both distances are less than 16'-6". A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 16'-6" to 12'-0" at the north property line and 16'-0" at the south property line. The building is existing. The essential character of the locality will not be altered.

11. The maximum allowance Floor Area Ratio is 50%. Please confirm that this requirement is met.

Response: The Floor Area Ratio requirement is met. The square foot area of the property owned by School District 25 is 331,965 square feet. Currently with Floor Area of 62,643 square feet, the Floor Area Ratio is 19%. With the proposed additional 17,213 square feet, the Floor Area Ratio would be 24%, less than 50%.

12. The maximum allowance Building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.

Response: The Building Lot Coverage requirement is met. Currently with a Footprint of 58,935 square feet, the Building Lot Coverage is 18%. With the proposed additional 16,548 square foot footprint, the Building Lot Coverage would be 23%, less than 35%.

13. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.

Response: Acknowledged.

14. For the R-3 district, a maximum building height of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 24'-8" and meets the height requirement for the R-3 district.

Response: Acknowledged.

15. The existing parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping {there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Olive Street} and is considered non-conforming. No action is required at this time.

Response: No action is taken.

16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	31 classrooms 68 staff	Two spaces per each employee plus one space per classroom (2 x 68 + 1 x 31)	167 spaces
Total Required			167 spaces
Total Provided			81 spaces (includes 32 spaces in the OEFC lot)
Surplus / (Deficit)			(86 spaces)

Response: Calculation is noted.

17. The Traffic Study (Page 6) references Douglas Avenue at Belmont Avenue. Both streets run north-south and do not intersect. Is the traffic study referencing Douglas Avenue at Olive Street?

Response: Yes, the traffic study is referencing Douglas Avenue at Olive Street.

18. Is the parking agreement with Orchard Evangelical Free Church perpetual? Please provide a copy of the agreement.

Response: The parking agreement is not perpetual. It has a term of 5 years. A copy of the agreement is included.

Planning & Community Development Department 7A

Tree Preservation

1. Pursuant to Chapter 28, Section 6.15-5.4, all replacement trees shall have a minimum trunk size of four inches in diameter as measured six inches above grade. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Response: The size of the proposed shade trees has been increased to 4".

Landscape Issues

2. 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}. Provide shade trees at the east and west ends of the parking row along East Olive Street.

Response: An additional shade tree has been provided at the east and west ends of the parking row along East Olive Street.

3. Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along East Olive Street in order to screen the parking area.

Response: 3' high shrubs have been provided along East Olive Street in order to screen the parking area.

4. Consider incorporating evergreen trees on the south elevation and the southwest elevation of the proposed gymnasium in order to soften the building mass adjacent to the residential district.

Response: Dense, adequate landscaping will be installed on the south elevation and the southwest elevation of the proposed gymnasium and evergreen trees will be considered.

If you have any questions, or if you need any additional information, please call our office.

Sincerely,



Don Hansen
Senior Project Manager

**LICENSE AGREEMENT BETWEEN
ORCHARD EVANGELICAL FREE CHURCH
AND
THE BOARD OF EDUCATION OF ARLINGTON HEIGHTS
SCHOOL DISTRICT NO. 25**

THIS LICENSE AGREEMENT is made as of the 17 day of Oct., 2013, between Orchard Evangelical Free Church, Cook County, Illinois (herein referred to as "Church"), and the Board of Education of Arlington Heights School District No. 25, Cook County, Illinois (herein referred to as "School District").

WITNESSETH:

WHEREAS, Church, is the owner of real property and building located at 1330 N. Douglas Avenue, Arlington Heights, Cook County, Illinois, and desires to grant a license to the School District to utilize its parking lot for overflow parking (hereinafter referred to as the ("Church Lot")) during the periods set forth in this License, and the School District desires to use the Church Lot for such purpose and to enter into a License Agreement defining the rights, duties, and liabilities of the parties relating to the Church Lot; and

WHEREAS, School District, is the owner of real property and buildings located at 303 E. Olive Street, ("Olive-Mary Stitt School") and 1430 North Belmont Avenue ("Thomas Middle School"), Arlington Heights, Cook County, Illinois, and desires to grant a license to the Church to utilize its parking lots for overflow parking (collectively referred to as the ("School District Lots")) during the periods set forth in this License, and the Church desires to use the School District Lots for such purpose and to enter into a License Agreement defining the rights, duties, and liabilities of the parties relating to the School District Lots; and

WHEREAS, Church has the authority to grant a license for such use of the Church Lot; and

WHEREAS, the School District has the authority to license property for school purposes pursuant to Section 10-22.12 of the *School Code* (105 ILCS 5/10-22.12).

NOW, THEREFORE, based upon the terms and conditions contained herein and the mutual consideration of the parties, the sufficiency of which is expressly acknowledged by the parties, it is hereby agreed as follows:

1. **License For Use of Church Lot.** Church hereby grants the School District a license to use only those areas of the Church Lot specifically identified on Exhibit A attached hereto and made a part hereof each day of the week when school is in session beginning at 7:00 a.m. for overflow parking for parents, legal guardians, other invitees of students, students, and other members of the public dropping off and picking up students from school and at such other times when school is not in session to attend athletic events, and before and after school related events including, but not limited to, educational programming events and extracurricular events except that the School District may not use Church Lot on Sunday between the hours of 8:00 a.m. and 1:00 p.m. The School District shall restrict its use to such purposes and shall not use or permit

1. *What is the purpose of the study?*
 2. *What are the research questions or hypotheses?*
 3. *What is the study design?*
 4. *What are the variables?*
 5. *What are the data sources?*
 6. *What are the data collection methods?*
 7. *What are the data analysis methods?*
 8. *What are the results?*
 9. *What are the conclusions?*
 10. *What are the limitations?*
 11. *What are the implications?*
 12. *What are the future research directions?*

the use of the Church Lot for any other purpose without the written consent of Church. Church shall at all times retain the right to inspect the Church Lot.

2. **License For Use of School District Lots.** School District hereby grants the Church a license to use only those areas of the School District Lots specifically identified on Exhibit B attached hereto and made a part hereof for overflow parking for its members or members of the public attending Church services and related events on Sundays between the hours of 8:00 a.m. and 1:00 p.m., for their annual Christmas and Easter concerts and other Church related events at other times when school is not in session and School District related events are not scheduled at the facilities. The Church shall restrict its use to such purposes and shall not use or permit the use of the School District Lots at any other time or for any other purpose without the written consent of the School District. School District shall at all times retain the right to inspect the School District Lot.

3. **Term.** This License shall commence on _____, 2013, and shall continue until _____, 2023, unless terminated earlier in accordance with Paragraph 4 below. This Agreement will automatically renew for an additional term of five (5) years, on the same terms and conditions as stated herein unless the School District or Church notify the other, at least thirty (30) days prior to the expiration of the Agreement term, of their intent to terminate.

4. **Termination.** The School District may terminate this Agreement if it determines that a programmatic change is necessary to better serve its educational or extracurricular programs and, as a result, the School District requires use of the School District Lots. The Church may terminate this Agreement if it determines that a programmatic change is necessary to better serve its religious programs and, as a result, the Church requires use of the Church Lot and the respective Party provides the other with ninety (90) days advance written notice of its intent to terminate this Agreement. At the written request of non-terminating party, within ten (10) calendar days of receiving the notice of intent to terminate, a meeting will be held to discuss whether any modification to the Agreement may be made to continue the Agreement for the initial term. If the Parties cannot reach an agreement on any modified use, the Agreement will terminate ninety (90) days from the date of the notice of intent to terminate.

5. **Sublicense and Assignment.** Neither the School District nor Church shall sublicense the Church Lot or School District Lots or any part thereof, nor assign their License without prior written consent of the other.

6. **Government Regulations and Laws.** The Church and School District shall not use or occupy the Church Lot or School District Lots contrary to any applicable statutes, rules, orders, ordinances, requirements or regulations or in any manner which would violate any certificate of occupancy affecting the same, or which would cause structural injury to the improvements or cause the value or usefulness of the Church Lot or School District Lots or any part thereof to diminish, or which would constitute a public or private nuisance or waste. Church and School District shall each be responsible for any and all cost for bringing their own property into compliance with the *Americans With Disabilities Act* (42 U.S.C. Sec. 12101 *et. seq.*) and thereafter maintaining the Church Lot and School District Lots in compliance with the Act.

Further, Church and School District shall comply with all applicable laws, ordinances rules, regulations and codes, including, but not limited to, the requirements of the *Illinois Human*

Rights Act, 775 ILCS 5/1-101 *et seq.* and the provision of sexual harassment policies and procedures pursuant to Section 2-105 of that Act. Church and School District shall also comply with all federal Equal Employment Opportunity Laws, including, but not limited to, the *Americans With Disabilities Act*, 42 U.S.C. Section 12101 *et seq.*, and rules and regulations promulgated thereunder. Additionally, Church agrees to comply with the Illinois Human Rights regulations attached hereto as Exhibit C.

7. **Insurance.** Church and School District each agree to maintain during the term, or any renewal term of this License Agreement, at their own expense, property and casualty and general liability insurance covering its real property and Church Lot and School District Lots, and further agree to provide evidence of such coverage to the other upon request. The policy limit for Church and School District property and casualty insurance and general liability insurance shall be in the amount of at least one million dollars (\$1,000,000).

8. **Mutual Indemnification.** To the fullest extent permitted by law, Church agrees to protect, defend, hold harmless and indemnify the School District and its board members, employees, agents, insurers, volunteers and the successors and assigns from and against all claims, actions, liabilities, damages, losses, costs and expenses, including attorney's fees, arising out of or resulting from Church's failure to maintain the Church Lot, or its negligent maintenance of the Church Lot.

To the fullest extent permitted by law, the School District agrees to protect, defend, hold harmless and indemnify Church and its board members, employees, agents, volunteers and the successors and assigns from and against all claims, actions, liabilities, damages, losses, costs and expenses, including attorney's fees, arising out of or resulting from the School District's failure to maintain the School District Lots, or its negligent maintenance of the School District Lots.

9. **Care of Premises.** The Church shall be responsible for damage done to School District Lots, which is caused directly by the Church's members or members of the public attending Church services. School District shall be responsible for damage to the Church Lot, which is caused directly by School District's employees, agents, invitees or students dropping off and picking up students from school and attending athletic events, and before and after school related events.

10. **Notices.** All notices required hereunder shall be in writing. They shall be effectively served by certified mail or personal delivery to the main office of the Church or the School District.

If to Church:

Orchard Evangelical Free Church
Business Administrator
1301 S. Grove
Barrington, IL 60010

If to the School District:

Arlington Heights District 25
Attn: Asst. Supt for Business
1200 S. Dunton
Arlington Heights, IL 60005

11. **Default.** If either party defaults in any of its obligation under this License, then, the non-defaulting party shall provide the defaulting party within thirty (30) days written notice of said default. If the default has not been fully remedied within thirty (30) days of the receipt of

the notice, or, in the event the default is of such a nature that it cannot reasonably be remedied within ten (10) days, or, the defaulting party has failed to take action to remedy the default within said thirty (30) days, the non-defaulting party shall be entitled to take such action as may be permitted in law or equity to enforce its rights hereunder.

12. Successors and Assigns. The terms of this License shall be binding upon and inure to the benefit of the respective parties hereto, their heirs, administrators or executors, successors and assigns.

13. Entire Agreement. This Agreement contains the entire contract between the parties and no oral representations, promises, or undertakings shall affect, vary, alter, or modify the terms of this document.

14. Real Estate Taxes. Church and School District each represent and warrant that their respective premises are exempt from real estate taxes. To the extent that the Premises becomes subject to real estate taxes, such taxes shall be their responsibility.

IN WITNESS WHEREOF, Lessor and Lessee have caused this License to be executed as of the day and year first above-written.

CHURCH:

ORCHARD EVANGELICAL
FREE CHURCH
COOK COUNTY, ILLINOIS

By: 

Its: Business Administrator

Date: 10/5/13

SCHOOL DISTRICT:

BOARD OF EDUCATION OF
ARLINGTON HEIGHTS SCHOOL
DISTRICT NO. 25
COOK COUNTY, ILLINOIS

By: 

Its: President

Date: October 17, 2013

ATTEST:

By: 

Its: Secretary

Date: October 17, 2013

EXHIBIT A

**DEPICTION OF CHURCH LOT
AND SPECIFIC AREAS AVAILABLE FOR USE**



EXHIBIT B

**DEPICTION OF SCHOOL DISTRICT LOTS
AND THOSE AREAS AVAILABLE FOR USE
[SPECIFICALLY IDENTIFY ANY AREAS THAT ARE NOT AVAILABLE FOR USE]**

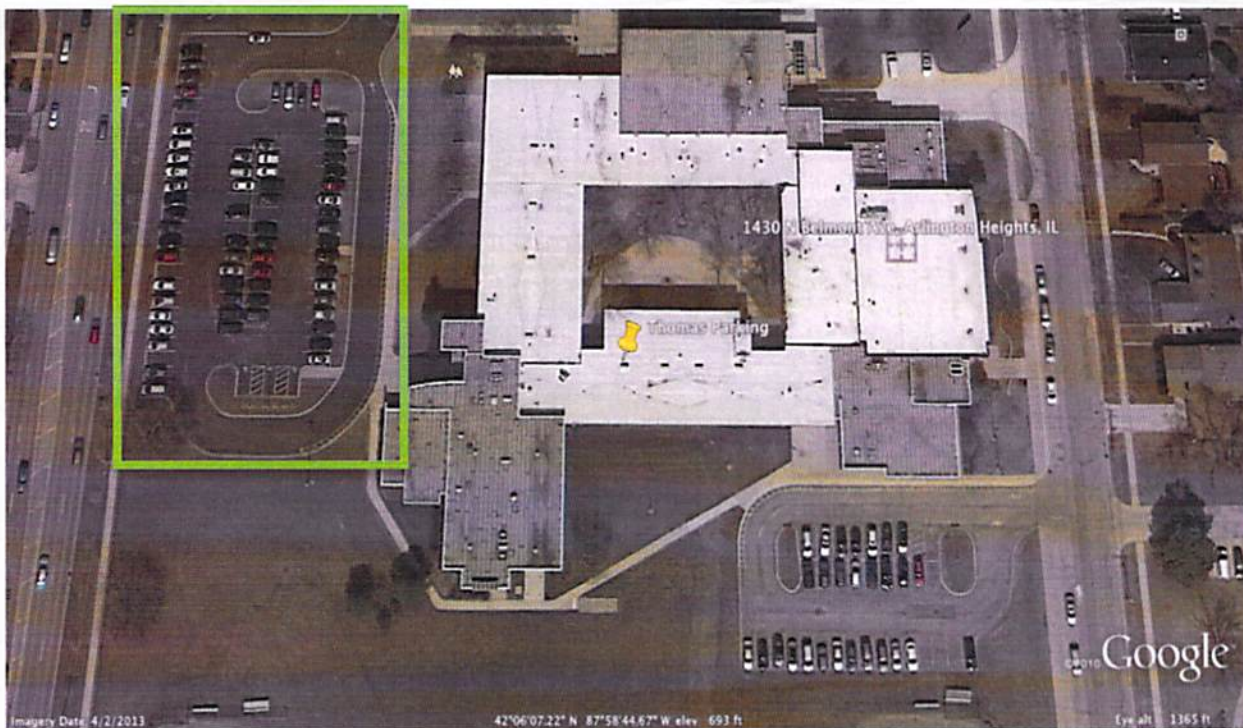


EXHIBIT C HUMAN RIGHTS RULES

The following provisions are included in this License Agreement pursuant to the requirements of the regulations of the Illinois Department of Human Rights, Title 44, Part 750, of the Illinois Administrative Code, and the Church shall be required to comply with these provisions only if and to the extent they are applicable under the law.

As required by Illinois law, in the event of the Church's non-compliance with the provisions of this Equal Employment Opportunity Clause, the Illinois Human Rights Act or the Rules and Regulations of the Illinois Department of Human Rights ("Department"), the Church may be declared ineligible for contracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation. During the performance of this License Agreement, the Church agrees as follows:

- (a) That it will not discriminate against any employee or applicant for employment because of race, color, religion, creed, sex, marital status, sexual orientation, national origin or ancestry, age, citizenship, marital status, physical or mental handicap or disability, military status, or an unfavorable discharge from military service or arrest record status; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
- (b) That, if it hires additional employees in order to perform this License or any portion thereof, it will determine the availability (in accordance with the Department's Rules) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.
- (c) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, sexual orientation, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
- (d) That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Church's obligations under the Illinois Human Rights Act and the Department's Rules. If any such labor organization or representative fails or refuses to cooperate with the Church in its efforts to comply with such Act and Rules, the Church will promptly so notify the Department and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.
- (e) That it will submit reports as required by the Department's Rules, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules.
- (f) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules.



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September 1, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**

Plan Commission PC #15-015

Olive-Mary Stitt Elementary School
303 E. Olive St.

Dear Ms. Bhide:

The following are responses to comments received on August 26 and August 27 for our Plan Commission application.

Public Works Department 2

1. The existing water meter needs to be changed out to an 8" x 3" Fire Meter to cover both fire and domestic flows.

Response: A new water meter will be provided.

2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.

Response: A new RPZ backflow protection device will be provided.

3. Is the additional detention provided by the extra proposed depth within the detention basin enough to offset the required detention for the proposed new construction?

Response: The detention required based on the disturbance area of the proposed improvements is 1.08 acre-feet. The proposed detention provided in the basin is 1.32 acre-feet. An additional volume of 0.22 acre-feet can be provided in the stone voids used to satisfy the MWRD's Volume Control requirement. The total detention provided for the site is 1.54 acre-feet.

4. What is the reasoning behind the 24" RCP exiting the restrictor structure and discharging to a 15" PVC line?

Response: The existing 15" PVC has been called to be removed and replaced with a 24" RCP storm sewer.

5. The woven mesh covering the restrictor is too easily clogged. A grate or similar product should be fabricated.

Response: 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. The use of a grate would inhibit flow in its entirety if it became clogged. We feel that the use of the wire

mesh reduces the potential of the restrictor becoming clogged and failing, therefore, the detail initially submitted has not been revised.

6. Inspect the condition of the sidewalks prior to improvements and replace any damaged squares due to construction.

Response: A note has been added to the demolition plan calling for the replacement of any sidewalk tiles damaged during construction.

7. A new stop bar and stop sign needs to be added to Haddow Intersection.

Response: A stop bar and stop sign have been added to the plans.

Engineering Department 3

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.

Response: Acknowledged.

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:	9842450.000000000
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

Response: The easting and northing data has been added to the project benchmark information.

13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.

Response: A signed Onsite Utility Maintenance Agreement will be sent under separate cover.

14. The stormwater calculations provided by Eriksson Engineering are acceptable. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.

Response: The storage volumes referenced in this comment pertain to the stormwater report associated with the improvements at Ivy Hill Elementary School. A copy of the Stormwater Narrative and Stormwater Calculations for Olive-Mary Stitt have been included.

15. There is an existing Contribution Ordinance #53-833 for water, sanitary, and storm sewers on Douglas Avenue between Olive Street and Oakton Street. Although the following PIN numbers are specified in the ordinance: 03-20-306-040, -041, & -069, there are no existing or proposed connections to any of the aforementioned utilities. The contribution ordinance is not applicable at this time.

Response: Noted

16. 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.

Response: A photometric plan and luminaire cut sheets are included.

17. Discussions with the Fire Department concluded that their response operations precluded the need for an exhibit showing the turning path of a vehicle through the parking lot.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village of Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

18. Consider including additional bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.

Response: The school is currently utilizing temporary bicycle racks at Olive. Dialogue has been initiated to determine type and final location of permanent racks if desired.

19. Sheet C-2.1: The existing driveway that doubles as the south leg of the Olive Street/Belmont Avenue intersection is shown to be removed and eliminated. Any public street signage that must be changed as a result of this work must be included in the plans.

Response: The intersection is to remain a three-way stop due to the number of pedestrians crossing the street at the intersection.

20. Sheet C-2.2: With the elimination of the western driveway at Belmont Avenue, all traffic will now exit through the existing east driveway. The east driveway currently has one outbound lane. Will this be restricted to right-turn-out-only? Perhaps only during pick-up and drop-off times? Has consideration been made to create two outbound lanes: left and right through?

Response: The outbound lane will be restricted to a right-turn-out-only from 8:30-9:30 AM and 3:30-4:00 PM, just as the current exist is restricted.

21. Sheets C-2.1 and C-2.2: Include existing and proposed pavement markings and signage on either the Site Geometry Plans or a separate plan sheet.

Response: Existing and proposed pavement markings and signage have been shown on sheet C-2.1 and C-2.2.

22. Sheet C-3.1: The sanitary sewer connection shown for the west addition is not acceptable. As was previously communicated, portions of the existing sanitary sewer within the public easement are not public but privately maintained. The nearest public sanitary manhole is immediately northeast of the Clarendon Street cul-de-sac behind the sidewalk. On the drawing, the manhole is labeled as an existing sanitary manhole, Rim=691.73, 8" Inv=685.07.

Response: The sanitary connection is shown being made at the manhole structure located immediately northeast of the Clarendon Street cul-de-sac.

23. Sheet C-3.1: Provide conflict elevations for where the new sanitary sewer from the east building addition crosses the existing 10" public water main in the vacated Belmont Avenue corridor. Similarly, provide conflict elevations for the proposed storm sewer where it crosses the existing utilities. The existing sanitary service is shown to connect to the storm relief sewer...Is this shown correctly?

Response: Conflict elevations have been provided for the new sanitary and storm sewer. The existing sanitary service was shown by the surveyor connecting into the storm relief based upon the paint marking surveyed in the field. We believe that the sanitary connects to the combined sewer running parallel to the storm relief. The connection has been revised as such.

24. Sheet C-4.1: The grade at the south corner of the new gym drops off steeper than 5:1 along the property line and any runoff from the slope will be directed to the neighbor's lot. Review this area for re-grading.

Response: The slopes at the south corner of the new gym drop off at a 4:1 side slope in order for the walk to maintain accessibility and allow proposed grade to tie back into existing grades within the boundary of the property. In order to reduce runoff directed toward the neighbor's lots to the south an additional storm structure has been provided in a low spot within the proposed walk and new addition.

25. Sheet C-4.2: The detention basin is shown with 4:1 slopes. Minimum Village requirement is 5:1.

Response: The basin side slopes have been revised to 5:1.

26. Sheet C-5.1: The construction access driveway for the west addition is shown off Olive Street just east of the Arlington Heights Road intersection. Because of the close proximity to the intersection, it is imperative that flaggers are used at all times when this access drive is in use. Note this requirement on the plans.

Response: A note requiring flaggers to be used at all times when construction entrance is in use has been added to Sheet C-5.1.

27. Sheet C-5.1: The construction access driveway is shown going across the public sidewalk. It appears to maintain an even 7% grade. Either the grades are adjusted to keep the public sidewalk open and ADA accessible or the sidewalk is closed and a walking detour route is implemented. Show signage details of a walking detour, if necessary.

Response: Due to the use of CA-1 (3") Stone, a detour route has been shown on Sheet C-5.1.

28. Sheet CX-7.1: This exhibit shows the turning path of a passenger car. Also provide an exhibit showing the garbage truck, since the garbage corral is located off the southwest corner of the parking lot. Also provide and exhibit

Response: An AutoTurn exhibit showing the movements of a garbage truck shall be provided.

Traffic:

29. Based upon the projections of new students anticipated for the school, the vehicular trip generation values have been provided. However there are no modifications to the number of pedestrian crossings for this projected increase in the number of students.

Response: The projected number of students in the future could increase from 599 to 642 students (+7%). All pedestrian crossing volumes would increase the same.

30. Is the bus loading operation proposed to be modified or changed? Busses loading/unloading along Olive Street have the potential to back up traffic along Olive Street to Arlington Heights Road.

Response: Current bus loading procedures will remain unchanged. The single school bus uses the existing pull-out lane near the west side of the school. Bus related back-ups have not been observed.

31. Are the current crosswalk locations to remain the same, or are any changes planned?

Response: All current crosswalks will remain with no changes.

32. All references in the traffic report to Harwood Avenue should be changed to Haddow Avenue.

Response: The report will be modified as noted.

33. Based upon the existing traffic count data and the number of violations of the No Left Turn sign from the exit driveway, what provisions are being made to the geometry at the proposed easterly entrance and exit to force right turns out of the newly designed parking lot?

Response: School staff will put out traffic cones to direct traffic to the right during the arrival and dismissal periods.

34. Is all existing site lighting to remain?

Response: Site lighting is to be replaced. A photometric plan and luminaire cut sheets are included.

35. Please show the ITE projected trip generated vehicle trip values in addition to the higher trip rate values generated from the traffic count data based upon this size school with this many employees for comparison.

Response: The requested data is provided below. The actual traffic generated at the school is higher than the ITE data due to the minimal amount of students that are bussed to the school.

Olive-Mary Stitt School
Trip Generation Comparison of ITE and School Traffic Volumes

Scenario	Students	Morning Arrival			Afternoon Dismissal		
		In	Out	Total	In	Out	Total
ITE Trip Generation Analysis (LUC 520 Elementary School)							
Existing	599	148	121	270	76	92	168
Expansion	43	11	9	19	5	7	12

Total	642	159	130	289	81	99	180
Existing and Future School Trip Generation from Traffic Counts							
Existing	599	222	201	423	162	179	341
Expansion	43	16	15	31	12	13	25
Total	642	238	216	454	174	192	366

36. Change Table 4 column labeled "Total" to "Future" for clarity.

Response: The report will be modified as noted.

37. The drop-off and pick-up south of this school along the Pine and Belmont Avenue cul-de-sacs generates recurring complaints to the Village about the congestion, and the frustration of the residents living in this area to have to deal with this issue. Further definition about alternatives to manage this situation should be provided.

Response: The school district will work with the Village and neighbors to develop an improved striping/signage plan to minimize the impacts on their streets.

38. Please provide a review of accident data at the intersections adjacent to the school.

Response: Crash data provided by the Village of Arlington Heights indicated two crashes over a five year period along Olive Street. Both of these crashes occurred at the Douglas/Olive all-way-stop-controlled intersections and do not appear to be related to the school.

At the signalized intersection of Arlington Heights Road and Olive Street, there were 40 crashes over a five year period. Additional analyses of the Arlington Heights Road crashes are forth coming but should not impact the proposed school's operation.

If you have any questions, or if you need any additional information, please call our office.

Sincerely,



Don Hansen
 Senior Project Manager

STORMWATER NARRATIVE

The proposed improvements at Olive-Mary Stitt School of Arlington Heights School District 25, located at 303 E Olive Street include the demolition of existing concrete walks, utility services, asphalt drive and play surfaces, and the construction of a new slab-on-grade gymnasium adjacent to the south wall of the existing building, new classroom additions along the west wing of the school, and the widening and reconfiguration of the existing parking lot and drop off drive. The existing stormwater management facility will be improved in order to better comply with the Village of Arlington Heights Stormwater Management Ordinance and accommodate the increased runoff volume created by the additional proposed impervious area within the project area.

EXISTING CONDITIONS

The total contiguous ownership of the parcel is 7.590 (7.59 used for calculations) acres. Approximately 5.69 acres of the site is tributary to the permitted detention facility. In examining the most recent survey of the site and the record calculations included with MWRD Permit No. 92-507, it has been determined that the existing depression located near the center of the property provides negligible storage volume. No volume calculations for the proposed detention basin in 1992 were submitted to the MWRD, in such it is difficult to determine with certainty how much detention was to be provided and which areas it was provided for. The existing depression is also located on the upstream end of the existing stormwater conveyance/management system. The existing storm sewer conveyance network will be redesigned and reconfigured in order to direct water into the basin prior to discharging to the existing combined sewer.

Under the existing condition of the site and the Village Stormwater Ordinance currently in effect, which utilizes a release rate of 0.18 cfs/acre, the required storage for the site with a discharge of 1.37 (7.59 acres x 0.18 cfs/acre) cfs is 1.81 acre-feet. The calculations associated with MWRD Permit No. 92-507 include release rates to the existing combined sewer that flows from north to south through the middle of the property. Two basins are listed in the calculations. Basin A discharges 2.49 cfs while Basin B discharges 6.38 cfs during the 100-year rain-event. The locations of the existing basins are not clearly defined in the exhibits provided with the record permit.

EXISTING FLOOD PROTECTION AREA:

A FEMA FIRM map, panel number 17031C0201J, panel 201 of 832, revised August 19, 2008 has been enclosed to identify any potential flood zones located within the project vicinity. The FIRM Map does identify a "Zone X" flood area, which is defined as an area of 0.2% (500-Year) annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

"Zone X" areas are not defined as Special Flood Hazard Areas, therefore, no special accommodation is required for the area shown on the FEMA FIRM.

EXISTING WETLAND PROTECTION AREA:

No existing wetlands are identified on the U.S. Fish and Wildlife Service National Wetlands Inventory map (see attached).

EXISTING GROUNDWATER OBSERVATION:

Based on a soil survey conducted by ECS, "the long-term ground water table is estimated to be at depths ranging from about 8 to 13 feet below existing surface grade."

PROPOSED CONDITIONS

The construction of a new slab-on-grade gymnasium adjacent to the south wall of the existing building, new classroom additions along the west wing of the school, and the widening and reconfiguration of the existing parking lot and drop off drive will disturb approximately 3.73 acres within the site, and increase the impervious area on the property from 3.35 acres to 3.94 acres. Under the proposed condition of the site the impervious area within the site is to increase by 0.59 acres. This increase in impervious area will increase the storage volume required from 1.81 acre-feet to 1.94 acre-feet.

PROPOSED STORMWATER MANAGEMENT FACILITY

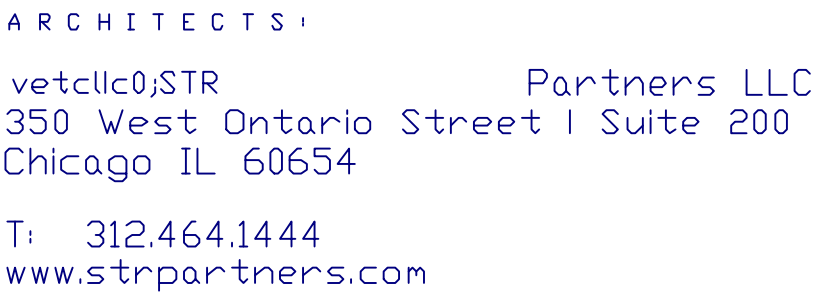
The required additional storage volume for the proposed improvements is to be determined based on the disturbance area within the property. The proposed improvements disturb approximately 179332.84 SF (4.12 acres) within the parcel. The proposed impervious within the disturbed area is approximately 94160.13 SF (2.16 acres). The allowable release rate for the disturbance area is 0.74 (4.12 acres x 0.18 cfs/acre) cfs. The storage volume for the disturbance area at the allowable release rate is 1.06 acre-feet. Additional storage volume is to be provided in order to accommodate for the lack of storage volume previously provided for the past improvements.

Under the proposed condition of the total site the impervious area is to increase by 0.59 acres. This increase in impervious area will increase the storage volume required from 1.81 acre-feet to 1.94 acre-feet when considering the area of the entire site. The proposed surface storage volume of 1.32 acre-feet will account for 68% (1.32/1.94) of the required storage volume for the parcel. The site will have a 0.62 acre-foot deficiency from the required storage volume.

VOLUME CONTROL:

Under the MWRD's WMO, volume control is required for the net new impervious area within the limits of the disturbance as well as any impervious area in which the drainage characteristics are altered. Volume control practices are defined as permanent practices designed to capture, retain, and infiltrate stormwater runoff from the impervious area of development after permanent stabilization is achieved. The volume control requirement is determined by multiplying 1" of runoff over the net new impervious area within the limits of disturbance. The total volume control required for the proposed improvements at Olive-Mary Stitt School is 0.18 (2.16 acres x 1/12 feet) acre-feet. The total volume control to be provided is located within in stone voids beneath the pour-in-place rubber playground and the stone trench around a perforated pipe beneath the basin bottom is 0.218 acre-feet.

The volume required under the MWRD WMO is also allowed to be counted toward the Village detention requirements as discussed during a meeting with Mike Pagones, Deputy Director of Engineering for the Village of Arlington Heights. With the addition of the volume control the total storage provided for the site with the addition of the volume control is 1.538 (1.32+0.218) acre-feet at a release rate of 0.70 cfs at HWL 685.00. The detention provided with the addition of the volume control provides approximately 79% (1.538/1.94) of the volume required for the entire parcel.



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(847) 223-4804

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CS2 DESIGN GROUP, LLC
837 Oakton Street
Elk Grove Village, IL 60007
(847) 981-1880

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone Courtyard	■	0.0 fc	0.0 fc	0.0 fc	N / A	N / A
Calc Zone Site	+	0.6 fc	53.3 fc	0.0 fc	N / A	N / A

LIGHTING FIXTURE SCHEDULE						
TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG	ACCEPTABLE MANUFACTURER
A	2' x 4' LED HIGHWAY FIXTURE	SUSPENDED	L.E.D.	MVOLT	LITHONIA 1BL 1BL N SD125 LP740	APPROVED EQUAL
B	2' x 4' LED, STATIC, PRISMATIC LAY-IN	RECESSED GRID	L.E.D.	MVOLT	LITHONIA 2TL4 3DL FW A12 LP840	APPROVED EQUAL
C	2' x 4' LED, STATIC, PRISMATIC LAY-IN	RECESSED GRID	L.E.D.	MVOLT	LITHONIA 2TL2 2DL FW A12 LP840	APPROVED EQUAL
D	4'-0" LONG, L.E.D., HEAVY DUTY INDUSTRIAL STRIP, WITH DIFFUSE LENS	PENDANT	L.E.D.	MVOLT	ZLEN 4LB 300W 3' NBS MVOLT 50K BOCRT HW WITH HC36	APPROVED EQUAL
F	RECESSED LED DOWNLIGHT FIXTURE	RECESSED	L.E.D.	MVOLT	GOTHAM EVO 40/25 6AR MVOLT	APPROVED EQUAL
V1	EXTERIOR LED WALL LUMINAIRE	WALL	L.E.D.	MVOLT	LITHONIA DSXV1 LED 20C 250 50K T4M MVOLT FIRE	APPROVED EQUAL
V2	EXTERIOR LED WALL LUMINAIRE	WALL	L.E.D.	MVOLT	LITHONIA DSXV1 LED 20C 700 50K T4M MVOLT FIRE	APPROVED EQUAL
V3	2-HEAD LED FLOOD LUMINAIRE	WALL	L.E.D.	MVOLT	LITHONIA OLF 2RH 40K 120 M0 BZ	APPROVED EQUAL
S1	CANOPY MOUNTED LED LUMINAIRE	RECESSED	L.E.D.	MVOLT	GOTHAM EVO 40/30 8AR MVOLT	APPROVED EQUAL
S2	CANOPY MOUNTED LUMINAIRE	RECESSED	L.E.D.	MVOLT	LITHONIA VRR LED 1LJ 3' FHL 120	APPROVED EQUAL
S3	CANOPY MOUNTED LED LUMINAIRE	SURFACE	L.E.D.	JV	KENALL LIGHTING MS1F PP MV 60/30K JV	APPROVED EQUAL
P1	SINGLE HEADED POLE 809 WATT LED LUMINAIRE ON 20' POLE	POLE	L.E.D.	MVOLT	LITHONIA DSX1 LED 60C 1000 50K T1FM MVOLT SPA PIRH S320	APPROVED EQUAL
⊗	EMERGENCY-EXIT-SIGN-SINGLE-FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS, FIELD KNOCKOUT ARROWS AS REQUIRED.	BACK	L.E.D.	MVOLT	LITHONIA LOC V1 R	APPROVED EQUAL
⊗	EMERGENCY-EXIT-SIGN-SINGLE-FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS, FIELD KNOCKOUT ARROWS AS REQUIRED.	TOP OR END MOUNT	L.E.D.	MVOLT	LITHONIA LOC V1 R	APPROVED EQUAL
⊗	EMERGENCY-EXIT-SIGN-SINGLE-FACE, DIE-CAST ALUMINUM HOUSING WITH WHITE FINISH AND RED LETTERS, FIELD KNOCKOUT ARROWS AS REQUIRED.	TOP OR END MOUNT	L.E.D.	MVOLT	LITHONIA LOC V2 R	APPROVED EQUAL
⊕	DUAL HEAD BATTERY EMERGENCY LIGHTING UNIT WITH WHITE CONTAMPORARY ENCLOSURE, WALL MOUNTED	SURFACE WALL	L.E.D.	MVOLT	LITHONIA ELMG LED SD	APPROVED EQUAL
⊕	DUAL HEAD BATTERY EMERGENCY LIGHTING UNIT WITH WHITE CONTAMPORARY ENCLOSURE, CEILING MOUNTED	SURFACE CEILING	L.E.D.	MVOLT	LITHONIA ELMG LED SD	APPROVED EQUAL
EXT	OUTDOOR EXTREME ENVIRONMENT BATTERY EMERGENCY LIGHTING UNIT, WALL MOUNTED	SURFACE WALL	L.E.D.	MVOLT	LITHONIA AFN 1B LED FWD	APPROVED EQUAL

KEY PLAN

SCOPE DOCUMENT

The drawing is one drawing within a complete set of documents and shall not be considered separately from the Drawings as a whole. The Drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of construction indicated. The drawings do not necessarily describe all documents. The drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the construction documents. On the basis of the general scope indicated or described on the drawings, the Contractor shall furnish all items required for the proper execution and completion of the work.

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PROJECT
OLIVE-MARY STITT ELEMENTARY
SCHOOL ADDITION AND
RENOVATIONS
303 E. OLIVE ST. ARLINGTON HEIGHTS
ILLINOIS 60004

ARLINGTON HEIGHTS SCHOOL
DISTRICT 25
1200 SOUTH DUNTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER
15037

DRAWING DATES		
NUMBER	DATE	COMMENTS

IN-PROGRESS
NOT FOR CONSTRUCTION
8/21/15

SITE PLAN

PHOTOMETRIC

SHEET NUMBER

PHOTO1



D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

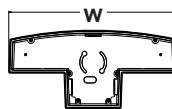
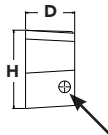
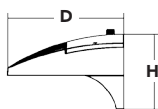
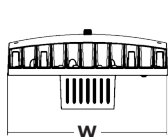
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	208 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	240 ¹				
				T4M Type IV Medium	277 ¹				
				T3M Type III Medium	347 ²				
				T3M Type III Medium	480 ²				
				TFTM Forward Throw Medium					
				ASYDF Asym-metric diffuse					

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

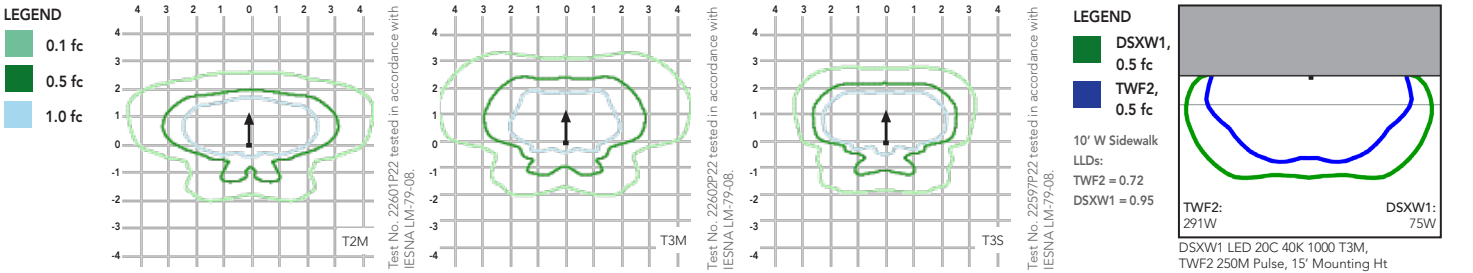
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.





D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

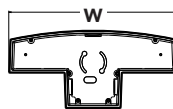
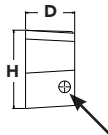
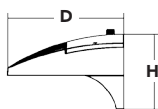
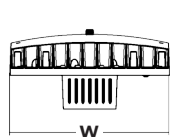
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	208 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	240 ¹				
				T4M Type IV Medium	277 ¹				
				T3M Type III Medium	347 ²				
				T3M Type III Medium	480 ²				
				TFTM Forward Throw Medium					
				ASYDF Asym-metric diffuse					

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
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			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
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			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
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			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
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Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

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Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

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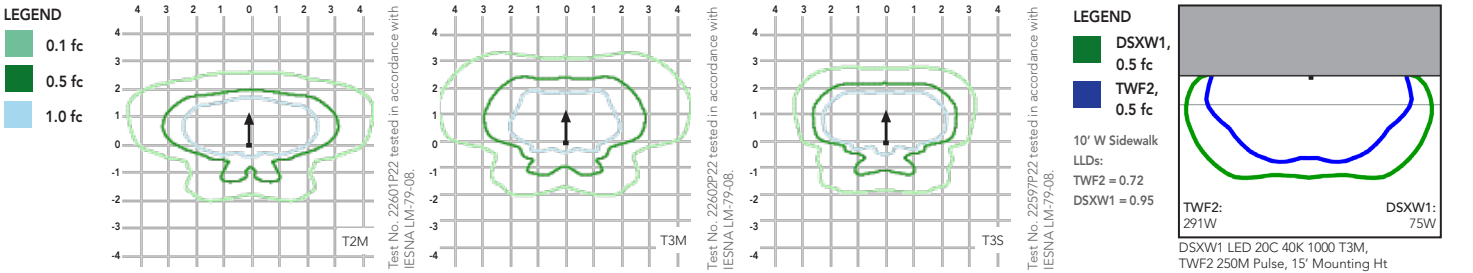
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	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

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Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



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BSW - Bird-deterrent spikes



WG - Wire guard



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Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



Catalog Number
Notes
Type

FEATURES & SPECIFICATIONS

INTENDED USE — The OLF provides years of maintenance-free general illumination for residential and commercial outdoor applications such as yards, driveways, patios, loading areas and warehouses.

CONSTRUCTION — Rugged cast-aluminum, corrosion-resistant rear housing and lamp heads thermally isolate the LEDs and driver promoting long life.

OMS1000 motion detection head with 180-degree detection and up to 70-ft. forward motion detection.

120V driver operates at 60 Hz.

19 watts, .941 amps.

Operating temperature -30°C to 40°C.

OPTICS — High-performance LEDs produce nearly 1600 lumens and maintain 70% of light output at 50,000 hours of service. (LED lifespan based on IESNA LM-80-08 results and calculated per IESNA TM-21-11 methodology.)

Removable aluminum visors allow for maximum brightness or “neighbor-friendly” shading.

4000K CCT.

See Lighting Facts labels for specific fixture performance.

INSTALLATION — Designed for wall- or eave-mounting to existing junction box (provided by others). Mount 6-10 feet high for optimum range and detection.

LISTINGS — UL Certified to US and Canadian safety standards for wet-location mounting higher than 4 feet off the ground.

Tested in accordance with IESNA LM-79 and LM-80 standards.

WARRANTY — 5-year limited warranty. Complete warranty terms located at

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Actual performance may differ as a result of end-user environment and application.

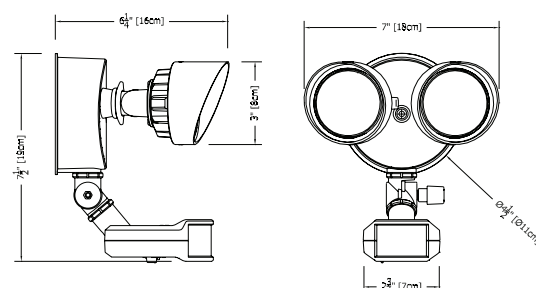
Note: Specifications subject to change without notice.



Outdoor General Purpose

OLF

LED MOTION SECURITY FLOODLIGHT



All dimensions are inches (centimeters) unless otherwise indicated.

ORDERING INFORMATION

For shortest lead times, configure product using standard options (shown in bold).

Example: OLF 2RH 40K 120V MO BZ

Series	Light Heads	Color Temperature ¹	Voltage	Controls	Finish
OLF	2RH 2 heads, round	40K 4000K	120 120V	MO PIR motion detection with photocell	BZ Bronze WH White

Notes

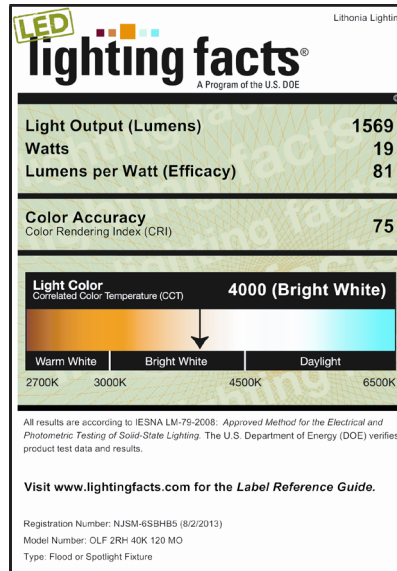
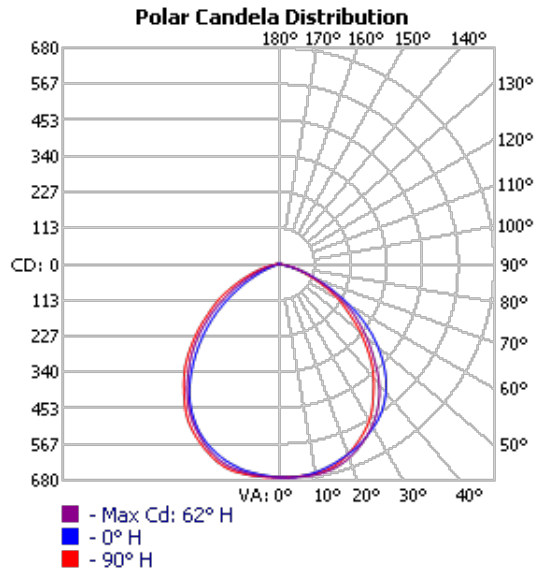
¹ Nominal correlated color temperature (CCT) per ANSI C78.377-2008.

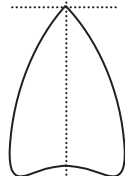
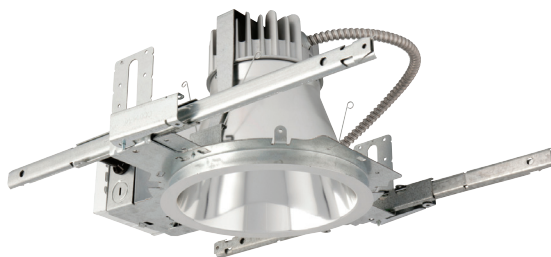
OLF Outdoor LED Motion Security Floodlight

PHOTOMETRICS

To see complete photometric reports or download .ies files for this product, visit www.lithonia.com

OLF





Gotham Architectural Downlighting
LED Downlights

**8" Evo®
Downlight**

Solid-State Lighting



FEATURES

OPTICAL SYSTEM

- Self-flanged semi-specular, matte-diffuse or specular finishing trim
- Patented Bounding Ray™ optical design (U.S. Patent No. 5,800,050)
- 45° cutoff to source and source image
- Top-down flash characteristic
- Polycarbonate lens integral to light engine

MECHANICAL SYSTEM

- 16-gauge galvanized steel construction; maximum 1-1/2" ceiling thickness
- Telescopic mounting bars maximum of 32" and minimum of 15", preinstalled, 4" vertical adjustment
- Toolless adjustments post installation
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C
- Light engine and driver accessible through aperture

ELECTRICAL SYSTEM

- Fully serviceable and upgradeable lensed LED light engine
- 70% lumen maintenance at 60,000 hours
- Tested according to LM-79 and LM-80 standards
- Overload and short circuit protected
- 2.5 SDCM; 85 CRI typical, 90+ CRI optional

LISTINGS

- Fixtures are CSA certified to meet US and Canadian standards; wet location, covered ceiling

WARRANTY

- 5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C.

ORDERING INFORMATION

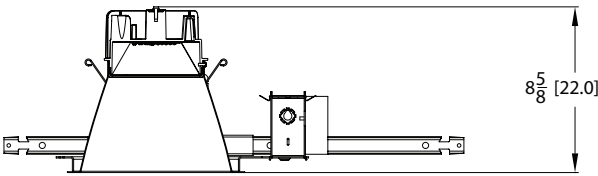
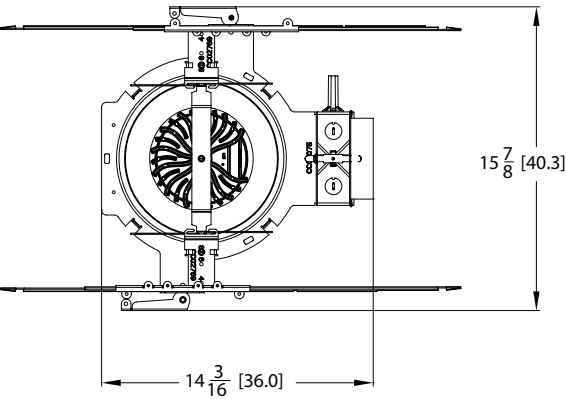
EXAMPLE: EVO 35/25 8AR MWD LSS 120 EZ1

Series	Color temperature	Nominal lumen values	Aperture/Trim color	Distribution	Finish	Voltage
EVO	27/ 2700 K	20 2000 lumens	8AR Clear	VND Very narrow (0.5 s/mh)	LSS Semi-specular	120
	30/ 3000 K	25 2500 lumens	8PR Pewter	ND Narrow (0.7 s/mh)	LD Matte-diffuse	277
	35/ 3500 K	30 3000 lumens	8WTR Wheat	MD Medium (0.9 s/mh)	LS Specular	347²
	40/ 4000 K		8GR Gold	MWD Medium wide (1.0 s/mh)		
			8WR¹ White	WD Wide (1.2 s/mh)		
			8BR¹ Black			
			8WRMF¹ White anti-microbial			

Driver ³		Options			
EZ1	eldoLED ECOdrive 0-10V dimming driver. Minimum dimming range level 1%	SF⁶	Single fuse	BGTD⁶	Bodine generator transfer device
EZB	eldoLED SOLOdrive 0-10V dimming driver. Minimum dimming level <1%.	TRW⁷	White painted flange	CRI90	High CRI (90+)
EDAB	eldoLED SOLOdrive DALI dimming driver. Minimum dimming level <1%.	TRBL⁸	Black painted flange	CP⁶	Chicago plenum
EDXB	eldoLED POWERdrive DMX with RDM (remote device management). Minimum dimming level <1%. Includes termination resistor.	EL⁹	Emergency battery pack with integral test switch	RRL _____	RELOC [®] -ready luminaire connectors enable a simple and consistent factory installed option across all ABL luminaire brands. Refer to RRL for complete nomenclature.
EXA1	XPoint Wireless, eldoLED ECOdrive 1% dimming, 0-10V. Refer to XPoint tech sheet.	ELR⁹	Emergency battery pack with remote test switch		
EXAB	XPoint Wireless, eldoLED SOLOdrive <1% dimming, 0-10V. Refer to XPoint tech sheet.	NPS80EZ	nLight [®] dimming pack controls 0-10V eldoLED drivers.		
ECOS2^{4,5}	Lutron [®] Hi-Lume [®] 2-wire forward-phase dimming driver. Minimum dimming level 1%	NPS80EZER¹⁰	nLight [®] dimming pack controls 0-10V eldoLED drivers. ER controls fixtures on emergency circuit.		
ECOS3⁴	Lutron [®] Hi-Lume [®] 3-wire or EcoSystem [®] dimming driver. Minimum dimming level 1%	WRS¹¹	FIDO wireless monitoring and reporting system		

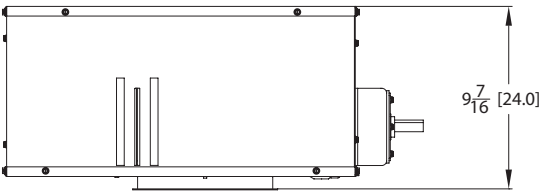
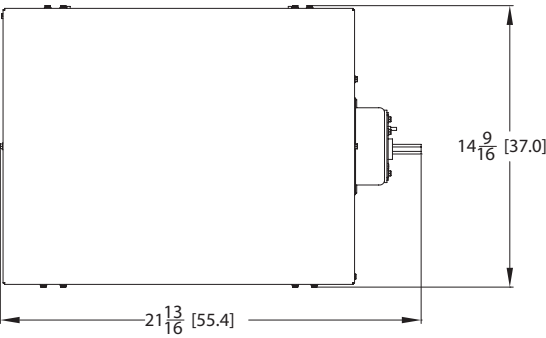
DIMENSIONAL DATA

All dimensions are inches (centimeters) unless otherwise noted.



Aperture: 7-7/8 (20.1)
Ceiling Opening: 8-7/8 (21.5)
Overlap Trim: 9-1/4 (23.5)

DIMENSIONS FOR CHICAGO PLENUM



ELECTRICAL

WATTAGE CONSUMPTION MATRIX			
LUMENS	LM ACTUAL	WATTAGE	LUMENS per WATT
2000	2,287	31.6	72.5
2500	2,964	41.1	72.0
3000	3,398	47.1	72.2

EMERGENCY LUMEN OUTPUT		
LUMENS	WATTAGE	INITIAL OUTPUT
2000	8.4	630
2500	7.2	540
3000	8.4	630

ACCESSORIES

ACCESSORIES order as separate catalog numbers (shipped separately)	
SCA8	Sloped ceiling adapter. Degree of slope must be specified (5D, 10D, 15D, 20D, 25D, 30D). Ex: SCA8 10D. Refer to TECH-190 .
CTA4-8 YK	Ceiling thickness adapter (extends mounting frame to accommodate ceiling thickness up to 5"). Adds 1" to fixture height.
GVRT	Vandal-resistant trim accessory. Refer to TECH-200 .
ISD BC	0-10V wallbox dimmer. Refer to ISD-BC .

NOTES

ORDERING NOTES	
1. Not available with finishes.	7. Not available with white reflector.
2. Not available with EL or ELR options.	8. Not available with black reflector
3. Refer to TECH-240 for compatible dimmers.	9. For dimensional changes, refer to TECH-140 . Not available with 347V.
4. Not available with nLight® and XPoint options.	10. For use with generator supply EM power. Will require an emergency hot feed and normal hot feed.
5. 120V only.	11. Available only with EL/ELR. Not available with CP. PSSD2 included. Refer to PSSD2 .
6. Specify 120V or 277V.	

Distribution Curve	Distribution Data	Output Data	Coefficient of Utilization	Illuminance: Single Luminaire 30" Above Floor
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CONSULT FACTORY FOR PHOTOMETRY

LUMEN OUTPUT MULTIPLIER - CRI		LUMEN OUTPUT MULTIPLIER - CCT		LUMEN OUTPUT MULTIPLIER - TRIM FINISH						
CRI	FACTOR	CRI	FACTOR	FINISH	CLEAR (AR)	PEWTER (PR)	WHEAT (WTR)	GOLD (GR)	WHITE (WR/WRAMF)	BLACK (BR)
80 CRI	1	4000 K	1.035	Specular (LS)	1.00	0.88	0.83	0.95	N/A	N/A
90 CRI	0.79	3500 K	1	Semi-specular (LSS)	0.95	0.84	0.79	0.90	N/A	N/A
		3000 K	0.973	Matte-diffuse (LD)	0.85	0.73	0.69	0.80	N/A	N/A
		2700 K	0.938	Paint	N/A	N/A	N/A	N/A	0.87	0.73

PHOTOMETRY NOTES	
- Tested in accordance with IESNA LM-79-08. - Tested to current IES and NEMA standards under stabilized laboratory conditions. - CRI: 85 typical.	

Choose Wall Controls.

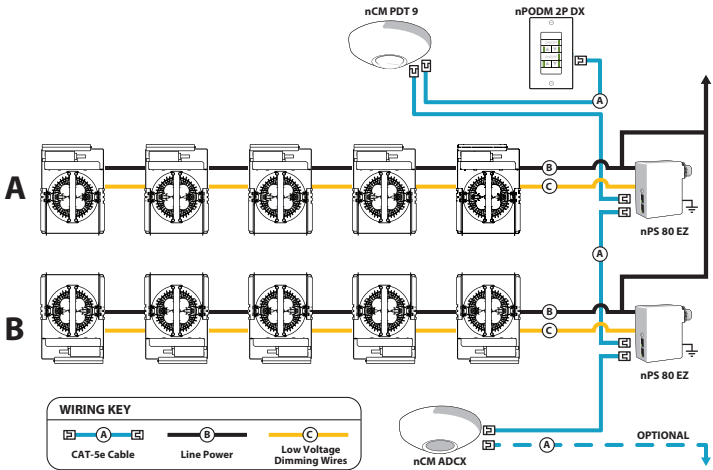
nLIGHT offers multiple styles of wall controls – each with varying features and user experience.



Push-Button WallPod
Traditional tactile buttons
and LED user feedback



Graphic WallPod
Full color touch screen
provides a sophisticated
look and feel



EXAMPLE

Group Fixture Control*

*Application diagram applies for fixtures with eldoLED drivers only.

- nPS 80 EZ** Dimming/Control Pack (qty 2 required)
- nPODM 2P DX** Dual On/Off/Dim Push-Button WallPod
- nCM ADCX** Daylight Sensor with Automatic Dimming Control
- nCM PDT 9** Dual Technology Occupancy Sensor

Description: This design provides a dual on/off/dim wall station that enables manual control of the fixtures in Row A and Row B separately. Additionally, a daylight harvesting sensor is provided so the lights in row B can be configured to dim automatically when daylight is available. An occupancy sensor turns off all lights when the space is vacant.

nLight® Control Accessories:			
Order as separate catalog number. Visit www.sensorswitch.com/nLight for complete listing of nLight controls.			
WallPod stations	Model number	Occupancy sensors	Model number
On/Off	nPODM [color]	Small motion 360°, ceiling (PIR / dual tech)	nCM 9 / nCM PDT 9
On/Off & Raise/Lower	nPODM DX [color]	Large motion 360°, ceiling (PIR / dual tech)	nCM 10 / nCM PDT 10
Graphic Touchscreen	nPOD GFX [color]	Wide view (PIR / dual tech)	nWV 16 / nWV PDT 16
Photocell controls	Model number	Wall Switch w/ Raise/Lower (PIR / dual tech)	nWSX LV DX / nWSX PDT LV DX
Dimming	nCM ADCX	Cat-5 cables (plenum rated)	Model number
		10', CAT5 10FT	CAT5 10FT J1
		15', CAT5 15FT	CAT5 15FT J1

FEATURES & SPECIFICATIONS

INTENDED USE — General illumination for rough service (vandal-resistant) applications. Ideal for interior or exterior applications where safety and security are a concern such as retail, under canopies, gas stations and bank drive thru's. **Certain airborne contaminants can diminish integrity of acrylic.** [Click here for Acrylic Environmental Compatibility table for suitable uses.](#)

CONSTRUCTION — Housing: 16-gauge cold-rolled steel.

Door: 16-gauge cold-rolled steel door, secured by either stainless steel tamper-resistant Torx® T-20 or standard stainless steel slotted hex-head screws (four of each included).

Finish: Post-painted after fabrication in white polyester powder coat for high reflectance, durability and corrosion resistance.

OPTICS — Multiple lens options available. Choose from .125" polycarbonate, white or clear, or flat and drop dish glass lenses. For maximum lumens use the less lens option.

ELECTRICAL — Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (50,000 hrs at 25°C, L70). Class 2 electronic driver has a power factor >90%, THD <20%. 0 to 10V dimming standard. Easily-serviceable surge protection device meets a minimum Category B (per ANSI/IEEE C62.41.2).

INSTALLATION — Separate yoke mounting frame provided with adjustable brackets for use with C-channel bar hangers, which are not included.

LISTINGS — CSA certified to UL and C-UL standards. Luminaire is rated for wet locations in covered-ceiling applications and IP65 rated for glass lens and less lens options only. Rated for 25°C ambient temperatures.

WARRANTY — 5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

For installed Rough Service Product(s), Acuity warrants that, for the lifetime of the product(s), the polycarbonate lens and/or polycarbonate housing will withstand breakage resulting from occasional physical abuse and rough handling (the "Rough Service Warranty"), notwithstanding the vandalism exclusion set forth at www.acuitybrands.com/CustomerResources/Terms_and_Conditions.aspx

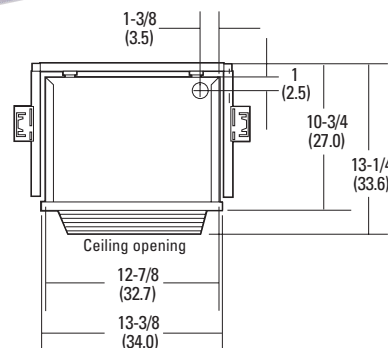
Actual performance may differ as a result of end-user environment and application.

Note: Specifications subject to change without notice.

Catalog Number
Notes
Type

Rough Service LED Recessed Fixture

VRR LED



All dimensions are shown in inches (centimeters) unless otherwise noted.

ORDERING INFORMATION

Lead times will vary depending on options selected. Consult with your sales representative.

Example: VRR LED 3L CP 120

VRR LED	/									
Series	Lumens/Color temperature ¹				Lens		Voltage ³		Options	
VRR LED	1L	1500 lumens	(blank)	4000K, 70 CRI	CPP	Clear prismatic polycarbonate	120	120V	ALDF	Aluminum door frame
	3L	3000 lumens	50	5000K, 70 CRI	WPP	White prismatic polycarbonate	277	277V	BSL722	Bodine® emergency LED battery pack for 0°C and up ⁴
	4L	4000 lumens			DHL	Drop Holophane® glass ²			BSL722C	Bodine® emergency LED battery pack for -20°C and up ⁴
					FHL	Flat Holophane® glass ²			DIM	Pre-wired for 0-10V low voltage dimming (100%- 10%)
					L/LENS	Less lens			L/SP	Less surge protector
									SF	Single fuse ³

Accessories: Order as separate catalog number.

RK1 T20BIT	Hex-base driver bit, Torx T20, for tamper-resistant screws with center reject pin.
RK1 T20DRV	Torx T20 screwdriver for use with tamper-resistant screws with center reject pin.
PF	Plaster frame; provides a clean edge for ceiling openings.
VRRGA	2' X 2' NEMA G grid adapter, textured white

Notes

- The CCT value provided is of lamp source and actual CCT will vary upon levels.
- Glass lenses must also order ALDF option.
- Must specify voltage.
- Available with 1L and 3L only.

LENS OPTIONS



Clear Prismatic Polycarbonate



Holophane Drop Glass



Holophane Flat Glass



White Polycarbonate



Less Lens

VRR LED Specification Matrix*					
Fixture	Color temperature	Lens option	System watts	Nominal lumens	Comparable fluorescent/HID
VRR LED 1L	4000	Less lens	26.0	2004	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	CPP	26.0	1271	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	WPP	26.0	788	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	DHL	26.0	1604	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	FHL	26.0	1596	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	Less lens	26.2	2126	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	CPP	26.2	1348	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	WPP	26.2	836	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	DHL	26.2	1702	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	FHL	26.2	1592	2/9TT, 2/13TT, 26TRT
VRR LED 3L	4000	Less lens	49.8	4071	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	CPP	47.4	2582	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	WPP	47.4	1601	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	DHL	47.4	3333	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	FHL	47.4	3242	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	Less lens	50.2	4320	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	CPP	49.7	2739	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	WPP	49.7	1699	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	DHL	49.7	3536	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	FHL	49.7	3234	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 4L	4000	Less lens	72.21	5842	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	CPP	69.67	3705	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	WPP	69.54	2298	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	DHL	71.53	4678	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	FHL	69.62	4652	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	Less lens	72.77	6198	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	CPP	73.06	3931	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	WPP	73.06	2438	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	DHL	73.06	4963	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	FHL	73.06	4640	2/32TRT, 2/42TRT, 70S, 100M

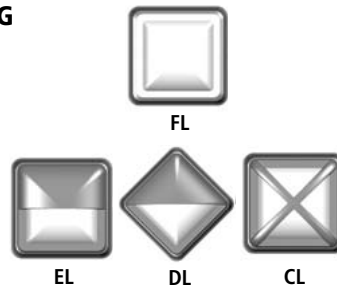
* Calculations are estimated results for general informational purposes only. Results may vary depending on the application.

MILLENNIUM™ SQUARE

MS11 SERIES – LOW PROFILE HOUSING

PRODUCT FEATURES:

- » Surface mount – ceiling (FL & CL only) or wall mount;
12"W×12"W×4"D (CL, EL, FL)
15"W×15"W×4"D (DL)
- » Peace of Mind Guarantee®
- » Dust and water protected to IP64 standards
- » ADA compliant



SPECIFICATIONS

BASEPLATE: Marine grade die-cast aluminum. Integral heat sinks. Baseplate flange interlocks and wraps around lens base producing maximum moisture deflection and resistance to prying. Baseplate provided with four-point mounting holes and one wireway hole. Standard black, bronze or white exterior TGIC polyester powder coat – 5-step pre-treatment. See Ordering Information for optional finishes.

REFLECTOR: Full reflector/wire cover – 92% reflectivity.

LENS: UV-stabilized, high impact resistant, virgin injection molded polycarbonate. High efficiency blondel fluted lens obscures lamp image and maximizes uniformity. Lens secured with four concealed captive Torx® with center pin fasteners. Exclusive water channeling lens design provides 360° ingress protection.

LENS BASE/GRILLE: Lens base shields lamp from viewing angles. High impact resistant, injection molded opaque black, bronze or white polycarbonate. Optional Light Gray, Silver, Forest Green or Custom Color (see Ordering Information below) are chemically bonded, impact resistant finishes.

ELECTRICAL: Fluorescent magnetic ballasts power factor corrected. Fluorescent electronic 120/277/347 and dual voltage ballasts high power factor (<10% THD). LED: Replaceable high-brightness ANSI 3500K (80 CRI min.), 4000K (70 CRI min.), or 5000K (70 CRI min.) white LED array. 120-277VAC, high power factor electronic driver. See options for higher CRI lamp availability.

GASKETING: Die-cut, closed cell EPDM self adhesive gasket seals baseplate to mounting surface. Closed cell, silicone "O" ring gaskets positioned and friction secured in gasket channels of lens base, baseplate and optional surface adapter.

HARDWARE: Four stainless steel Torx® fasteners.

WARRANTY: Standard four-point mounting and polycarbonate lens required for Peace of Mind Guarantee®. One (1) year warranty against defects in materials and workmanship. Five (5) year warranty on LED lamps and driver for defects resulting in a fixture lumen depreciation of 30% or greater.

LISTINGS: Luminaire is certified to UL Standards by either Underwriters Laboratory or Intertek Testing Laboratory for Wet Location (listing includes Emergency Battery Pack "EL" option). UL certified IP64 per IEC 60598. ADA Compliant. All Kenall SSL Luminaires are tested to the IESNA LM-79-08 standard requiring spectroradiometric measurements for CRI and CCT as well as goniophotometric measurements for lighting distributions and total luminous flux.



ORDERING INFORMATION (Ex: MS11DL-PP-MW-18L40K-1-DCC-DV)

Model	Lens Type	Finish	Lamp Type	Lamp Qty	Driver Type	Voltage	Options	Accessories
Model			Lamp Type (Quantity/Ballast/Volt/Starting Temp)			Options		
MS11CL	Crossbar		18L35K	18W 3500K LED (1/120-277/-40°F) (MS11DL/MS11EL only)			EL ^	One-Lamp WL Emergency Pack (32°F) with Die-Cast Surface Adapter (SA) – Non ADA (n/a with 13w Twin or LED; 120/277V only)
MS11DL	Diamond Eyelid		18L40K	18W 4000K LED (1/120-277/-22°F) (MS11DL/MS11EL only)			CEL ^	One-Lamp Cold Weather Emergency Pack (0°F) with Die-Cast Surface Adapter (SA) Non ADA (n/a with 13w Twin or LED; 120/277V only)
MS11EL	Eyelid		18L50K	18W 5000K LED (1/120-277/-40°F) (MS11DL/MS11EL only)				
MS11FL	Full Face		20L35K	20W 3500K LED (1/120-277/-40°F) (MS11CL/MS11FL only)				
			20L40K	20W 4000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)				
			20L50K	20W 5000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)			LEL	LED Emergency Battery Backup with Die-Cast Surface Adapter (SA) - Non ADA
Lens Type			13	13W Twin (2/MB/120/32°F) (MS11CL/MS11FL only)			2C ^	Two Circuit Wiring (2 Lamp Quantity only; n/a with EL or CEL Option)
S ^	Clear Starburst Polycarbonate		13Q ^	13W Quad (1,2/RS/120,277,347/0°F)			BPC	Photo Control – Shielded Button Type with Die-Cast Surface Adapter (SA) – (Non ADA; 120 or 277V only)
			18Q ^	18W Quad (1,2/RS/120,277,347/0°F)			FS	Single Fuse & Holder
Finish			26Q ^	26W Quad (1,2/RS/120,277,347/0°F)			NAT	Natatorium Environment Option
DB	Dark Bronze		32P	32W PLT (1/RS/120,277,347/0°F)			R80	Minimum 80 CRI (4000K LED only)
FG	Forest Green		42P	42W PLT (1/RS/120,277,347/0°F)			WMR	Wiremold V500 Series™ Ready (See Tech Sheet ; UL Damp Location Rated Only)
LG	Light Gray		Lamp Quantity (See Lamp Type for availability)					
MB	Matte Black		1	One Lamp			Accessories	
MW	Matte White		2	Two Lamps			SA	Die-Cast Surface Adapter (Non ADA)
SL	Silver		Driver Type (LED only)					
CC	Custom Color (Consult factory)		DCC			Dimming Constant Current	9500	
			SCC			Standard Constant Current	Torx® Screwdriver	
			Voltage (See Lamp Type for availability)					
			120	120 Volts			▲ 1 lamp max MS11DL	
			277	277 Volts			^ n/a with LED	
			347 ^■	347 Volts			■ n/a with BPC	
			DV ■	120-277 Volts, electronic ballasts or LED driver only				



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MS11_L-061114

MILLENNIUM™ SQUARE

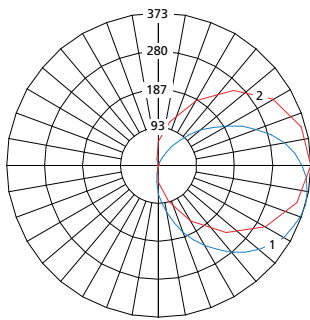
MS11 SERIES – LOW PROFILE HOUSING

PERFORMANCE

Model	Lamp Type	Initial Delivered Lumens		Input Power (W)	Drive Current (mA)	Estd. L70 LED Life (hrs)
		@ 25°C (lm)	Efficacy (lm/W)			
MS11DL	18L35K	901	46	20	700	55,000
	18L40K	1028	53	20	700	55,000
	18L50K	1095	56	20	700	55,000
MS11EL	18L35K	899	46	20	700	55,000
	18L40K	1025	52	20	700	55,000
	18L50K	1092	56	20	700	55,000
MS11FL	20L35K	1182	53	22	700	60,000
	20L40K	1348	61	22	700	60,000
	20L50K	1437	65	22	700	60,000

Displayed information above is for PP Lens type only. Info subject to change. Visit www.kenall.com for IES files and additional information.

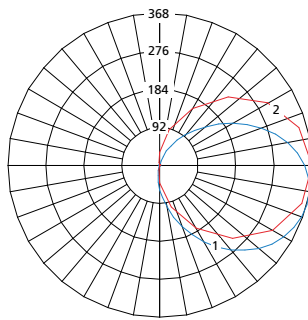
Model: MS11DL-PP-MW-18L40K-1-DV



Max Candela = 373 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

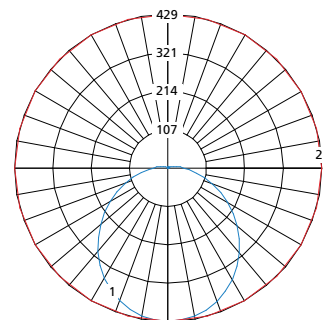
Model: MS11EL-PP-MW-18L40K-1-DV



Max Candela = 368 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

Model: MS11FL-PP-MW-20L40K-1-DV

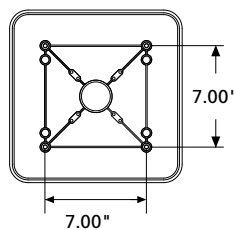
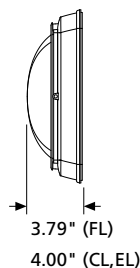
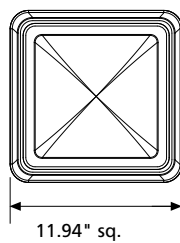


Max Candela = 429 Located At Horizontal Angle = 0, Vertical Angle = 75

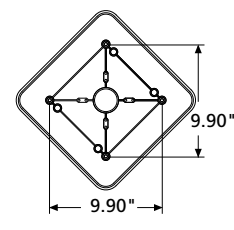
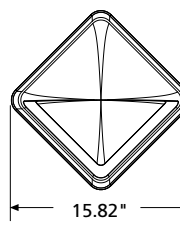
1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

DIMENSIONAL DATA

MS11FL, CL, EL

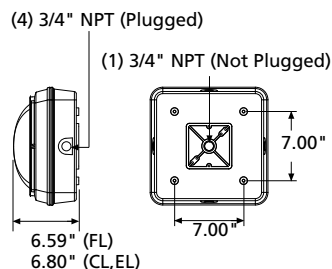


MS11DL

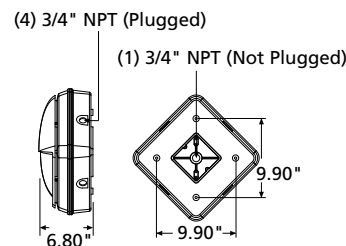


SURFACE ADAPTER SIDE & BACK VIEW

MS11FL, CL, EL



MS11DL



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MS11_L-061114



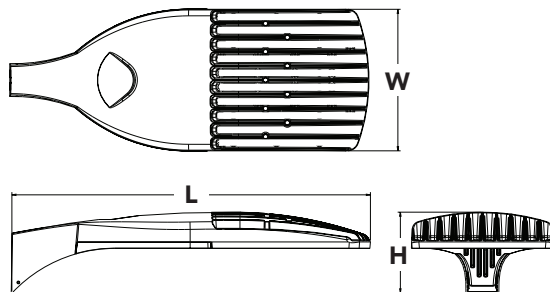
D-Series Size 1 LED Area Luminaire

d#series



Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED						
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics 30C 30 LEDs (one engine) 40C 40 LEDs (two engines) 60C 60 LEDs (two engines) Rotated optics ¹ 60C 60 LEDs (two engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ²	T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium T5VS Type V Very Short T5S Type V Short T5M Type V Medium T5W Type V Wide	MVOLT ³ 120 ³ 208 ³ 240 ³ 277 ³ 347 ⁴ 480 ⁴	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁵ RPUMBA Round pole universal mounting adaptor ⁵ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁶

Control options	Other options	Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁷ PER5 Five-wire receptacle only (no controls) ^{7,8} PER7 Seven-wire receptacle only (no controls) ^{7,8} DMG 0-10V dimming driver (no controls) ⁹ DCR Dimmable and controllable via ROAM® (no controls) ¹⁰ DS Dual switching ^{11,12} PIR Motion sensor, 8-15' mounting height ¹³	Shipped installed HS House-side shield ¹⁶ WTB Utility terminal block ¹⁷ SF Single fuse (120, 277, 347V) ¹⁸ DF Double fuse (208, 240, 480V) ¹⁸ L90 Left rotated optics ¹⁹ R90 Right rotated optics ¹⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLTXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Accessories	
Ordered and shipped separately:	
DL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁰
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁰
DL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁰
SC U	Shorting cap ²⁰
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

Controls & Shields

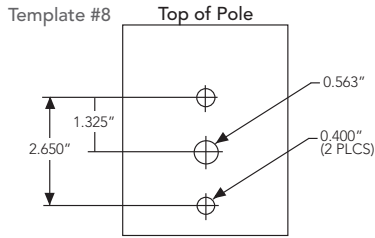
NOTES

- 1 Rotated optics available with 60C only.
- 2 AMBPC only available with 530mA or 700mA.
- 3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).
- 4 Not available with BL30, BL50 or PNMT options.
- 5 Available as a separate combination accessory: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- 6 Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- 7 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
- 8 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
- 9 DMG option for 347V or 480V requires 1000mA.
- 10 Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with DS, PIR, PIRH, PER5, PER7, BL30, BL50 or PNMT options.

- 11 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
- 12 Requires an additional switched circuit.
- 13 PIR specifies the SensorSwitch SBGR-10-ODP control; PIRH specifies the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DS, PER5 or PER7.
- 14 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options.
- 15 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50.
- 16 Also available as a separate accessory; see Accessories information.
- 17 WTB not available with DS.
- 18 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 19 Available with 60 LEDs (60C option) only.
- 20 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.



Drilling



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° *
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

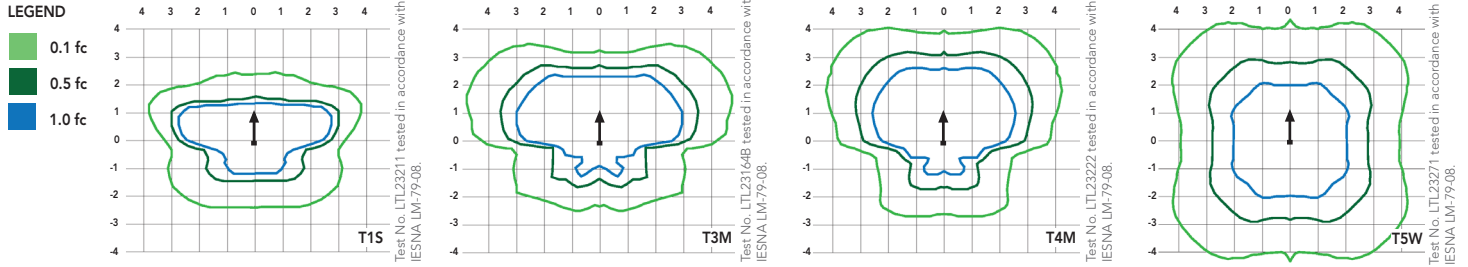
Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	---	---
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX1 LED 60C 1000			
	1.0	0.95	0.93	0.88
	DSX1 LED 60C 700			
	1.0	0.99	0.98	0.96

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	700 mA	68 W	T1S	5,697	1	0	1	84	7,127	2	0	2	105	7,180	2	0	2	106	4,561	1	0	1	67
			T2S	5,967	2	0	2	88	7,465	2	0	2	110	7,521	2	0	2	111	4,777	1	0	1	70
			T2M	5,773	1	0	2	85	7,222	2	0	2	106	7,276	2	0	2	107	4,622	1	0	2	68
			T3S	5,901	1	0	2	87	7,382	2	0	2	109	7,437	2	0	2	109	4,724	1	0	1	69
			T3M	5,872	1	0	2	86	7,346	2	0	2	108	7,401	2	0	2	109	4,701	1	0	2	69
			T4M	5,882	1	0	2	87	7,359	2	0	2	108	7,414	2	0	2	109	4,709	1	0	2	69
			TFTM	5,793	1	0	2	85	7,247	1	0	2	107	7,301	1	0	2	107	4,638	1	0	2	68
			TSVS	6,148	2	0	2	90	7,691	3	0	1	113	7,749	3	0	1	114	4,922	2	0	0	72
			TSS	6,074	2	0	0	89	7,598	3	0	0	112	7,655	3	0	0	113	4,863	2	0	0	72
			TSM	6,150	3	0	1	90	7,694	3	0	2	113	7,752	3	0	2	114	4,924	3	0	1	72
			TSW	5,979	3	0	1	88	7,479	3	0	2	110	7,536	3	0	2	111	4,787	3	0	1	70
	1000 mA	105 W	T1S	7,913	2	0	2	75	9,899	2	0	2	94	9,973	2	0	2	95					
			T2S	8,288	2	0	2	79	10,368	2	0	2	99	10,446	2	0	2	99					
			T2M	8,019	2	0	2	76	10,031	2	0	3	96	10,106	2	0	3	96					
			T3S	8,196	2	0	2	78	10,253	2	0	2	98	10,330	2	0	2	98					
			T3M	8,156	2	0	2	78	10,202	2	0	2	97	10,279	2	0	2	98					
			T4M	8,170	2	0	2	78	10,220	2	0	2	97	10,297	2	0	2	98					
			TFTM	8,046	2	0	2	77	10,065	2	0	3	96	10,141	2	0	3	97					
			TSVS	8,539	3	0	1	81	10,682	3	0	1	102	10,762	3	0	1	102					
			TSS	8,436	3	0	1	80	10,553	3	0	1	101	10,632	3	0	1	101					
			TSM	8,542	3	0	2	81	10,686	4	0	2	102	10,766	4	0	2	103					
40C (40 LEDs)	700 mA	89 W	TSW	8,304	3	0	2	79	10,388	4	0	2	99	10,466	4	0	2	100					
			T1S	7,511	2	0	2	84	9,396	2	0	2	106	9,467	2	0	2	90	6,014	1	0	1	68
			T2S	7,868	2	0	2	88	9,842	2	0	2	111	9,916	2	0	2	94	6,299	2	0	2	71
			T2M	7,612	2	0	2	86	9,522	2	0	3	107	9,594	2	0	3	91	6,094	2	0	2	68
			T3S	7,780	2	0	2	87	9,733	2	0	2	109	9,806	2	0	2	93	6,229	1	0	2	70
			T3M	7,742	2	0	2	87	9,685	2	0	2	109	9,758	2	0	2	93	6,198	2	0	2	70
			T4M	7,756	2	0	2	87	9,702	2	0	2	109	9,775	2	0	2	93	6,209	1	0	2	70
			TFTM	7,638	2	0	2	86	9,555	2	0	2	107	9,627	2	0	2	92	6,115	1	0	2	69
			TSVS	8,106	3	0	1	91	10,140	3	0	1	114	10,216	3	0	1	97	6,490	2	0	0	73
			TSS	8,008	3	0	1	90	10,017	3	0	1	113	10,093	3	0	1	96	6,411	2	0	0	72
	1000 mA	138 W	TSM	8,109	3	0	2	91	10,144	4	0	2	114	10,220	4	0	2	97	6,492	3	0	1	73
			TSW	7,883	3	0	2	89	9,861	4	0	2	111	9,936	4	0	2	95	6,311	3	0	2	71
			T1S	10,384	2	0	2	75	12,990	3	0	3	94	13,088	3	0	3	95					
			T2S	10,876	2	0	2	79	13,606	3	0	3	99	13,708	3	0	3	99					
			T2M	10,523	2	0	3	76	13,164	3	0	3	95	13,263	3	0	3	96					
			T3S	10,756	2	0	2	78	13,455	2	0	2	97	13,556	3	0	3	98					
			T3M	10,703	2	0	2	78	13,389	3	0	3	97	13,490	3	0	3	98					
			T4M	10,722	2	0	2	78	13,412	3	0	3	97	13,513	3	0	3	98					
			TFTM	10,559	2	0	3	77	13,209	2	0	3	96	13,308	2	0	3	96					
			TSVS	11,206	3	0	1	81	14,018	4	0	1	102	14,124	4	0	1	102					
60C (60 LEDs)	700 mA	131 W	TSS	11,070	3	0	1	80	13,848	3	0	1	100	13,953	3	0	1	101					
			TSM	11,210	4	0	2	81	14,023	4	0	2	102	14,129	4	0	2	102					
			TSW	10,898	4	0	2	79	13,633	4	0	2	99	13,735	4	0	2	100					
			T1S	11,182	2	0	2	81	13,988	3	0	3	101	14,093	3	0	3	102	8,952	2	0	2	68
			T2S	11,712	3	0	3	85	14,651	3	0	3	106	14,761	3	0	3	107	9,377	2	0	2	72
			T2M	11,332	2	0	3	82	14,175	3	0	3	103	14,282	3	0	3	103	9,072	2	0	2	69
			T3S	11,582	2	0	2	84	14,489	3	0	3	105	14,598	3	0	3	106	9,273	2	0	2	71
			T3M	11,525	2	0	2	84	14,418	3	0	3	104	14,526	3	0	3	105	9,227	2	0	2	70
			T4M	11,546	2	0	2	84	14,443	3	0	3	105	14,552	3	0	3	105	9,243	2	0	2	71
			TFTM	11,370	2	0	3	82	14,224	2	0	3	103	14,331	2	0	3	104	9,103	2	0	2	69
	1000 mA	209 W	TSVS	12,067	3	0	1	87	15,095	4	0	1	109	15,209	4	0	1	110	9,661	3	0	1	74
			TSS	11,921	3	0	1	86	14,913	4	0	1	108	15,025	4	0	1	109	9,544	3	0	1	73
			TSM	12,071	4	0	2	87	15,101	4	0	2	109	15,214	4	0	2	110	9,665	3	0	2	74
			TSW	11,735	4	0	2	85	14,680	4	0	2	106	14,791	4	0	2	107	9,395	4	0	2	72
			T1S	15,307	3	0	3	73	19,148	3	0	3	92	19,292	3	0	3	92					
			T2S	16,033	3	0	3	77	20,056	3	0	3	96	20,207	3	0	3	97					
			T2M	15,512	3	0	3	74	19,405	3	0	3	93	19,551	3	0	3	94					
			T3S	15,855	3	0	3	76	19,834	3	0	3	95	19,983	3	0	3	96					
			T3M	15,777	3	0	3	75	19,736	3	0	4	94	19,885	3	0	4	95					
			T4M	15,805	3	0	3	76	19,771	3	0	4	95	19,920	3	0	4	95					
			TFTM	15,565	3	0	3	74	19,471	3	0	4	93	19,617	3	0	4	94					
			TSVS	16,519	4	0	1	79	20,664	4	0	1	99	20,820	4	0	1	100					
			TSS	16,319	4	0	1	78	20,414	4	0	1	98	20,567	4	0	1	98					
			TSM	16,525	4	0	2	79	20,672	5	0	3	99	20,827	5	0	3	100					
			TSW	16,065	4	0	3	77	20,096	5	0	3	96	20,247	5	0	3	97					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.2 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

PLAN COMMISSION PROJECT TIMELINE

Project Name: Olive Mary-Stitt
PC Number: PC 15-015
Location: 303 E. Olive Street
Requested Action: Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

	Date	# of Business Days
Plat and Sub Committee Meeting	6-10-2015	
Awaiting Petitioner PC Application	7-31-2015	36 days
PC Application Submittal Date	7-31-2015	
1 st Round Department Comments	8-18-2015	12 days
Petitioner's Response	8-28-2015	8 days
PC Hearing*	9-9-2015	27 days from application date
Village Board	9-21-2015	8 days
Village Board Ordinance Adoption	10-5-2015	10 days

Note:

* Legal notice; State Statute requires 15 to 30 days notice.



Item: Closed Session

Department: Village Manager's Office

Request for Closed Session per 5 ILCS 120/2(c)(21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(11): Litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount: