



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 19, 2016

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 9/6/16
- B. Village Board 9/6/16

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 9/15/16

VI. RECOGNITIONS AND PRESENTATIONS

- A. Swearing in of Richard Boyle as Police Commander
- B. Swearing in of Shawn Gyorke as Police Commander
- C. Presentation by the Muscular Dystrophy Association Chicago (MDA) to the Fire Department and Arlington Heights Firefighters Association Local 3105 for fundraising efforts
- D. Presentation of "One Book, One Village" Community reading event by Arlington Heights Memorial Library Executive Director Jason Kuhl

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 19, 2016

Consideration of recommending to the Liquor Commissioner the issuance of a Class "AA" Liquor License to HC Operating Company, LLC, dba Gail's Carriage Place, located at 306 E. Rand Road

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. Street Sweeper Rental 2016

CONSENT LEGAL

- A. An Ordinance Granting a Land Use Variation
(YMA Taekwondo & Krav Maga, 110 E. Central Road)
- B. An Ordinance Amending Chapters 7, 8, 9, 11, 14, 20, 28 and 30 of the Arlington Heights Municipal Code
(Amendments, additions and deletions of various sections)

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - WINGS Program, Inc.

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Kensington School - 840 E. Kensington Rd. - PC#16-007
Special Use for Daycare, Amendment to PUD Ordinance

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

- 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: Committee of the Whole 9/6/16

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Committee of the Whole 9/6/16	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Committee-of-the-Whole
Community Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 6, 2016
7:30 PM

I. CALL TO ORDER

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

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

BOARD MEMBERS PRESENT: Mayor Thomas Hayes; Trustees Blackwood, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

BOARD MEMBERS ABSENT: Trustees Farwell and Glasgow

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus

OTHERS PRESENT: Kirsten Kingsley, Dr. Sean Barnett

IV. NEW BUSINESS

- A. Interview of Kirsten Kingsley for Appointment to the Design Commission - Term Ending: 4/30/19

The Board reviewed Kirsten Kingsley's resume and discussed her interest in serving on the Design Commission. Mayor Hayes stated that Ms. Kingsley previously served on the Zoning Board of Appeals and Design Commission.

Trustee Scaletta asked Ms. Kingsley about her desire to serve again on the Design Commission. Ms. Kingsley said she had resigned from the Design Commission five years ago and thought she would do something else. After former Commissioner Alan Bombick passed away, Ms. Kingsley said she wanted to return to the Design Commission and continue to serve the

community.

Trustee LaBedz asked Ms. Kingsley what changes she sees in Arlington Heights. Ms. Kingsley said the electronic signage issue is something new to the Village. She would like to see smaller houses available for people who want them and more homes in the community with sustainable design.

-
TRUSTEE TINAGLIA MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF KIRSTEN KINGSLEY TO THE DESIGN COMMISSION WITH TERM ENDING 4/30/19. TRUSTEE SCALETTA SECONDED THE MOTION. The motion passed.

7 AYES 0 NAYES

B. Interview of Dr. Sean Barnett for Appointment to the Board of Health - Term Ending: 4/30/17

The Board reviewed Dr. Barnett's resume and discussed his interest in serving on the Board of Health. Mayor Hayes thanked Dr. Barnett for his willingness to serve.

Trustee Rosenberg asked Dr. Barnett what he would like to offer the Board of Health.

Dr. Barnett said as a younger volunteer on the Board he may have more of an opportunity to participate in family events and activities in Arlington Heights and will have the opportunity to interact with other people. Dr. Barnett said being involved with trauma and having extensive experience in dealing with people coming through the ER, he is uniquely positioned as a general surgeon to see a cross-section of every specialty in the hospital. With having young children in school, he also feels there may be issues that come before the Board of Health that would be more interesting to him than to the other members of the Board who have older children.

Trustee Blackwood asked Dr. Barnett what he thought were the biggest health obstacles facing young people between ten and eighteen years old and if he saw a trend of any specific diseases. Dr. Barnett said he does not see any emerging health trends but said the health issues facing young people today are primarily trauma related due to being less cognizant of their surroundings when using cell phones at the same time driving a car or riding a bicycle.

Mayor Hayes said he encourages the Board of Health and other Commissions to think outside the box. He said ideas can come from the Village Board or staff but he would also like to see ideas from Boards and Commissions that the Village can implement to positively impact the community.

TRUSTEE ROSENBERG MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF DR. SEAN BARNETT TO THE BOARD OF HEALTH

WITH TERM ENDING 4/30/17. TRUSTEE LABEDZ SECONDED THE MOTION. The motion passed.

7 AYES

0 NAYES

V. OTHER BUSINESS

VI. ADJOURNMENT

Trustee LaBedz moved, and Trustee Sidor seconded the motion to adjourn. The meeting adjourned at 7:50 p.m.



Item: Village Board 9/6/16

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Village Board 9 6 16

Type

Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

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

September 6, 2016

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Sidor, LaBedz, Tingalia, Rosenberg, Scaletta and Blackwood.

Trustees Farwell and Glasgow were absent.

Also in attendance were: Randy Recklaus, Robin Ward, Charles Perkins, Ben Schuster and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 08/15/16 Approved

Trustee Mike Sidor moved to approve. Trustee Carol Blackwood Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Abstain: Scaletta

Absent: Farwell, Glasgow

B. Village Board 08/15/2016 Approved

Trustee Carol Blackwood moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Abstain: Scaletta

Absent: Farwell, Glasgow

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 08/30/2016

Approved

Trustee Bert Rosenberg moved to approve the Warrant Register dated 8/30/2016 in the amount of \$4,264,306.02. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

VI. RECOGNITIONS AND PRESENTATIONS

A. Recognition of 10-Year Anniversary of Escorted Transportation Service/NW

President Hayes recognized the ETS/Northwest Organization with a proclamation celebrating their ten years of giving over 24,000 rides to seniors who needed transportation to medical appointments. Kathy Kasprovicz accepted the proclamation.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

A. Report of the Committee-of-the-Whole Meeting of September 6, 2016 Approved

Interview of Kirsten Kingsley for Appointment to the Design Commission - Term Ending: 4/30/19

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

Trustee Jim Tinaglia moved to concur with the Mayor's appointment of Kirsten Kingsley to the Design Commission with a term ending 4/30/2019. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

- B. Report of the Committee-of-the-Whole Meeting of Approved
September 6, 2016

Interview of Dr. Sean Barnett for Appointment to
the Board of Health - Term Ending: 4/30/17

Trustee Bert Rosenberg moved to concur with the Mayor's appointment of
Sean Barnett to the Board of Health with a term ending 4/30/2017. Trustee
Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Fuel Purchase Contract Extension Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded
the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

- B. Road Weather Information System 2016 Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded
the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

CONSENT LEGAL

- A. An Ordinance Granting a Land Use Variation Approved
(Pharmacy, 1614 W. Central Road)

Trustee Robin LaBedz moved to approve 16-041. Trustee Bert Rosenberg
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

- | | | |
|----|--|----------|
| B. | An Ordinance Amending Chapter 13 of the
Arlington Heights Municipal Code
(Making available Class "A" and "E" liquor
licenses and surrender of a Class "AA" liquor
license) | Approved |
|----|--|----------|

Trustee Robin LaBedz moved to approve 16-042. Trustee Bert Rosenberg
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

- | | | |
|----|---|----------|
| A. | Bond Waiver - Northwest Suburban Genealogy
Society | Approved |
|----|---|----------|

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded
the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- | | | |
|----|---|----------|
| A. | YMA Taekwondo & Krav Maga - 110 E. Central Rd.
- PC#16-013
Land Use Variation | Approved |
|----|---|----------|

Eva Skordilis appeared on behalf of her father, John Mantis, the owner of
the property. Mr. Perkins said the Plan Commission has unanimously
recommended the project. The property has been vacant for a long time
and is zoned Office/Transitional (OT). The property has limited access with
a non-navigable median in front of it. Staff has no objections.

Ms. Skordilis said the Taekwondo business is an established, successful
business which serves 60-70 families in the area. Her father owns both

properties so the ingress/egress is already established.

Trustee Scaletta said there is an opportunity with a tenant coming in, to save some of the rent for the future, and turn it into a more office looking space so it can be leased in accordance with its zoning. Ms. Skordilis said the property has been vacant since early 2000's and no one has approached them with an office proposal.

The hours of the taekwondo studio are Monday-Friday 4:30 p.m.-9 p.m. Trustee Scaletta asked if there have been any complaints regarding noise. Ms. Skordilis said no. Trustee Scaletta said the tenant needs to be aware that the business is next to a neighborhood so their customers need to be quiet in the evenings.

Charles Wilk, who lives on 900 block of South Evergreen, said the corner property is now Japan Auto which is commercial. The taekwondo studio property is Office/Transitional which is supposed to be a buffer between residential and commercial. He said he was concerned because the Land Use Variation is now being looked at after the business has been operating and already in place. He asked how it happened and is it right. He asked if there was a penalty. He also said that Japan Auto Services was told it would be kept separate, now he is hearing that it has access with an easement so it seems like this entire property is slipping toward to commercial. Why is there no longer a buffer?

Ms. Skordilis said the properties are separate; the only thing that connects them is the drive through the parking lots. The taekwondo studio opened in March. Master Ann came to the village to ask if she could build out the space and she was told yes. The lease was figured out, with terms of the buildout. Master Ann then applied for a business license, the inspections occurred, a permit was given, and the property passed inspections. Then she was contacted that the business license didn't transfer because of the zoning. Master Ann was told she could continue to operate until this zoning process was resolved.

President Hayes said this is the first time the Board has seen the proposal. Now, it has gone through the entire process. Although it was operating without the proper approvals, which is not ideal, it seems it was an innocent mistake on everyone's part. He said due to the nature of the use, a taekwondo studio doesn't seem more intense than an office use for this location. President Hayes said he did not think the studio would adversely impact neighborhood at all.

Mr. Perkins said he did not know who Master Ann spoke to regarding the buildout. The business license application came through on April 26. On May 12, a letter was sent to the business advising them that they needed to submit for a Land Use Variation.

Trustee Sidor said he would like a follow up memo investigating the

situation. Ms. Skordilis said the confusion might have come because the land is zoned commercial and the building is zoned OT. Mr. Perkins said the land and the building are zoned OT, the Comprehensive Plan shows the property as zoned office/commercial, but that is a forward looking plan, not the actual zoning. Trustee Sidor said the business has low impact for the neighbors and an office could be more disruptive.

Trustee Mike Sidor moved to approve. Trustee Carol Blackwood Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow

XIII.LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVIIADJOURNMENT

Trustee John Scaletta moved to adjourn at 8:30 p.m.. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Farwell, Glasgow



Item: Warrant Register of 9/15/16

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Warrant Register 9/15/16	Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

**WARRANT REGISTER FOR
CHECK DATE: 9 - 15 - 2016**

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$461,616.13
211	Motor Fuel Tax Fund	\$352,876.19
215	CDBG Fund	\$2,377.28
227	Foreign Fire Ins Tax Fund	\$3,989.00
231	Criminal Investigation Fd	\$139.56
235	Municipal Parkg Opr Fund	\$15,789.57
263	TIF IV	\$10,118.50
401	Capital Projects Fund	\$422,521.61
426	Storm Water Control Fund	\$450.00
435	EAB Fund	\$18,835.51
505	Water and Sewer Fund	\$619,160.32
515	Arts,Entert & Events Fund	\$12,921.32
605	Health Insurance Fund	\$290,280.90
611	General Liability Ins Fnd	\$4,699.88
615	Workers Compensation Ins	\$196,175.86
621	Fleet Operations Fund	\$98,447.28
625	Technology Fund	\$35,502.08
715	Guaranty Deposits Fund	\$5,950.00
TOTAL ALL FUNDS		\$2,551,850.99

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
2062	101-0000-421.20-00	MICHAEL CLEMENTS	REFUND LIQUOR LICENSE	\$3,364.20	\$3,364.20
201699	715-0000-220.93-00	A AND A CONTRACTORS	REFUND BOND	\$200.00	\$200.00
201701	715-0000-220.93-00	ACE PYRO	REFUND BOND	\$1,000.00	\$1,000.00
201707	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$2,035.58	\$2,035.58
201721	715-0000-220.93-00	BLAUW & SONS CONCRETE	REFUND BOND	\$150.00	\$150.00
201723	715-0000-220.93-00	BONDACOWICZ, RICH	REFUND BOND	\$600.00	\$600.00
201725	101-0000-433.14-00	SYLWIA BRONDER	REFUND AMBULANCE CLAIM	\$100.00	\$100.00
201726	505-0000-452.42-00	JAMES BURIAN	REFUND PAYMENT ERROR	\$491.83	\$491.83
201741	715-0000-220.93-00	CLARK, JOANNA	REFUND BOND	\$200.00	\$200.00
201755	101-0000-433.14-00	JOHN CONLON	REFUND AMBULANCE CLAIM	\$294.00	\$294.00
201764	101-0000-421.10-00	EFRAIN MACIAS	REFUND BUSINESS LICENSE	\$65.00	\$65.00
201772	715-0000-220.93-00	MARC GINSBERG	REFUND INSPECTION FEES	\$100.00	\$100.00
201777	715-0000-220.93-00	HARWOOD, RICHARD L	REFUND BOND	\$200.00	\$200.00
201797	715-0000-220.93-00	JRC DESIGN BUILD	REFUND BOND	\$100.00	\$100.00
201798	715-0000-220.93-00	KALWEIT, CHRIS	REFUND BOND	\$150.00	\$150.00
201811	715-0000-220.93-00	MAYER, ROBERT	REFUND BOND	\$200.00	\$200.00
201814	715-0000-220.93-00	MCGOVERN, PETER	REFUND BOND	\$200.00	\$200.00
201826	101-0000-140.50-00	MURNANE PAPER CO	PAPER, OFFICE, MAILROOM	\$118.00	\$118.00
201836	505-0000-120.80-00	OSTERHEUS, GREG	REFUND WATER BILL	\$35.73	\$35.73
201847	715-0000-220.93-00	QUINCY CONSTRUCTION	REFUND BOND	\$200.00	\$200.00
201848	715-0000-220.93-00	RABINE PAVING	REFUND BOND	\$150.00	\$150.00
201852	715-0000-220.93-00	REINA, YAMILE	REFUND BOND	\$200.00	\$200.00
201853	715-0000-220.93-00	REIZER, ADAM	REFUND BOND	\$500.00	\$500.00
201855	715-0000-220.93-00	ROBERT M BLACK LLS	REFUND BOND	\$850.00	\$850.00
201872	101-0000-433.14-00	GLORIA SPIERLING	REFUND AMBULANCE CLAIM	\$100.00	\$100.00
201879	715-0000-220.93-00	STAVEN, PETE	REFUND BOND	\$150.00	\$150.00
201882	715-0000-220.93-00	STRUBBING, GLEN	REFUND BOND	\$150.00	\$150.00
201891	715-0000-220.93-00	TILTZ, CHRISTINE M	REFUND BOND	\$150.00	\$150.00
201921	715-0000-220.93-00	WRIGHT SIGNATURE HOMES	REFUND BOND	\$500.00	\$500.00
901175	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA FUNDING 8-29-2016	\$2,766.65	\$4,600.82

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
901175	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA FUNDING 8-22-2016	\$1,834.17	\$4,600.82
901178	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA FUNDING 9-2-2016	\$5,063.28	\$5,063.28
Total Division:				\$22,218.44	
Total Department:				\$22,218.44	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	1	Board of Trustees			
Division:	1				
201728	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING 8/2016	\$300.00	\$300.00
Total Division:				\$300.00	
Total Department:				\$300.00	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 2 Village Manager					
Division: 1					
201905	101-0201-502.21-65	VERIZON WIRELESS	INV 3460362438	\$100.00	\$100.00
201910	101-0201-502.21-65	VERIZON WIRELESS	INV 9771086585	\$136.49	\$136.49
201922	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$321.49	
Total Department:				\$321.49	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
201771	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$14,988.25	\$17,323.25
			CLAIMS - MEDICAL LOSS	\$2,335.00	
	615-0301-552.42-80		CLAIMS - W/C	\$145,455.73	\$178,852.61
			CLAIMS - W/C	\$33,396.88	
201804	101-0301-503.40-70	KELLY LIVINGSTON	EMPLOYEE EVENT	\$340.36	\$340.36
201906	101-0301-503.21-65	VERIZON WIRELESS	INV 9770644843	\$126.46	\$126.46
201922	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901176	605-0301-552.20-60	HMO ILLINOIS	INS PREMIUM 9-2016	\$282,902.31	\$282,902.31
901177	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	INS PREMIUM-LIFE 9-2016	\$4,757.30	\$4,757.30
	605-0301-552.20-66		INS PREMIUM OPT LIFE 9-16	\$2,621.29	\$2,621.29
Total Division:				\$487,008.58	
Total Department:				\$487,008.58	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 6

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
201765	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$9,465.00	\$9,465.00
201857	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$1,015.00	\$1,015.00
201907	101-0401-503.21-65	VERIZON WIRELESS	INV 9770903748	\$98.48	\$98.48
Total Division:				\$10,578.48	
Total Department:				\$10,578.48	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
201707	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	SERVICE PRINTING	\$720.35	\$720.35
201736	101-0501-503.21-65	CHASE	SAFETY BOX RENEWAL	\$190.00	\$190.00
201771	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$965.00	\$4,699.88
			CLAIMS - LIABILITY LOSS	\$3,734.88	
201824	101-0501-503.22-02	MUNICIPAL CLERKS N&NW SUBURBS	MEMBERSHIP DUES-B HUME	\$20.00	\$20.00
201828	101-0501-503.30-25	NATL BAND & TAG CO	LICENSING SUPPLIES 2017	\$1,164.00	\$1,164.00
201834	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$263.99	\$350.21
			OFFICE SUPPLIES	\$23.49	
			OFFICE SUPPLIES	\$4.99	
			OFFICE SUPPLIES	\$39.70	
			OFFICE SUPPLIES	\$18.04	
201838	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$39.15	\$78.30
			ADVERTISING	\$39.15	
201845	101-0501-503.22-10	PRINTFIN PRINTING & GRAPHICS SRVS	PRINTING SERVICES	\$840.00	\$840.00
201859	101-0501-503.30-25	RYDIN SIGN & DECAL	STICKERS/DECALS	\$6,612.00	\$6,612.00
201873	101-0501-503.22-10	SPIRAL BINDING COMPANY INC	PRINTED BINDING COMBS	\$228.51	\$228.51
201884	101-0501-503.21-65	SUNGARD PUBLIC SECTOR	SERVICE DATA PROC, SFTWR	\$6,750.00	\$7,390.00
			SERVICE DATA PROC, SFTWR	\$640.00	
201916	101-0501-503.21-65	VERIZON WIRELESS	INV 9770856317	\$58.28	\$58.28
201922	101-0501-503.22-15	XEROX CORPORATION	PAPER, OFFICE, MAILROOM	\$85.00	\$85.00
Total Division:				\$22,436.53	
Total Department:				\$22,436.53	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
201733	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$1,155.00	\$22,917.00
			COMPUTERS,DP & WORD PROC.	\$5,010.00	
			COMPUTERS,DP & WORD PROC.	\$16,752.00	
201792	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	PRINTER SERVICE	\$104.50	\$104.50
201829	625-0601-553.20-39	NETMOTION WIRELESS INC	MOBILITY PREMIUM 1 YEAR	\$2,212.50	\$2,212.50
201834	625-0601-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$128.42	\$207.38
			OFFICE SUPPLIES	\$19.56	
			OFFICE SUPPLIES	\$15.45	
			OFFICE SUPPLIES	\$43.95	
201854	625-0601-553.21-02	RJN GROUP INC	COMPUTERS,DP & WORD PROC.	\$1,280.00	\$1,280.00
201869	625-0601-553.33-05	SOFTMART INC	COMPUTERS,DP & WORD PROC.	\$6,652.82	\$6,652.82
201871	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	DELL MONITOR	\$142.45	\$142.45
201900	625-0601-553.21-65	VERIZON WIRELESS	INV 9770903747	\$1,406.63	\$1,406.63
801575	625-0601-553.21-65	AT & T	8310002604723	\$578.80	\$578.80
Total Division:				\$35,502.08	
Total Department:				\$35,502.08	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 9

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 8					
201756	101-1008-502.20-75	CONRAD POLYGRAPH INC	INDIVIDUAL EXAMS	\$640.00	\$640.00
Total Division:				\$640.00	
Division: 18					
201766	515-1018-525.40-55	FACE PAINTING & BALLON ART	AUTUMN HARVEST	\$400.00	\$400.00
201808	515-1018-525.40-55	MAGIC OF GARY KANTOR	AUTUMN HARVEST	\$295.00	\$295.00
Total Division:				\$695.00	
Total Department:				\$1,335.00	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 10

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 20 Special Events					
Division: 5					
201870	515-2005-525.50-55	SOUND INCORPORATED	RADIO & TELECOMMUNICATION	\$1,500.00	\$1,500.00
Total Division:				\$1,500.00	
Total Department:				\$1,500.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
201700	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$213.68	\$213.68
201710	101-3001-511.22-03	VALERIE ANDREWS	REPLACE CHECK 198403	\$45.00	\$45.00
201711	101-3001-511.40-67	ARLINGTON HEIGHTS ANIMAL HOSPITAL	VETERINARY SERVICES	\$908.00	\$908.00
201731	101-3001-511.22-03	CASTILLO, EDSON	TRAINING	\$15.00	\$15.00
201734	401-3001-572.50-15	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$1,280.00	\$1,558.00
			SERVICE MISCELLANEOUS	\$278.00	
201763	101-3001-511.22-03	SEAN EDMONDSON	TUITION REIMBURSEMENT	\$1,500.00	\$1,515.00
			TRAINING	\$15.00	
201779	101-3001-511.22-03	HAYES NATHAN	TRAINING	\$15.00	\$15.00
201789	101-3001-511.22-03	IL HOMICIDE INVESTIGATORS ASSOC	REGISTRATION	\$1,950.00	\$1,950.00
201794	101-3001-511.33-25	INTOXIMETERS INC	SUPPLIES	\$109.85	\$109.85
201801	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$93.74	\$502.43
			OFFICE MACHINES & ACCESS	\$408.69	
201810	101-3001-511.22-03	MAY SCOTT	TRAINING	\$15.00	\$15.00
201816	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	\$56.00	\$56.00
201831	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 10-2016	\$66,704.13	\$66,704.13
201834	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$274.64	\$687.90
			OFFICE SUPPLIES	\$55.79	
			OFFICE SUPPLIES	\$303.84	
			OFFICE SUPPLIES	\$53.63	
201840	101-3001-511.33-25	PETTY CASH/POLICE	SUPPLIES	\$30.00	\$90.00
			SUPPLIES	\$60.00	
201851	101-3001-511.30-35	RAY O'HERRON	UNIFORM CLOTHING	\$11.00	\$3,085.39
			UNIFORM CLOTHING	\$79.95	
			UNIFORM CLOTHING	\$114.00	
			UNIFORM CLOTHING	\$485.74	
			UNIFORM CLOTHING	\$68.00	
			UNIFORM CLOTHING	\$71.50	
			UNIFORM CLOTHING	\$1,210.34	
			UNIFORM CLOTHING	\$197.98	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 12

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201851	101-3001-511.30-35	RAY O'HERRON	UNIFORM CLOTHING	\$49.00	\$3,085.39
			UNIFORM CLOTHING	\$49.00	
			UNIFORM CLOTHING	\$42.00	
			UNIFORM CLOTHING	\$413.00	
			UNIFORM CLOTHING	\$15.95	
			UNIFORM CLOTHING	\$217.95	
			UNIFORM CLOTHING	\$59.98	
201890	101-3001-511.21-65	THOMSON REUTERS	SERVICE MISCELLANEOUS	\$321.60	\$321.60
201904	101-3001-511.21-65	VERIZON WIRELESS	INV 9770905228	\$2,524.05	\$2,524.05
201918	101-3001-511.21-65	WALGREEN COMPANY	SERVICE MISCELLANEOUS	\$132.94	\$132.94
Total Division:				\$80,448.97	
Division:	3				
201743	231-3003-511.40-11	CMS ACCOUNTING	SERVICE PROFESSIONAL	\$139.56	\$139.56
Total Division:				\$139.56	
Total Department:				\$80,588.53	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
201705	101-3501-512.30-35	AIR ONE EQUIPMENT	SHOES AND BOOTS	\$162.99	\$796.19
			SHOES AND BOOTS	\$633.20	
	101-3501-512.31-65		TOOLS-FIRE RESCUE	\$219.20	\$219.20
201802	101-3501-512.33-05	KT TEXTILES LLC	BLANKETS	\$468.00	\$468.00
201822	101-3501-512.33-50	MOORE MEDICAL LLC	MEDICAL SUPPLIES	\$282.10	\$282.10
201831	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 10-2016	\$22,234.70	\$22,234.70
201856	101-3501-512.31-85	ROLL N RACK	FIRE PROTECTION EQUIP/SUP	\$4,686.00	\$4,686.00
201899	101-3501-512.22-03	SCOTT VASICEK	REPLACE LOST CK 200604	\$50.34	\$50.34
201908	101-3501-512.21-65	VERIZON WIRELESS	INV 9770865802	\$784.12	\$784.12
Total Division:				\$29,520.65	
Total Department:				\$29,520.65	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 14

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37 Foreign Fire Insurance					
Division: 1					
201856	227-3701-512.50-15	ROLL N RACK	FIRE PROTECTION EQUIP/SUP	\$3,544.00	\$3,989.00
			SHIPPING/DELIVERY SERVICE	\$445.00	
Total Division:				\$3,989.00	
Total Department:				\$3,989.00	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 15

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
201712	101-4001-521.40-40	ARLINGTON HTS CHAMBER OF COM	DUES, MEMBERSHIP	\$8,000.00	\$8,000.00
201781	263-4001-571.20-05	HOLLAND & KNIGHT LLP	SERVICE PROFESSIONAL	\$10,118.50	\$10,118.50
201911	101-4001-521.21-65	VERIZON WIRELESS	INV 9770974379	\$139.13	\$139.13
201917	101-4001-521.40-41	VISUAL EDGE CREATIVE SERVICES	PROMOTE ECONOM DEV	\$1,700.00	\$1,700.00
Total Division:				\$19,957.63	
Total Department:				\$19,957.63	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 16

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
201767	215-4101-522.41-02	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$25.90	\$25.90
201832	215-4101-522.41-15	NORTHWEST COMPASS INC	CDBG PROGRAM	\$2,073.28	\$2,073.28
201838	215-4101-522.41-02	PADDOCK PUBLICATIONS INC	ADVERTISING	\$278.10	\$278.10
Total Division:				\$2,377.28	
Total Department:				\$2,377.28	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building & Health Service					
Division: 1					
201698	101-4501-523.30-05	A & E RUBBER STAMP CORP	RUBBER STAMPS (2)	\$83.50	\$83.50
201845	101-4501-523.22-10	PRINTFIN PRINTING & GRAPHICS SRVS	SERVICE PRINTING	\$48.00	\$48.00
201864	101-4501-523.33-05	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$11.98	\$11.98
201889	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$76.00
			SERVICE BLDG MAINT	\$38.00	
201909	101-4501-523.21-65	VERIZON WIRELESS	9770884370	\$1,191.89	\$1,191.89
Total Division:				\$1,411.37	
Division: 2					
201757	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
201768	101-4502-523.33-10	FFF ENTERPRISES INC	SUPPLIES	(\$954.00)	\$4,608.55
			FLU VACCINE	\$2,859.40	
			FLU VACCINE	\$498.99	
			FLU VACCINE	\$2,204.16	
201769	101-4502-523.21-10	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$85.00	\$580.00
			SERVICE MISCELLANEOUS	\$70.00	
			SERVICE MISCELLANEOUS	\$85.00	
			SERVICE MISCELLANEOUS	\$85.00	
			SERVICE MISCELLANEOUS	\$85.00	
			SERVICE MISCELLANEOUS	\$85.00	
			SERVICE MISCELLANEOUS	\$85.00	
201800	101-4502-523.20-25	KATOR LCSW, ANNE	COUNSELING	\$130.00	\$130.00
201834	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$291.70	\$291.70
201845	101-4502-523.22-10	PRINTFIN PRINTING & GRAPHICS SRVS	OFFICE SUPPLIES, GENERAL	\$90.00	\$90.00
201915	101-4502-523.21-65	VERIZON WIRELESS	INV 9771086700	\$197.64	\$197.64
201922	101-4502-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$6,202.89	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Division: 3					
201780	101-4503-523.21-02	HOFFMANN PIANO SERVICE	PIANO TUNING	\$100.00	\$100.00
201842	101-4503-523.22-05	POSTMASTER ARLINGTON HEIGHTS	POSTAGE - PERMIT 9594	\$437.92	\$437.92
Total Division:				\$537.92	
Total Department:				\$8,152.18	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002Date: Thursday, September 15, 2016
Page 19

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
201714	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSULTING	\$403,310.01	\$403,310.01
201737	101-5001-524.22-03	CHICAGO METROPOLITAN AGENCY FOR	TRAINING	\$350.00	\$350.00
201774	101-5001-524.20-05	GOVTEMPSUSA LLC	TEMP PLAN REVIEWER	\$798.00	\$1,610.00
			TEMP PLAN REVIEWER	\$812.00	
201787	426-5001-571.50-25	TARRY HOSKINS	DRIVEWAY REIMBURSEMENT	\$450.00	\$450.00
201796	211-5001-571.50-40	JOHNSON PAVING CO	SERVICE CONSULTING	\$352,876.19	\$352,876.19
201809	101-5001-524.22-03	MASSARELLI JAMES	APWA CONVENTION	\$142.25	\$142.25
201868	401-5001-571.50-30	ALEXIS SMULSON	DRIVEWAY REIMBURSEMENT	\$417.00	\$417.00
201883	101-5001-524.21-65	SUBURBAN LABORATORIES INC	WATER TESTING	\$120.00	\$120.00
201894	401-5001-571.50-30	BORIS TUJAROV	SIDEWALK REIMBURSEMENT	\$587.50	\$587.50
201895	401-5001-571.50-30	UNION PACIFIC RAILROAD COMPANY	SERVICE CONSTRUCTION	\$2,020.60	\$2,020.60
201922	101-5001-524.22-15	XEROX CORPORATION	RENTAL/LEASE EQUIPMENT	\$85.00	\$85.00
Total Division:				\$761,968.55	
Total Department:				\$761,968.55	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
201703	101-7101-531.31-75	ACTIVE LOCK AND KEY LTD	SUPPLIES	\$623.00	\$623.00
201706	401-7101-572.50-15	ALL TRAFFIC SOLUTIONS	SIGNS, SIGN MATERIAL	\$6,993.00	\$6,993.00
201708	101-7101-531.21-36	AMERIGAS-PALATINE	CYLINDER RENTAL	\$58.21	\$169.64
			CYLINDER RENTAL	\$111.43	
201713	101-7101-531.31-85	ARLINGTON POWER EQUIPMENT	TOOLS	\$133.54	\$133.54
	435-7101-531.31-85		POLE SAW, BLADE	\$562.51	\$562.51
201714	101-7101-531.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	\$5,946.78	\$17,036.04
			STREET/SIDEWALK SUPPLIES	\$5,165.58	
			STREET/SIDEWALK SUPPLIES	\$5,923.68	
201719	101-7101-531.31-45	BADE PAPER PRODUCTS	WAX LINER	\$117.00	\$117.00
201724	101-7101-531.33-05	BOUND TREE MEDICAL LLC	FIRST AID SUPPLIES	\$34.68	\$34.68
201727	101-7101-531.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$2,516.30	\$6,794.01
			RENTAL/LEASE EQUIPMENT	\$1,509.78	
			RENTAL/LEASE EQUIPMENT	\$2,767.93	
	101-7101-531.21-62		SERVICE DISPOSAL	\$715.00	\$5,142.10
			SERVICE DISPOSAL	\$4,427.10	
201739	401-7101-571.50-20	CIC ROOFING CORP	SERVICE BLDG MAINT	\$953.00	\$953.00
201740	101-7101-531.21-11	CINTAS CORP	MAT SERVICE	\$26.42	\$47.74
			MAT SERVICE	\$21.32	
	101-7101-531.30-35		10171015313035	\$44.96	\$134.88
			UNIFORM	\$44.96	
			UNIFORM	\$44.96	
201742	435-7101-571.50-55	CLEAN CUT TREE SERVICE INC	SERVICE TREES	\$14,931.50	\$14,931.50
201744	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	\$2.11	\$203.85
			INTERNET SCADA	\$2.11	
			INTERNET SCADA	\$184.85	
			INTERNET SCADA	\$14.78	
201747	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	2985063029	\$66.80	\$66.80
201761	101-7101-531.21-02	DYNAMIC HEATING & PIPING CO	EQUIPMENT MAINTENANCE	\$2,486.10	\$2,486.10
201769	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$8,932.00	\$10,669.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201769	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$1,737.00	\$10,669.00.
	435-7101-571.50-55		SERVICE TREES	\$3,341.50	\$3,341.50
201770	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	FOUNTAIN MAINTENANCE	\$300.00	\$595.00
			FOUNTAIN MAINTENANCE	\$295.00	
201778	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$374.94	\$984.67
			EQUIPMENT MAINTENANCE	\$609.73	
201788	101-7101-531.31-45	HP PRODUCTS CORP	JANITORIAL SUPPLIES	\$329.94	\$1,722.05
			JANITORIAL SUPPLIES	\$1,392.11	
201791	101-7101-531.31-55	ILLCO INC	BUILDING SUPPLIES	\$99.85	\$99.85
201793	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL SERVICE	\$97.00	\$284.00
			PEST CONTROL SERVICE	\$187.00	
	101-7101-531.21-65		PEST CONTROL SERVICE	\$720.00	\$720.00
201799	101-7101-531.30-35	ASHLEY KARR	UNIFORM REIMBURSEMENT	\$79.98	\$79.98
201805	101-7101-531.21-11	LORCHEM TECHNOLOGIES INC	BUILDING MAINTENANCE	\$2,845.19	\$2,845.19
	101-7101-531.31-55		BUILDING SUPPLIES	\$180.20	\$180.20
201806	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	BUILDER'S SUPPLIES	\$33.82	\$33.82
	101-7101-531.31-65		HAND TOOLS-POWER/NON POW	\$11.12	\$91.80
			PAINT & EQUIPMENT	\$80.68	
201815	101-7101-531.31-55	MECOR INC	BUILDING SUPPLIES	\$132.66	\$132.66
201818	101-7101-531.31-55	MICHAEL WAGNER & SONS	BUILDING SUPPLIES	\$57.11	\$57.11
201820	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	EQUIPMENT MAINTENANCE	\$1,336.50	\$1,766.50
			EQUIPMENT MAINTENANCE	\$430.00	
201833	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	BUILDING SUPPLIES	\$143.03	\$618.54
			BUILDING SUPPLIES	\$21.76	
			BUILDING SUPPLIES	\$88.85	
			BUILDING SUPPLIES	\$364.90	
201834	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$80.26	\$897.47
			OFFICE EQUIPMENT	\$618.07	
			OFFICE SUPPLIES	\$50.02	
			OFFICE SUPPLIES	\$71.53	
			OFFICE SUPPLIES	\$2.82	
			OFFICE SUPPLIES	\$27.08	
			OFFICE SUPPLIES	\$47.69	
201835	101-7101-531.21-15	OLIVE GROVE LANDSCAPING INC	SERVICE MISCELLANEOUS	\$11,222.55	\$11,222.55

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201837	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	PAY PHONES FEE	\$153.00	\$153.00
201841	101-7101-531.31-90	POROUS PAVE	RUBBER CHIPS, ROCK	\$2,425.65	\$2,425.65
201843	101-7101-531.21-55	POWELL TREE CARE INC	SERVICE TREES	\$2,992.50	\$34,610.70
			SERVICE TREES	\$1,950.00	
			SERVICE TREES	\$5,805.70	
			SERVICE TREES	\$21,440.00	
			SERVICE TREES	\$2,422.50	
201846	101-7101-531.30-35	PRO SAFETY INC	GLOVES	\$315.00	\$315.00
201849	401-7101-572.50-15	RADICOM	AMPLIFIER	\$2,855.00	\$2,855.00
201850	401-7101-571.50-20	RAINCOAT ROOFING SYSTEMS	SERVICE BLDG MAINT	\$2,838.00	\$2,838.00
201861	101-7101-531.21-15	SANDY'S LAWN AND TREE CARE	SERVICE MISCELLANEOUS	\$1,718.00	\$1,718.00
201862	101-7101-531.21-15	SCHROEDER ASPHALT	SERVICE CONSTRUCTION	\$94,731.40	\$94,731.40
201863	515-7101-525.33-05	SERVICE SANITATION	RENTAL/LEASE EQUIPMENT	\$1,875.00	\$3,750.00
			RENTAL/LEASE EQUIPMENT	\$1,875.00	
201864	101-7101-531.31-55	SHERWIN ACE HARDWARE	JANITORIAL SUPPLIES	\$33.47	\$130.82
			BUILDER'S SUPPLIES	\$60.90	
			BUILDER'S SUPPLIES	\$25.97	
			BUILDER'S SUPPLIES	\$10.98	
			HARDWARE SUPPLIES	(\$0.50)	
	101-7101-531.31-65		HARDWARE SUPPLIES	\$19.99	\$218.56
			BUILDER'S SUPPLIES	\$76.95	
			HARDWARE SUPPLIES	\$39.98	
			BATTERIES	\$5.99	
			HAND TOOLS-POWER/NON POW	\$38.85	
			HARDWARE SUPPLIES	\$4.59	
			HARDWARE SUPPLIES	\$12.96	
			HARDWARE SUPPLIES	\$19.25	
	101-7101-531.31-75		STREET LIGHT SUPPLIES	\$6.98	\$6.98
	101-7101-531.31-85		HAND TOOLS-POWER/NON POW	\$7.99	\$33.97
			HAND TOOLS-POWER/NON POW	\$25.98	
201866	101-7101-531.31-40	SITEONE LANDSCAPE SUPPLY LLC	AGRICULTURAL SUPPLIES	\$73.81	\$73.81
201875	101-7101-531.22-70	SPRINT	840280811	\$205.30	\$205.30
201876	101-7101-531.22-70	SPRINT	352372920	\$21.37	\$21.37
201878	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	PVC/DRAIN PARTS	\$52.45	\$52.45

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201881	101-7101-531.31-55	STEINER ELECTRIC	BOILER FUSES	\$186.79	\$186.79
	101-7101-531.31-75		SUPPLIES	\$121.03	\$121.03
	101-7101-531.31-85		HAND TOOL	\$587.11	\$587.11
201885	101-7101-531.31-65	TENACIOUS BRANDS	HARD HAT STRESS RELIEVER	\$319.88	\$1,255.51
			BLUE TUMBLER CUPS	\$935.63	
201887	101-7101-531.21-02	TGF ENTERPRISES INC	SERVICE EQUIPMENT	\$2,873.52	\$2,873.52
201892	101-7101-531.31-90	TRAFFIC CONTROL & PROTECTION	STREET/SIDEWALK SUPPLIES	\$3,255.00	\$3,255.00
201893	101-7101-531.31-70	TRAFFIC CONTROL CORP	TRAFFIC SIGNAL SUPPLIES	\$3,425.00	\$3,425.00
	401-7101-572.50-15		TRAFFIC SIGNAL SUPPLIES	\$989.50	\$989.50
201896	101-7101-531.21-36	UNITED RENTALS	EQUIPMENT RENTAL	\$583.38	\$583.38
201897	101-7101-531.21-02	UP AND ADAM SERVICE SUPPLY	EQUIPMENT MAINTENANCE	\$168.31	\$168.31
201901	101-7101-531.21-65	VERIZON WIRELESS	INV 9769242192	\$1,414.46	\$1,414.46
201902	101-7101-531.22-70	VERIZON WIRELESS	INV 9769273341	\$235.16	\$235.16
201903	101-7101-531.22-70	VERIZON WIRELESS	INV 9769486274	\$126.44	\$126.44
201912	101-7101-531.22-70	VERIZON WIRELESS	INV 9771133710	\$126.44	\$126.44
201913	101-7101-531.22-70	VERIZON WIRELESS	INV 9770889521	\$1,416.29	\$1,416.29
201914	101-7101-531.22-70	VERIZON WIRELESS	INV 9770920801	\$159.27	\$159.27
201924	101-7101-531.31-45	ZEP MANUFACTURING CO	JANITORIAL SUPPLIES	\$381.54	\$381.54
801575	101-7101-531.22-70	AT & T	847253312008	\$8,131.56	\$29,694.21
			847398933608	\$403.51	
			847253343808	\$83.17	
			847253017408	\$8,230.13	
			847797132107	\$40.26	
			847392086607	\$60.50	
			847255350506	\$2,031.69	
			847Z97278408	\$646.85	
			847R16051906	\$2,614.57	
			847Z97278407	\$646.85	
			847R16051907	\$2,244.48	
			847342153608	\$39.65	
			847577579507	\$232.95	
			847577545307	\$62.99	
			847253343807	\$66.85	
			847R19028908	\$885.09	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 24

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801575	101-7101-531.22-70	AT & T	847394206208	\$39.70	\$29,694.21.
			847394436808	\$39.70	
			847255350508	\$2,308.91	
			847259612407	\$40.13	
			847590600007	\$844.67	
801576	101-7101-531.21-50	NICOR	38096400007	\$87.97	\$3,231.12
			06802945268	\$23.85	
			58401600000	\$180.93	
			95407400001	\$433.07	
			73488600005	\$952.80	
			25428659906	\$1,055.58	
			97034457780	\$473.07	
			1583964733	\$23.85	
901577	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4321662000	\$628.13	\$39,865.20
			0533073031	\$39,237.07	
Total Division:				\$327,006.57	
Total Department:				\$327,006.57	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
201713	505-7201-561.31-65	ARLINGTON POWER EQUIPMENT	SUPPLIES	(\$431.00)	\$-431.00
201715	505-7201-561.22-70	AT & T LONG DISTANCE	857099062	\$469.11	\$469.11
201724	505-7201-561.33-05	BOUND TREE MEDICAL LLC	FIRST AID SUPPLIES	\$34.69	\$34.69
201727	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$9,813.57	\$15,852.69
			RENTAL/LEASE EQUIPMENT	\$6,039.12	
	505-7201-561.21-62		SERVICE DISPOSAL	\$1,560.00	\$1,560.00
	505-7201-561.31-90		STREET/SIDEWALK SUPPLIES	\$6,731.06	\$6,731.06
201745	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0789016039	\$486.28	\$486.28
201746	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0405097038	\$3,536.67	\$3,536.67
201749	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0159027139	\$6,505.04	\$6,505.04
201751	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0705092066	\$71.41	\$71.41
201752	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0684023014	\$110.50	\$110.50
201753	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0111076085	\$523.74	\$523.74
201754	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0300013030	\$10,364.21	\$10,364.21
201760	505-7201-561.31-55	DREISILKER ELECTRIC MOTORS INC	AIR HANDLER UNIT	\$442.91	\$442.91
201775	505-7201-561.31-05	GRAINGER W W INC	VACUUM GAUGES	\$116.46	\$116.46
	505-7201-561.31-55		BUILDING SUPPLIES	\$394.20	\$429.59
			AIR HANDLER BELTS	\$35.39	
	505-7201-561.31-65		SUPPLIES	\$32.49	\$32.49
	505-7201-561.50-15		CLOTHING & APPAREL	\$8,493.57	\$12,628.17
			CLOTHING & APPAREL	\$2,130.00	
			CLOTHING & APPAREL	\$2,004.60	
201782	505-7201-561.21-50	HOMEFIELD ENERGY	0159027139	\$158.33	\$158.33
201783	505-7201-561.21-50	HOMEFIELD ENERGY	0405097038	\$2,444.00	\$2,444.00
201784	505-7201-561.21-50	HOMEFIELD ENERGY	0789016039	\$243.99	\$243.99
201795	505-7201-561.31-40	JCK CONTRACTORS	TOPSOIL	\$2,310.00	\$2,310.00
201805	505-7201-561.31-55	LORCHEM TECHNOLOGIES INC	BUILDING SUPPLIES	\$180.20	\$180.20
201812	505-7201-561.20-05	MC HENRY ANALYTICAL WATER LAB	WATER SAMPLES	\$450.00	\$450.00
201819	505-7201-561.31-01	MID AMERICA WATER	WATER SEWER SYSTEM SUPPLY	\$3,989.70	\$4,517.70
			WATER SEWER SYSTEM SUPPLY	\$528.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201825	505-7201-561.20-05	MUNICIPAL SERVICES ASSOCIATES INC	CELL SITE STUDY	\$382.50	\$382.50
201833	505-7201-561.31-05	NORTHWEST ELECTRICAL SUPPLY CO	SUPPLIES	\$106.73	\$524.72
			SUPPLIES	\$211.64	
			SUPPLIES	\$173.95	
			SUPPLIES	\$32.40	
201834	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$80.25	\$897.47
			OFFICE EQUIPMENT	\$618.07	
			OFFICE SUPPLIES	\$50.01	
			OFFICE SUPPLIES	\$71.54	
			OFFICE SUPPLIES	\$2.82	
			OFFICE SUPPLIES	\$27.09	
			OFFICE SUPPLIES	\$47.69	
201844	505-7201-561.21-02	PREMIER FALL PROTECTION	ANNUAL RECERTIFICATION	\$850.00	\$850.00
201846	505-7201-561.30-35	PRO SAFETY INC	SAFETY GLOVES	\$315.00	\$315.00
	505-7201-561.33-05		MARKING FLAGS	\$270.00	\$270.00
201862	505-7201-561.21-30	SCHROEDER ASPHALT	SERVICE CONSTRUCTION	\$82,887.02	\$82,887.02
201864	505-7201-561.31-01	SHERWIN ACE HARDWARE	WATER SEWER SYSTEM SUPPLY	\$9.76	\$9.76
	505-7201-561.31-02		WATER SEWER SYSTEM SUPPLY	\$8.99	\$8.99
	505-7201-561.31-65		HARDWARE SUPPLIES	\$15.98	\$25.94
			HARDWARE SUPPLIES	\$9.96	
201865	505-7201-561.33-05	SIGNS OF SUCCESS	BANNER	\$360.00	\$360.00
201867	505-7201-561.21-35	SKIRMONT MECHANICAL CONTRACTORS	SERVICE METER	\$13,459.99	\$13,459.99
201881	505-7201-561.31-05	STEINER ELECTRIC	SUPPLIES	\$5.36	\$12.41
			SUPPLIES	\$7.05	
201885	505-7201-561.31-65	TENACIOUS BRANDS	HARD HAT STRESS RELIEVER	\$319.89	\$1,255.53
			BLUE TUMBLER CUPS	\$935.64	
201886	505-7201-561.31-02	TEST GAUGE & BACKFLOW SUPPLY	METERS	\$2,986.52	\$2,986.52
201892	505-7201-561.31-90	TRAFFIC CONTROL & PROTECTION	STREET/SIDEWALK SUPPLIES	\$3,255.00	\$3,255.00
201901	505-7201-561.22-70	VERIZON WIRELESS	INV 9769242192	\$1,254.34	\$1,254.34
201902	505-7201-561.22-70	VERIZON WIRELESS	INV 9769273341	\$235.16	\$235.16
201913	505-7201-561.22-70	VERIZON WIRELESS	INV 9770889521	\$1,255.97	\$1,255.97
201914	505-7201-561.22-70	VERIZON WIRELESS	INV 9770920801	\$159.27	\$159.27
201925	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	VALVE BOX	\$2,475.00	\$2,475.00
801575	505-7201-561.22-70	AT & T	847253017408	\$42.28	\$1,190.85

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 27

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801575	505-7201-561.22-70	AT & T	847537468507	\$40.21	\$1,190.85.
			847253017407	\$34.36	
			847590210507	\$901.58	
			847590808507	\$172.42	
801576	505-7201-561.21-50	NICOR	42567835683	\$23.85	\$424.00
			58544400003	\$25.00	
			90620700003	\$80.40	
			76830700001	\$97.28	
			16797600000	\$88.98	
			42587835683	\$26.05	
			90920700003	\$82.44	
901577	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	3973144001	\$87.79	\$238.53
			0368380009	\$30.16	
			1104021044	\$16.31	
			0368380009	\$30.21	
			0087155164	\$74.06	
Total Division:				\$184,502.21	
Total Department:				\$184,502.21	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 1					
201762	235-7301-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$429.84	\$429.84
901577	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	5231622008	\$57.04	\$640.82
			4286290000	\$583.78	
Total Division:				\$1,070.66	
Division: 2					
201750	235-7302-532.21-50	COMMONWEALTH EDISON COMPANY	4874331007	\$618.99	\$618.99
201762	235-7302-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,361.16	\$1,361.16
201786	235-7302-532.21-50	HOMEFIELD ENERGY	4874331007	\$3,020.47	\$3,020.47
201806	235-7302-532.33-05	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$113.40	\$113.40
201820	235-7302-532.21-02	MID AMERICAN ELEVATOR CO INC	EQUIPMENT MAINTENANCE	\$516.00	\$516.00
Total Division:				\$5,630.02	
Division: 3					
201702	235-7303-532.33-05	ACTIVE ELECTRICAL SUPPLY CO	LIGHTING SUPPLIES	\$489.06	\$489.06
201762	235-7303-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,361.16	\$1,361.16
201820	235-7303-532.21-02	MID AMERICAN ELEVATOR CO INC	EQUIPMENT MAINTENANCE	\$430.00	\$1,118.00
			EQUIPMENT MAINTENANCE	\$688.00	
801575	235-7303-532.21-50	AT & T	847253097808	\$136.56	\$2,152.81
			847632002808	\$1,156.22	
			847632002807	\$723.25	
			847253097807	\$136.78	
Total Division:				\$5,121.03	
Division: 4					
201702	235-7304-532.33-05	ACTIVE ELECTRICAL SUPPLY CO	LIGHTING SUPPLIES	\$1,289.34	\$1,289.34

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 29

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201716	235-7304-532.31-65	ATLAS FIRST ACCESS INC	SUPPLIES	\$765.00	\$765.00
201748	235-7304-532.21-50	COMMONWEALTH EDISON COMPANY	0983023007	\$544.95	\$544.95
201762	235-7304-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$429.84	\$429.84
201785	235-7304-532.21-50	HOMEFIELD ENERGY	0983023007	\$857.27	\$857.27
801576	235-7304-532.21-50	NICOR	92296400002	\$81.46	\$81.46
Total Division:				\$3,967.86	
Total Department:				\$15,789.57	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
201704	621-7501-551.21-07	ADVANCED TRANSMISSIONS	TORQ SHIFT TRANSMISSION	\$2,195.00	\$2,195.00
201709	621-7501-551.21-02	AMERIMEX SALES & SERVICE	LIFT INSPECTIONS	\$770.00	\$770.00
201713	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	(\$11.20)	\$28.98
			FUEL FILLER	\$11.20	
			FUEL FILLER	\$28.98	
201717	621-7501-551.31-51	AUTO ZONE	BRAKE FLUID	\$143.58	\$143.58
201718	621-7501-551.21-02	B & K EQUIPMENT	FUEL PUMP REPAIR	\$640.75	\$640.75
201720	621-7501-551.31-51	BATTERIES PLUS LLC	12V FLOOD	\$235.56	\$235.56
201722	621-7501-551.31-65	BLUE TARP FINANCIAL	SUCTION TUBE EPV VALVE	\$46.12	\$46.12
201724	621-7501-551.33-05	BOUND TREE MEDICAL LLC	FIRST AID SUPPLIES	\$34.69	\$34.69
201729	621-7501-551.21-07	CAR PRETTY	STICKER REMOVAL	\$150.00	\$150.00
201730	621-7501-551.31-51	CAR QUEST	FILTERS	\$43.56	\$641.35
			SOCKET	\$10.16	
			RESISTOR, BELT	\$49.29	
			AIR FILTER	\$140.86	
			FILTERS	\$39.05	
			LUBE, FUEL	\$42.90	
			FILTERS	\$7.28	
			SPARK PLUG	\$8.96	
			COUPLER	\$12.22	
			SWITCH	\$11.10	
			FILTERS	\$115.71	
			FILTERS	\$94.58	
			VEH MAINTENANCE SUPPLY	\$26.39	
			BELTS	\$39.29	
	621-7501-551.31-65		SUPPLIES	\$46.89	\$46.89
201732	621-7501-551.31-51	CASTLE CHEVROLET NORTH	SOLENOID, HARNESS	\$58.70	\$58.70
201735	621-7501-551.31-65	CERTIFIED LABORATORIES	SUPPLIES	\$10.46	\$10.46
201738	621-7501-551.31-51	CHICAGO PARTS AND SOUND	BRAKE KIT/ ROTOR ASSEMBLY	\$245.68	\$481.79
			ELEMENT	\$177.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201738	621-7501-551.31-51	CHICAGO PARTS AND SOUND	ELEMENT	\$275.94	\$481.79.
			VEH MAINTENANCE SUPPLY	(\$263.96)	
			VEH MAINTENANCE SUPPLY	(\$100.00)	
			VALVES	\$6.27	
			ROTOR ASSEMBLY	\$140.86	
201740	621-7501-551.30-35	CINTAS CORP	62175015513035	\$44.96	\$134.88
			UNIFORM	\$44.96	
			UNIFORM	\$44.96	
201759	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	BULBS	\$33.36	\$33.36
201773	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	PUMP DRAIN RED DOT	\$1,192.51	\$1,192.51
	621-7501-551.31-51		BELTS	\$198.15	\$914.39
			DRIP PAN	\$219.65	
			BELT, LIGHT	\$152.48	
			LED LIGHTS	\$245.21	
			SUPPLIES	\$98.90	
201775	621-7501-551.31-51	GRAINGER W W INC	AIR VALVE	\$20.36	\$20.36
	621-7501-551.31-65		AIR LINE LUBRICATOR	\$203.18	\$203.18
201776	621-7501-551.21-07	HAJEK DOUGLAS	REIMB. FOR BLOWER MOTOR.	\$126.96	\$126.96
201790	621-7501-551.21-07	IL SECRETARY OF STATE	VEH REGISTRATIION (4)	\$404.00	\$404.00
201803	621-7501-551.31-51	LEACH ENTERPRISES INC	VALVE	\$39.51	\$39.51
201807	621-7501-551.31-51	LUND INDUSTRIES INC	ROTATOR FILTER	\$39.00	\$39.00
201813	621-7501-551.31-51	MC MASTER CARR SUPPLY CO	FLANGE	\$13.36	\$13.36
201821	621-7501-551.31-51	MIDWEST LUBE INC	HOSES	\$35.56	\$35.56
201823	621-7501-551.21-07	MORTON GROVE AUTOMOTIVE WEST	PARTS	\$295.00	\$295.00
201827	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	TIE ROD END	\$99.20	\$333.98
			TIE ROD, BRAKE PADS/ROTOR	\$234.78	
201830	621-7501-551.21-07	NORTHWEST AUTO WASH	VEHICLE WASHES	\$436.15	\$436.15
201858	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE UPPLY	\$116.92	\$430.75
			CABLE ASSEMBLY	\$66.09	
			DOOR AND HINGE	\$157.08	
			VEH MAINTENANCE SUPPLY	\$90.66	
201860	621-7501-551.21-07	S & J AUTOMOTIVE LTD	VEH REPAIRS	\$2,312.82	\$2,312.82
201874	621-7501-551.21-07	SPRING ALIGN	ALIGNMENT	\$99.95	\$99.95
201877	621-7501-551.31-51	STANDARD EQUIPMENT CO	HYDRAULIC FILTER KIT	\$307.73	\$307.73

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 32

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
201878	621-7501-551.31-51	STANDARD PIPE & SUPPLY INC	THROTTLE	\$207.02	\$207.02
201880	621-7501-551.31-51	IOWA MOLD TOOLING CO INC	FILTER ELEMENT	\$64.48	\$64.48
201888	621-7501-551.31-51	THERMO KING QUAD CITIES INC	WATER VALVE CABLE OPERATE	\$105.66	\$105.66
201898	621-7501-551.21-07	VAISALA INC	SURFACE PATROL DISPLAY	\$1,458.00	\$1,458.00
201919	621-7501-551.31-51	WENTWORTH TIRE SERVICE	TIRE	\$129.16	\$129.16
201920	621-7501-551.31-51	WEST SIDE TRACTOR SALES CO	SEAL	\$62.10	\$62.10
	621-7501-551.31-65		PARTS MANUAL, CHGR	\$294.04	\$294.04
201923	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	TUBE, GUTTER BROOM	\$1,294.50	\$1,294.50
Total Division:				\$16,472.28	
Total Department:				\$16,472.28	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 33

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 1					
201839	505-9001-571.50-25	PERFORMANCE CONSTRUCTION & ENG LLC	SERVICE CONSTRUCTION	\$431,374.62	\$431,374.62
Total Division:				\$431,374.62	
Division: 3					
201758	621-9003-572.50-05	CURRIE MOTORS	VEHICLE MAJOR TRANSPORT	\$81,975.00	\$81,975.00
Total Division:				\$81,975.00	
Total Department:				\$513,349.62	

Check Date: 2016 - 9 - 15

WARRANT REGISTER - GM0002

Date: Thursday, September 15, 2016
Page 34

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 99 Non Operating					
Division: 1					
201817	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE 9-2016	\$5,776.42	\$5,776.42
	515-9901-525.40-92		BLDG RESERVE FUND 9-2016	\$1,199.90	\$1,199.90
Total Division:				\$6,976.32	
Total Department:				\$6,976.32	
TOTAL ALL FUNDS:				\$2,551,850.99	



Item: Swearing in of Richard Boyle as Police Commander

Department: Village Manager's Office

Swearing in of Richard Boyle as Police Commander

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Swearing in of Shawn Gyorke as Police Commander

Department: Village Manager's Office

Swearing in of Shawn Gyorke as Police Commander

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Presentation by Muscular Dystrophy Association

Department: Village Manager's Office

Presentation by the Muscular Dystrophy Association Chicago (MDA) to the Fire Department and Arlington Heights Firefighters Association Local 3105 for fundraising efforts

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



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 Executive Director Jason Kuhl

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 19, 2016 - Consideration of a Liquor License - Gail's Carriage Place

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of September 19, 2016

Report of the Committee-of-the-Whole Meeting of September 19, 2016

Consideration of recommending to the Liquor Commissioner the issuance of a Class "AA" Liquor License to HC Operating Company, LLC, dba Gail's Carriage Place, located at 306 E. Rand Road

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Street Sweeper Rental 2016

Department: Public Works

BACKGROUND

Every year, Public Works rents street sweepers to compliment the Village's fall sweeping program. The Village currently owns three sweepers, but have historically not been able to keep up with the heavy demand caused by the fall season. This year, Public Works is proposing to rent one sweeper for two months from mid October to mid December. This program has been extremely effective and the approved FY16 budget includes funding for sweeper rentals.

Every year, the Village searches for vendors with available sweepers. Most companies only rent sweepers with operators included in the rate. Based upon our research and past experience, it is much more cost effective to rent the sweeper without the operator, then to pay the hourly rate for a sweeper with an operator. Additionally, renting the sweeper without an operator and utilizing our own experienced staff provides the Village with greater flexibility with regards to scheduling and hours of operation.

This year, we are able to secure a sweeper from R.N.O.W., Inc. of West Allis, WI, at a price of \$10,000 per month. This price was negotiated down from their original cost proposal of \$12,000.

The approved FY16 Operating Budget (101-7101-531-2136) includes a total of \$33,000.

RECOMMENDATION

It is recommended that the Village Board waive competitive bidding requirements, and authorize staff to rent one sweeper from R.N.O.W., Incorporated of West Allis, Wisconsin, for a total cost not-to-exceed budget of \$33,000 and authorize staff to execute any necessary documents.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Ordinance - Land Use Variation - YMA Taekwondo & Krav Maga

Department: Planning/Legal

An Ordinance Granting a Land Use Variation
(YMA Taekwondo & Krav Maga, 110 E. Central Road)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Land Use Variation - YMA Taekwondo & Krav Maga	Ordinance

AN ORDINANCE GRANTING A LAND USE VARIATION

WHEREAS, the Plan Commission, in Petition Number 16-013, pursuant to notice, on August 10, 2016, conducted a public hearing on the application of Eva Skordilis for a land use variation to allow a recreation facility, commercial, in an O-T Office Transitional District; and

WHEREAS, the Plan Commission has recommended the granting of a land use variation for the subject property; and

WHEREAS, the President and Board of Trustees have considered the report and recommendation of the Plan Commission and have determined that authorizing and granting the request, subject to certain conditions hereinafter described, would be in the best interest of the Village of Arlington Heights,

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

SECTION ONE: That a land use variation is hereby granted to permit a recreation facility, commercial, in an O-T Office Transitional District, for the property legally described as:

Lot 2 in Arthur G. Nelle's Subdivision, part of Lot 1 of R.1. Cepek's Arlington Highlands, in the West one-half of the Southwest one-quarter of Section 32, Township 42 North, Range 11, East of the Third Principal Meridian, in Cook County, Illinois.

P.I.N. 03-32-319-028-0000

commonly described as 110 E. Central Road, Arlington Heights, Illinois, in compliance with the Site Plan and Floor Plan prepared by Rufus Lacy Designs, submitted by the Petitioner, consisting of two sheets, copies of which are on file with the Village Clerk and available for public inspection.

SECTION TWO: That the land use variation granted by this Ordinance is subject to the following conditions, to which the Petitioner has agreed:

1. Prior to formal occupancy and business license approval, the required RPZ (reduced pressure zone) device shall be installed, pursuant to the review letter dated June 10, 2016, from the Public Works department.

2. Prior to November 1, 2016, the Petitioner shall install 36-inch shrubs within the landscape islands located at the southern end of each parking row.

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

SECTION THREE: That the Director of Building of the Village of Arlington Heights is hereby directed to issue permits for the facility herein approved, upon proper application and after compliance with all applicable ordinances of the Village of Arlington Heights.

SECTION FOUR: That this Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded in the Office of the Recorder of Cook County.

AYES:

NAYS:

PASSED AND APPROVED this 19th day of September, 2016.

Village President

ATTEST:

Village Clerk

LEGLB: LANDUSE/YMA Taekwondo and Krav Maga



Item: Ordinance - Code Amendment - Chapters 7, 8, 11, 14, 20, 28 and 30

Department: Legal

The attached ordinance presents several amendments to the Municipal Code, primarily cleaning things up. The proposed changes and the reason for them are:

Section 7-1102: The Police Department provides DVDs of pictures instead of film and this change accommodates that change.

Section 8-306(d): The word "intrastate" appears to have been inadvertently left out of this section so it was added in.

Section 9-107: A recent Illinois court decision affirmed a municipality's right to require a business owner to pay all debts owed to the municipality prior to being issued a business license. This new Code language sets forth such a requirement.

Section 11-201: The State of Illinois recently repealed the State Food Sanitation Code, which is the code adopted by the Village, with a plan to replace it with the Federal Sanitation Code. The process of moving to the federal code will take some time. Therefore, until the Village is ready to move to the federal code, it is recommended that the Village continue to use the State Code as it existed prior to its repeal. This section adopts that Code.

Sections 14-207 through 210: In June, a court determined that the Village's hotel tax provisions did not apply to online travel companies. The court did find language from another municipality that did apply to online travel companies. These sections have been modified to match what the court found would make the hotel tax applicable to online travel companies.

Section 20-620: This amendment is designed to make the requirement for notice by the Village to property owners with diseased trees more practical. The publication notice has been removed and we have added the ability to deliver using a service that provides proof of delivery as an alternative to certified mail.

Ordinance Sections Seven, Eight, Nine, Ten, Eleven, and Twelve: With one exception, these sections do nothing other than remove the fees from Chapters 28 and 30 and put them in Chapter 7 with the rest of the fees. The exception is

Section Eight, which codifies the recent practice of only charging a permit fee upon initial application for Outdoor Eating Cafes on Private Property.

Recommendation

It is recommended that the Village Board adopt the attached ordinance amending multiple sections of the Arlington Heights Municipal Code.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Type

Code Amendments - Chapters 7, 8, 9, 11, Ordinance
14, 20, 28 and 30

**AN ORDINANCE AMENDING CHAPTERS 7, 8, 11, 14, 20, 28 AND 30
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

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

SECTION ONE: That Section 7-1102 in Article XI, Fees, of Chapter 7, Other Village Government Provisions, of the Arlington Heights Municipal code, is hereby amended as follows (the language being deleted is stricken and the language being added is highlighted):

Section 7-1102 Freedom of Information Act Request Fee. All requests for information obtained through the Freedom of Information Act shall be subject to the following fees:

Type of Copy	Fee per Page
8-½" x 11", 8-½" x 14" and 11" x 17" size copies up to 50 pages	No Fee
8-½" x 11", 8-½" x 14" and 11" x 17" size copies over 50 pages	\$.10
24" x 36" size copies	\$ 3.00
Police Report	\$ 5.00
Accident Reconstruction Report	\$20.00
Roll of Film from Police Department	\$20.00
DVD	\$ 2.00

SECTION TWO: That Section 8-306(d) in Article III, Gambling, of Chapter 8, Public Safety, Morals and Welfare, of the Arlington Heights Municipal Code, is hereby amended as follows (the language being added is highlighted):

Section 8-306 Activities Not Gambling.

- d. Manufacture of gambling devices, including the acquisition of essential parts and the assembly thereof, for transportation in interstate, **intrastate** or foreign commerce to any place outside this State when such transportation is not prohibited by any applicable Federal law; and

SECTION THREE: That Section 9-107 in Article I, Licensing Procedure, of Chapter 9, General Licensing Procedures, of the Arlington Heights Municipal Code is hereby amended as follows (the language being deleted is stricken and the language being added is highlighted):

Section 9-107 Approval; Disapproval.

- a. **Prior to issuing any license, the Director of Building shall confirm that there are no unpaid fees, fines, or debts to the Village. If an applicant has**

any unpaid fees, fines or debts owed to the Village, no license shall be issued until such time as the applicant presents proof that the fees, fines or debts owed to the Village have been paid in full.

If, after due consideration of the information provided in the application and related investigative and inspection reports, the Village Manager determines that the application is satisfactory, he or she shall approve the application and grant the license which shall be attested by the Village Clerk except where provision is expressly made for the granting of licenses by some other officer of the Village. The Director of Building will then issue the license. All licenses will bear the seal of the Village, the name and business address of the licensee, the nature or kind of business, occupation or activity licensed, the amount of fee paid, the license term and any other material information required by the this Code or prescribed by the Village Manager or the Director of Building.

- b. The Village Manager may refuse to grant any license, after notice and hearing as provided in Section 9-403b and c, Revocation of Licenses, Suspension of Licenses, Notice and Hearings, for any of the following causes:
 - 1. Any fraud, misrepresentation, or false statement contained in the application for a license or permit;
 - 2. Failure by the applicant to comply with any provision of this Code or any Statutes of the State of Illinois relating to the business, occupation or activity for which a license application has been made;
 - 3. Conviction of the applicant of any felony or misdemeanor when the conviction indicates an inability to operate a safe, honest or legitimate business operation within the Village;
 - 4. ~~Failure of the applicant to pay any fine, penalty or charge owed to the Village;~~
 - 54. Refusal to permit an inspection or sampling, or any interference with a duly authorized Village employee while in the reasonable performance of his or her duties in making such inspections.

The Director of Building will then notify the applicant that the application has not been approved and that no license will be issued along with the reasons for disapproval. The denial may be in addition to any fine imposed.

SECTION FOUR: That Article II, Adoption of the Illinois Department of Public Health Food Service Sanitation Code and the Retail Food Store Sanitation Code, of Chapter 11, Food and Food Establishments, of the Arlington Heights Municipal Code is hereby amended as

follows (the language being deleted is stricken and the language being added is highlighted):

**Article II Adoption of the Illinois Department of Public Health
Food Service Sanitation Code and
~~the Retail Food Store Sanitation Code~~**

Section 11-201 Adoption. There is hereby adopted by reference the Illinois Department of Public Health Food Service Sanitation Code, **as it was in effect on June 27, 2016,** ~~and the Retail Food Store Sanitation Code, as now or hereafter amended.~~

SECTION FIVE: That Sections 14-207, 14-208, 14-209 and 14-210, in Article II, Hotels and Motels, of Chapter 14, Other Businesses, of the Arlington Heights Municipal Code, are deleted in their entirety and substituted in lieu thereof, with the following (the language being deleted is stricken and the language being added is highlighted):

Section 14-207 Tax. A tax is hereby levied and imposed upon all persons engaged in the business of renting, leasing or letting of rooms in a motel or hotel in the Village at a rate of 5% of the gross rental receipts from such rental, leasing or letting.

Section 14-208 Exemption. The tax imposed under Section 14-207, Tax, shall not apply to the renting, leasing or letting of accommodations in a hotel or motel to permanent residents. For the purpose of this Article, a "permanent resident" means any person who occupies or has the right to occupy any room or rooms in a hotel or motel for at least 30 consecutive days. If a hotel or motel provides accommodations for both permanent residents and other guests, the rental obtained from the permanent residents shall not be included in the computation of the tax due.

Section 14-209 Report and Remittance. The tax shall be remitted on or before the 30th day of the month following the month the taxes were collected (i.e. July taxes are due on or before August 30) to the Village's Finance Department, along with the monthly report on the Village's form. Each report shall be accompanied by payment to the Village of all taxes due and owing for the month covered by the report less a 3% fee.

Section 14-210 Maintaining Books and Records. Every taxpayer required by this Section to pay the tax set forth in Section 14-208 shall keep accurate books and records of its business activity, including original source documents, which gave rise, or may have given rise, to any tax liability under Section 14-207. All such books and records shall be subject to and available for inspection and auditing by the Village's Finance Department or its authorized agent.

~~**Section 14-207 Tax.** A tax is hereby levied and imposed upon the use and privilege of renting, leasing or letting of rooms in a motel or hotel in the Village at a rate of 5% of the gross rental receipts from such rental, leasing or letting. The ultimate incidence of and liability for payment of the tax shall be borne by the~~

~~user, lessee or tenant of the rooms. The tax herein levied shall be in addition to any and all other taxes.~~

~~Section 14-208 Payment and Collection.~~ ~~The owner and operator of each hotel or motel and the person to whom the license to operate the hotel or motel has been issued by the Village, shall bear, jointly and severally, the duty to collect the tax from each user, lessee or tenant of rooms in such hotel or motel. Every person required to collect the tax levied by ordinance shall secure the tax from the user, lessee or tenant of a room or rooms at the time that the price, charge or rent to which it applies is collected.~~

~~Section 14-209 Administration.~~ ~~The Finance Director hereby is designated as the Administration and Enforcement Officer of the tax hereby imposed on behalf of the Village. It shall be the responsibility and duty of the Finance Director to collect all amounts due the Village from the owners, operators and licensees of motels and hotels in the Village.~~

~~A sworn monthly hotel and motel occupancy tax return shall be filed by each owner, operator or licensee of each hotel or motel in the Village with the Finance Director showing all receipts from each renting, leasing or letting of rooms during the preceding month. The dates upon which monthly returns are to be filed shall be provided by rules and regulations promulgated by the Finance Director.~~

~~Each return shall be accompanied by payment to the Village of all taxes due and owing for the month covered by the return; provided, however, that the person making the return may retain an amount of money equal to 3% of the tax due as compensation for services rendered in the collection and payment of such tax.~~

~~The Finance Director or designee may enter the premises of any hotel or motel for the purposes of inspection and examination of its books and records for the proper administration of this Article, and for the enforcement of collection of the tax hereby imposed. It is unlawful for any person to prevent, hinder or interfere with the Finance Director or designee in the discharge of these duties hereunder.~~

~~Section 14-210 Enforcement.~~ ~~Whenever any person fails to pay any taxes herein provided, or when any owner, operator or licensee of a hotel or motel in the Village fails to collect the tax imposed from any person who has the ultimate liability for its payment, the Village Prosecutor shall bring or cause to be brought an action to enforce the payment of the tax on behalf of the Village in any court of competent jurisdiction.~~

~~In addition, if the Village Manager, after holding a hearing, finds that any hotel or motel owner, operator or licensee has willfully evaded his or her responsibility to collect the tax imposed by this Article, the Manager may suspend or revoke all Village licenses held by the tax evader. The person shall have an opportunity to be heard at a hearing, to be held not less than five days after receipt of notice of the time and place thereof, addressed to him or her at his or her last known place~~

~~of business. Any suspension or conviction resulting from the hearing shall not relieve or discharge any civil liability for non-payment of the tax due.~~

SECTION SIX: That Section 20-620, Service of Notice, in Article VI, Trees and Shrubs, of Chapter 20, Streets, Sidewalks and Trees, of the Arlington Heights Municipal Code, is hereby amended as follows (the language being deleted is stricken and the language being added is highlighted):

Section 20-620 Service of Notice. Service of notice shall be by personal service, certified mail, **or delivery service with proof of service**, addressed to the owner at his or her last known address. ~~and by publication at least once in a newspaper of general circulation in the Village.~~

SECTION SEVEN: That Chapter 28, Zoning Regulations, Section 28-5.1-14.2(a)(2)(n), Fee for Outdoor Eating Cafes on Public Sidewalks in the Downtown District is moved from Chapter 28 and relocated as Section 7-1108a Fees for Outdoor Eating Cafes. The remaining subsections o and p in Section 28-5.1-14.2(a)(2) are relettered as n and o respectively.

SECTION EIGHT: That Chapter 28, Zoning Regulations, Section 28-5.1-14.2(b)(2)(h), Fee for Outdoor Eating Cafes on Private Property in the Downtown District, is deleted in its entirety and relocated and replaced with the following:

b. On private property – a one-time permit fee of \$115 shall be required at the time of the initial application for Outdoor Eating Cafe.

The remaining subsections i, j and k, in Section 28-5.1-14.2(b)(2), are relettered as h, i and j, respectively.

SECTION NINE: That Chapter 28, Zoning Regulations, Section 28-12.7, Zoning Board of Appeal Fees, is moved and relocated as Section 7-1109 Zoning Board of Appeal Fees. The remaining subsection, 28-12.8, Limitation on Requests for Variations, is renumbered as Section 28-12.7.

SECTION TEN: That Chapter 28, Zoning Regulations, Subsection 28-13.6, Plan Commission Fees, is moved and relocated as Section 7-1110, Plan Commission Fees.

SECTION ELEVEN: That Chapter 28, Zoning Regulations, Subsection 14.2-4i., of Section 14.2, Design Commission Meetings, is moved and relocated as Section 7-1111, Design Commission Fees. The remaining subsections 14.2-5, 14.2-5.1 and 14.2-5.2 in Section 14.2, are hereby renumbered as 14.2-4, 14.2-4.1 and 14.2-4.2, respectively.

SECTION TWELVE: That Chapter 30, Sign Regulations, Article I, General Provisions, Section 30-107, Permit Fee, is moved and relocated as Section 7-1112, Sign Permit Fee. The remaining Sections 30-108 through 30-121, in Article I, are hereby renumbered as Sections 30-107 through 30-120, respectively.

SECTION THIRTEEN: This Ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof, and shall be in full force and effect after its passage, approval

and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 19th day of September, 2016.

ATTEST:

Village President

Village Clerk

CodeAmendments:7-8-9-11-14-20-28-30 Misc. Sections



Item: Bond Waiver - WINGS Program, Inc.

Department: Building Services

Background

The membership of WINGS Program Inc. is requesting a waiver of the bond requirement for a raffle taking place at their Spa Day event to be held on October 15, 2016 at the Double Tree Hotel Chicago in Arlington Heights. Tickets will be sold the day of the event from 10:00am to 12:30pm. The winner will be determined the day of the event at 1:00pm.

Recommendation

Staff recommends that the Village Board grant a waiver of the bond requirement for WINGS Program, Inc.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

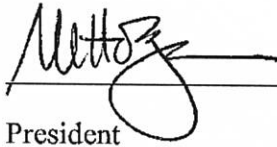
Type

Correspondence

FIDELITY BOND WAIVER REQUEST

The membership of WINGS Program Inc. is requesting a bond waiver for the raffle manager of the Spa Day event to be held on October 15, 2016 at the DoubleTree by Hilton Hotel Chicago in Arlington Heights. All operation of and the conduct of raffles shall be under the supervision of a single raffle manager designated by the organization. The raffle manager so designated shall give a fidelity bond in the sum of an amount determined by the Village in favor of the organization conditioned upon his honesty in the performance of his duties. Terms of the bond shall provide that notice shall be given in writing to the Village not less than thirty (30) days prior to its cancellation. The village may waive this bond requirement by including a waiver provision in the license issued to an organization under this Chapter provided that a license containing such waiver provision shall be granted only by unanimous vote of the members of the licensed organization.

(Ord. 0-94-443, 9-8-94)



President

Secretary



Item: Kensington School - 840 E. Kensington Rd. - PC#16-007

Department: Planning & Community Development

BACKGROUND

-
- 1. A Special Use to allow a Day Care Center in the B-2 district.
- 2. Amendment to PUD Ordinances #06-043, 07-007, 07-077, 14-015.
- 3. A variation from Chapter 28, Section 6.13-3 to allow a 4 foot tall fence in the front yard along Dryden Avenue where 3 feet is permitted.
- 4. A variation from Chapter 28, Section 6.5-2 to allow accessory structures (dumpster enclosure and playground equipment) within the front yard along Dryden Avenue where accessory structures must be located in a rear yard.
- 5. A variation from Chapter 28, Section 6.15-1.2b to allow no shade tree in the landscape island located at the western end of the northern parking row where one 4-inch shade tree is required.

RECOMMENDATION

A public hearing was held by the Plan Commission on August 24, 2016 where Commissioner Green moved and Commissioner Warskow seconded:

A motion to recommend to the Village Board of Trustees approval of PC# 16-007, a Special Use to allow a daycare center in the B-2 District; an amendment to PUD Ordinances #06-043, 07-007, 07-077, 14-015; a Variation to allow a four-foot tall fence in the front yard along Dryden Avenue where three feet is permitted; a Variation to allow accessory structures (playground equipment and dumpster enclosure) within the front yard along Dryden Avenue where accessory structures must be located in the rear yard; and a Variation to allow no shade tree in the landscape island located at the western end of the northern parking row where one four-inch shade tree is required.

This approval is subject to the following conditions:

- 1. Prior to issuance of building permit, the Petitioner must provide written confirmation from all utility companies that have rights to the utility easement, which states they are amenable to either the proposed encroachments within the utility

easement or the abrogation or reduction in size of said easement if it is determined that the easement is not necessary. If any amendment or abrogation of the easement is required, this amendment or abrogation must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.

2. The Petitioner must amend the pedestrian access easement to be a 20-foot wide easement that follows the proposed pedestrian pathway and runs from the northern property line down to the southern property line. This amendment must be recorded with the Cook County Recorder of Deeds, and proof of this recording must be provided prior to issuance of a building permit.

3. The Petitioner must amend the existing cross drainage easement as per the requirements of the engineering Department. This amendment must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.

4. Prior to issuance of a building permit, the Petitioner must provide the Village with an easement for the portion of public sidewalk that encroaches on the southeast corner of the site. This recording must be provided prior to issuance of a building permit.

5. The Petitioner shall work with the Village to reduce the width of the 35.02 feet drive aisle so as to allow as much green space as possible and still conform to all fire truck turning radius requirements. Such reductions may require the elimination of one parking space.

6. The Petitioner shall comply with all applicable Design Commission requirements.

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

Roll Call Vote: Commissioners Cherwin, Dawson, Drost, Ennes, Green, Sigalos, Jensen, Warskow 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 8/24/16	Report

PC Minutes 8/24/16 DRAFT	Minutes
PC Staff Memo 7/08/16	Memorandum
PC Staff Memo 5/20/16	Memorandum
Aerial	Exhibits
Plat & Sub Minutes	Minutes
DC Staff Report 8/9/16	Board or Commission Report
DC Minutes 8/9/16	Minutes
DC Staff Report 4/26/16	Board or Commission Report
DC Minutes 4/26/16	Minutes
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Autoturn Diagram	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Market Study	Exhibits
Traffic Study	Exhibits
Justification Special Use	Correspondence
Existing Easements	Exhibits
Dept. Review Comments Round 1	Correspondence
Petition Response to Dept. Round 1	Correspondence
Dept. Review Comments Round 2	Correspondence
Petition Response to Dept. Round 2	Correspondence
Dept. Review Comments Round 3	Correspondence
Petitioner Response to Dept. Round 3	Correspondence
PC Timeline Tracker	Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Sam Hubbard, Development Planner
 Meeting Date: August 24, 2016
 Date Prepared: August 19, 2016
 Project Title: Kensington School
 Address: 840 E. Kensington Road

BACKGROUND INFORMATION

Petitioner: Charles Marlas
 Address: 743 McClintock Drive
 Burr Ridge, IL 60527

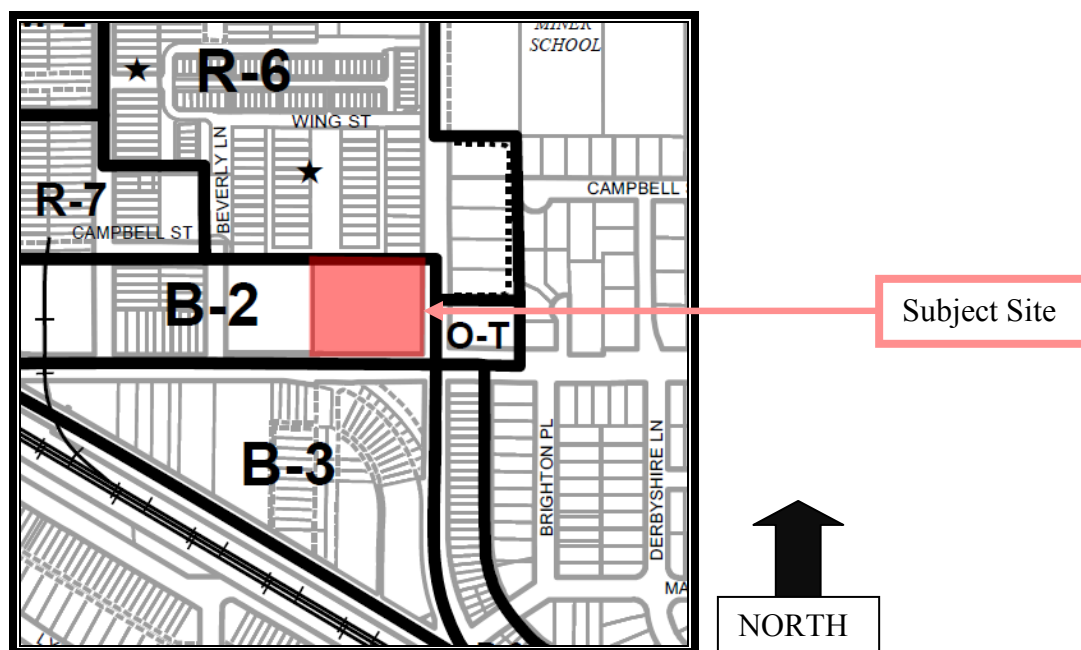
Existing Zoning: B-2, General Business District

Requested Action:

- A Special Use to allow a Day Care Center in the B-2 district.
- Amendment to PUD Ordinances #06-043, 07-007, 07-077, 14-015.

Variations Required:

- Chapter 28, Section 6.13-3 to allow a 4 foot tall fence in the front yard along Dryden Avenue where 3 feet is permitted.
- Chapter 28, Section 6.5-2 to allow accessory structures (dumpster enclosure and playground equipment) within the front yard along Dryden Avenue where accessory structures must be located in a rear yard.
- Chapter 28, Section 6.15-1.2b to allow no shade tree in the landscape island located at the western end of the northern parking row where one 4-inch shade tree is required.

**Surrounding Properties**

Direction	Zoning	Existing Land-Use	Comprehensive Plan
North	R-6 Residential	Single Family Homes	Moderate Density Multi Family
South	B-3 Commercial	Mariano's Food Store	Commercial
East	O-T Office	Office Building	Offices Only
West	B-2 Commercial	Commercial Shopping Center	Commercial

Background:

The subject site is approximately 87,237 square feet (2.0 acres) in size and located at the northwest corner of Dryden Avenue and Kensington Road. The site is part of the Arlington Market PUD, approved in 2006 and amended in 2010, 2011, and 2014. The amendments pertained to the north portion of the project which allowed for a change from condominiums to townhomes (Arlington Crossings) and later to allow for modifications to the Plat of Subdivision and variations for the single family homes in the mid portion of the PUD. The south portion of the PUD consists of two commercial lots, and is approved for approximately 42,000 square feet of commercial space. Lot 1 has been developed for approximately 16,500 square feet of commercial space and includes Eros Restaurant, Subway fast food, a dental office and a bank with a drive through. Lot 2 is currently vacant, although Lot 2 does include a large underground detention vault that provides detention for the commercial lots and the residential to the north within the PUD.

Kensington School as described by the petitioner is classified as a day care, not a preschool. A summary of the project is attached and the day care will include approximately 150 children and 23 staff. Hours of operation will be 6:30am to 6:30pm and there will be two programs offered: Preschool program offered in two sessions (AM and PM), and a Full Day program (6:30 am to 6:30 pm). The site plan includes a large outdoor playground area for the children which would be fenced around the perimeter. Parking includes 48 spaces in front of the building, with a 49th space already existing in the northwest corner of the site. Circulation within the site would be through a two way circular drive aisle, which would be one way on the northern side and two way on the southern side.

Kensington School is seeking approval of a Special Use and an amendment to the PUD to allow for a 15,352 square foot day care. There are existing easements on the property, specifically, easements for pedestrians living in the homes to the north within the PUD to connect to the required outdoor plaza when lot 2 is built upon, easements for utilities, and a drainage easement. These easements will need to be amended and can be amended through a separate process that does not require approval by the Plan Commission. The specifics of the easements will be detailed later in this report.

Over the last several months, staff has worked with the petitioner on several positive changes to the plans. The present iteration of the plans is a result of this effort, which has included changes to landscaping elements, site design, and the architecture of the building.

Zoning and Comprehensive Plan

The subject site is zoned B-2, subject to a Planned Unit Development approved in 2006. The Village's Zoning Ordinance lists a day care as a special use in the B-2 district. Approval of a Special Use Permit is based upon the following criteria:

- **That said special use is deemed necessary for the public convenience at this location.**
- **That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**
- **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.**

The petitioner has provided a bullet point list of eight points as justification towards Special Use Permit approval. With regards to the first criteria for Special Use Permit approval, staff concurs with the petitioner that the use is necessary for the public convenience at this location. The day care will provide a service to the nearby residents with children, and as indicated in the market study, most surrounding day care facilities are at capacity, which illustrates a need for this type of service at this location. In addition, the petitioner has provided information from the real estate broker on efforts to sell the property for retail commercial, but those efforts have not come to fruition. Staff has reached out to two local brokers and those findings are discussed in the Marketability of Site section later in this report.

Regarding the second criteria for Special Use Permit approval, staff concurs that this standard will be met. There is no evidence that the proposed development will be detrimental to the health, safety, morals, or general welfare of the vicinity. Staff notes that the traffic study indicates there will be no decrease to the level of service at primary entrance to the commercial portion of the Arlington Market PUD, which demonstrates sufficient capacity to handle traffic during peak demand. Further details on the traffic generation are provided later within this report.

The proposed use complies with the regulations of the Zoning Ordinance and the petitioner will be required to conform to all conditions of the ordinance granting zoning approval. In this regard, the final criterion for Special Use approval has been met.

In addition to the Special Use, an amendment to the PUD is required as this proposed use and site plan are a substantial change from the PUD approved for the site, which was approved for an additional 23,000 square feet of commercial space with a plaza / focal point and pedestrian connection to the residential area to the north. The overall PUD was approved as a mixed use integrated development with a commercial strip to allow for multiple tenants / uses. See Exhibit A for the previously approved plan showing the commercial portion of the PUD.

Hickory Kensington TIF District

This property is within the Hickory Kensington TIF District. One of the many purposes of the TIF District Redevelopment Plan is to increase goods and services and tax revenues within the (TIF) redevelopment project area. Development of the commercial site for the day care will generate property tax increment which is a positive, however, the type of development as a single use (day care) does not provide a mix of tenants that would increase goods and services. A commercial shopping center will likely include multiple tenants providing various services / uses and provide property tax increment as well as sales taxes and possibly food and beverage taxes. A commercial shopping center also provides services to a wider population, while a day care is more specific as a use.

Marketability of Site for Commercial

The current property owner has indicated that any past interest in the site for commercial uses has never come to fruition for various reasons. Village staff has contacted two local commercial brokers very familiar with the market to analyze the commercial viability of the site. One of the brokers opined that the site was viable for commercial uses but that the asking price was cost prohibitive for construction of a commercial building at this location. Given market demand, they believed the site more appropriate for around 12,000 square feet of commercial space as opposed to the 23,000 square feet approved within the PUD. The second broker felt that the building would likely lease up if built, although it would be tough to attract tenants until the building was actually completed, which means that the building would have to be built on speculation. As banks are hesitant to finance spec buildings, the broker felt that the Village may be holding out for a long shot if requiring only a commercial development on the site. Given these concerns, staff is supportive of the proposed use as a daycare, which would generate tax increment for the TIF and would create a space for a long term service use.

Building, Site Plan and Landscaping

Staff has evaluated the building and site relative to setbacks, height, and all bulk restrictions and found the site to be in compliance with all regulations except as noted below:

Dumpster Enclosure

Dumpster enclosures are classified as "Accessory Structures" and are therefore required to be located within the rear of the property. As the lot is a corner lot with the front yard being along Dryden Avenue, the rear of the property is located along the western side of the site. The only viable location for the dumpster enclosure in the rear yard would place the enclosure within the Pedestrian Access Easement. As such, the petitioner has proposed the dumpster enclosure to be located within the front yard along Dryden Avenue, which requires a Variation. The petitioner has provided a written response to the criteria for Variation approval, as summarized below:

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

The petitioner's response to this criterion can be found within their response to the second round of departmental review comments (attached). Staff has reviewed the proposed dumpster enclosure location and recommends the applicant move the enclosure to where it abuts the eastern side of the building, as shown in Exhibit C. The revised location, as recommended by staff, would put the enclosure directly outside the kitchen area of the building and this location would be less prominent as viewed from Kensington Road. The landscaping that surrounds the proposed enclosure can be placed around the revised location. Refuse personnel could access the dumpster by going through the gate and wheeling the dumpster down to the parking lot, or alternatively, the play area fence could be revised so that it doesn't enclose the dumpster area. If attached to the building, the

enclosure becomes part of the principal structure (and is no longer considered an accessory structure) and the Variation is no longer necessary.

It should be noted that the Design Commission did not take issue with the proposed location of the dumpster enclosure and recommended that the location of the enclosure remain as proposed. However, the Plan Commission has the ultimate authority to make a recommendation on Variations to Chapter 28 and thus the location of the dumpster enclosure.

Playground Equipment

Similarly, playground equipment is classified as an "Accessory Structure" and as such must be located in the rear yard. The play equipment located on the eastern side of the site is located in the front yard and therefore requires a variation. The applicant has provided the justification for Variation approval within their response to the third round of departmental review comments (attached). Staff concurs that the necessary criteria have been met and supports the requested Variation given the commercial use of the property as a day care.

Landscaping

Per Chapter 28, landscaped islands with one shade tree are required at each end of all rows of car stalls. The landscape plan does not contain a shade tree within the parking lot island at the western side of the northern parking row, and therefore a Variation is required. Staff has analyzed the Variation and confirms that the necessary criteria for Variation approval have been met; as this landscape island is located directly above the underground stormwater detention vault, a shade tree in this location would not be practical. Staff is supportive of the requested Variation.

Drive Aisle Width:

The proposed drive aisle widths significantly exceed the code required minimum width of 24', with the proposed widths at 34', 35.02', and 30.5'. The applicant has been asked to reduce the width of the eastern most drive aisle to provide additional greenspace (which would require the elimination of approximately one parking space), however, the plans have not been revised to reflect this reduction and no rationale has been provided as to the necessity for the excess width. Staff recommends a condition of approval to reduce the width of the 35.02 drive aisle to allow anywhere between 24' and 28' in width, which would increase the landscaped area along Dryden to anywhere between 15.42' to 19.42' (existing landscaped area is 8.4').

Existing Easements

There is an existing 20 foot wide utility easement which runs east / west across the rear of the property setback 35 feet from north property line (please refer to 'Existing Easements' attachment). Additionally, there is a 50' drainage easement that also runs east / west along the northern most 50' of the property. The proposed building encroaches into both the drainage easement and utility easement. No documentation has been provided as to whether utilities are located within the easement, but the petitioner is currently researching this and is working to secure permission from all utility companies with rights to the easement so as to allow the proposed encroachment. Prior to bringing this application before the Village Board for final approval, the petitioner must demonstrate whether all parties with rights to the utility easement will permit the proposed building encroachment and /or whether a reduction to the easement width is viable so that the building does not encroach.

Engineering has evaluated the drainage easement, which easement is meant to create an area to accommodate the overland flow of stormwater from the developments to the north during large rain events. The proposed building will not impede this flow as the grading plan has been designed to direct stormwater out towards Dryden Avenue, and Engineering is supportive of the proposed encroachment. However, the applicant must amend the easement to reduce its size so that the building does not encroach into the easement area.

Finally, there is also a 25 foot wide Pedestrian Access Easement setback 31 feet from the west property line of Lot 2. This easement runs north to south 144 feet deep into Lot 2 from the north property line (please refer to 'Existing Easements' attachment page 2). The purpose of this easement is to accommodate a pedestrian plaza as part of the Lot 2 development, providing for a connection between the commercial property and the residential to the north, which is a significant component of the overall master plan for the Arlington Market redevelopment (a copy of the approved site plan for the commercial lots is included as Exhibit A and the approved pedestrian plaza area is shown in Exhibit B). The petitioner has included this element within their proposed plan, but has reduced the scope of the improvement from a plaza area to a walking path with landscaping, as well as slightly shifted the location to the west and reduced the width from 25' to 20'. However, the petitioners plan extends the length of the pedestrian pathway so that it connects down towards Kensington Road, whereas the original easement only went

about two thirds of the way down towards Kensington Road adjacent to the proposed shopping center. Staff is supportive of the revised pedestrian area given that the plaza was meant to serve the commercial uses on Lot 2 (as an outdoor eating area), which commercial uses will be substituted for the daycare. Additionally, although the width will be shortened, the length of the pathway will be extended through to Kensington Road. However, the petitioner must amend the easement to reflect its altered location, reduced width, and increased length.

Staff notes that a small portion of the public sidewalk in the southeast corner of the site overlaps onto the subject property, which will require an easement to the benefit of the Village.

Traffic & Parking

A traffic study and parking analysis prepared by a qualified professional engineer has been submitted and reviewed by staff. This study analyzed the circulation within the site and adjacent intersections to determine the capacity of the area to handle any projected increase in traffic generated by the proposed daycare facility. The study concluded that the addition of the daycare would not negatively affect the Level of Service (LOS) of the surrounding intersections; specifically, the intersection of Kensington and Dryden would continue to function at an overall LOS of "C", and the access drive into the commercial portion of the Arlington Market PUD would continue to function at a LOS of "A" (eastbound) and "B" (southbound). Furthermore, the study evaluated the interior site circulation and found this circulation to be adequate for the projected traffic volumes of the Kensington School. Finally, the study did not recommend any improvements to the driveway access off Kensington Road and it will remain as a two way access drive.

With respect to parking, Staff has analyzed the required parking per Section 28-11 of the Village's Zoning Ordinance. As shown in Table 1, Kensington School requires 34 parking stalls, and 49 are provided, resulting in a surplus of 15 spaces. It should be noted that if the petitioner reduces the drive aisle widths as recommended by staff, which would require the elimination of approximately one parking space, the site would still conform to all parking requirements.

Table 1: Parking Analysis

Use	Parking Ratio	# of Employees	Parking Required
Kensington School	3 spaces/2 employees	23	34 spaces
Total Provided			49 spaces
Surplus			15 spaces

Staff has analyzed the parking study to determine if the provided parking will meet the expected demand for the proposed daycare use. The parking study used an existing Kensington School facility in Elmhurst to estimate the expected parking demand for the proposed facility. Based on the Elmhurst facility, which is of comparable size to the proposed Arlington Heights facility, the petitioner estimates that 37 spaces will be required during peak demand. The 48 spaces within the Kensington School parking lot should therefore be suitable to accommodate the proposed parking for the facility.

The original PUD approval in 2006 required shared parking between both Lot 1 (the existing commercial multi-tenant building to the west of the subject property) and Lot 2 (the Kensington School site). The provision was included on the Plat of Subdivision and has thus been recorded, and the petitioner has acknowledged that they will comply with this requirement. Given the estimated peak parking usage on the Kensington School site, there will be a surplus of 12 spaces available during peak demand, which spaces can be utilized by the businesses on Lot 1 should a parking overflow on that site be generated. Furthermore, since the Kensington School will not be open on the weekends, the entire parking field on the subject property will be available for the businesses on Lot 1 during the weekends.

The petitioner has analyzed the current parking demand within the existing shopping center on Lot 1 to determine its capacity to accommodate any potential overflow from the Kensington School site, if needed. Based on their survey, the petitioner found that only a maximum of 64 of the 88 parking spaces were occupied during peak usage. Staff at the Village conducted an independent survey over four days during the typical lunch rush hours and found 79 of the 88 spaces were occupied during peak usage. In either scenario it appears that Lot 1 has a small to moderate capacity to handle any overflow from the Kensington School site if needed. Finally, it should be noted that, based on the petitioners survey of the parking lot on Lot 1, peak usage on Lot 1 occurs during the lunch hours (11:30am - 12:30pm) and after 6:00pm, while peak usage of the Kensington School site occurs during the 8:30am – 9:30am hours in the morning and 4:30pm – 5:30pm hours in the late afternoon.

Design Commission:

On August 9, 2016, the Design Commission met to discuss the Kensington School development. The draft minutes from this meeting have been attached, which includes the recommendation to approve the project with several conditions (please refer to draft minutes attached). Through the Design Commission process, several positive changes to the plans have resulted, including:

1. An increase to the overall amount of landscaping.
2. The proposed fence has been changed from a white vinyl fence to a decorative metal fence to compliment the architecture of the building.
3. The proposed dumpster enclosure material has been changed from a wooden fence to a masonry wall that matches the brick on the building.
4. The pedestrian walkway element has been included within the development, which element was not present in the original plans as submitted by the applicant.

RECOMMENDATION

The Staff Development Committee has reviewed the Petitioner's request and recommends approval of a Special use for a Day Care and amendments to PUD Ordinances #06-043, 07-007, 07-077, 14-015, as well as Variations to Section 6.13-3 to allow a 4 foot tall fence in the front yard along Dryden Avenue and Section 6.5-2 to allow an accessory structure (playground equipment) within the front yard along Dryden (but not to allow the proposed dumpster enclosure), all subject to the following conditions:

1. Prior to appearance before the Village Board for final approval, the petitioner must provide written confirmation from all utility companies that have rights to the Utility Easement, which states they are amenable to either the proposed encroachments within the Utility Easement or the abrogation or reduction in size of said easement if it is determined that the easement is not necessary. If any amendment or abrogation of the easement is required, this amendment or abrogation must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
2. The petitioner must amend the Pedestrian Access Easement to be a 20' wide easement that follows the proposed pedestrian pathway and runs from the northern property line down to the southern property line. This amendment must be recorded with the Cook County Recorder of Deeds, and proof of this recording must be provided prior to issuance of a building permit.
3. The petitioner must amend the existing Cross Drainage Easement as per the requirements of the Engineering Department. This amendment must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
4. Prior to issuance of a building permit, the petitioner must provide the Village with an easement for the portion of public sidewalk that encroaches on the southeast corner of the site. This easement must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
5. The plans must be revised to relocate the proposed dumpster enclosure and surrounding landscape elements to the location as indicated in Exhibit C, which also may involve the relocation of the 4' tall fence.
6. The plans must be revised to reduce the width of the 35.02' drive aisle so as to be no less than 24' in width and no greater than 28' in width, provided that these reductions still conform to all fire truck turning radius requirements. Such reductions may require the elimination of one parking space.
7. The petitioner shall comply with all applicable Design Commission requirements.
8. The petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

August 19, 2016

Bill Enright, AICP
Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

EXHIBIT A – PUD Approved Plan

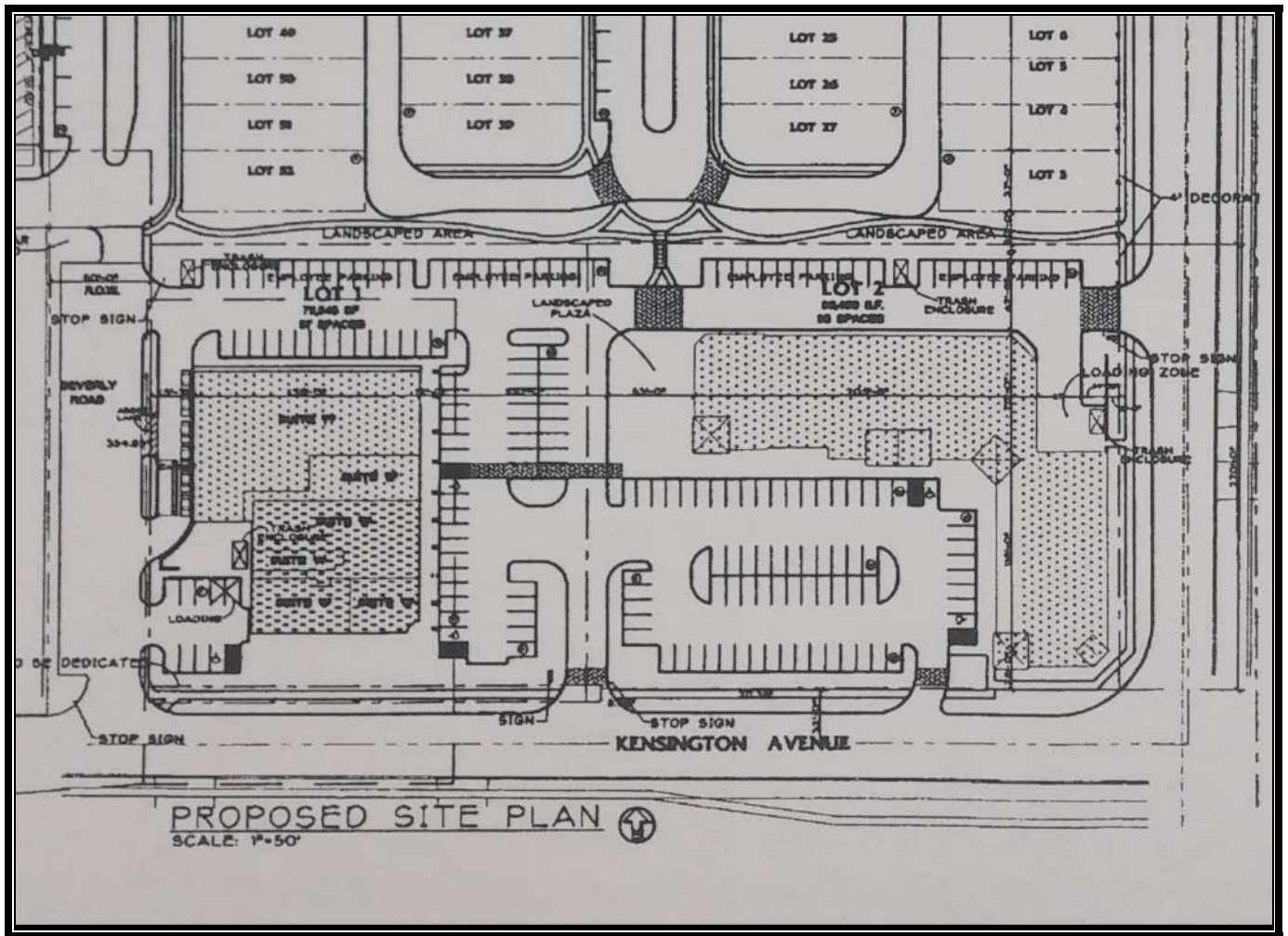
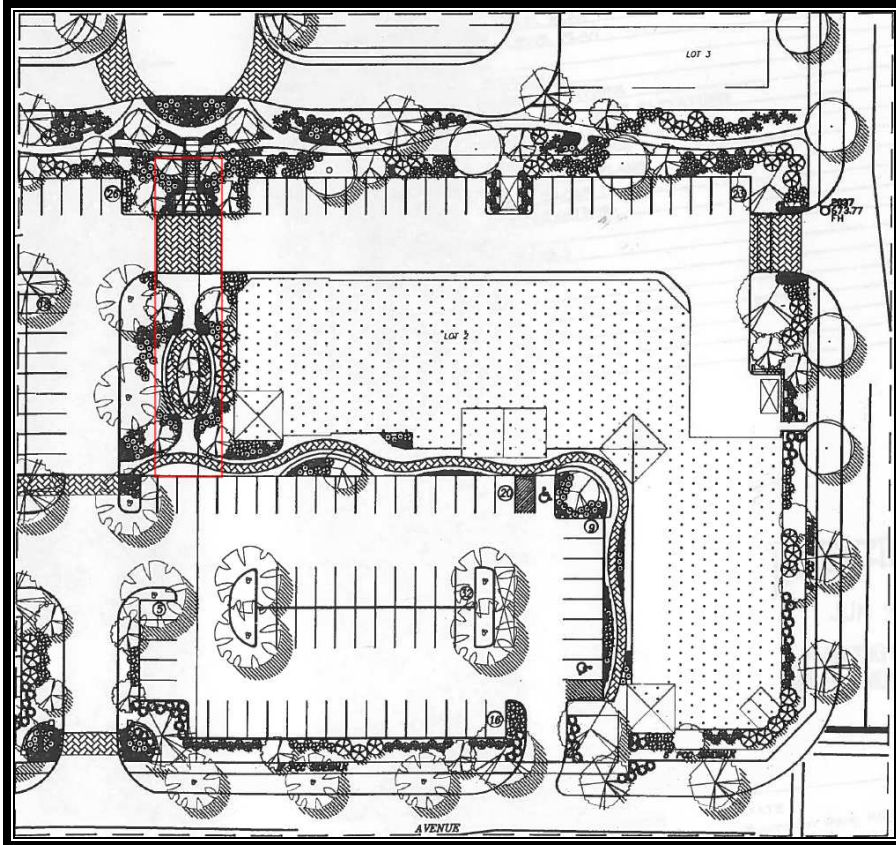


EXHIBIT B – Previously Approved Plaza Area (in red)



Plaza Area Close Up

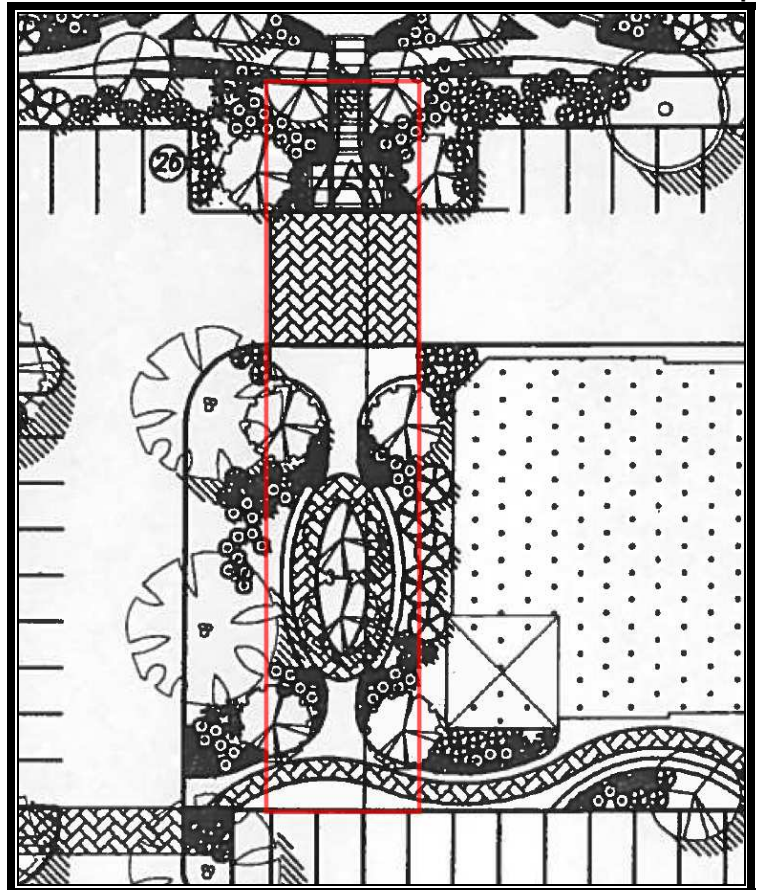
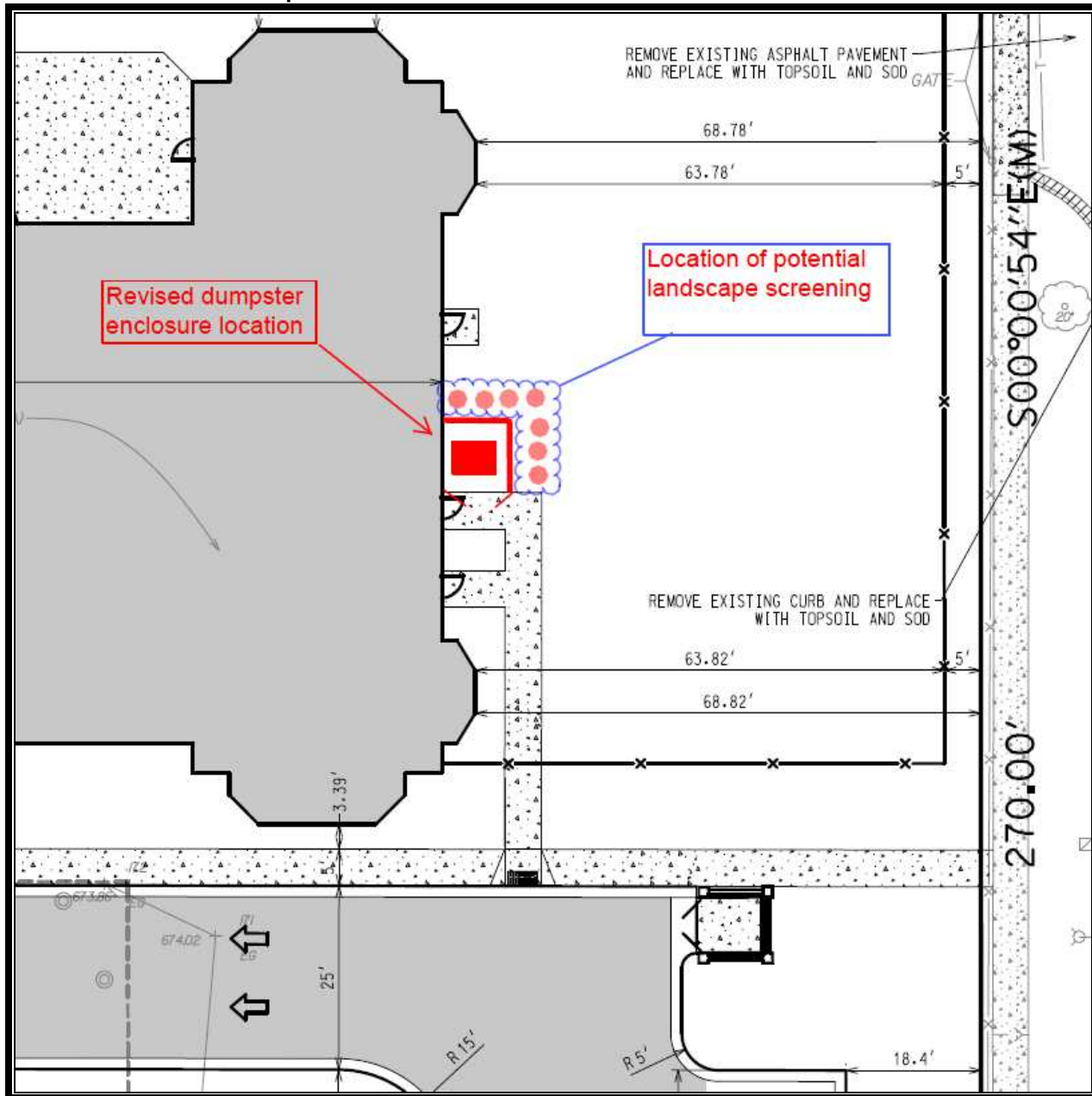


EXHIBIT C – Revised Dumpster Enclosure Location.



DRAFT

PLAN

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

COMMISSION

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

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

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

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

MR. HUBBARD: They have.

CHAIRMAN LORENZINI: Is the Petitioner here?

MR. MARLAS: We are.

CHAIRMAN LORENZINI: Anybody else going to testify?

MR. MARLAS: Yes.

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

(Witnesses sworn.)

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

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

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

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

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

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

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

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

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

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

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

CHAIRMAN LORENZINI: Thank you.

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

DRAFT

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

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

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

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

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

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

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

MR. HAGUE: Okay.

CHAIRMAN LORENZINI: Are you done with your presentation then?

MR. HAGUE: Yes.

CHAIRMAN LORENZINI: Okay, Sam?

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

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

DRAFT

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

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

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

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

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

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

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

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

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

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

DRAFT

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

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

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

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

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

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

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

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

DRAFT

COMMISSIONER WARSKOW: I'll make such motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

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

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

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

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

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

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

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

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

MR. MARLAS: Yes. So, briefly --

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

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

DRAFT

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

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

CHAIRMAN LORENZINI: Number five?

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

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

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

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

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

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

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

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

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

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

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

DRAFT

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

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

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

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

COMMISSIONER SIGALOS: I have no other questions.

CHAIRMAN LORENZINI: Commissioner Dawson?

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

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

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

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

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

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

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

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

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

DRAFT

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

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

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

COMMISSIONER DAWSON: Thank you. No more questions.

CHAIRMAN LORENZINI: Commissioner Drost?

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

COMMISSIONER DAWSON: It does, yes.

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

MR. MARLAS: Thank you.

CHAIRMAN LORENZINI: Commissioner Jensen?

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

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

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

COMMISSIONER JENSEN: It is.

COMMISSIONER DROST: He's an economist.

CHAIRMAN LORENZINI: Commissioner Warskow?

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

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

DRAFT

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

CHAIRMAN LORENZINI: Commissioner Ennes?

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

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

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

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

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

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

CHAIRMAN LORENZINI: Spell your last name please.

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

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

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

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

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

CHAIRMAN LORENZINI: Commissioner Ennes, any other?

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

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

COMMISSIONER ENNES: Sell to somebody else?

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

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

DRAFT

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

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

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

MR. MARLAS: What?

COMMISSIONER DROST: I'm teasing you now.

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

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

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

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

MR. MARLAS: Okay, great. Perfect.

COMMISSIONER ENNES: That's all I had.

CHAIRMAN LORENZINI: Commissioner Green?

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

MR. MARLAS: Thank you.

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

MR. MARLAS: Right.

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

MR. MARLAS: Thank you.

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

MR. MARLAS: No, it's open.

DRAFT

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

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

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

CHAIRMAN LORENZINI: Sure.

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

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

MR. MARLAS: Thanks.

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

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

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

QUESTIONS FROM AUDIENCE

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

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

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

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

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

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

DRAFT

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

This approval is subject to the following conditions:

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

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

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

MR. HUBBARD: They're more generous.

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

COMMISSIONER GREEN: Sure.

COMMISSIONER DAWSON: They said that there is room for movement

DRAFT

there, so let them talk.

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

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

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

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

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

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

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

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

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

MR. HUBBARD: For reduction in width.

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

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

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER WARSKOW: Second.

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

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

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

DRAFT

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

CHAIRMAN LORENZINI: Very good. Congratulations, good luck.

MR. MARLAS: Thanks very much.

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



Memorandum

To: Chairman Lorenzini and Members of the Plan Commission

CC: Randy Recklaus, Village Manager
All Department Heads

From: Sam Hubbard, Development Planner

Date: 8/29/2016

Re: PC #16-007: Kensington School, 840 E. Kensington Rd. – Plan Commission Meeting July 13, 2016

On May 25, 2016, the Plan Commission voted to continue application PC #16-008 until the July 13th Plan Commission meeting due to a number of unresolved issues with the application. The petitioner has been working over the last two months to address all outstanding items and some progress has been made, however, staff has not yet received a response to our second round of comments on the application. As no response has been received, staff is unable to finalize a recommendation for the proposed development at this time.

As public notice has already provided for this project, an additional continuance is necessary in order to allow the petitioner more time to address all staff comments. Staff is working to schedule a meeting with the petitioner to help them address all staff concerns so that the project is ready for Plan Commission review.

Recommendation:

It is recommended that a continuance until the August 24th Plan Commission meeting be granted to allow the petitioner suitable time to address all items raised in the Village review comments.



Memorandum

To: Chairman Lorenzini and Members of the Plan Commission

CC: Randy Recklaus, Village Manager
All Department Heads

From: Sam Hubbard, Development Planner

Date: 8/29/2016

Re: PC #16-008: Kensington School, 840 E. Kensington Rd. – Plan Commission Meeting May 25, 2016

On March 18, 2016, Chuck Marlas of the Kensington School submitted a Plan Commission application requesting zoning entitlements to allow the construction of a daycare facility at 840 E. Kensington Road. The subject property is part of the Arlington Market Planned Unit Development (PUD) and currently has zoning approval to permit the construction of a 23,045 sq. ft. multi-tenant commercial building. The petitioner is seeking to amend the original zoning approvals and has applied for the following:

- A Special Use to allow a Day Care Center in the B-2 district.
- Amendment to PUD Ordinances #06-043, 07-007, 07-077, 14-015.
- A possible amendment to the Plat of Subdivision R07-007.

On April 5, 2016, the Village provided Mr. Marlas with consolidated department review comments of the application and submittal materials. The Village has not yet received a response from the petitioner to any of these comments. The petitioner has appeared before the Design Commission on April 26, 2016. The Design Commission made certain suggestions but has not yet approved the application.

A summary of some of the outstanding issues identified in the department review comments are as follows:

- The required traffic study and parking survey was not included within the application.
- The proposed market study justifying the need for this type of facility at this location was incomplete. Further details and additional clarification is needed within the market study.
- Details on the proposed playground equipment and equipment locations were not included within the application.
- The proposed building encroaches into a drainage and public utility easement. If the location of the building is not altered, the easements as shown on the Plat of Subdivision may need to be modified based on the current plan, should the proposed encroachment be determined acceptable by the Village.
- The original PUD approval for the Arlington Market development included a semi-public plaza area and pedestrian easement area on the west side of the subject property. The current proposal for the daycare facility did not incorporate this feature within their application, which may require this easement on the Plat of Subdivision to be modified.
- The proposed site plan included what appeared to be a 4' tall fence in the front yard, which would require variation approval. Additional details were requested on this fence and justification indicating that the criterion for variation approval was not provided.

- The required Auto Turn Diagram illustrating how emergency vehicles can access and circulate within the proposed site was not provided.
- The proposed landscaping was minimal and did not conform to code requirements.
- Various utility and engineering issues were identified, such as a sewer connection proposed into a privately owned and maintained sewer line which is not allowed, a water connection connecting into a service line and not a main line which is not allowed, and the need for extension of certain sidewalks within the development.

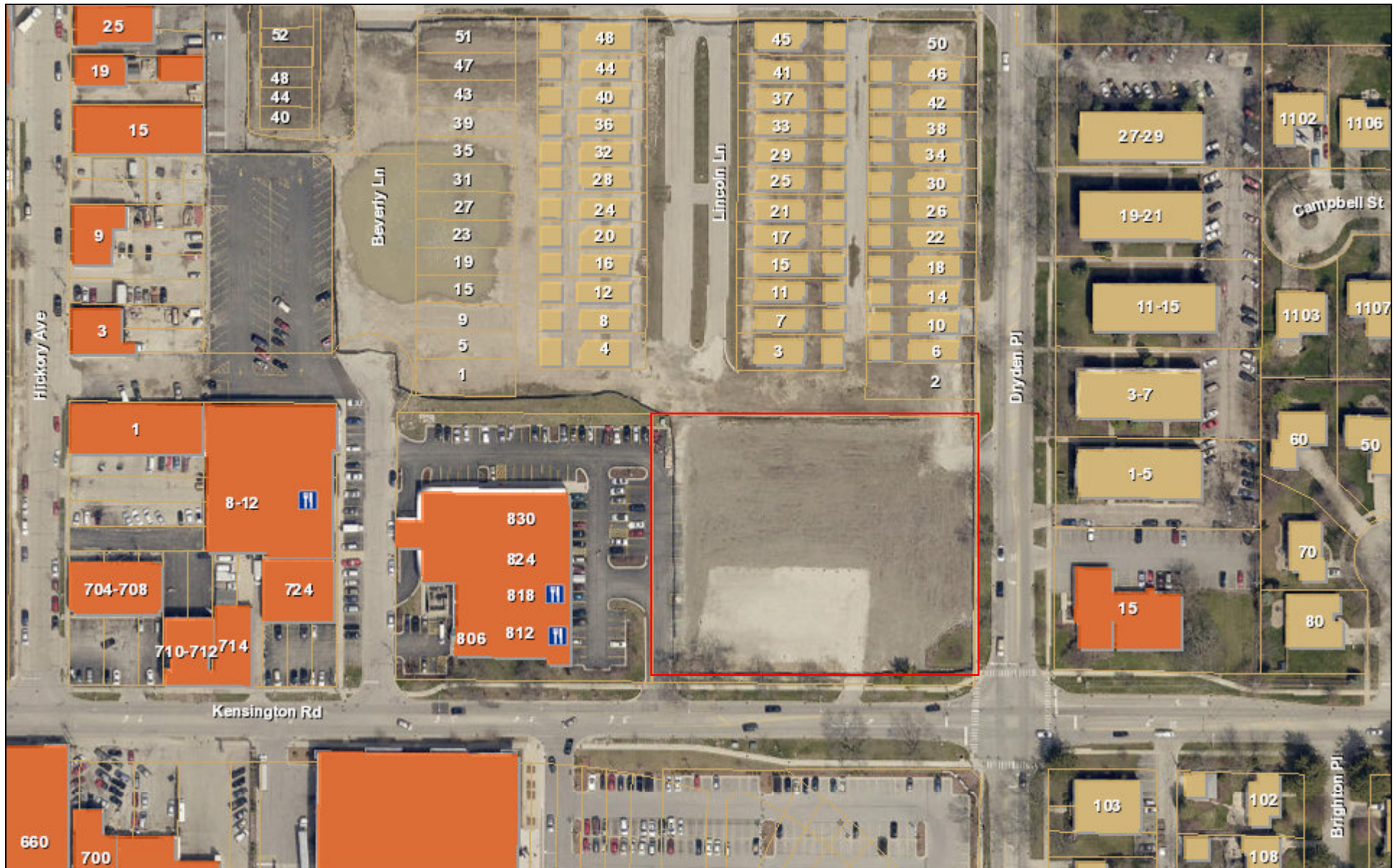
To date, no response to the items raised within the Village review comments has been received from the petitioner. Therefore, staff is unable to provide a recommendation to the Plan Commission until these issues have been fully analyzed.

The Village published a public notice based on the assumption that a response would be received and all items resolved prior to the Plan Commission meeting. Additionally, the petitioner sent out public notification letters and placed a public hearing sign on the property advertising for the May 25th Plan Commission meeting. Since public notice has already gone out, a hearing before the Plan Commission has been scheduled for May 25th.

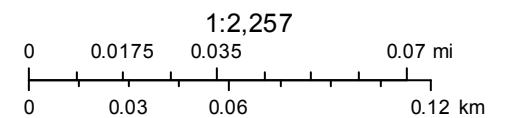
Recommendation:

It is recommended that a continuance until the July 13th Plan Commission meeting be granted to allow the petitioner suitable time to address all items raised in the Village review comments.

Kensington School



November 30, 2015



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

December , 9 2015

Project Title: Kensington School SU
Address: 840 E. Kensington Rd.
Petitioner: Charles Marlas
743 McClintock Drive
Burr Ridge, IL 60527
Existing Zoning: B-2, General Business District

Requested Action:

- A Special Use to allow a Day Care Center in the B-2 district.
- Amendment to PUD Ordinances #06-043, 07-007, 07-077, 14-015.
- Amendment to the Plat of Subdivision R07-007.

Variations Required:

- Chapter 28, Section 6 Height of Fences to allow a 4 foot tall fence in the front yard along Dryden Avenue where 3 feet is permitted.

Attendees: Gene Kraus, Property Owner
Dan Hyman, Real Estate Agent
Barbara Marlas, Petitioner
Charles Marlas, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bill Enright, Deputy Director of Planning & Community Development

Project Summary

The subject site is approximately 87,000 square feet (2.0 acres) located at the northwest corner of Dryden Avenue and Kensington Road. The site is part of the Arlington Market PUD, approved in 2006 and amended in 2010, 2011, and 2014. The amendments pertained to the north portion of the project which allowed for a change from condominiums to townhomes (Arlington Crossings) and later to allow for modifications to the Plat of Subdivision and variations for the single family homes in the mid portion of the PUD. The south portion of the PUD consists of two commercial lots, and is approved for approximately 42,000 square feet of commercial space. Lot 1 has been developed for approximately 16,500 square feet of commercial space and includes Eros Restaurant, Subway fast food, a dental office and a bank with a drive through. Lot 2 is currently vacant, although Lot 2 does include a large underground detention vault that provides detention for the commercial lots and the residential to the north within the PUD.

Kensington School is seeking approval of a Special Use and an amendment to the PUD to allow for a 15,000 square foot day care. The Plat of Subdivision would also need to be amended as there are easements for pedestrians living in the homes to the north within the PUD to connect to the required outdoor plaza when lot 2 is built upon, and for shared parking with commercial Lot 1. There are also existing utility easements that may impact the proposed layout. These easements will be detailed later in this report.

Kensington School as described by the petitioner is classified as a day care, not a pre school. A summary of the project is attached and the day care will include approximately 140 children and 25 staff. Hours of operation will be 6:30am to 6:30pm and there will be two programs offered: Preschool program offered in two sessions (AM and PM), and a Full Day program (6:30 am to 6:30 pm). The site plan includes a large outdoor playground area for the children which would be fenced around the perimeter. Parking includes 56 spaces in front of the building with a one way circulation system.

Meeting Discussion:

Mr. Kraus stated that he represented the owner of the property he provided the history of the overall development, which includes the residential area to the north. He said that the subject property was the last piece in the “puzzle” for the development, and that development on the residential portion was currently ongoing. He said that Mr. Hyman will be giving a summary of his efforts to market the property, and that Chuck and Barbara Marlas will explain the proposed daycare facility.

Mr. Hyman stated that he started marketing the project 4 and ½ years ago, and has been in the real estate business for 35 years. He said that marketing the subject property had been a challenge, and he explained his history and experience in the real estate industry. He outlined some of the ways in which the property had been marketed, including signs, mailings, internet postings, and the MLS database. He provided history on some of the developers that had shown interest in the site, which included a Chase Bank, McDonalds, and Midland Equities. He explained that a trend in the retail industry is that more items are being sold online as opposed to brick and mortar locations. He explained that the problem that Midland Equities had was that they could not locate tenants to sign on to the development. He said one of the primary challenges of the site was that it is not located on a main street. Due to this “secondary” location, he said that rental rates would be somewhere in the \$18 per square foot range. He said that new construction was not feasible at this rent per square foot rate.

Commissioner Jensen asked what type of rent per square foot would be needed to support new construction.

Mr. Hyman responded that one would need around \$34-\$35 per square foot to support new construction, which he said people were asking for in places like West Chicago. He reiterated that this site was a secondary location and also located next to Mariano's, which would compete against certain businesses on the subject property.

Mr. Hyman stated that the petitioners were proposing an attractive building and that it was a single-tenant user which would not have the drawback of vacancies if it was multi-tenant retail development.

Ms. Marlas said that she had been in the child care industry for 46 years. She said that they recently opened a Kensington School location in Elmhurst and that it was fully booked before it opened its doors and had a waiting list. She mentioned that Kensington School was a family owned business and not an institution that owned hundreds of locations. She said that the site fit their needs well and that she believed the community would welcome the use at this location. She added that she thought it would have a positive impact on the neighboring retail locations as it would bring additional families to the area.

Mr. Enright stated that the fundamental question was whether this use was appropriate for this location given the context of the original PUD and approval for the entire site. He said that he was honored that an institution like Kensington School was interested in a site in Arlington Heights, and if the subject site did not work that he would help locate another viable site in the community should one exist. He outlined some of the site constraints, which consisted of an underground detention vault in the south of the site, as well as some easements on the north side of the site for utility purposes, and an easement on the west side of the site for pedestrian access that was contemplated during the original PUD approval to link this site to the rest of the PUD. He stated that this development would create a positive TIF increment, which would be similar to what would be generated with a retail development. He added that a single-use development on this property would only cater to the specific segment of the market that was captured by the single

user on the site, whereas a multi-tenant development could cater to a larger portion of the market. He mentioned that staff had reached out to a local broker who opined that the site was still viable for retail users, however, likely in only the 10,000 – 12,000 sq. ft. range. For comparison, he stated that the neighboring retail center was fully occupied. He concluded that staff was of the opinion that a multi-tenant development would be a better use for the site.

Commissioner Green asked if there was a daycare across the street.

Mr. Enright responded that there was a school on Dryden and Miner, which did contain a daycare.

Commissioner Green asked about the building on the northeast corner of Kensington and Dryden..

Mr. Enright clarified that this building was a medical office building.

Commissioner Jensen asked what the size of the daycare was that was located within the school.

Mr. Enright responded that he believed it was around 100 students, similar in size to the proposed daycare.

Ms. Marlas stated that the Kensington School daycare would have space for 150 children.

Commissioner Jensen said he would like to see a market study that outlined how the market would support the proposed use at the proposed location.

Ms. Marlas stated that the demographics of the Arlington Heights community matched the demographics of their clientele. She said that the community was well educated, which usually meant that they were they type of people that would want childcare options. She said that the community would recognize that Kensington School provides superior child care establishment when compared to their competitors.

Commissioner Jensen asked if the Kensington School did something that differentiated it from its competition.

Ms. Marlas responded that she strongly believed that the services provided at Kensington School were exceptional and that communities recognized this as a distinctive characteristic.

Mr. Marlas added that because the Kensington School has nine other locations within the Chicagoland area, they are very familiar with the local markets and understand what works. He compared this to a national daycare center, which may require a market study because they may not have the local experience that Kensington School does. He mentioned that the nearby daycare (A Mothers Touch) likely catered to a different client base because it was on a smaller scale.

Commissioner Jensen asked what the cost would be per year for a child enrolled full time.

Ms. Marlas responded that infants were around \$375-\$400 per week, and non-infants were around \$250-\$275 per week. She believed that these rates were competitive and affordable to most people.

Commissioner Jensen asked if they believed that the owners of the townhomes and single-family homes being constructed next door would send their children to the daycare.

Mr. Marlas replied that he hoped they would.

Commissioner Jensen asked if the daycare use was allowed within the zoning district where the subject property was located.

Mr. Enright responded that yes it was, via a special use permit.

Commissioner Jensen clarified if staff's concern with the use was then relative to the underlying PUD, and asked if the formed amendments to the PUD dealt with the retail portions or the residential portions.

Mr. Enright responded that the previous amendments all related to the residential portions of the PUD.

Commissioner Jensen stated that the present proposal did not conform to the original intent of the PUD for this site, but that he was somewhat moved by the presentation from Mr. Hyman that the site was more of a "secondary" retail location.

Mr. Hyman reiterated that he believed the site was a "secondary" location but still a great location for the proposed daycare.

Commissioner Jensen questioned how long should the Village wait for the perfect fit for the site before they realize that their vision was not obtainable? He wondered what the petitioner could do to prove that this was a suitable use for the subject property? He stated that he understands the decline in brick and mortar locations as he has only shopped online around the holidays for the last five years. He stated that it looked like the property would remain vacant for quite some time should the petitioners not move forward with their proposal, which would mean less property taxes for the Village. He asked how strongly did staff feel that a multi-tenant use was more appropriate and viable at this location.

Mr. Enright responded that he felt pretty strongly that the site was viable for commercial, and that staff had only reached out to one broker for their opinion of the retail viability of the site, and if this project were to move forward, that staff would reach out to additional brokers to get a well-rounded view as to the marketability of this site as multi-tenant retail.

Mr. Hyman stated that he's been marketing that site for 4.5 years and that if there was any other interest, he would have closed the deal if possible.

Mr. Enright stated that staff would also ask other brokers what their opinion was on how long the site could sit before a viable retail development would occur.

Commissioner Sigalos asked where the locations in Elmhurst and Wheaton were located.

Mr. Marlas responded that they were in Elmhurst on Spring Road, just south of St. Charles road, across the street from the football stadium.

Discussion ensued regarding the Elmhurst and Wheaton locations.

Commissioner Sigalos asked if the use was classified as a daycare or an early learning center (preschool).

Mr. Enright said that a preschool classification would require a land use Variation, and that per DCFS the facility was classified as a daycare.

Mr. Marlas explained that pre-schools usually meant that they were only half day, and the Kensington School was a full day facility.

Mr. Enright stated that this classification was analyzed by staff and the Legal Dept., and that staff does not believe this to be an issue as far as whether the use is classified as a daycare and requires a Special Use Permit, or whether it is classified as a preschool and requires a Land Use Variation. He confirmed that this is classified as a daycare from a zoning standpoint.

Commissioner Sigalos asked what their radius was for market capture.

Mr. Marlas said he expected the Arlington Heights location to draw clientele from a three mile radius.

Commissioner Sigalos asked if the existing daycare in this vicinity would make it difficult for the Kensington School to develop a client base.

Ms. Marlas said that each daycare has its own personality and that she was confident that the Kensington School would find a strong customer base within this location.

Mr. Marlas mentioned that the Kensington School has never closed a location and that he was confident that this school would thrive at this location for decades to come.

Commissioner Cherwin asked what the distance would be between the homes to the north and the subject property.

Mr. Enright responded that the southernmost home would be approx. 25' from the property line of the Kensington School, and that the actual school building would be about another 50' south from that point.

Discussion ensued regarding a previous day care proposal (Bright Horizons).

Mr. Marlas stated that both Elmhurst and Wheaton locations were directly abutting to residential properties.

Commissioner Cherwin stated that he was confident that the Kensington School understood the market and that this was not a concern to him. He said that he valued the opinion of Mr. Hyman, who he believed had put considerable effort towards marketing the site as retail. He said that he believed that the proposed use was compatible with the neighborhood and that if all other zoning issues were satisfied, then he would likely support the project.

Commissioner Green said that he wasn't concerned with impact to neighboring residential homes as those lots were extremely narrow and likely the homeowners would be accustomed to nearby uses. He stated that he would be very interested to see what staff comes back with regarding the viability of this site as retail, but that from what he has heard this evening, he thinks that the proposed use would be an excellent addition to Arlington Heights. He said that he thinks the proposed building is attractive and would be a better looking building than a retail building.

Commissioner Jensen reiterated that he thought a market study would be important, and that the market study needed to go beyond just a statement that the petitioner had a good feeling of the market and that they believe the use would succeed. He said that it would be very helpful if staff could provide reasonable assurance as to whether the site could see development in the next several months, or may site vacant for the next ten years. He stated that his personal belief was that the Village pushed for lots of retail, but that some retail centers are over 1/3 vacant. He stated that he concurred that the site probably wasn't a great retail location and that he was generally supportive of the proposed use.

Commissioner Sigalos said that the issue of the previous PUD approval and plaza area was not yet resolved, and the issue of shared parking had not been resolved either.

Mr. Marlas stated that he was originally against shared parking as they like to have full control of their parking facilities, especially because they have little children on their site. However, after a conversation with Mr. Enright, he said that he understood the neighboring shopping center may have a need for overflow parking on their site and that he could be comfortable with the shared parking if required.

Mr. Enright stated that, should the project move forward, he would like to see some site plan modification to address some of the issues as discussed in the staff report.

RECOMMENDATION

The Plat & Subdivision Committee was generally supportive of the proposal and was open to reviewing a formal application.

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

STAFF DESIGN COMMISSION REPORT RE-REVIEW

PROJECT INFORMATION:

Project Name: Kensington School
Project Address: 840 E. Kensington Road
Prepared By: Steve Hautzinger

Date Prepared: April 18, 2016
Date Revised: August 2, 2016

PETITIONER INFORMATION:

DC Number: 16-031
Petitioner Name: Charles Marlas
Petitioner Address: Kensington School
743 McClintock Drive
Burr Ridge, IL 60527
Original Meeting Date: April 26, 2016
Re-Review Meeting Date: August 9, 2016

Requested Action(s):

1. Approval of the proposed architectural design for a new preschool / children's day care center.

ANALYSIS

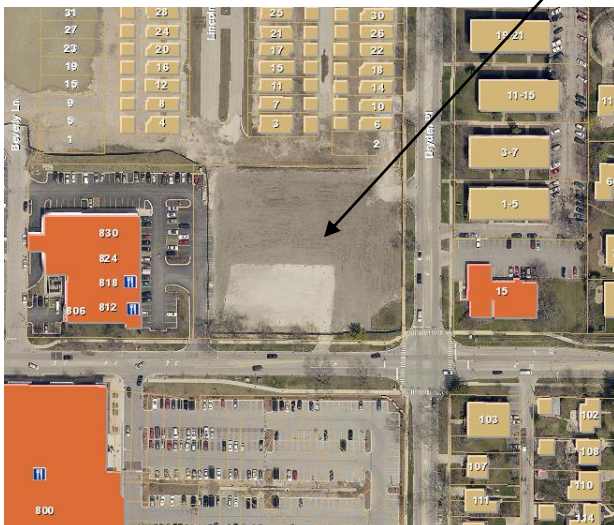
Summary:

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

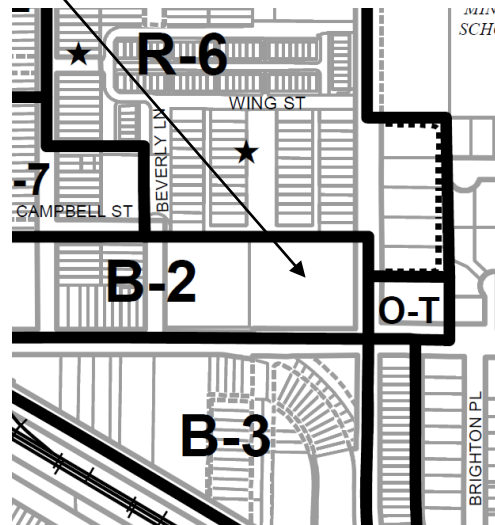
The petitioner is proposing to build a new 15,000 square foot, single-story preschool / children's day care center. The proposed development includes 54 on-grade parking spaces and a large fenced in playground area around the sides and rear of the building. The two acre site is currently vacant and it is located at the northwest corner of Kensington Road and Dryden Place within the Hickory Kensington Area. The property is zoned B-2, General Business District and is part of the existing Arlington Market Planned Unit Development. This proposal requires review by the Plan Commission and approval by the Village Board as a Special Use and for an amendment to the PUD. The amendment to the PUD is required because this proposed use and site plan are not consistent with the PUD approved for the site, which was approved for a commercial shopping center with cross access and shared parking, as well as a plaza / focal point and a pedestrian connection to the residential area to the north. A copy of the approved PUD site plan for the commercial portion is attached to this report as Exhibit A.

Site:

Subject Property



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use
North	R-6, Multiple Family Dwelling District	Arlington Market Single Family Residences
East	O-T, Office Transitional District R-6, Multiple Family Dwelling District	Medical Office Building Dryden Apartments
South	B-3, General Service, Wholesale and Motor Vehicle District	Mariano's Grocery Store
West	B-2, General Business District	Multi-Tenant Retail Building

Project Update:

This request was previously reviewed by the Design Commission on April 26, 2016. At that time, the Design Commission **continued** the project to allow the Petitioner to work with Staff to resolve various site and building design issues. At this time, the petitioner has made revisions to their plans in preparation for Plan Commission review on August 24, and they are returning to the Design Commission seeking approval.

Staff Comments from April 26, 2016:

Architectural Design. Staff questioned the appropriateness of the proposed colonial style design in this location. The Hickory Kensington Design Guidelines state that the architectural style shall be coordinated with, and complement, the context of the existing adjacent commercial buildings. Staff recommended that the design be revised to have a more modern aesthetic and material palette to complement the adjacent retail building to the west. Options to consider were:

1. Change the asphalt shingle roof to a green standing seam metal roof to match the adjacent retail building.
2. Change the white trim and white windows to darker colors for a less colonial appearance and to better complement the adjacent retail building.
3. Continue the brick up into the gables.
4. Add fabric awnings above the windows.

Landscaped Plaza. The original PUD approval included a landscaped pedestrian plaza at the northwest corner of the site to connect the commercial properties to the residential neighborhood to the north. To accommodate this plaza, the Plat of Subdivision includes a 25 foot wide pedestrian access easement which is setback 31 feet from the west property line, and runs 144 feet north to south from the north property line (refer to Exhibit A). This feature is a significant component of the overall master plan for the Arlington Market development, and it was recommended that the Kensington School site design be revised to include it.

Dryden/Kensington Focal Feature. A monument style "Arlington Market" ground sign with tenant panels for Kensington School and the retail tenants, with landscaping, was recommended to be provided as a focal point at the corner.

Trash Dumpster Enclosure. A dumpster enclosure was proposed at the east end of the parking lot which will be highly visible from Dryden Place. Staff recommended exploring alternate locations such as incorporating it into the design of the building or attaching it to the building.

Fence. The proposal included a continuous, 4' high, white picket, scallop design, PVC fence around the sides and rear of the building. Staff recommended that the white picket fence be changed to a black metal fence with a "wrought iron" appearance to better fit the commercial character in this location. Additionally, it was recommended that the fence be set back a minimum of 5 feet to allow additional landscaping in front of the fence.

Landscaping. Improvements to the landscaping were recommended as follows:

1. Provide additional landscaping throughout the site.
2. Provide landscape screening for all outdoor playground equipment.
3. Provide additional landscaping along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer.

Specialty Paving. Specialty paving was recommended to be provided at the building entrance and within the crosswalks.

Design Commission Feedback from April 26, 2016:

Architectural Design. The Petitioner was encouraged to review the Hickory/Kensington Design Guidelines and study the possibility of making some minor design changes to better fit the commercial context, but overall the Design Commission was in support of the design.

Landscaped Plaza. The Petitioner was encouraged to study enhancing the pedestrian link. It was suggested to chamfer the northwest corner of the fence and consider limiting the depth of the plaza.

Dryden/Kensington Focal Feature. The Design Commission did not agree with one multi-tenant "Arlington Market" sign at the corner. The Design Commission felt that Kensington School should have a sign at the corner and the retail building have a second sign at the entrance along Kensington Road. The Petitioner was encouraged to develop drawings for a Kensington School sign/landscape feature at the corner.

Trash Dumpster Enclosure. Heavy landscape screening of the trash enclosure in the proposed location was suggested.

Fence. The Design Commission agreed with setting the fence back to accommodate perimeter landscaping, but there was mixed feedback on changing the white picket style to black metal.

Sustainability. The Petitioner was encouraged to incorporate some sustainable design features into the design in order to comply with the Hickory/Kensington Design Guidelines.

Design Revisions, August 9, 2016:

In response to the feedback from the April 26 Design Commission meeting and continued discussions with Staff, the petitioner has revised their proposal with the following highlights:

Architectural Design. As an alternate to the originally proposed black asphalt shingle roofing, the Petitioner is proposing a standing seam metal roof in a dark gray color.

Landscaped Plaza. The building and parking has been shifted to the east to accommodate a continuous 20-foot wide pedestrian plaza along the west end of the site, versus 25 foot wide per the existing PUD and easement. The plaza includes a 6-foot wide concrete walkway with landscaping on both sides.

Dryden/Kensington Focal Feature. A 6-foot high, monument style "Kensington School" sign has been added to the corner of the site within a bed of landscaping.

Trash Dumpster Enclosure. The design of the trash enclosure has been changed from wood to brick construction to match the building with decorative black metal gates, and the it has been shifted slightly to the south to allow landscaping on all sides.

Fence. The proposed fence has been changed from white vinyl PVC to a decorative black aluminum fence. The fence has been set back on all sides to allow continuous landscaping around the perimeter.

Landscaping. An abundance of landscaping has been added throughout the site including screening around the parking area, landscaping around the fence, landscaping along the pedestrian plaza, and landscaping along the north property line.

Specialty Paving. A herringbone brick pattern is shown within the crosswalks on the Landscape Plan, but it is unclear exactly what the specialty paving will be.

Sustainability. The following list of sustainable design features has been provided by the Petitioner:

1. Envelope – The external envelope will be built tight and ventilated in good principle. The orientation of the building and glass permits natural day lighting.
2. Materials – The building materials are all available from the US.
3. Green space – More than 40% of the site is green space.
4. Water – All fixtures are low use and dual flushing.
5. Mechanical Units – All units are high efficiency.

Staff Comments, August 9, 2016:

Architectural Design. Staff still questions the appropriateness of the proposed colonial style design in this location. At a minimum, Staff recommends approval of the proposed roofing change from asphalt shingles to a dark gray standing seam metal to help the design relate to the context of the adjacent retail buildings. Staff also recommends changing the white trim to a darker color for a less colonial appearance.

Landscaped Plaza. The proposed 20-foot wide pedestrian plaza accomplishes some of the spirit of the original PUD approval, providing a pleasant pedestrian connection through the site connecting the commercial properties to the south with the residential neighborhoods to the north.

Dryden/Kensington Focal Feature. A multi-tenant ground sign is preferred at the corner of the site. However, based on feedback from the Design Commission, Staff accepts the proposed monument style “Kensington School” at the corner. However, it is recommended that the height of the sign be restricted to 6-feet, and a mix of perennials be provided in front of the sign.

Trash Dumpster Enclosure. The proposed location of the trash enclosure is highly visible, and is not allowed within the front yard. Staff recommends that the trash enclosure be attached to the east side of the building, adjacent to the Kitchen. The Petitioner has indicated security concerns with trash collection inside the fenced yard, so Staff suggests jogging the fence to allow access to the trash area without entering the fenced yard. Additional tall evergreen landscaping should be provided on all sides of the trash enclosure to fully screen it from public view. Additionally, the black metal gates need a solid backing to block the view of the dumpsters.

Site Lighting. The proposed colonial style parking lot lights do not fit the modern character of the Hickory/Kensington area. The Design Guidelines include the following criteria for street lighting.

Street Lights

- Modern, sculptural style
- Energy efficient LED light fixture
- Dark sky compliant



It is recommended that the proposed colonial style parking lot light fixtures be changed to a more modern fixture that fits the character of the commercial area, and complies with the intent of the Design Guidelines.

Fence. The proposed decorative black aluminum fence will fit in well in this location.

Landscaping. It is recommended that groundcover be added within the center island, and that 3-foot high shrubs be added on the west end of the parking lot between the parking lot and the sidewalk.

Specialty Paving. The Petitioner needs to clarify what the specialty paving within the crosswalks will be, and additional specialty paving is recommended at the building entrance.

Sustainability. Additional sustainable features such as a rainwater collection system or bio-swales are encouraged.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed design for *Kensington School* to be located at 840 E. Kensington Road. This recommendation is based on the revised plans received 7/22/16, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

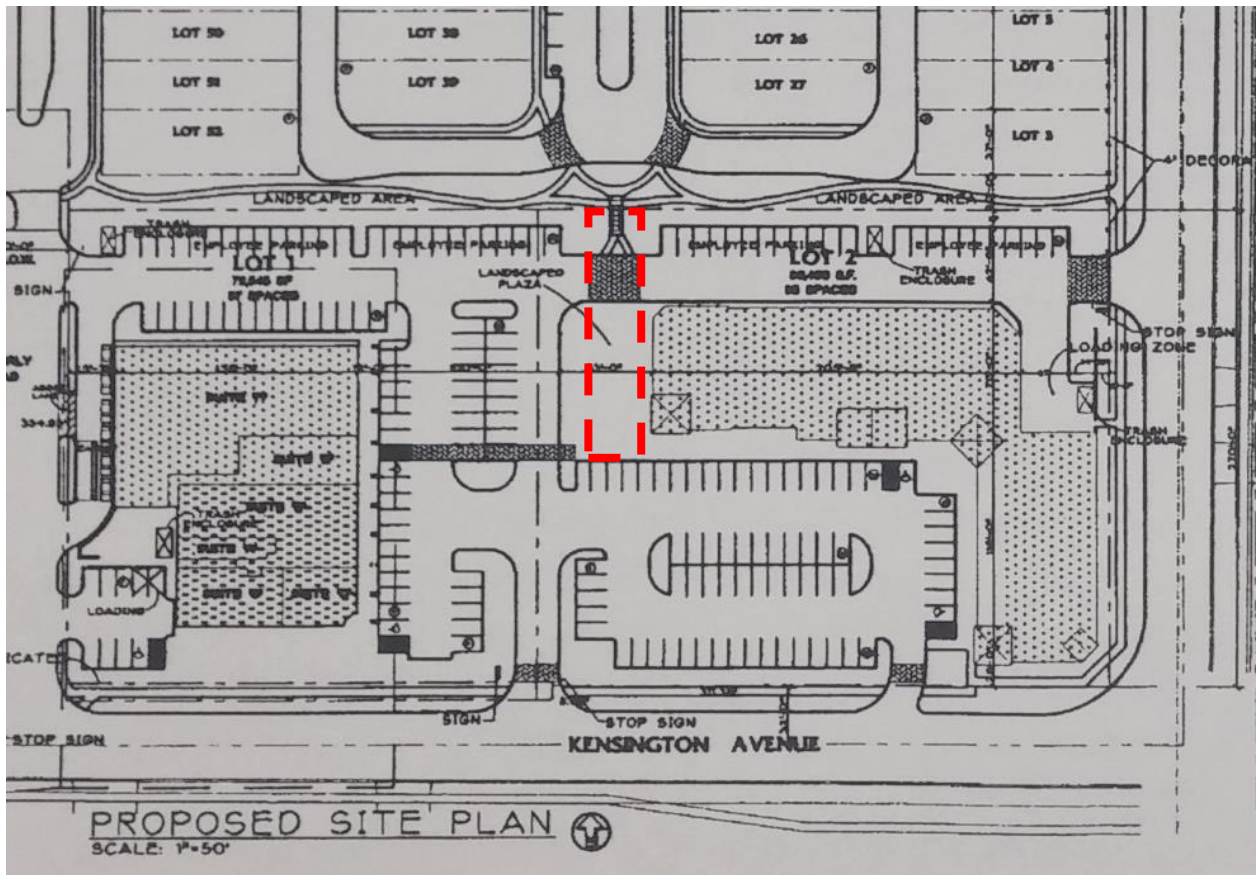
1. The roofing shall be "musket gray" standing seam metal.
2. Consider changing the trim color from white to a darker color.
3. The ground sign shall be limited to 6-feet in height.
4. Provide a mix of perennials in front of the ground sign.
5. Relocate the trash enclosure to the east side of the building adjacent to the Kitchen, and provide tall evergreen landscaping to fully screen it from public view.
6. Add a solid black backing to the trash enclosure gates.
7. Change the proposed colonial style parking lot light fixtures to a more modern fixture that fits the character of the commercial area, and complies with the intent of the Design Guidelines, to be approved by Staff.
8. Add groundcover within the center island.
9. Add 3-foot high shrubs on the west end of the parking lot between the parking lot and sidewalk.
10. Clarify what the specialty paving within the crosswalks will be, and provide specialty paving at the building entrance.
11. Additional sustainable design features such a rainwater collection system or bio-swales are encouraged.
12. All signage must meet code, Chapter 30.
13. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

August 2, 2016

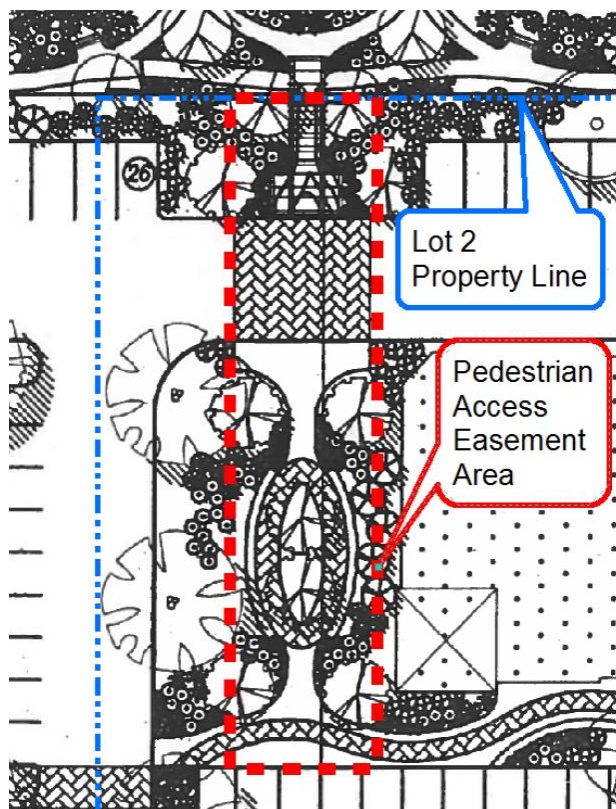
Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 16-031

EXHIBIT A – Approved PUD Site Plan and Landscaped Plaza



Pedestrian Access Easement /
 Landscaped Plaza Detail



APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 9, 2016

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

Members Present: John Fitzgerald, Acting Chair
Anthony Fasolo
Jonathan Kubow

Members Absent: Ted Eckhardt, Chair

Also Present: Jon Hague, Hague Architecture for *Kensington School*
Charles Marlas & Barbara Marlas for *Kensington School*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JULY 26, 2016

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER FASOLO, TO APPROVE THE MEETING MINUTES OF JULY 26, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 1. COMMERCIAL RE-REVIEWDC#16-031 – Kensington School – 840 E. Kensington Rd.

Jon Hague, representing *Hague Architecture*, Barbara Marlas, founder of *Kensington School*, and Charles Marlas, were present on behalf of the project.

Mr. Hautzinger stated that with only 3 of the 4 commissioners here tonight, the project must be unanimously approved; however, the petitioner has the option to continue the project to the next meeting.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a new 15,000 square foot, single-story preschool / children's day care center. The proposed development includes 54 on-grade parking spaces and a large fenced in playground area around the sides and rear of the building. The two acre site is currently vacant and it is located at the northwest corner of Kensington Road and Dryden Place within the Hickory Kensington Area. The property is zoned B-2, General Business District and is part of the existing Arlington Market Planned Unit Development. This proposal requires review by the Plan Commission and approval by the Village Board as a Special Use and for an amendment to the PUD.

This proposal was previously reviewed by the Design Commission on April 26, 2016. At that time, the Design Commission continued the project to allow the petitioner to work with Staff to resolve various site and building design issues. At this time, the petitioner has made revisions to their plans in preparation for Plan Commission review on August 24, and they are returning to the Design Commission seeking approval.

Mr. Hautzinger reviewed the comments and recommendations made by Staff, and the feedback from the commissioners when the project was last reviewed on April 26. In response to this feedback and continued discussions with Staff, the petitioner has revised their proposal with the following highlights:

Architectural Design. As an alternate to the originally proposed black asphalt shingle roofing, the Petitioner is proposing a standing seam metal roof in a dark gray color.

Landscaped Plaza. The building and parking has been shifted to the east to accommodate a continuous 20-foot wide pedestrian plaza along the west end of the site, versus 25 foot wide per the existing PUD and easement. The plaza includes a 6-foot wide concrete walkway with landscaping on both sides.

Dryden/Kensington Focal Feature. A 6-foot high, monument style "Kensington School" sign has been added to the corner of the site within a bed of landscaping.

Trash Dumpster Enclosure. The design of the trash enclosure has been changed from wood to brick construction to match the building with decorative black metal gates, and it has been shifted slightly to the south to allow landscaping on all sides.

Fence. The proposed fence has been changed from white vinyl PVC to a decorative black aluminum fence. The fence has been set back on all sides to allow continuous landscaping around the perimeter.

Landscaping. An abundance of landscaping has been added throughout the site including screening around the parking area, landscaping around the fence, landscaping along the pedestrian plaza, and landscaping along the north property line.

Specialty Paving. A herringbone brick pattern is shown within the crosswalks on the Landscape Plan, but it is unclear exactly what the specialty paving will be.

Sustainability. The following list of sustainable design features has been provided by the Petitioner:

1. Envelope – The external envelope will be built tight and ventilated in good principle. The orientation of the building and glass permits natural day lighting.
2. Materials – The building materials are all available from the US.
3. Green space – More than 40% of the site is green space.
4. Water – All fixtures are low use and dual flushing.
5. Mechanical Units – All units are high efficiency.

Mr. Hautzinger reviewed Staff comments as they relate to the revisions submitted by the petitioner:

Architectural Design. Staff still questions the appropriateness of the proposed colonial style design in this location. At a minimum, Staff recommends approval of the proposed roofing change from asphalt shingles to a dark gray standing seam metal to help the design relate to the context of the adjacent retail buildings. Staff also recommends changing the white trim to a darker color for a less colonial appearance.

Landscaped Plaza. The proposed 20-foot wide pedestrian plaza accomplishes some of the spirit of the original PUD approval, providing a pleasant pedestrian connection through the site connecting the commercial properties to the south with the residential neighborhoods to the north.

Dryden/Kensington Focal Feature. A multi-tenant ground sign is preferred at the corner of the site. However, based on feedback from the Design Commission, Staff accepts the proposed monument style “Kensington School” at the corner. However, it is recommended that the height of the sign be restricted to 6-feet, and a mix of perennials be provided in front of the sign.

Trash Dumpster Enclosure. The proposed location of the trash enclosure is highly visible, and is not allowed within the front yard. Staff recommends that the trash enclosure be attached to the east side of the building, adjacent to the Kitchen. The Petitioner has indicated security concerns with trash collection inside the fenced yard, so Staff suggests jogging the fence to allow access to the trash area without entering the fenced yard. Additional tall evergreen landscaping should be provided on all sides of the trash enclosure to fully screen it from public view. Additionally, the black metal gates need a solid backing to block the view of the dumpsters.

Site Lighting. The proposed colonial style parking lot lights do not fit the modern character of the Hickory/Kensington area. The Design Guidelines include criteria for street lighting that are a modern, sculptural style, energy efficient LED light fixture, and dark sky compliant. It is recommended that the proposed colonial style parking lot light fixtures be changed to a more modern fixture that fits the character of the commercial area, and complies with the intent of the Design Guidelines.

Fence. The proposed decorative black aluminum fence will fit in well in this location.

Landscaping. It is recommended that groundcover be added within the center island, and that 3-foot high shrubs be added on the west end of the parking lot between the parking lot and the sidewalk.

Specialty Paving. The Petitioner needs to clarify what the specialty paving within the crosswalks will be, and additional specialty paving is recommended at the building entrance.

Sustainability. Additional sustainable features such as a rainwater collection system or bio-swales are encouraged.

Staff recommends the Design Commission approve the proposed design to include the 13 items listed in the Staff report.

Barbara Marlas said that she founded Kensington School in 1969 and would be pleased to bring their beautiful school concept to Arlington Heights. The proposed architecture is very important to them and they have worked closely with Staff. With regards to the garbage enclosure, she explained that parents are required to sign children out before going out to the yard with them, rather than opening the fence; so to have the fence opened for garbage collection would be something that would alarm them because of the possibility that the enclosure was not closed after garbage collection. They are not opposed to the standing seam roof; however, it is an additional \$50,000 cost, and the asphalt shingle roof is consistent with other buildings in the area. She concluded that this has been a 15-month project that they have invested a lot of heart into and she hoped for a positive vote tonight.

Commissioner Fasolo generally agreed with most of Staff comments. He felt the standing seam roof was a cleaner look and the only piece of the project that tied in to the existing retail. He was fine with the white trim color, which is the brand for the school, and he agreed that the ground sign should be limited to 6-feet in height with perennials provided in front of the sign. He supported the petitioner's proposed location of the trash enclosure, although it should be heavily landscaped with evergreens; he did not want to see the enclosure out in the middle of the play yard. He was in favor of the light fixtures being proposed, which fit in with the building, and he asked about the material for the crosswalks. The petitioner replied that stamped concrete was being proposed for the crosswalks, which Commissioner Fasolo felt would be easier to maintain than pavers. Commissioner Fasolo also agreed with Staff encouraging the petitioner to provide more sustainable design features on the site, and he suggested adding a feature to the northwest corner of the site. The petitioner replied that they were not opposed to working with Staff to incorporate some type of sustainable feature. Commissioner Fasolo concluded that the improvements made since the last review are nice and the new school would be a nice addition to the community.

Commissioner Kubow was struggling with the proposal and he questioned who was responsible for the enforcement of the Hickory/Kensington Design Guidelines. Because the site is zoned as a specific area, he was interested in hearing the Plan Commission's input on the contemporary/modern Design Guidelines. Part of him wanted to leave the architecture as previously presented in April because he felt it was a wonderful design and worked well for the school, and the other part of him wanted the petitioner to start over completely and do something incredibly contemporary, although he understood this probably did not work for the petitioner. He was completely on the fence and did not know what direction to go in and wondered what the Plan Commission thought about this project fitting into the Hickory/Kensington plan.

Mr. Hautzinger explained that the Plan Commission would be reviewing the use in this location and issues such as traffic and parking, but they will look to the Design Commission with regards to the aesthetic components of the Hickory/Kensington Guidelines. The only feedback he could provide at this time was that the project received general support from the a preliminary review with the Plat & Subdivision Committee.

Commissioner Kubow said his position today is that he agrees with all of the comments in the Staff report; he could support the originally proposed architecture, as well as the changes Staff is recommending. He was very much on the fence with this project and wanted to hear more discussion because he did not want the petitioner to have to table or re-design the project.

Acting Chair Fitzgerald said this was the first time he is seeing the project and he really liked it when he first saw it. He felt it was very interesting to have a school look like an early 1900's building, especially with newer buildings located to the north, as well as Stonegate. He liked the standing seam metal roof suggested by Staff, although it would not be a requirement for him, and he was fine with the current location of the trash enclosure and felt it would be one of the nicer trash enclosures in town. He asked Staff to clarify their suggestion for a darker trim color and Mr. Hautzinger replied that they were suggesting a dark bronze, similar to the redeveloped retail building to the west. Acting Chair Fitzgerald was not opposed to the darker color; however, he also liked the white trim being proposed because it would never go out of style and 100 years from now the building would still look good. He questioned the use of Austrian Pines, Inkberry and English Ivy for their heartiness in this area, and he agreed with Staff's suggestion to add 3-foot high shrubs on the west side of the parking lot. He disagreed with adding groundcover in the center

island because of cut-through from the parking lot, and he preferred to see grass in this area. He agreed with the suggestion to update the parking lot fixtures to a more modern style. Acting Chair Fitzgerald also said he was okay with the landscape plaza as presented, and he liked the sign as shown, and he supported the 6-foot height maximum. He felt the area inside the fence near the play area should be as simple as possible, instead of creating a bio-swale in the area, although adding rain barrels could be interesting and educational for the children. In conclusion, Acting Chair Fitzgerald liked the project and he was not opposed to having the traditional style building in an area that is going to be modern.

Commissioner Kubow pointed out that the site is in a transitional zone with more traditional to the east, and he felt the current design would be complimentary. Acting Chair Fitzgerald reiterated that this is a school and felt it would be nice that it would stand on its own or look like it has been there a long time.

Charles Marlas commented that in trying to decipher the Hickory/Kensington Design Guidelines, it was unclear to them whether the standing seam roof was needed, and he pointed out the Walgreens to the south that has an asphalt shingle roof. He said that they are not opposed to a standing seam roof, which could provide a modern twist to a building that looks like it was there before everything else in the area. Commissioner Kubow was struggling to see how a standing seam roof would fit with the type of architecture being proposed for the building; he felt an asphalt roof was the only direction to go with.

The commissioners reviewed and discussed each recommendation in the Staff report as follows:

1. The roofing should be 'musket gray' standing seam metal.
Commissioner Fasolo agreed. Commissioner Kubow & Acting Chair Fitzgerald said this was a recommendation for them.
2. Consider changing the trim color from white to a darker color.
The commissioners all agreed that white is acceptable as proposed.
3. The ground sign shall be limited to 6-feet in height.
The commissioners all agreed.
4. Provide a mix of perennials in front of the ground sign.
The commissioners all agreed.
5. Relocate the trash enclosure.
The commissioners all agreed that the currently proposed location was fine.
6. Add a solid black backing to the trash enclosure gates.
The commissioners all agreed.
7. Change the proposed colonial style parking lot light fixtures to a more modern fixture.
The commissioners all agreed that the colonial style light fixtures on the building are acceptable, but the light fixtures for the parking lot should be a mix of traditional and modern style.
8. Add ground cover within the center island.
The commissioners all felt this was not necessary.
9. Add 3-foot high shrubs on the west end of the parking lot between the parking lot and sidewalk.
The commissioners all agreed.
10. Clarify the specialty paving within the crosswalks and provide specialty paving at the building entrance.
It was stated by the petitioner that the specialty paving within the crosswalks will be a reddish color stamped asphalt, color to be reviewed by Staff. Acting Chair Fitzgerald was not in favor of trying to exactly match the red color of the brick on the building.
11. Additional sustainable design features are encouraged.
The commissioners felt this should be a recommendation.

Acting Chair Fitzgerald asked that the motion include a recommendation to replace the Austrian Pine, Compact Inkberry Holly, and English Ivy with more hardy plants. The commissioners also re-visited the issue of the standing seam roof. Acting Chair Fitzgerald felt the standing seam roof should be a recommendation and Commissioner

Kubow was unsure how this type of roof would look on the traditional style building; he had trouble visualizing this. Ms. Marlas said that they still had concerns about how the modern aesthetics of the standing seam roof on the very traditional building; however, they would try to make it work if it were a recommendation. Mr. Hautzinger stated that the additional initial cost for a standing seam roof may result in long term cost savings over an asphalt shingle roof, and he reiterated that the issue of the roof relates to the context in this location. Mr. Marlas reiterated that the Walgreens building located one block south of the site has an asphalt shingle roof. Commissioner Fasolo liked that the style of asphalt shingle roof being proposed which is an upgrade to a standard asphalt shingle.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE ARCHITECTURAL DESIGN FOR *KENSINGTON SCHOOL* LOCATED AT 840 E. KENSINGTON ROAD. THIS APPROVAL IS BASED ON THE REVISED PLANS RECEIVED ON 7/22/16, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT THAT THE ROOF BE ASPHALT SHINGLES AS SUBMITTED.
2. A REQUIREMENT THAT THE TRIM COLOR BE WHITE AS SUBMITTED.
3. A REQUIREMENT THAT THE GROUND SIGN BE LIMITED TO 6-FEET IN HEIGHT.
4. A REQUIREMENT THAT THERE BE A MIX OF PERENNIALS IN FRONT OF THE GROUND SIGN.
5. A REQUIREMENT TO KEEP THE TRASH ENCLOSURE IN THE LOCATION AS PROPOSED.
6. A REQUIREMENT TO ADD A SOLID BLACK BACKING TO THE TRASH ENCLOSURE GATES.
7. A REQUIREMENT TO KEEP THE COLONIAL STYLE LIGHT FIXTURES ON THE BUILDING AS PROPOSED, AND WORK WITH STAFF ON SELECTING NEW LIGHT FIXTURES FOR THE PARKING LOT THAT ARE A MIX OF TRADITIONAL AND MODERN STYLE.
8. A REQUIREMENT TO ADD 3-FOOT HIGH SHRUBS ON THE WEST END OF THE PARKING LOT BETWEEN THE PARKING LOT AND THE SIDEWALK.
9. A REQUIREMENT TO HAVE STAMPED ASPHALT AT THE TWO CROSSWALKS, COLOR TO BE SIMILAR BUT NOT MATCHING THE BRICK COLOR ON THE BUILDING.
10. A REQUIREMENT TO REPLACE THE AUSTRIAN PINE, COMPACT INKBERRY HOLLY, AND ENGLISH IVY WITH MORE HARDY PLANTS.
11. A RECOMMENDATION TO ADD MORE SUSTAINABLE DESIGN FEATURES, SUCH AS RAINWATER COLLECTION OR BIO-SWALES IN THE NORTHWEST QUADRANT OF THE SITE.
12. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
13. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Mr. Hautzinger asked the commissioners for their feedback on requiring or recommending decorative paving in lieu of plain concrete at the main entrance. Commissioner Fasolo agreed. Commissioner Kubow said the petitioner could work with Staff on some type of decorative approach at the front door, whether it be stamped asphalt or concrete, or pavers. Acting Chair Fitzgerald was in favor of stamped asphalt at the main entrance to match what was already going to be selected, or pavers; he did not like introducing stamped concrete next to stamped asphalt. He also had no problem with standard concrete as proposed. Commissioner Fasolo said that stamped asphalt cannot be used at the building entrance.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION AS FOLLOWS:

14. A RECOMMENDATION THAT THE PETITIONER STUDY DECORATIVE PAVING AT THE MAIN ENTRANCE, PREFERABLY PAVERS.

Mr. Hautzinger also said that if the trash enclosure remains in the location proposed, then Staff would recommend additional landscaping around it, specifically taller evergreen shrubs. Acting Chair Fitzgerald said that the proposed Boston Ivy should be replaced with taller upright evergreens to partially screen the trash enclosure.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION TO ADD THE FOLLOWING:

15. A REQUIREMENT TO REPLACE THE 18 BOSTON IVY PLANTINGS AROUND THE TRASH ENCLOSURE WITH A TALLER EVERGREEN, APPROXIMATELY $\frac{1}{2}$ THE HEIGHT OF THE ENCLOSURE OR APPROXIMATELY 3-FEET.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Kensington School
Project Address: 840 E. Kensington Road
Prepared By: Steve Hautzinger

Date Prepared: April 18, 2016

PETITIONER INFORMATION:

DC Number: 16-031
Petitioner Name: Charles Marlas
Petitioner Address: Kensington School
743 McClintock Drive
Burr Ridge, IL 60527
Meeting Date: April 26, 2016

Requested Action(s):

1. Approval of the proposed architectural design for a new preschool / children's day care center.

ANALYSIS

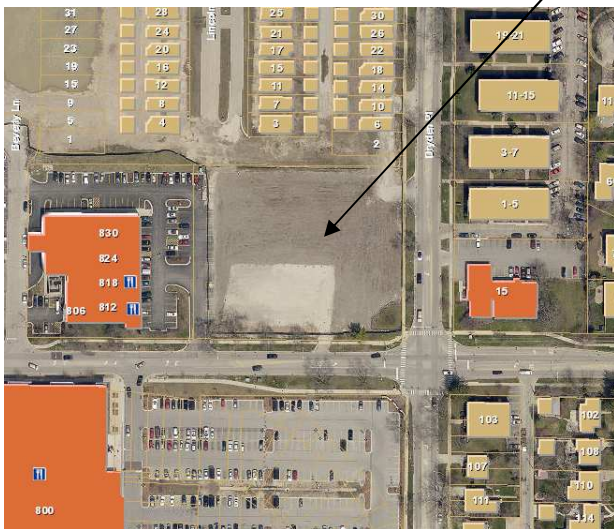
Summary:

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

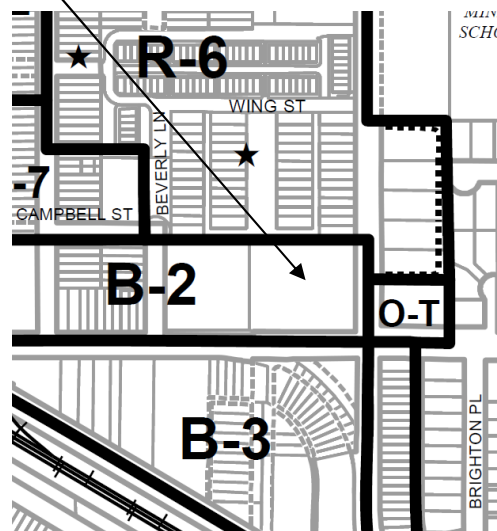
The petitioner is proposing to build a new 15,000 square foot, single-story preschool / children's day care center. The proposed development includes 54 on-grade parking spaces and a large fenced in playground area around the sides and rear of the building. The two acre site is currently vacant and it is located at the northwest corner of Kensington Road and Dryden Place within the Hickory Kensington Area. The property is zoned B-2, General Business District and is part of the existing Arlington Market Planned Unit Development. This proposal requires review by the Plan Commission and approval by the Village Board as a Special Use and for an amendment to the PUD. The amendment to the PUD is required because this proposed use and site plan are not consistent with the PUD approved for the site, which was approved for a commercial shopping center with cross access and shared parking, as well as a plaza / focal point and a pedestrian connection to the residential area to the north. A copy of the approved PUD site plan for the commercial portion is attached to this report as Exhibit A.

Site:

Subject Property



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use
North	R-6, Multiple Family Dwelling District	Arlington Market Single Family Residences
East	O-T, Office Transitional District R-6, Multiple Family Dwelling District	Medical Office Building Dryden Apartments
South	B-3, General Service, Wholesale and Motor Vehicle District	Mariano's Grocery Store
West	B-2, General Business District	Multi-Tenant Retail Building

Architectural Design:

The proposed design has a traditional appearance and colonial style with red brick, black roof, white windows, white trim, and a white picket fence. The style of this building could fit beautifully in, or adjacent to, a traditional single family neighborhood. However, in this location, the proposed design looks out of place with the surrounding commercial context.

The Hickory Kensington Design Guidelines have been developed and approved by the Design Commission to be used as a tool to guide development within this area. The intent and purpose of the Design Guidelines is to establish the design standards for the overall Hickory/Kensington development, and to ensure a minimum standard of quality, character, and cohesiveness for the development of the area. For the commercial zones, the design guidelines state that the guiding requirement for the architectural style of new developments shall be to coordinate with and complement the existing context of the completed buildings.

Per the Design Guidelines, architectural design features shall include:

- Roof forms and building massing to complement the adjacent existing retail buildings.
- Colorful blend of materials.
- Expansive glass storefronts.
- Adequate wall area for signage shall be provided above the storefronts.
- Corner features are encouraged to create focal points of interest on the building design.

Additionally, in 2006, the Design Commission approved a retail building for this site that was designed with the same architectural details as the existing adjacent multi-tenant retail building. A corner element facing the street intersection was one of the design elements encouraged by the Design Commission, and a pedestrian plaza connection from the residences to the north was required as shown in Exhibit A.

The proposed design is a prototype building that was not specifically designed to fit in this location, and it does not comply with the requirements of the Hickory Kensington Design Guidelines. The design needs to be revised to have a more modern aesthetic and material palette to complement the adjacent retail buildings. For a more cohesive development, it is recommended that the design be revised to better complement the existing multi-tenant retail building to the west (shown in Images 1 & 2 below).

Some options to consider when revising the design are:

1. Change the asphalt shingle roof to a green standing seam metal roof to match the adjacent retail building.
2. Change the white trim and white windows to darker colors for a less colonial appearance and to better complement the adjacent retail building.
3. Continue the brick up into the gables.
4. Add fabric awnings above the windows.



Image 1. Existing multi-tenant retail building as viewed from Kensington Road.



Image 2. Existing multi-tenant retail building as viewed from Dryden Place.

Key Site Features:

1. **Landscaped Plaza.** The original PUD approval included a landscaped pedestrian plaza at the northwest corner of this site to connect the commercial properties to the residential neighborhood to the north. To accommodate this plaza, the Plat of Subdivision includes a 25 foot wide pedestrian access easement which is setback 31 feet from the west property line, and runs 144 feet north to south from the north property line (refer to Exhibit A). This feature is a significant component of the overall master plan for the Arlington Market development, and the Kensington School site design needs to be revised to include it as a focal point for the retail, residential, and subject property.
2. **Dryden/Kensington Focal Feature.** A design feature should be included at the corner of Dryden and Kensington. An "Arlington Market" monument style ground sign with tenant panels for Kensington School and the retail tenants should be provided with landscaping to create a focal point at the corner. This sign will serve as the only ground sign for the

development. The PUD ordinance allows only one sign along Kensington Road to be shared by the subject property and the retail building. Two signs along Kensington are not allowed. The sign and landscape should complement the existing Mariano's sign on the corner across the street (refer to Image 3 below).



Image 3. Mariano's sign and landscape feature at corner of Dryden and Kensington.

3. **Trash Dumpster Enclosure.** A dumpster enclosure is proposed at the east end of the parking lot which will be highly visible from Dryden Place. The dumpster enclosure is considered an accessory structure, and is therefore required to be located within the rear yard of the property (west of the building). The current location is in the front yard which is not allowed. Alternative locations should be explored, including possibly incorporating the trash storage area into the design of the building or attaching the dumpster enclosure to the building.
4. **Fence.** The proposal includes a continuous, 4' high, white picket, scallop design, PVC fence around the sides and rear of the building. The white picket fence contributes to the colonial character of the design, and it is not in character with the surrounding commercial uses. It is recommended that the white picket fence be changed to a black metal fence with a "wrought iron" appearance. Additionally, the fence should be setback a minimum of 5 feet from the north and east property lines to allow additional landscaping in front of the fence. A black metal fence will have a lighter appearance and a more modern aesthetic that will fit in much better in this location. Privacy can be established with landscaping along the fence as needed, and should be required to screen any outdoor playground equipment. A zoning variation is required to allow a 4 foot tall fence in the front yard facing Dryden Place.
5. **Landscaping.** As part of the zoning review process, Staff and the Plan Commission will perform a detailed review of the landscaping which will include requirements for landscaped parking islands and landscape screening of the parking area. Overall the landscaping is minimal. The previously approved plan for the site included an abundance of landscaping on each elevation and on the perimeter of the site. Also, additional landscaping must be provided along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer.
6. **Specialty Paving.** Specialty paving should be provided at the building entrance and within the crosswalks.
7. **Mechanical Unit Screening.** The design includes a continuous mansard roof around all sides of the building which will screen all of the rooftop mechanical equipment from public view.

RECOMMENDATION:

It is recommended that the Design Commission **evaluate and require revisions** to the proposed design for *Kensington School* to be located at 840 E. Kensington Road. This recommendation is based on the plans dated 3/9/16 and received 3/18/16, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

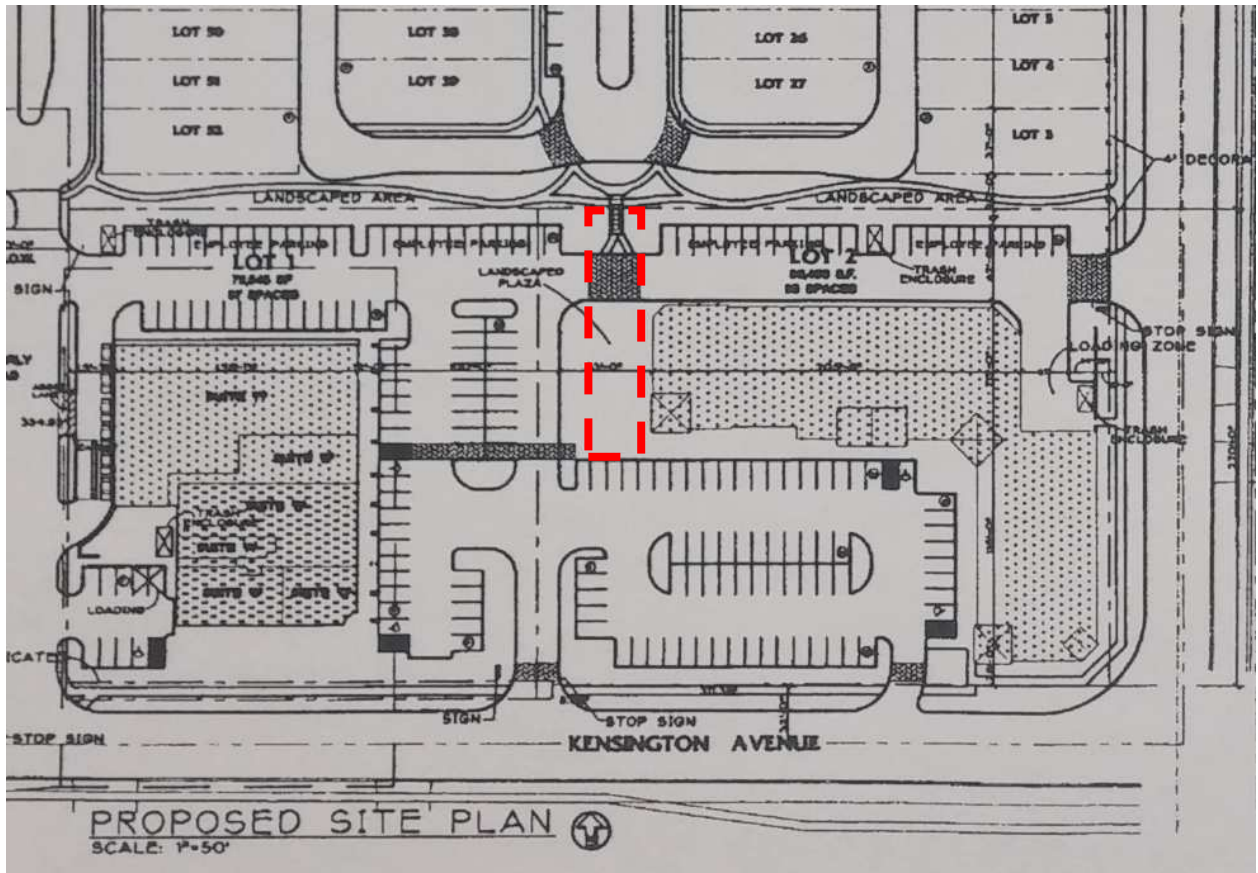
1. **Building Architecture.** Per the Hickory Kensington Design Guidelines, the proposed design needs to be revised to complement the adjacent retail buildings. Options to consider include:
 - a. Change the asphalt shingle roof to a green standing seam metal roof to match the adjacent retail building.
 - b. Change the white trim and white windows to darker colors for a less colonial appearance and to better complement the adjacent retail building.
 - c. Continue the brick up into the gables.
 - d. Add fabric awnings above the windows.
2. **Landscaped Plaza.** Re-introduce a landscaped pedestrian plaza within the 25' x 144' pedestrian access easement at the northwest corner of the site.
3. **Dryden/Kensington Focal Feature.** Incorporate a design feature at the corner of Dryden and Kensington including an "Arlington Market" monument style ground sign with tenant panels for Kensington School and the retail tenants with similar character as the Mariano's sign on the corner across the street.
4. **Trash Dumpster Enclosure.** Relocate the dumpster enclosure away from the front yard. Consider possibly incorporating the trash storage area into the design of the building or attaching the dumpster enclosure to the building.
5. **Fence.** Change the white picket fence to a black metal fence with a "wrought iron" appearance and set it back at least 5 feet from the north and east property lines to allow landscaping along the fence.
6. **Landscaping.** Improve the landscape design:
 - a. Provide additional landscaping throughout the site.
 - b. Provide landscape screening for all outdoor playground equipment.
 - c. Provide additional landscaping along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer.
7. **Specialty Paving.** Provide specialty paving at the entrance and within the crosswalks.
8. All signage must meet code, Chapter 30.
9. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

____ April 19, 2016

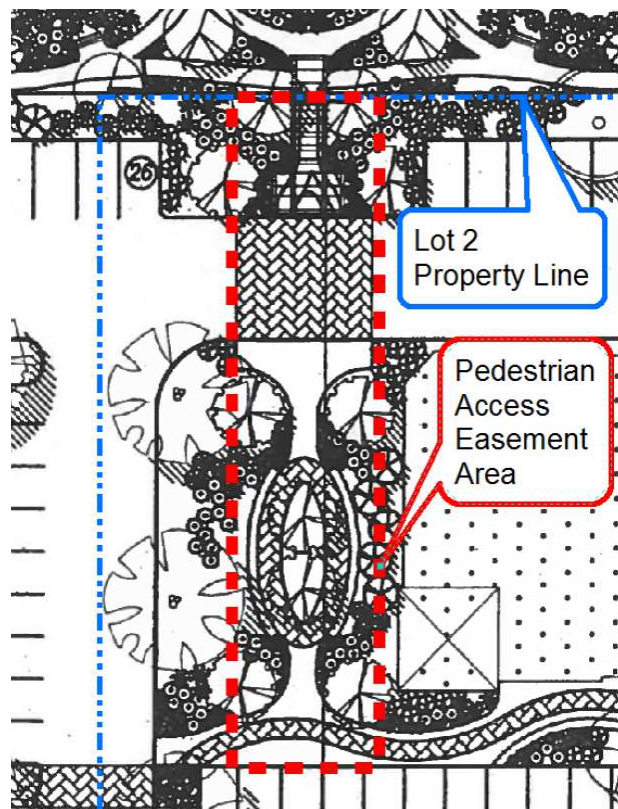
Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 16-031

EXHIBIT A – Approved PUD Site Plan and Landscaped Plaza



Pedestrian Access Easement /
 Landscaped Plaza Detail



APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
APRIL 26, 2016

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

Members Present: Ted Eckhardt, Chair
Anthony Fasolo
Jonathan Kubow

Members Absent: Alan Bombick
John Fitzgerald

Also Present: Tom Abatemarco, Prestigious Home Builders for *1534 N. Walnut Ave.*
Paul Rogner, Par Craft Ltd. for *1126 N. Dryden Ave.*
Sarah & Tom Galla, Owners of *1126 N. Dryden Ave.*
Jereme Smith, Architect for *1515 N. Wilke Rd.*
Barbara Marlas, Founder of *Kensington School*
Charles Marlas for *Kensington School*
John Hague, Hague Architecture for *Kensington School*
Jim Kapustiak, Spaceco Inc. for *Kensington School*
Steve Hautzinger, Staff Liaison

Chair Eckhardt informed the petitioners that a unanimous vote was required for any project to pass tonight, since only 3 of the 5 commissioners are here tonight.

REVIEW OF MEETING MINUTES FROM APRIL 12, 2016
ELECTRONIC SIGNS – POSITION STATEMENT & RECOMMENDATIONS FROM APRIL 12, 2016

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER FASOLO, TO APPROVE THE MEETING MINUTES OF APRIL 12, 2016 & ELECTRONIC SIGNS – POSITION STATEMENT & RECOMMENDATIONS FROM APRIL 12, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 4. COMMERCIAL REVIEWDC#16-031 – Kensington School – 840 E. Kensington Rd.

Barbara Marlas & Charles Marlas, founder and owners of *Kensington School*, John Hague, representing *Hague Architecture*, and the Jim Kapustiak, representing *Spaceco Inc.*, were present on behalf of the project.

Barbara Marlas said that their first school opened in 1969 in LaGrange and has since grown to 10 schools. Through that time a great deal of thought has occurred that has evolved the architecture of their schools, as well as their concerns about the young families and children that they have devoted their lives to. There are now 2000 children in their care, which is a far cry from 46 years ago; this is a mission that they are very proud of and detail is very important to them. She is appealing to the commission tonight to reconsider their commitment to make the approved PUD for the site resemble each other from left to right. She hoped that the struggles they have had through the years to evolve the architecture into 11-foot ceilings allowing for very bright, sunny rooms, white trim and a cheerful Colonial style of architecture, are hopefully a transition to the lovely homes located north of the site. They have put so much into creating an ambience for young families' children's first school with a very bright, cheerful and welcoming environment. This will be the sixth school that is very similar to, if not almost identical in concept. This design has worked very well with large windows and room height that allow for brightness and cheerfulness. She felt that the proposed new school could be a well-respected transition for the site.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a new 15,000 square foot, single-story preschool / children's day care center. The proposed development includes 54 on-grade parking spaces and a large fenced in playground area around the sides and rear of the building. The two acre site is currently vacant and it is located at the northwest corner of Kensington Road and Dryden Place within the Hickory Kensington Area. The property is zoned B-2, General Business District and is part of the existing Arlington Market Planned Unit Development. This proposal requires review by the Plan Commission and approval by the Village Board as a Special Use and for an amendment to the PUD. The amendment to the PUD is required because this proposed use and site plan are not consistent with the PUD approved for the site, which was approved for a commercial shopping center with cross access and shared parking, as well as a plaza / focal point and a pedestrian connection to the residential area to the north. Mr. Hautzinger referred to Exhibit A that was attached to the Staff report, which shows the approved PUD site plan and landscape plaza, as well as the pedestrian access easement / landscaped plaza detail.

Mr. Hautzinger said that the proposed building design has a traditional appearance and colonial style with red brick, black roof, white windows, white trim, and a white picket fence. This building style could fit beautifully in or adjacent to a traditional single family neighborhood; however, in this location, the proposed design looks out of place with the surrounding commercial context, and Staff has concerns that the proposed design does not fit in with the context and vision for this Hickory Kensington area. He referenced the Hickory Kensington Design Guidelines that were developed by Staff and approved by the Design Commission to be used as a tool to guide development within this area. The intent and purpose of the Design Guidelines is to establish the design standards for the overall Hickory/Kensington development, and to ensure a minimum standard of quality, character, and cohesiveness for the development of the area. For the commercial zones, the design guidelines state that the guiding requirement for the architectural style of new developments shall be to coordinate with and complement the existing context of the completed buildings.

Mr. Hautzinger explained that the proposed design is a prototype building that was not specifically designed for this site and did not fit in this location, and does not comply with the requirements of the Hickory Kensington Design Guidelines. Staff felt that the design should be revised to have a more modern aesthetic and material palette to complement the adjacent retail buildings. For a more cohesive development, it is recommended that the design be revised to better complement the existing multi-tenant retail building to the west, shown in Images 1 & 2 in the Staff report.

Staff offered the following options to consider when revising the design:

1. Change the asphalt shingle roof to a green standing seam metal roof to match the adjacent retail building.
2. Change the white trim and white windows to darker colors for a less colonial appearance and to better complement the adjacent retail building.
3. Continue the brick up into the gables.
4. Add fabric awnings above the windows.

Mr. Hautzinger also reviewed the key site features that included the following:

1. Landscaped Plaza. The original PUD included a landscaped pedestrian plaza that needs to be included in this proposal.
2. Dryden/Kensington Focal Feature. Staff recommended a single "Arlington Market" monument style sign for the corner of the site with tenant panels for Kensington school and the adjacent retail tenants.
3. Trash Dumpster Enclosure. The location of the enclosure is prominent, and alternate locations should be explored.
4. Fence. The proposed white picket fence is not in character in this location, and a black "wrought iron" style fence was encouraged. Additionally, it should be set back to allow landscaping along the fence.
5. Landscaping. Overall, the landscaping is minimal. Staff and the Plan Commission will review in detail.
6. Specialty Paving. Specialty paving is encouraged at the building entrance and in crosswalks.
7. Mechanical Unit Screening. The mansard roof screens all RTUs.

Staff recommends the Design Commission evaluate and require revisions to the proposed design, based on the recommendations in the Staff report.

Mr. Hague stated that this is a unique situation where there is such diversity between the approved PUD and the school building being presented tonight. They have worked hard to get the proposed design to where it is, as it represents the children, which is what they want presented both inside and out. They are open to having a discussion about the concerns that this is not a retail use, and hopefully come to a mutual agreement, or possibly make revisions to the design.

Commissioner Kubow said that he was torn about what to do; the last thing he wanted was to require the petitioner to make significant changes to a beautiful building. He understood and supported the need for schools; however, he felt the proposed design did not fit with the Comprehensive Plan for this area, which took a lot of time and effort by the Village to develop. Although he was open to discussions tonight, he felt the petitioner should work with Staff to incorporate some of the obvious guidelines in the Comprehensive Plan, none of which were being followed with the current design. He felt the proposed building was beautiful, and although it did not fit in at this location, he would like to think that more schools are needed, especially for an area where there are new single-family homes being built. He wanted the petitioner to work with Staff to come to a happy medium, and felt that the current design was pretty far off.

Commissioner Fasolo generally agreed with Commissioner Kubow that schools are great for the community and needed. He asked if the petitioner was aware of the Hickory/Kensington Design Guidelines when designing the new school. Mr. Hague replied that they were not aware of them and added that the project went before Plat & Sub last December with strong support from the members and encouragement for them to move forward with the design. Commissioner Fasolo felt the petitioner needed to take a step back and look at the Design Guidelines, after which they would see how the current design did not fit, although it did tie in with the residences to the north. He always envisioned a retail use or an extension of the adjacent residential for this site, although he was confident that they could work together to come up with a successful design.

Chair Eckhardt touched on the importance of having the pedestrian link from the north, which was part of the approved PUD, and how it was envisioned to connect and tie the two sites together. He questioned if an effort could

be made with some portion of site planning, without moving the building to the east, to create a pathway from the north to make this site appear as part of the entire development/neighborhood. He acknowledged that the building could probably not be pulled over as far as what was previously envisioned because a large piece of the site would be lost. Mr. Hautzinger added that it would probably require shifting the building a bit to the east to accommodate the previously approved pedestrian plaza. He also pointed out that there is an easement on the plat of survey for the plaza, and explained that if the petitioner is unable or unwilling to adjust the design to accommodate the plaza, then they will also be seeking an amendment to the plat to eliminate the easement through the Plan Commission process. Staff is encouraging the easement to remain.

Chair Eckhardt reiterated the interest in maintaining the character of the neighborhood with a connecting link, although he was not yet convinced that it had to be continued exactly as previously approved. He acknowledged that this school building will have a different circulation pattern than retail; therefore, it did not require a strong link like a retail element would want to have. He felt there should be some type of sympathetic offering to be a good neighbor, such as a slight shift of the building to create a walkway with plantings. He had no issues with the building design, which he felt was not a complete departure from the surrounding area, and he felt that a corporate identity was important for schools. He asked the petitioner to discuss what they think they can do and what they do not want to do in order to keep the project moving along.

Charles Marlas said that they feel this site is a great site for their school because it gives them an opportunity to serve as a transition between the residential development to the north, down to Mariano's, down to Walgreens, and along the side to Arlington Market. He pointed out that an obstacle on this site is the existing underground stormwater storage vault, which serves the entire PUD and the residential development to the north. In regards to the pergola to the north and the pedestrian connection, he explained that they want to maximize their outdoor playground spaces for the school which are extremely important for a safe, clean and happy environment for the children who spend a lot of time outdoors. Since the previous PUD and retail development are now changing to more of a mixed-use PUD with a child care center and retail, he hoped there could be a re-thinking of the pedestrian access into the residential neighborhood to the north because the school would not be as much of a pedestrian destination to the north. They did try to wrap the sidewalk around and connect the two sites to provide some pedestrian access; however, if pedestrian access is very important, then they would do their best to try and accommodate that by moving some things around, although this would entail them moving the building to the east and taking out some of the playground.

Chair Eckhardt felt the building could be moved a bit to the east and money saved with the underground piping, while not affecting the outdoor playground space. He suggested chamfering the northwest corner of the fenced yard to allow for a smaller pedestrian plaza connection with landscaping from the north, which would help open up the site.

Commissioner Kubow felt that a positive of this location was that it serves as a good transition from the residential to the north, the residential to the east, and the commercial to the south. He acknowledged that the site has been vacant a long time and quite an eyesore, and he felt that a school would be a positive for the community in many ways. That being said, he was still having a tough time with this traditional school design being located within an area that the Village deems more contemporary and modern, and how it would fit into that context. The way he felt today was that the petitioner should go back and work closely with Staff on all of the recommendations, study the Comprehensive Plan and try to find a happy medium of both. He felt the current design needed a significant amount of work to fit in with the Comprehensive Plan and the commissioners should see the project again. He wanted the school to be here and he wanted Staff to work closely with the petitioner to find a way to marry the proposed design with the Design Guidelines.

Commissioner Fasolo generally agreed with Commissioner Kubow, especially since the petitioner had not yet reviewed the Design Guidelines, and felt that the petitioner should at least review the guidelines and work with Staff. He asked if the petitioner was aware of the plaza connection that was approved as part of the PUD. Ms. Marlas

replied that there was discussion at the Plat & Sub meeting about whether to continue with the plaza connector, and whether it was really necessary because of the new use, so they have come in good faith tonight. The last report from Plat & Sub was favorable in terms of the building; therefore, they did not come here tonight prepared to change it, nor did they know that they should change. She asked the commissioners for guidelines on going forward, and added that she loved the white trim on the building and changing it to a dark color would contradict the image of Kensington School.

Mr. Marlas explained that their educational philosophy is synonymous with the look and feel of the building as proposed, which they have come to identify themselves with, and to deviate from this design too much with a green standing seam roof and/or raising the brick up into the gables as suggested by Staff, or appearing more like a commercial storefront building, would be detrimental to their image and their brand, as well as not as welcoming to the families of Arlington Heights who bring their children to the school. While he respects the Design Guidelines, he felt it would be unfortunate to try to have to work within those constraints. Ms. Marlas added that the over-arching positive of what this site would be to the community should also be kept in mind. She agreed with Staff's recommendation to change the white picket fence to a black metal fence. Commissioner Kubow said that if the project moves forward with the original building design, he felt it should include the white picket fence. Mr. Marlas pointed out that setting the building back approximately 100-feet from the street helps the barrier and transition from the adjacent residential properties, along with a heavy amount of landscaping being provided.

Chair Eckhardt reiterated that 2 commissioners were not here tonight and a vote had to be unanimous. He suggested the project be tabled tonight so the petitioner could review the Design Guidelines as well as consider the comments made by the commissioners about the site plan. He personally felt the current design was not too far off, and related more to the adjacent residential homes than Mariano's.

Commissioner Kubow asked Staff how they felt after hearing the petitioner's comments tonight. Mr. Hautzinger replied that it all goes back to the Hickory/Kensington Plan and the Design Guidelines for this area and that this site is intended to relate to the surrounding commercial properties, not the residences. Chair Eckhardt thought that the Hickory/Kensington Plan pertained more to the lumber yard and the buildings over there, rather than this interior site, which Commissioner Kubow felt was a good point. Chair Eckhardt felt that the petitioner's site was a transition site, which is why he wanted to see what the petitioner could come up with after reviewing the Design Guidelines to try to marry the two ideas.

Ms. Marlas said that she was a little stumped and did not know what to give on because the current whiteness of the building made it look very bright and cheerful. Chair Eckhardt replied that they were not necessarily telling her to give on anything; they just want them to review the Design Guidelines and determine if there is a way to compromise between the two. Mr. Hautzinger clarified that the Design Guidelines address the entire Hickory Kensington area, not just this particular site and PUD, and will state that the goal of the development of the remaining commercial zones is to complement what is there, fill in these least pieces in a cohesive manner, which Staff felt the current project did not do. Staff was not opposed to the idea of the school building; they are just trying to make it fit in better. He personally felt that a white picket fence would look strange in this location and that a black metal fence paired with a Colonial building, as well as pulling the fence in at least 5-feet and softening it with landscaping, would be an improvement. He reiterated that Staff felt strongly that the proposed building architecture should be adjusted to try to fit in better. He liked the direction of Chair Eckhardt's recommendation that the petitioner work with Staff to find a balance where the proposed design could be adjusted without completing changing the petitioner's philosophy on the design of the school and the function of the building. With regards to the pedestrian connection, Mr. Hautzinger explained that it is supposed to be a connection similar to a thoroughfare; not just a connection from the residential neighborhood to the school but beyond to the other commercial properties.

Chair Eckhardt commented that the petitioner should be prepared for comments from the Plan Commission about the pedestrian connection, and he encouraged the petitioner to obtain photos of the adjacent homes to the north to prove how the school design fits. He suggested that the petitioner return to the Design Commission before the Plan

Commission review. Commissioner Kubow disagreed and preferred to see the project come back after the Plan Commission review to hear their comments. Chair Eckhardt explained that he wanted to give positive direction to the petitioner on the building, prior to Plan Commission review. The petitioner stated their preference to return to the Design Commission prior to the Plan Commission review. Mr. Hautzinger added that typically the Design Commission review is completed before Plan Commission review.

A MOTION WASE MADE BY COMMISSIONER KUBOW TO CONTINUE THE REVIEW FOR THE PROPOSED KENSINGTON SCHOOL LOCATED AT 840 E. KENSINGTON ROAD (DC#16-031) TO A FUTURE DATE.

COMMISSIONER FASOLO SECONDED THE MOTION.

Mr. Hautzinger suggested the commissioners clarify the direction the petitioner should take and he referred to the categories in the Staff report which the commissioners could give general comments on. Commissioner Kubow felt there were varying opinions from the commissioners at this time; therefore, he reiterated his comments which were that he wanted to see the petitioner review the Design Guidelines and try to incorporate some of the overall design intent with Staff's input, and return to the Design Commission.

Commissioner Fasolo felt that some of the options contained in the Design Guidelines really did not pertain to this type of building, such as awnings, and he was unsure what more could be done to the design.

Chair Eckhardt said that the petitioner should strongly consider a wrought iron fence. An option would be to incorporate wood pilasters at the corners, which would be attractive with both modern and older architecture, especially because of the close proximity of the fence to the sidewalk. He was unsure about encouraging a change to a standing seam metal roof, and he would not discourage the petitioner to change the proposed mansard roof that he felt is appropriate for the building. He felt the design should be made to look like a traditional home in an urban environment. He also felt the petitioners should review the Design Guidelines to convince both the Design Commission and Plan Commission that they have done everything they can with the design of the new school. In terms of site planning, he felt that something could be done to create a connecting link from the north.

Commissioner Fasolo further stated that he was unsure about the best location for the trash enclosure, and that the currently proposed location might actually be the best. Mr. Hautzinger said that Staff suggested incorporating the trash storage area into the design of the building or attaching the enclosure to the building, and he pointed out that the dumpster enclosure is currently located in the front yard which would require a variation to allow an accessory structure in the front yard. Chair Eckhardt suggested locating it at the corner of the rear yard near the road. Mr. Hautzinger suggested the possibility of adding landscaping to screen the trash enclosure in the proposed location.

Commissioner Fasolo also felt that the landscape plaza should be looked at again; he felt it was more suitable for a retail development and he was unsure if it even made sense anymore. He also agreed with Staff's suggestion to set the fence back at least 5-feet from the north and east property lines and provide landscaping along the fence, and he felt the petitioner should review the sustainable features outlined in the Design Guidelines and propose some ideas for the site.

Ms. Marlas apologized for the fact that they were here tonight with a different use for a pre-existing plan for the site, and she realized the dichotomy of that. She hoped that they could be true to both concepts because it is so important that Kensington retain its identity, and she felt that the greater good was being served by what it could bring; they have a message to present of who they are and why they are. She added that the first Kensington School in 1969 derived its name from Kensington Street.

Mr. Hautzinger referred to Staff's suggestion that the petitioner incorporate a design feature/sign at the corner of Kensington & Dryden for the overall site. He reiterated that a sign envisioned for this development would be a single "Arlington market" sign that would include Kensington School and the other retail tenants in a nice design to complement Mariano's sign across the street. Mr. Marlas replied that he envisioned that corner to have signage just for the school and he did not want to be on a multi-tenant sign with the retail tenants. Chair Eckhardt agreed and felt the school should have their own sign because they are a different use than the retail tenants, and the retail building should have a separate sign. Mr. Hautzinger clarified that the approved PUD included one ground sign at the entrance to the development; however, Staff is suggesting one multi-tenant ground sign at the corner of Kensington & Dryden instead. Chair Eckhardt and Commissioner Fasolo felt this was not appropriate. Mr. Hautzinger replied that having two signs along Kensington would require an amendment to the PUD, and the petitioner needs to be clear on what their signage intentions are.

Mr. Marlas said that they have been working with Staff on the shared parking concept. They initially were hoping to have their own dedicated parking, and Staff suggested having a parking study done which they did. The study showed that the retail development to the west currently has more than enough parking and that their parking would be more than enough; however, they are still being put in a situation of shared parking. Ms. Marlas added that they are so happy to be here and think that the school will become an institution in the Village; however, they strive for self-contained properties because of the safety of the children and prefer to not share parking. She questioned the value of retaining the PUD idea of shared parking when they hope that other people don't go on the site. Mr. Hautzinger encouraged the petitioner to develop their signage plans to clearly show where they are proposed to be located, how many there are, and the design being proposed, as well as to provide exhibits of the proposed signage with landscaping as well.

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



**ISSUE FOR ARLINGTON HEIGHTS COMMISSION
REVIEW - MARCH 9, 2016
REVISED - JUNE 30, 2016
REVISED - JULY 13, 2016
REVISED - AUGUST 11, 2016**

CIVIL PLAN
CIVIL NOTES
CIVIL EXISTING CONDITIONS
CIVIL PLAN
GRADING PLAN
UTILITY PLAN
SOIL EROSION & SEDIMENT CONTROL PLAN
SOIL EROSION & SEDIMENT CONTROL PLAN
SOIL EROSION & SEDIMENT CONTROL PLAN
CIVIL SPECIFICATIONS
CIVIL SPECIFICATIONS
CIVIL DETAILS
CIVIL DETAILS

[illegible]

REV	DATE	DESCRIPTION
-----	------	-------------

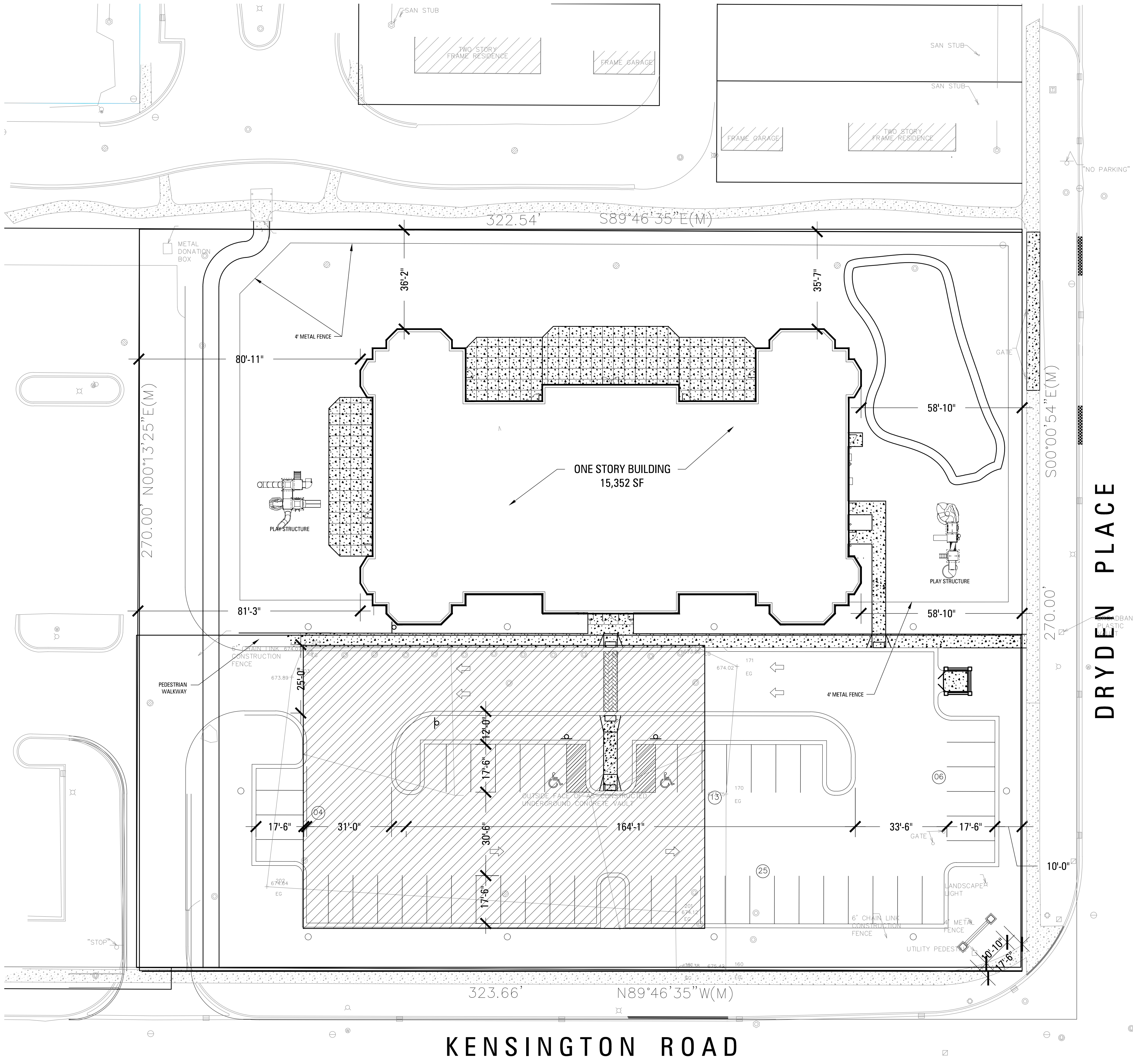
CHECKED BY: JH

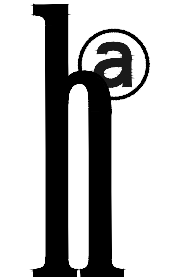
Copyright (c) by HAGUE ARCHITECTURE All Rights Reserved

SHEET TITLE:

SHEET NUMBER

A-01





HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

CLIENT:

CONSULTING ENGINEER:

**KENSINGTON SCHOOL
NEW CONSTRUCTION**

840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS

CLIENT: **KENSINGTON SCHOOL**

REV	DATE	DESCRIPTION
07.13.16		REVISED SITE PLAN & SUBMITTAL
06.30.16		REVISED FOR SUBMITTAL
06.02.16		REVISED FOR SUBMITTAL
05.15.16		REVISED FOR SUBMITTAL
03.09.14		ISSUED FOR COMMISSION REVIEW

DATE: **07.13.2106**

PROJECT NUMBER: **2776.00**

DRAWN BY: **XX**

CHECKED BY: **JH**

Copyright (c) by HAGUE ARCHITECTURE. All Rights Reserved.

SHEET TITLE:

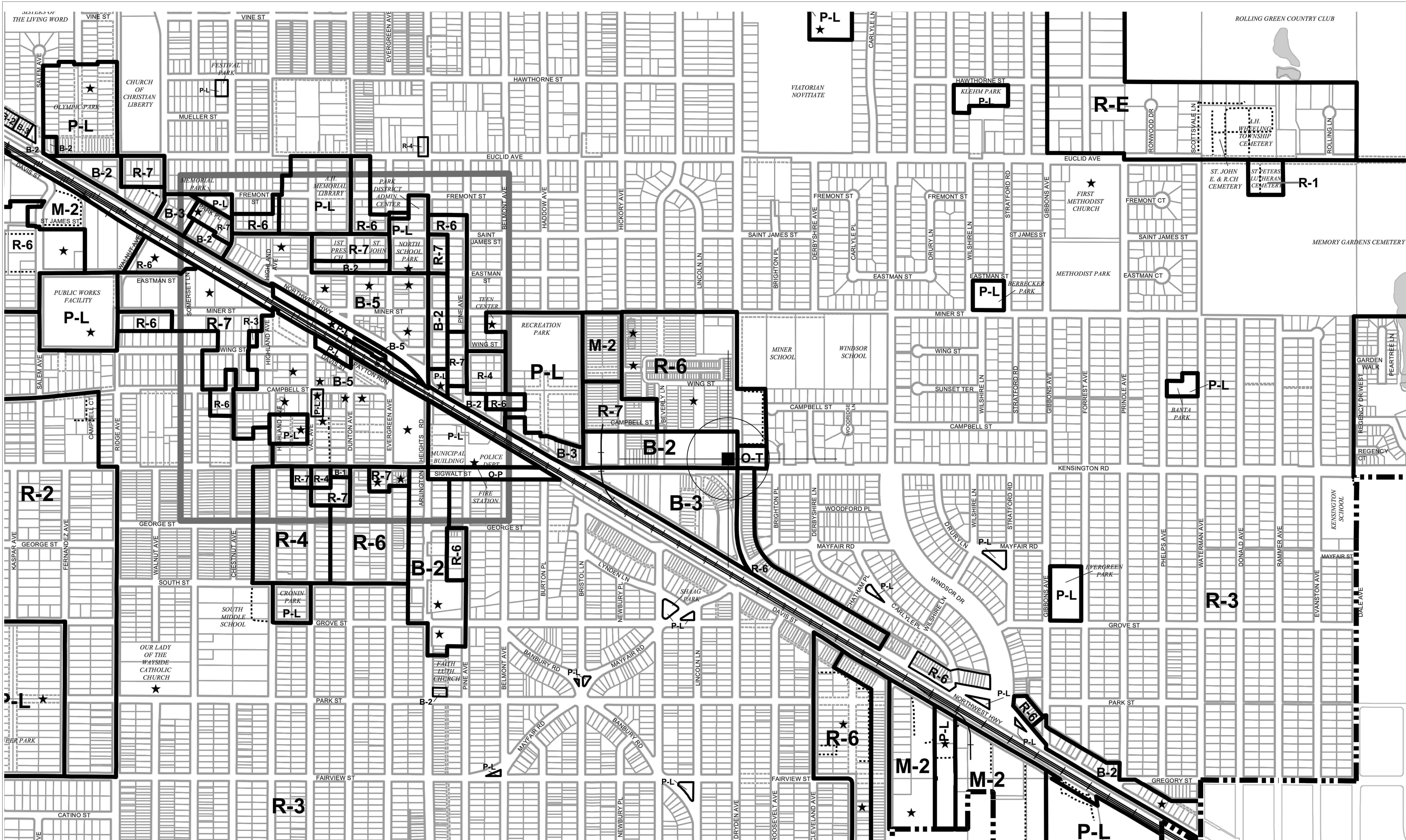
SITE PLAN

SHEET NUMBER:

01

SITE PLAN
1" = 20'-0"

A-02



01 ZONING MAP

BUILDING CODES:

ILLINOIS ACCESSIBILITY CODE 1997 AS AMENDED
AMERICANS WITH DISABILITIES ACT, 2010 AS AMENDED
INTERNATIONAL BUILDING CODE 2009 AS AMENDED
NATIONAL ELECTRIC CODE 2005 AS AMENDED
STATE OF ILLINOIS ENERGY CONSERVATION CODE 2015, AS AMENDED
INTERNATIONAL FIRE CODE 2009, AS AMENDED
INTERNATIONAL MECHANICAL CODE 2009, AS AMENDED
STATE OF ILLINOIS PLUMBING CODE 2014

CONSULTING ENGINEER:

KENSINGTON SCHOOL
NEW CONSTRUCTION
840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS
CLIENT: KENSINGTON SCHOOL

REV	DATE	DESCRIPTION
07.13.16		REVISED SITE PLAN & SUBMITTAL
06.30.16		REVISED FOR SUBMITTAL
06.02.16		REVISED FOR SUBMITTAL
05.15.16		REVISED
03.09.14		ISSUED FOR COMMISSION REVIEW

DATE: 07.13.2106

PROJECT NUMBER: 2776.00

DRAWN BY: XX

CHECKED BY: JH

Copyright (c) by HAGUE ARCHITECTURE. All Rights Reserved.

SHEET TITLE:

ZONING MAP

SHEET NUMBER:

A-03

CLIENT:

CONSULTING ENGINEER:

**KENSINGTON SCHOOL
NEW CONSTRUCTION**
840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS
CLIENT: **KENSINGTON SCHOOL**

07.13.16	REVISED SITE PLAN & SUBMITTAL
06.30.16	REVISED FOR SUBMITTAL
06.02.16	REVISED FOR SUBMITTAL
05.15.16	REVISED
03.09.14	ISSUED FOR COMMISSION REVIEW

REV DATE DESCRIPTION

DATE: **07.13.2106**

PROJECT NUMBER: **2776.00**

DRAWN BY: **XX**

CHECKED BY: **JH**

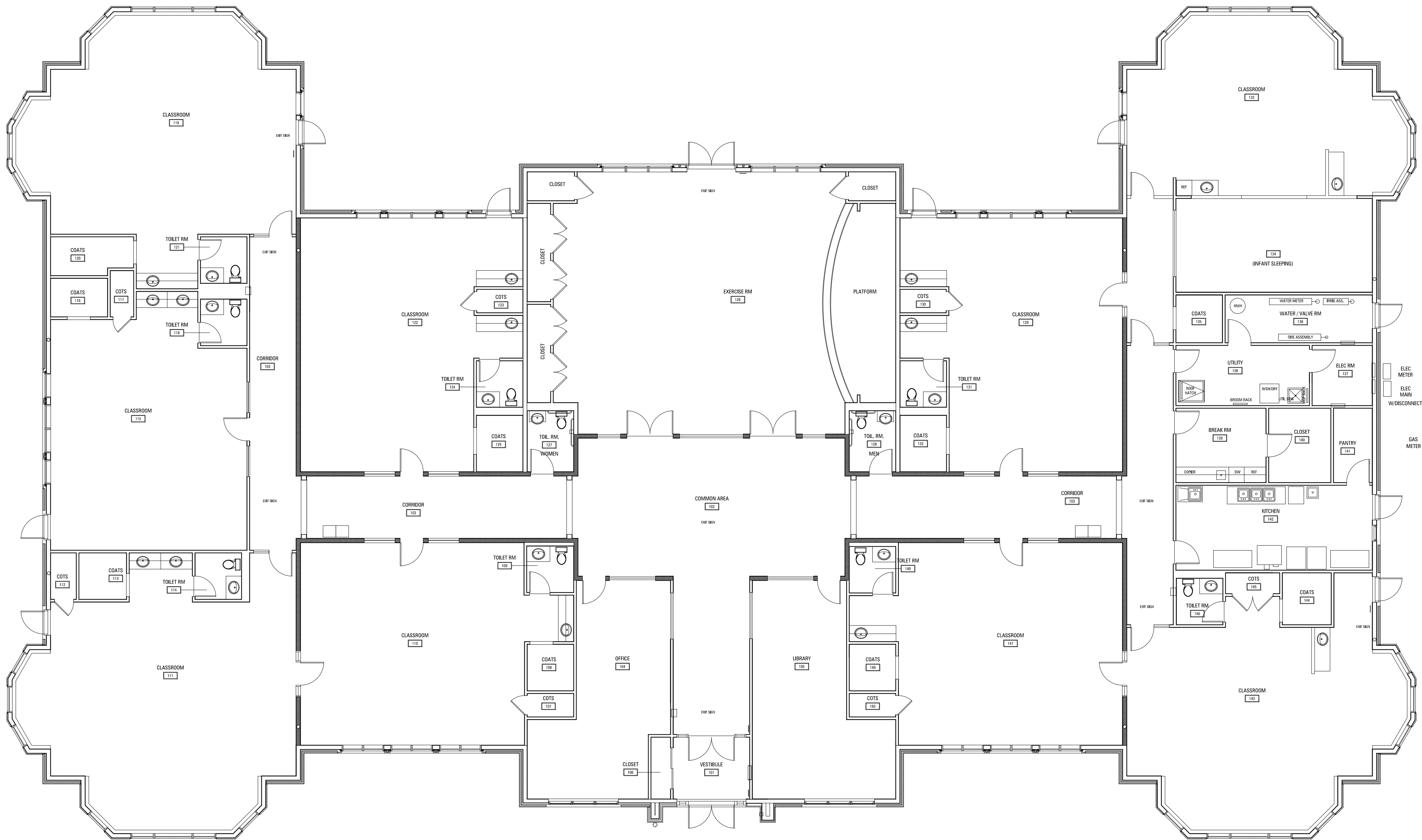
Copyright (c) by HAGUE ARCHITECTURE. All Rights Reserved.

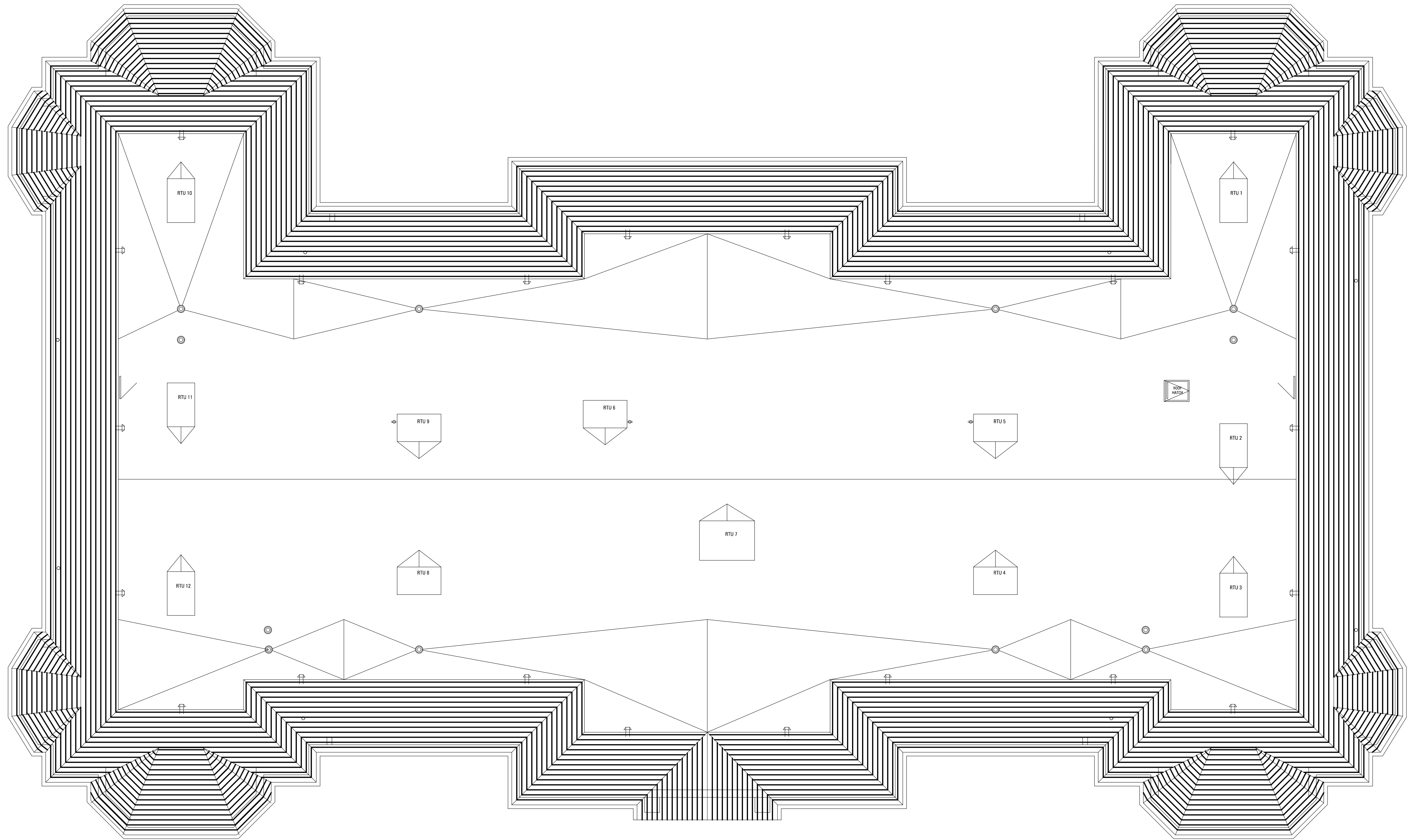
SHEET TITLE:

**FIRST FLOOR
PLAN**

SHEET NUMBER:

A-04





HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

CLIENT:

CONSULTING ENGINEER:

KENSINGTON SCHOOL
NEW CONSTRUCTION
840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS
CLIENT: KENSINGTON SCHOOL

07.13.16	REVISED SITE PLAN & SUBMITTAL
06.30.16	REVISED FOR SUBMITTAL
06.02.16	REVISED FOR SUBMITTAL
05.15.16	REVISED
03.09.14	ISSUED FOR COMMISSION REVIEW

REV	DATE	DESCRIPTION
-----	------	-------------

DATE: 07.13.2106

PROJECT NUMBER: 2776.00

DRAWN BY: XX

CHECKED BY: JH

Copyright (c) by HAGUE ARCHITECTURE. All Rights Reserved.

SHEET TITLE:

ROOF PLAN

SHEET NUMBER:

A-05



HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

NT:

SULTING ENGINEER:

KENSINGTON SCHOOL NEW CONSTRUCTION

CLIENT: KENSINGTON SCHOOL

[illegible]

TE: 07.13.2106

PROJECT NUMBER: 2776.00

HECKED BY: JH

HECKED BY: JH

Copyright (c) by HAGUE ARCHITECTURE All Rights Reserved.

TITLE:

EXTERIOR IMAGES

T NUMBER:

A-06

CLIENT:

CONSULTING ENGINEER:

**KENSINGTON SCHOOL
NEW CONSTRUCTION**
840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS
CLIENT: **KENSINGTON SCHOOL**

07.13.16	REVISED SITE PLAN & SUBMITTAL
06.30.16	REVISED FOR SUBMITTAL
06.02.16	REVISED FOR SUBMITTAL
05.15.16	REVISED
03.09.14	ISSUED FOR COMMISSION REVIEW

REV	DATE	DESCRIPTION
-----	------	-------------

DATE: **07.13.2106**

PROJECT NUMBER: **2776.00**

DRAWN BY: **XX**

CHECKED BY: **JH**

Copyright (c) by HAGUE ARCHITECTURE. All Rights Reserved.

SHEET TITLE:

**EXTERIOR
ELEVATIONS**

SHEET NUMBER:

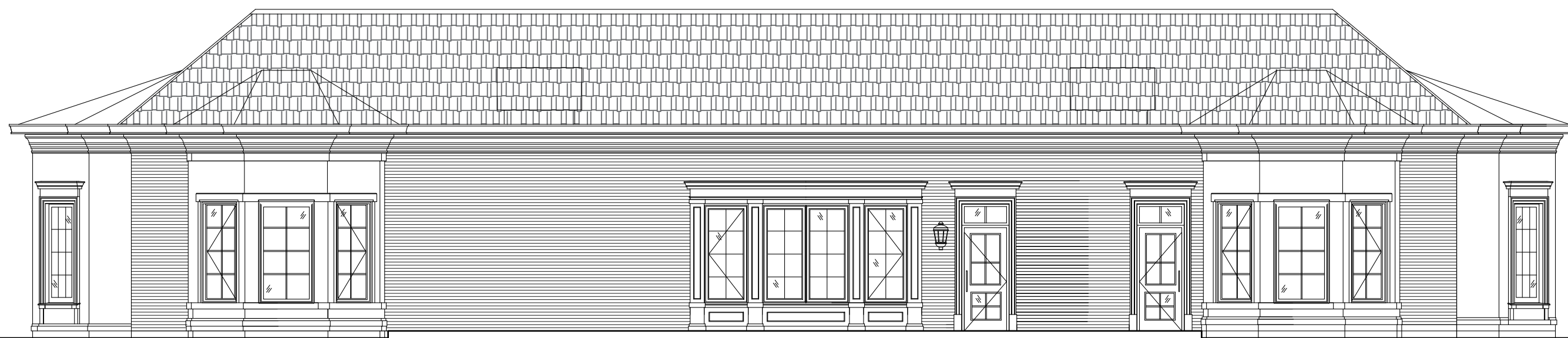
A-07



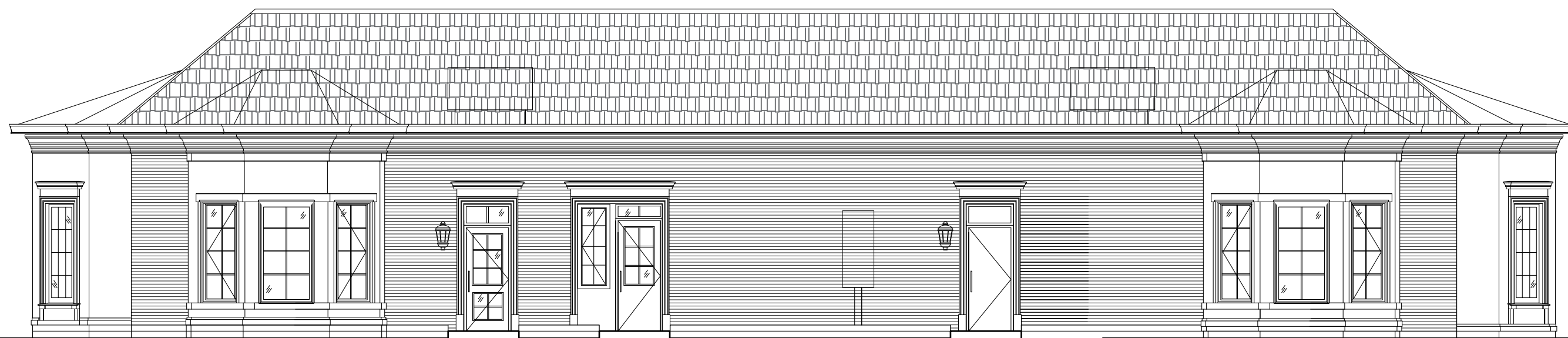
A SOUTH ELEVATION
1/8" = 1'-0"



B NORTH ELEVATION
1/8" = 1'-0"



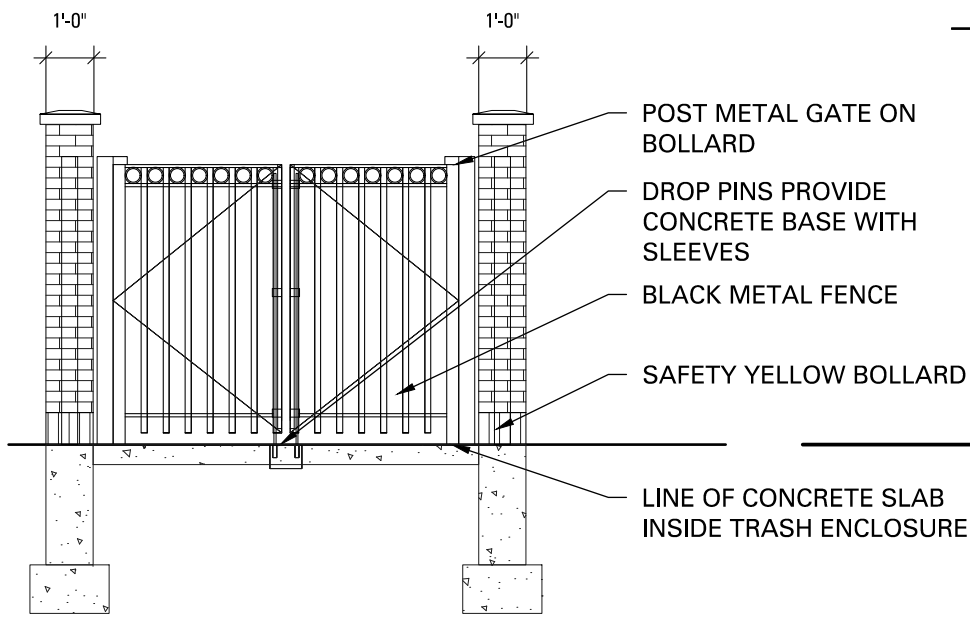
C WEST ELEVATION
1/8" = 1'-0"



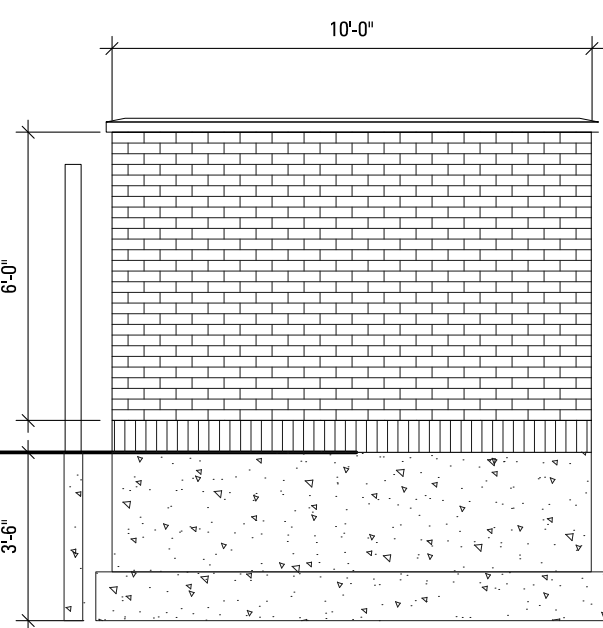
D EAST ELEVATION
1/8" = 1'-0"



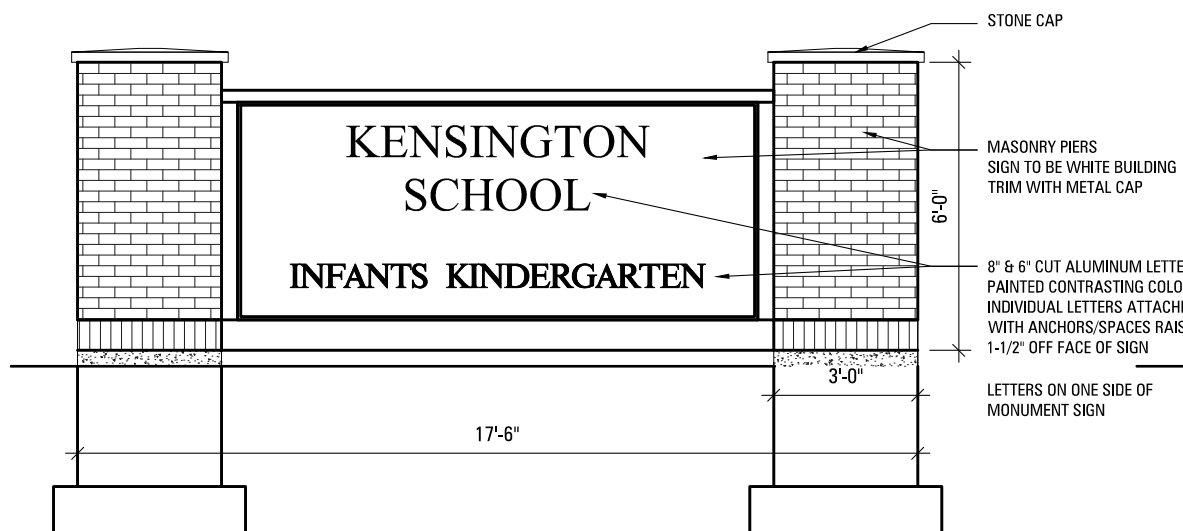
E ENTRY
3/8" = 1'-0"



F TRASH ENCLOSURE
1'-4" = 1'-0"



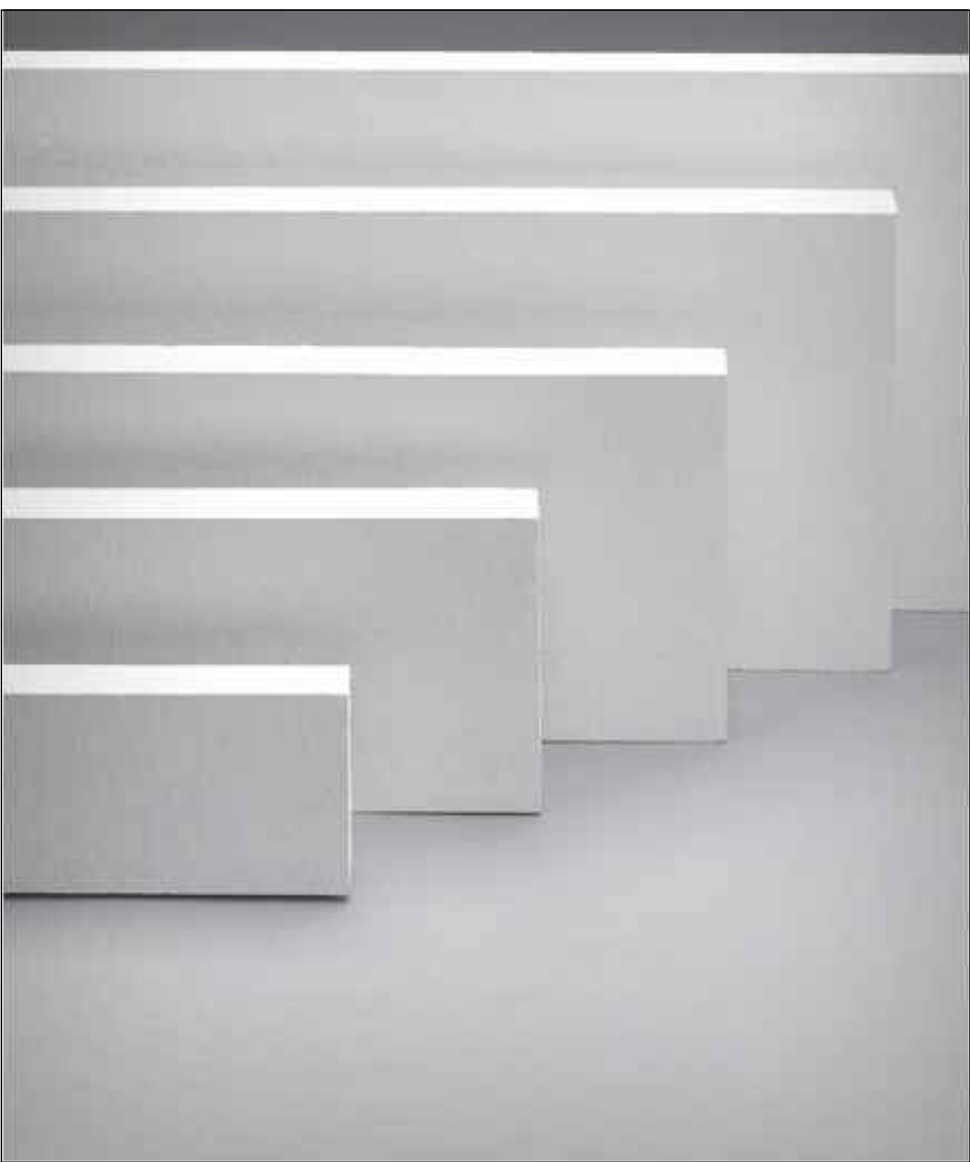
8" CUT ALUMINUM LETTERS PAINTED CONTRASTING COLOR. INDIVIDUAL LETTERS ATTACHED WITH ANCHORS/SPACES RAISED 1-1/2" OFF FACE OF SIGN



G MONUMENT SIGN
1'-4" = 1'-0"



CERTAINTEED ASPHALT SHINGLES
GRAND MANOR - GATEHOUSE SLATE



EXTERIOR SIDING
HARDIE BOARD SMOOTH FACED TRIM
COLOR: ARCTIC WHITE



CROWN:
PREFAB ALUMINUM CORNICE
COLOR: POLAR



FACE BRICK:
BORAL: NEW ORLEANS BRICK



PARKING LOT LIGHT FIXTURE:
CYCLONE - HISTORIA CY25T4



BUILDING LIGHT FIXTURE:
EF CHAPMAN - SUSSEX
CH02032



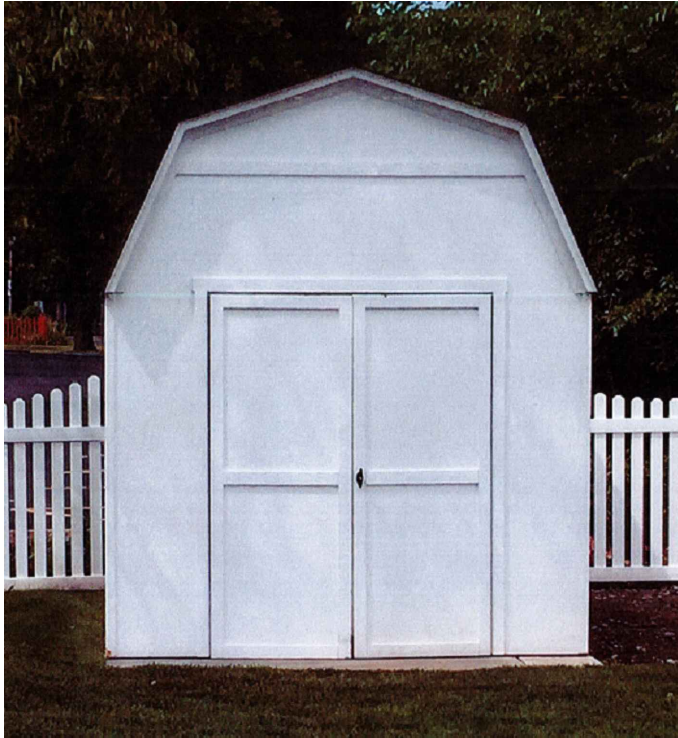
METAL FENCE:
ALUMINUM FENCE
COLOR: BLACK



WINDOWS:
EAGLE CASEMENT WINDOWS
COLOR: WHITE



STORAGE SHED:



GROUND EQUIP
NUTOYS LEISU
SCAPE FORMS
MENT AS SHO





HAGUE ARCHITECTURE

418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

CLIENT:

CONSULTING ENGINEER:

KENSINGTON SCHOOL
NEW CONSTRUCTION

840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS

CLIENT: KENSINGTON SCHOOL

REV	DATE	DESCRIPTION
07.13.16		REVISED SITE PLAN & SUBMITTAL
06.30.16		REVISED FOR SUBMITTAL
06.02.16		REVISED FOR SUBMITTAL
05.15.16		REVISED
03.09.14		ISSUED FOR COMMISSION REVIEW

DATE: 07.13.2106

PROJECT NUMBER: 2776.00

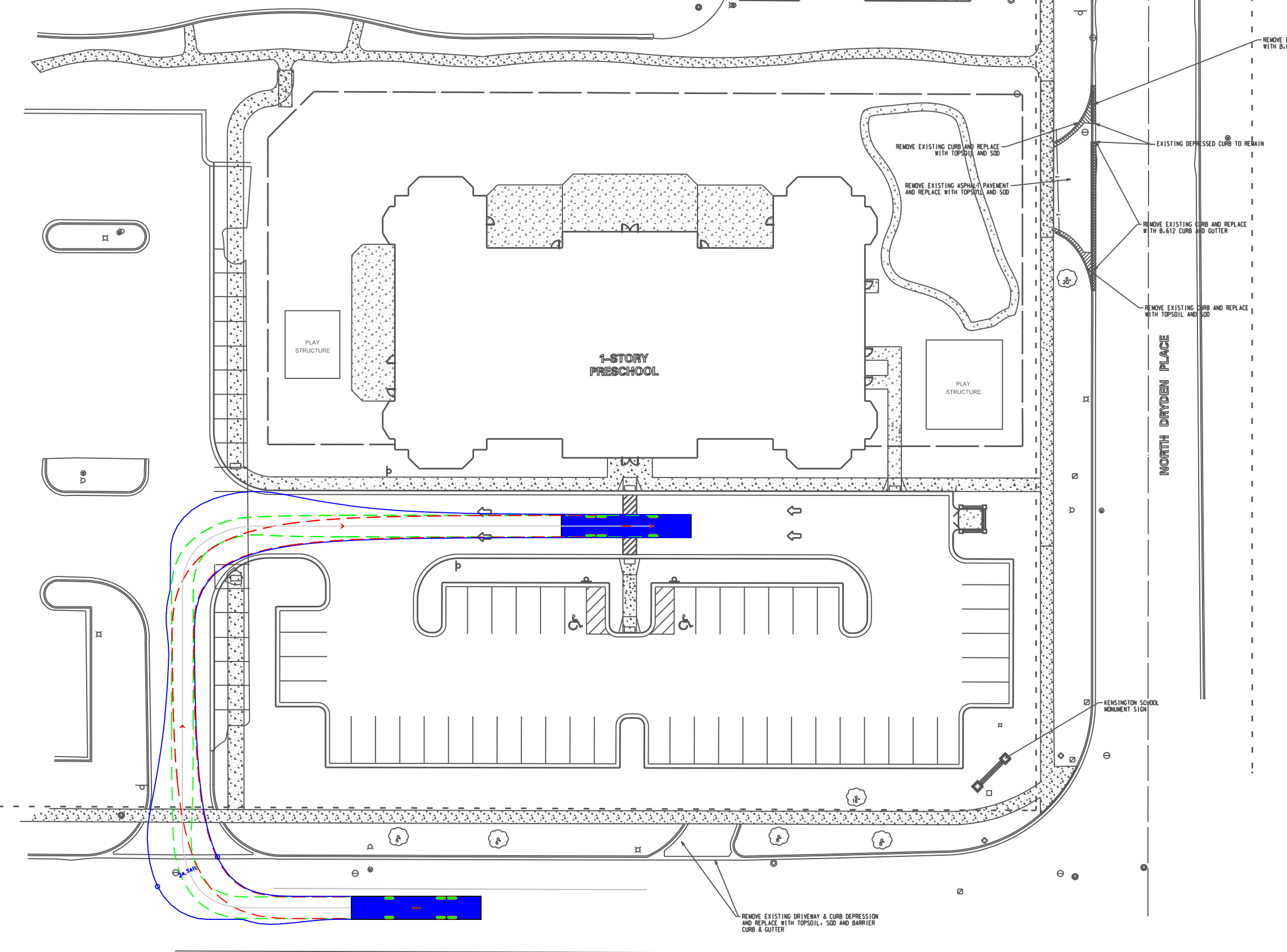
DRAWN BY: XX

CHECKED BY: JH

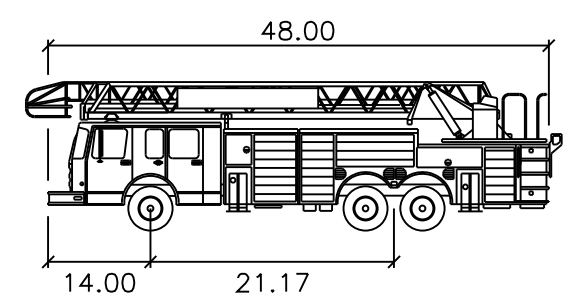
Copyright (c) by HAGUE ARCHITECTURE. All Rights Reserved.

SHEET TITLE:
MATERIALS
& EQUIPMENT

SHEET NUMBER:
A-09

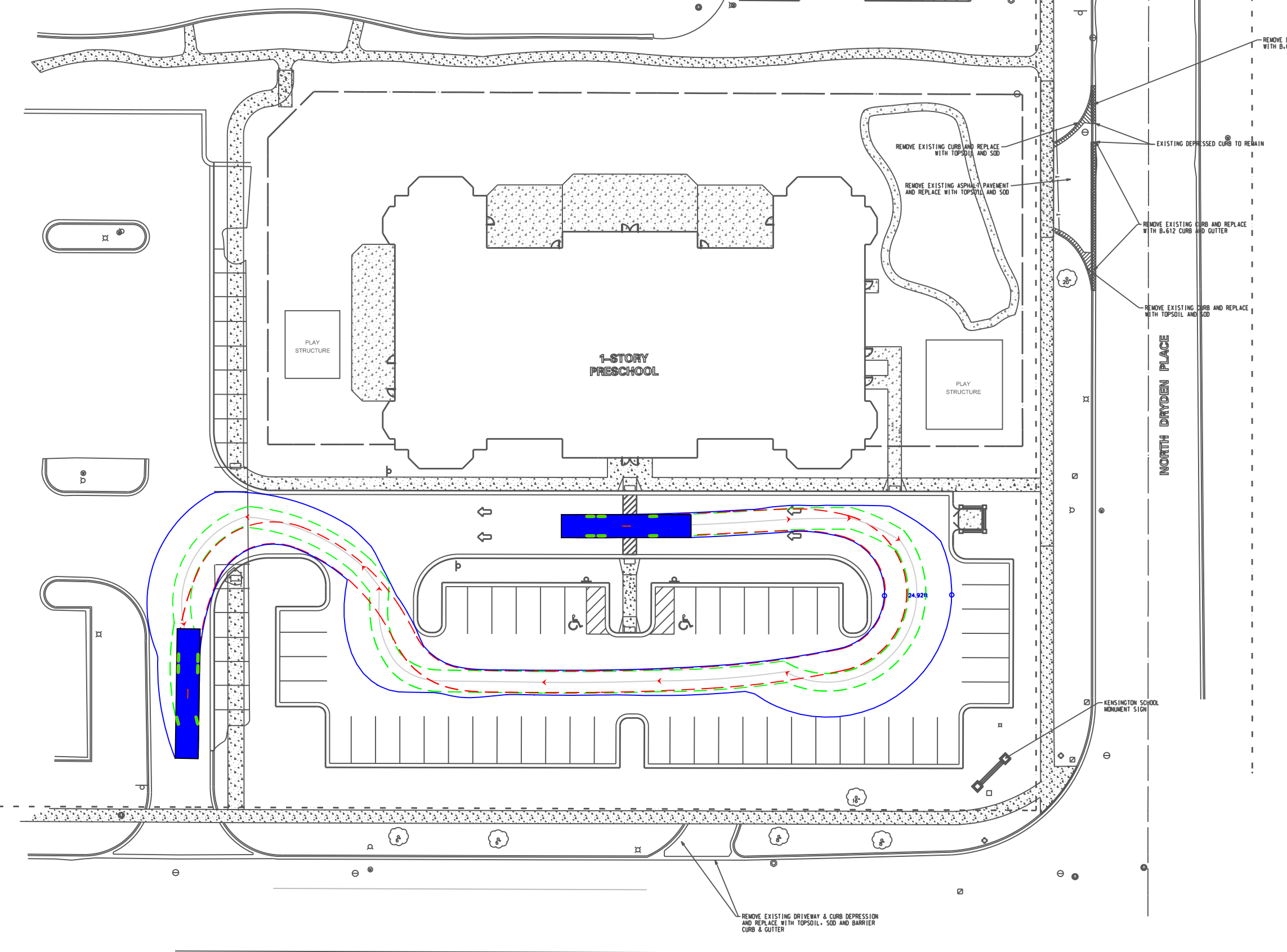


DESIGN VEHICLE

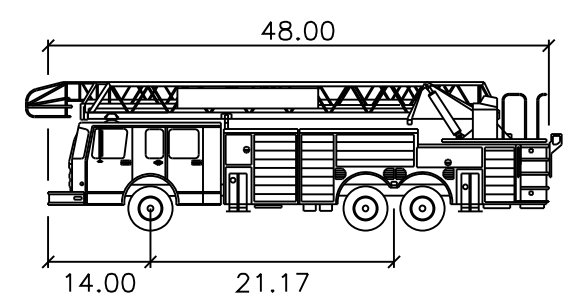


Arlington Hts FT
Tower 131 feet
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 40.0

- BODY OF VEHICLE (OVERHANG)
- FRONT TIRES PATH
- REAR TIRES PATH



DESIGN VEHICLE



Arlington Hts FT
Tower 131 feet
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 40.0

- BODY OF VEHICLE (OVERHANG)
- FRONT TIRES PATH
- REAR TIRES PATH

**VILLAGE OF ARLINGTON HEIGHTS
COOK COUNTY, ILLINOIS
PROJECT NO: 6124.07**

KENSINGTON SCHOOL
743 MCCLINTOCK DRIVE
BURR RIDGE, IL 60527
PHONE: (312) 907-7979

HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, IL 60305
PHONE: (708) 771-3900

48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

DESCRIPTION: SEE SHEET E1 FOR BENCHMARK INFORMATION

**SPACECO, INC. IS TO BE NOTIFIED AT LEAST
THREE (3) DAYS PRIOR TO STARTING CONSTRUCTION
AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS**

#	SHEET #	REMARKS	DATE
1	4	FIRE TRUCK TURNING MOVEMENTS	04/18/16
2	4	PER DESIGN COMMISSION MEETING	04/27/16
3	2,4-6,9	PER VILLAGE OF ARLINGTON HEIGHTS	05/10/16
4	4-6,9	PER CLIENT	07/19/16
5	4	PER VILLAGE OF ARLINGTON HEIGHTS	08/10/16

[illegible]

LOCATION MAP

LOCATION MAP

STREETS AND FEATURES:

- EUCLED AVE
- LINCOLN LN
- DRYDEN PLACE
- KENSINGTON ROAD
- 178" MAIN COMBINED SEWER
- EXISTING 8" SANITARY CONNECTION TO 18" MAIN SEWER
- SITE LOCATION**
- 14' X 12' BOX CULVERT
- 6' X 6' X 9'6" BOX CULVERT
- ARTHUR AVE
- NORTHCREST HIGHWAY
- E. DAVIS STREET
- UPPER DES PLAIDES NO. 11-C
- MELAS FARM
- CENTRAL RD.

N.T.S.

KEY MAP

The key map shows the site layout with the following features:

- Streets:** LINCOLN LANE to the north, DRYDEN PLACE to the east, and KENSINGTON ROAD to the south.
- Building:** A large, irregularly shaped building with a central shaded area and several smaller shaded sections.
- Parking:** A large parking area to the west of the building, and a smaller parking area to the south of the building.
- Other Features:** A small rectangular area labeled "DRYDEN PLACE" to the east of the building, and a small rectangular area labeled "KENSINGTON ROAD" to the south of the building.

N.T.S.

SEAI

**FOR PRELIMINARY REVIEW
NOT FOR CONSTRUCTION**

**KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS**

9515 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



SHEET

21

1. REFERENCED CODES

A. ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (ISSUED), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS; ADOPTED JANUARY 1, 2007 BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THEREOF; AND IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.

B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, PUBLISHED JULY 2009, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE STRINGENT OF THE CODE OF THE MUNICIPALITY OR ANY SUCH AGENCY SHALL APPLY.

C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES, WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.

D. ALL METHOD OF CONSTRUCTION AND MATERIALS SHALL CONFORM THE THE MOST RECENT EDITION OF "A MANUAL OF PRACTICE FOR THE DESIGN OF PUBLIC & PRIVATE IMPROVEMENTS" PUBLISHED BY THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT.

E. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

2. UTILITY LOCATIONS

A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE FIELD PRIOR TO THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.

B. 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 THE UTILITY FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL 811, ILL. 1-800-252-0123, THE MISSOURI TOLL FREE, FOR UTILITY LOCATION PRIOR TO STARTING ANY CONSTRUCTION.

C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE FIELD 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 OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

3. UTILITY COORDINATION

A. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.

B. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.

C. THE OWNER AND THE ENGINEER SHALL NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. AT THAT SHALL BE CONTACTED ONE PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTIFIED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.

4. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE OR SHE IMMEDIATELY REPORT SUCH DISCREPANCIES TO THE ENGINEER. THE CONTRACTOR ASSUMES THE ENTIRE 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 THAT PART OF THE WORK. IF THE CONTRACTOR PROCEEDS WITHOUT SUCH INSTRUCTION, THE CONTRACTOR SHALL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

5. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

6. UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER AS APPROPRIATE.

7. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.

8. THE CONTRACTOR SHALL VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

9. COMMENCING CONSTRUCTION

A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE 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, EITHER MUNICIPALITY'S OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION, TO ALLOW MATERIAL TESTING. THE CONTRACTOR SHALL BE RESPONSIBILITY AND AT THE RISK OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.

B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.

10. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.

11. 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 DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.

12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

13. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CURBS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.

14. ALL FIELD TIE AND PERFORATED DRAINS ENCOUNTERED DURING CONSTRUCTION SHALL NOT BE CONNECTED TO ANY SEWER, TRIBUTARY OF A SEWER, OR TO THE LOCATION OF ANY FIELD TIE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.

16. 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 CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON JOB SITE IS NOT PERMITTED.

17. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITIONS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.

GENERAL EXCAVATION AND UNDERGROUND NOTES

A. SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.

B. PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS REGARDLESS OF TIME PERIOD EXCAVATIONS WILL BE OPEN. CARRY DOWN SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH CSHA AND GOVERNING AUTHORITY.

C. PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BODIES, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETERIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION HOSES, DISCHARGE LINES AND POWER DEVICES TO REMOVE EXCESS WATER. PROVIDE AND MAINTAIN DRAINAGE SYSTEMS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DEVICES OR DRAINAGE LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.

D. IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.

23. FINAL ACCEPTANCE

A. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DEFECTS IN MATERIALS AND WORKMANSHIP OF WATERWORK DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.

B. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.

C. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAYMENT BARGE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.

D. 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.

24. UNDERGROUND NOTES

A. UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.

B. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.

C. ANY DETOURING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DETOURING. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

D. TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS; UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING FDOT C-6 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (SDS) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.

E. THE CONTRACTOR SHALL INSTALL A 4" X 4" X 8" (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VAULTS. THE POST SHALL EXTEND 4' ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.

F. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL ON AROUND YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.

G. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SURFACES. 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 HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.

H. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS 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 ALLEVIATE THE CONTRACTOR FROM ANY ADJUSTMENTS TO FINISHED GRADE TO BE MADE BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.)

I. SLEEVES FOR UTILITY (COWD, TELEPHONE, ETC.) STREET CROSSING, SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 6" PVC INSTALLED 36" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. A TRENCH SHALL BE BUILT AND BACKFILLED WITH COMPACTED GRANULAR MATERIAL.

J. THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.

25. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS, AND EMPLOYEES ARE PROVIDING THESE ADJUSTMENTS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS. "SAFE" MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTORS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.

NOTES:

1. CONCRETE SHALL BE 100% CLASS 51.

2. MINIMUM SIDEWALK THICKNESS SHALL BE 5".

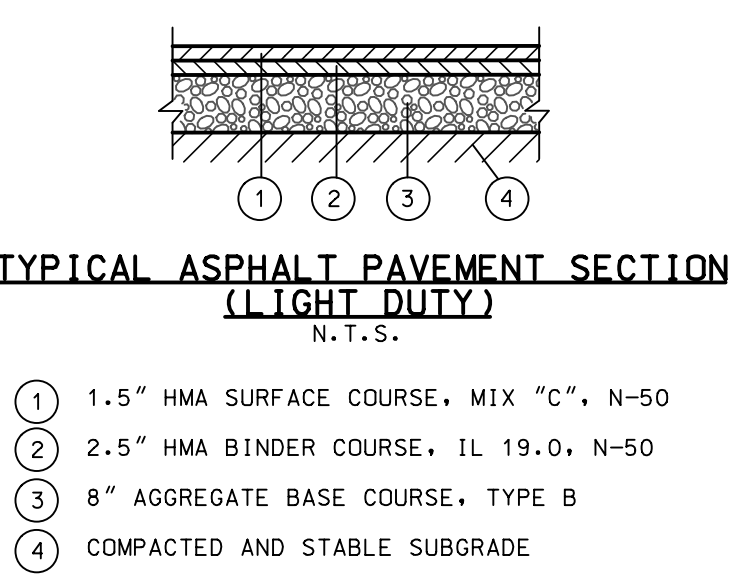
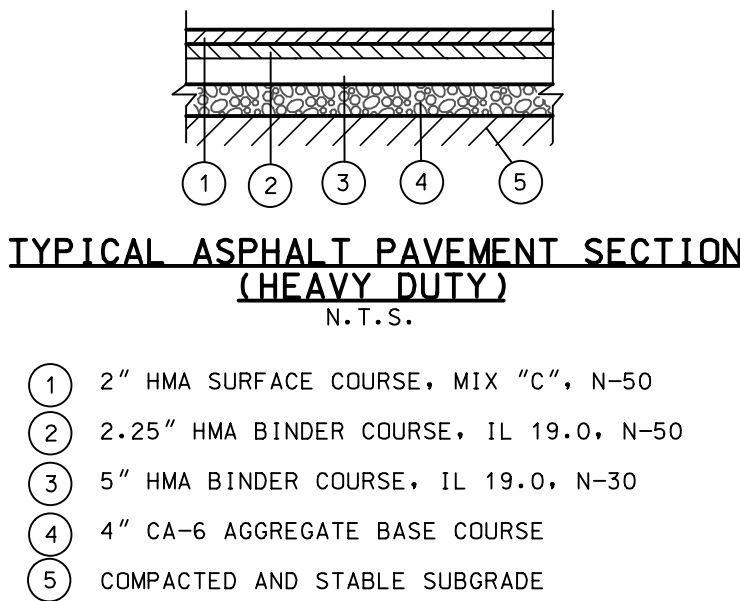
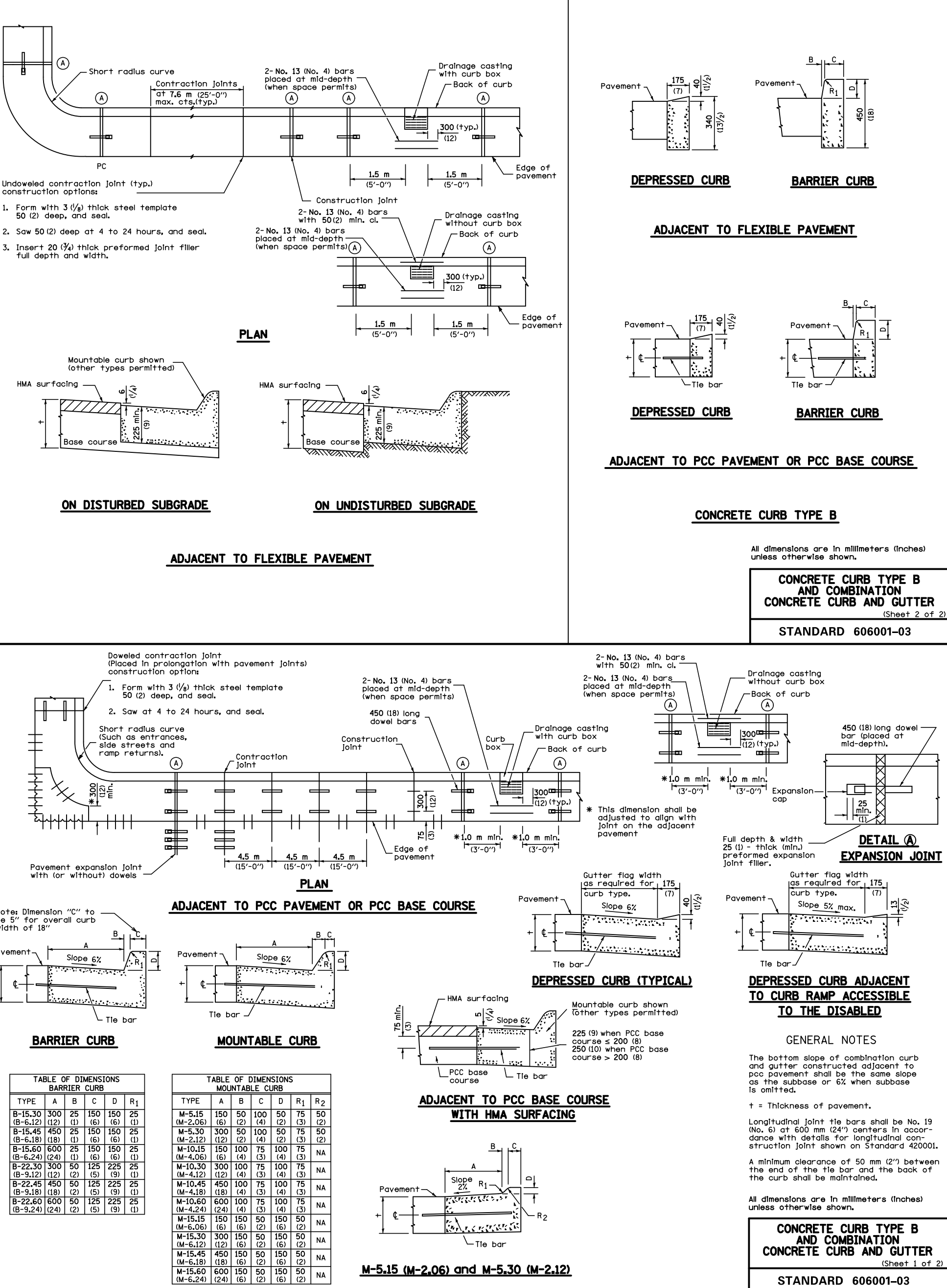
3. MAXIMUM TRANSVERSE SLOPE SHALL BE 1/4" / ft. (2%) TYPICAL.

4. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT A SPACING OF 5'.
3/4" EXPANSION JOINT SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 50'.

5. AGGREGATE SUB-BASE COURSE SHALL BE MECHANICALLY COMPACTED.

6. ALL SIDEWALKS SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.

ST-SF016.DWG



EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
	PIPE TRENCH BACKFILL	
	GAS MAN	
	TELEPHONE LINES	
	ELECTRIC LINE	
	FENCE	
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
	CONTOUR	
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
	SPOT ELEVATION	
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	

HOLE	I - INVERT OR INLET	T/P - TOP OF PIPE
ANNHOLE	TF - TOP OF FOUNDATION	B/P - BOTTOM OF PIPE
U	GF - GARAGE FLOOR	WM - WATERMAIN
	TC - TOP OF CURB	SAN - SANITARY SEWER
T	TD - TOP OF DEPRESSED CURB	STM - STORM SEWER
I	TW - TOP OF RETAINING WALL	LO - LOOK OUT
	BW - BOTTOM OF RETAINING WALL	PLO - PARTIAL LOOK OUT
(HYDRANT)	OP - OUTLET OF PIPE	

DESCRIPTION	LOG NO.	PERMIT NO.	DATE ISSUED
IDNR ENDANGERED SPECIES		1607192	02/09/16
IHPA			
IEPA - NPDES NOTICE OF INTENT			
IEPA - DIVISION OF WATER POLLUTION CONTROL			
MWRDGC			
IEPA - DIVISION OF PUBLIC WATER SUPPLIES			

SEE SHEET E1

<u>333 LAKE OF ARLINGTON HEIGHTS</u>	<u>COMCAST COMMUNICATIONS</u>	<u>AT&T COMMUNICATIONS</u>
13 S. ARLINGTON HEIGHTS ROAD	1575 ROWLING RD.	2004 MINER ST.
ARLINGTON HEIGHTS, IL. 60005	ROLLING MEADOWS, IL 60008-1336	DES PLAINES, IL 60016-4716
CONTACT PERSON: (847) 577-7500	PHONE: (847) 725-8752	PHONE: (847) 729-5567
CONTACT PERSON: JIM MASSARELLI,	FAX: (847) 725-8767	FAX: (847) 729-3610
DIRECTOR OF ENGINEERING	CONTACT PERSON: TONY CURTIS	CONTACT PERSON: MILTON L. SMITH JR.
<u>VILLAGE OF ARLINGTON HEIGHTS</u>	<u>COMCAST CABLE</u>	<u>NICOR GAS COMPANY</u>
PUBLIC WORKS DEPARTMENT	688 INDUSTRIAL DRIVE	1011 WILEY RD.
2222 NORTH RIDGE AVENUE	ELMHURST, IL 60126	SCHLAUBURG, IL 60173-4338
ARLINGTON HEIGHTS, IL. 60005	PHONE: (630) 600-6349	(847) 598-4006
CONTACT PERSON: DENNIS BOWE	CONTACT PERSON: DET WYMAN	CONTACT PERSON: YVONNE HARRIS
<u>COMMONWEALTH EDISON</u>	<u>MCI COMMUNICATIONS</u>	<u>NORTHWEST WATER COMMISSION</u>
1001 N. ARTHUR AVE.	2400 NORTH GLENVIEW	1525 N. WOLF ROAD
NORTHMOOR PROSPECT, IL 60056-2221	RICHARDSON, TX. 75081	DES PLAINES, IL. 60016
PHONE: (847) 870-2056	PHONE: (972) 729-6016	PHONE: (847) 635-0777
FAX: (847) 870-2028	CONTACT PERSON: BETH SEUBERT	FAX: (847) 635-9242
CONTACT PERSON: JUDITH L. SCHOMER		CONTACT PERSON: ROBERT TOBEN

[illegible]

3	05/10/16	PER VILLAGE OF ARLINGTON HEIGHTS			
NO.	DATE	REMARKS			

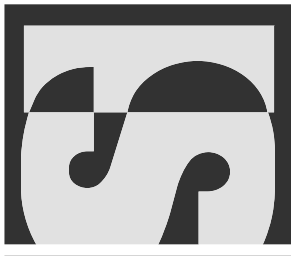
GENERAL NOTES AND TYPICAL SECTIONS

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS

LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



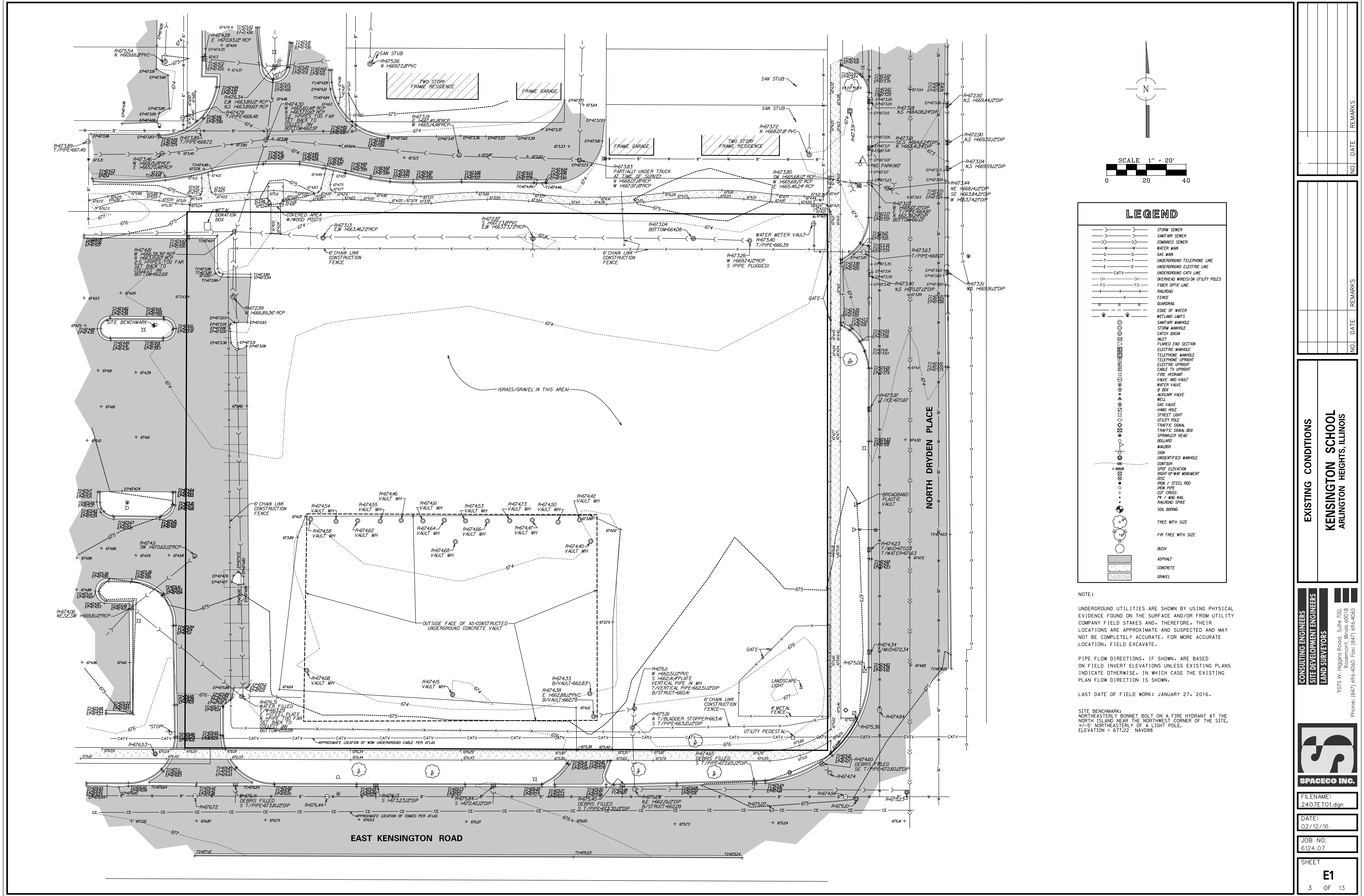
FILENAME:
2407GN.dgn

DATE:
02/12/16

JOB NO.
6124.07

SHEET

GN1

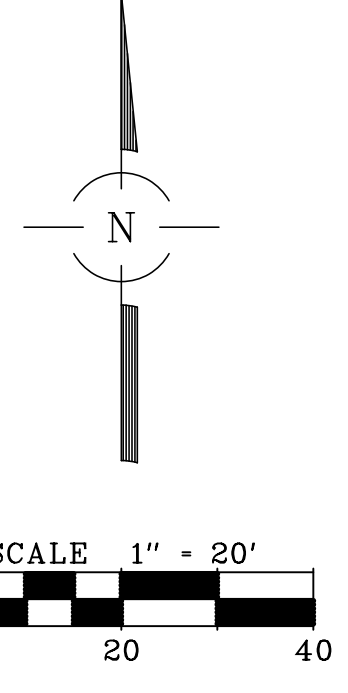
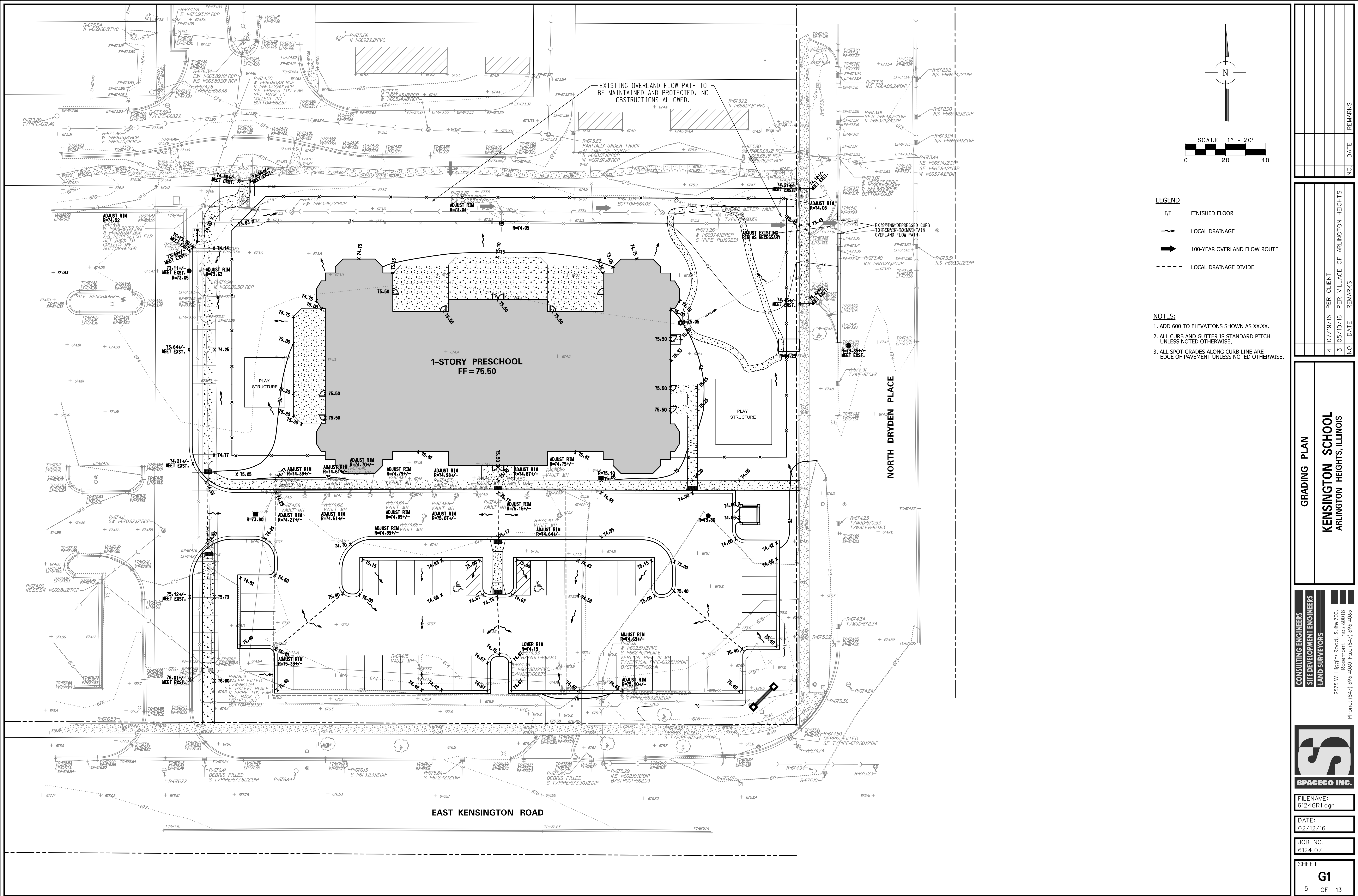


EXISTING CONDITIONS
KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



FILENAME:
2407ET01.dgn
DATE:
02/12/16
JOB NO.
6124.07
SHEET
E1
3 OF 13

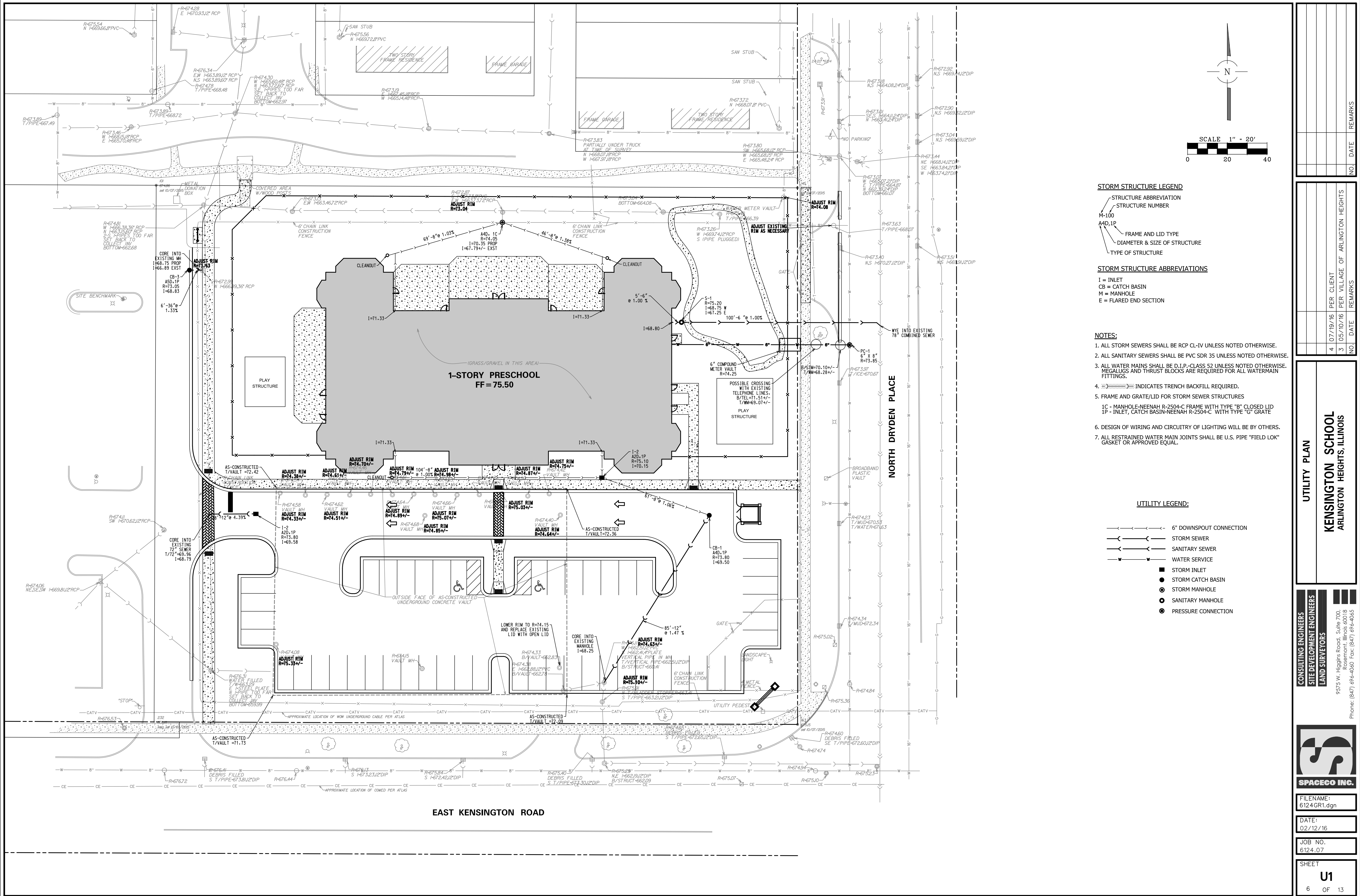


- LEGEND**
- F/F FINISHED FLOOR
 - LOCAL DRAINAGE
 - 100-YEAR OVERLAND FLOW ROUTE
 - LOCAL DRAINAGE DIVIDE

- NOTES:**
- ADD 600 TO ELEVATIONS SHOWN AS XX.XX.
 - ALL CURB AND GUTTER IS STANDARD PITCH UNLESS NOTED OTHERWISE.
 - ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

CONSULTING ENGINEERS		SITE DEVELOPMENT ENGINEERS		LAND SURVEYORS	
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065					
SPACECO INC.					
FILENAME: 6124GR1.dgn					
DATE: 02/12/16					
JOB NO. 6124.07					
SHEET G1					

GRADING PLAN		KENSINGTON SCHOOL		ARLINGTON HEIGHTS, ILLINOIS	
NO.	DATE	REMARKS	NO.	DATE	REMARKS
4	07/19/16	PER CLIENT	3	05/10/16	PER VILLAGE OF ARLINGTON HEIGHTS



STORM STRUCTURE LEGEND

- STRUCTURE ABBREVIATION
- STRUCTURE NUMBER
- M-100
- A4D, 1P
- FRAME AND LID TYPE
- DIAMETER & SIZE OF STRUCTURE
- TYPE OF STRUCTURE

STORM STRUCTURE ABBREVIATIONS

- I = INLET
- CB = CATCH BASIN
- M = MANHOLE
- E = FLARED END SECTION

NOTES:

- ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
- ALL SANITARY SEWERS SHALL BE PVC SDR 35 UNLESS NOTED OTHERWISE.
- ALL WATER MAINS SHALL BE D.I.P.-CLASS 52 UNLESS NOTED OTHERWISE. MEALUGS AND THRUST BLOCKS ARE REQUIRED FOR ALL WATERMAIN FITTINGS.
- INDICATES TRENCH BACKFILL REQUIRED.
- FRAME AND GRATE/LID FOR STORM SEWER STRUCTURES
1C - MANHOLE-NEENAH R-2504-C FRAME WITH TYPE "B" CLOSED LID
1P - INLET, CATCH BASIN-NEENAH R-2504-C WITH TYPE "G" GRATE
- DESIGN OF WIRING AND CIRCUITRY OF LIGHTING WILL BE BY OTHERS.
- ALL RESTRAINED WATER MAIN JOINTS SHALL BE U.S. PIPE "FIELD LOK" GASKET OR APPROVED EQUAL.

UTILITY LEGEND:

- 6" DOWNSPOUT CONNECTION
- STORM SEWER
- SANITARY SEWER
- WATER SERVICE
- STORM INLET
- STORM CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- PRESSURE CONNECTION

UTILITY PLAN

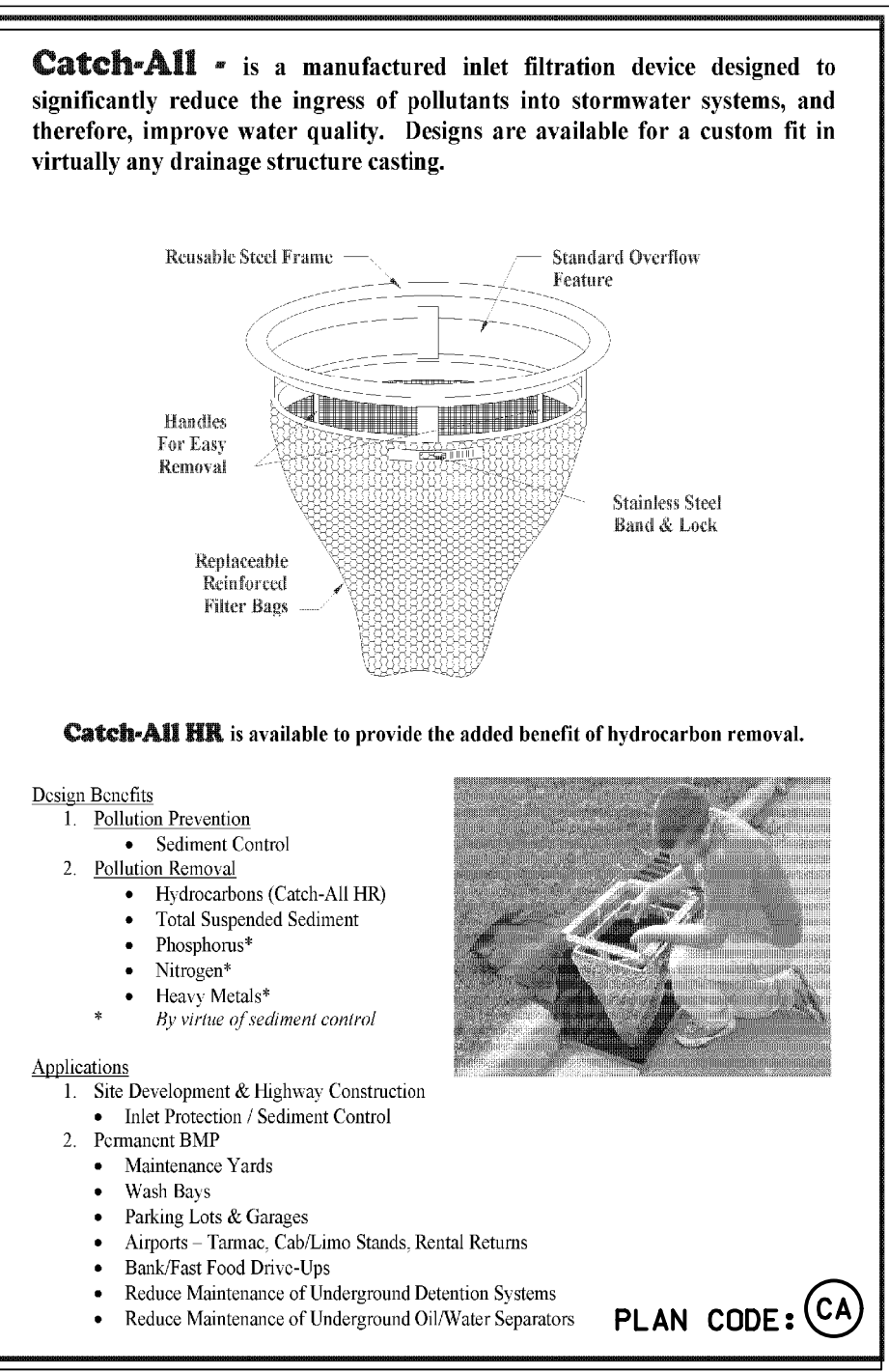
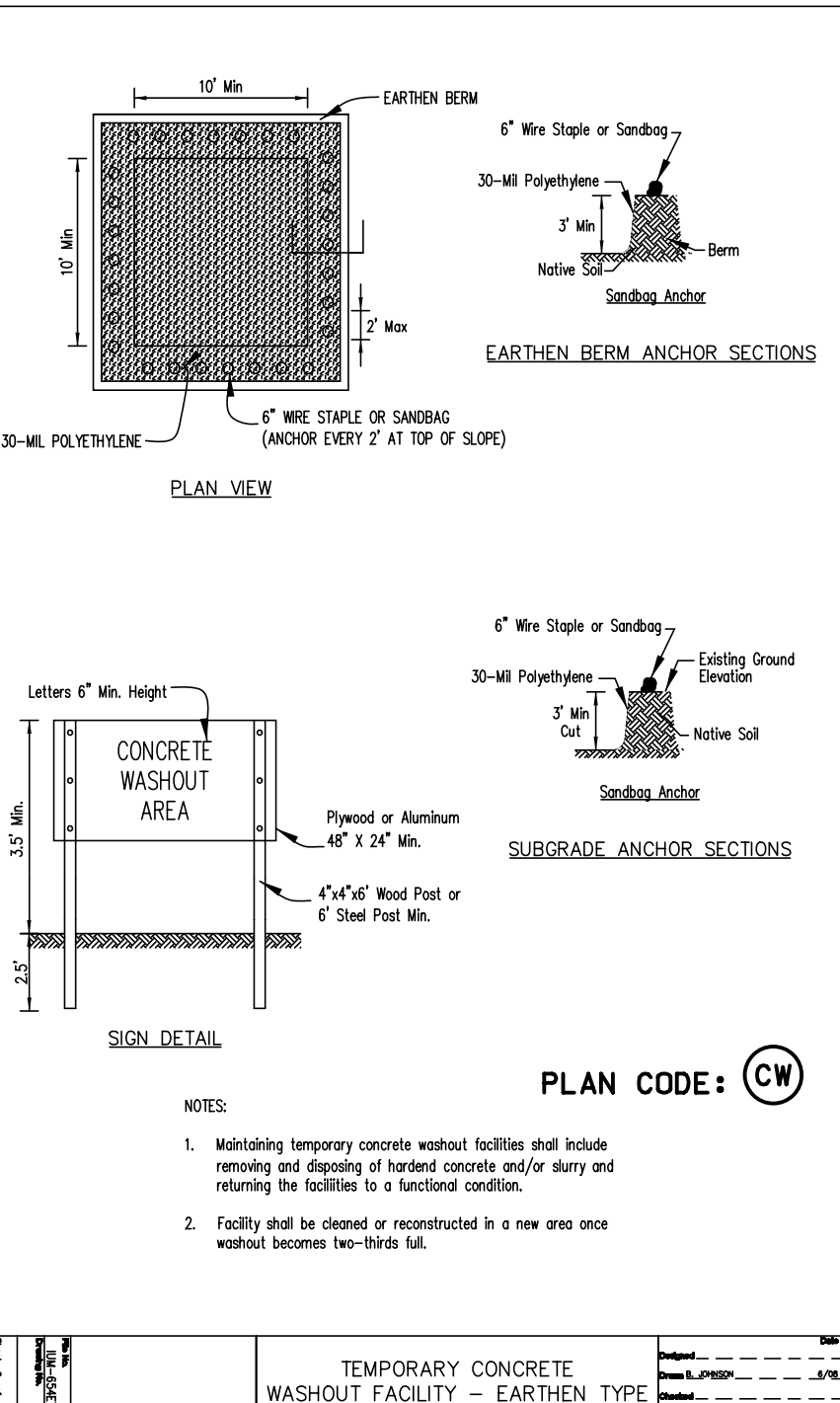
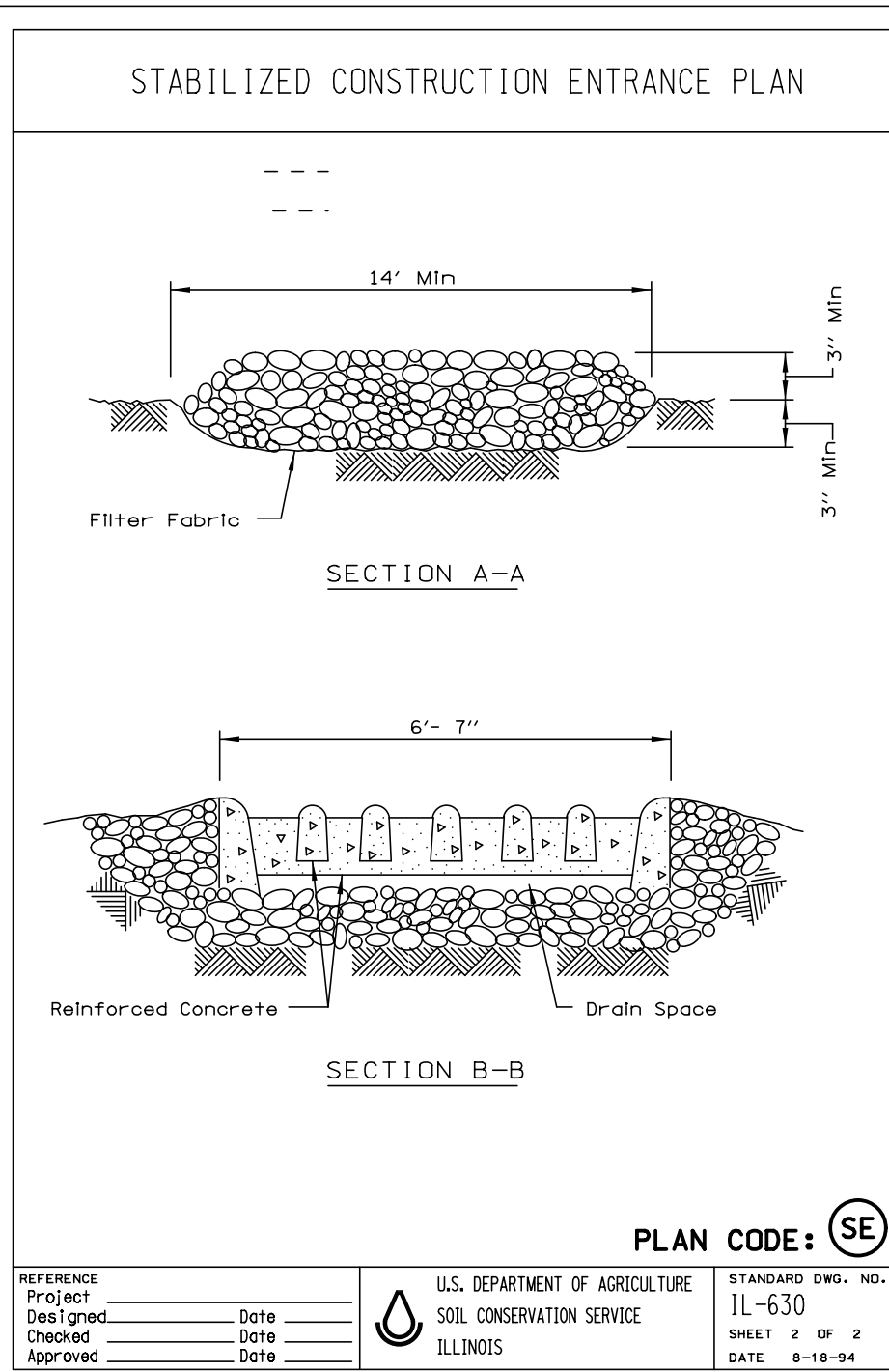
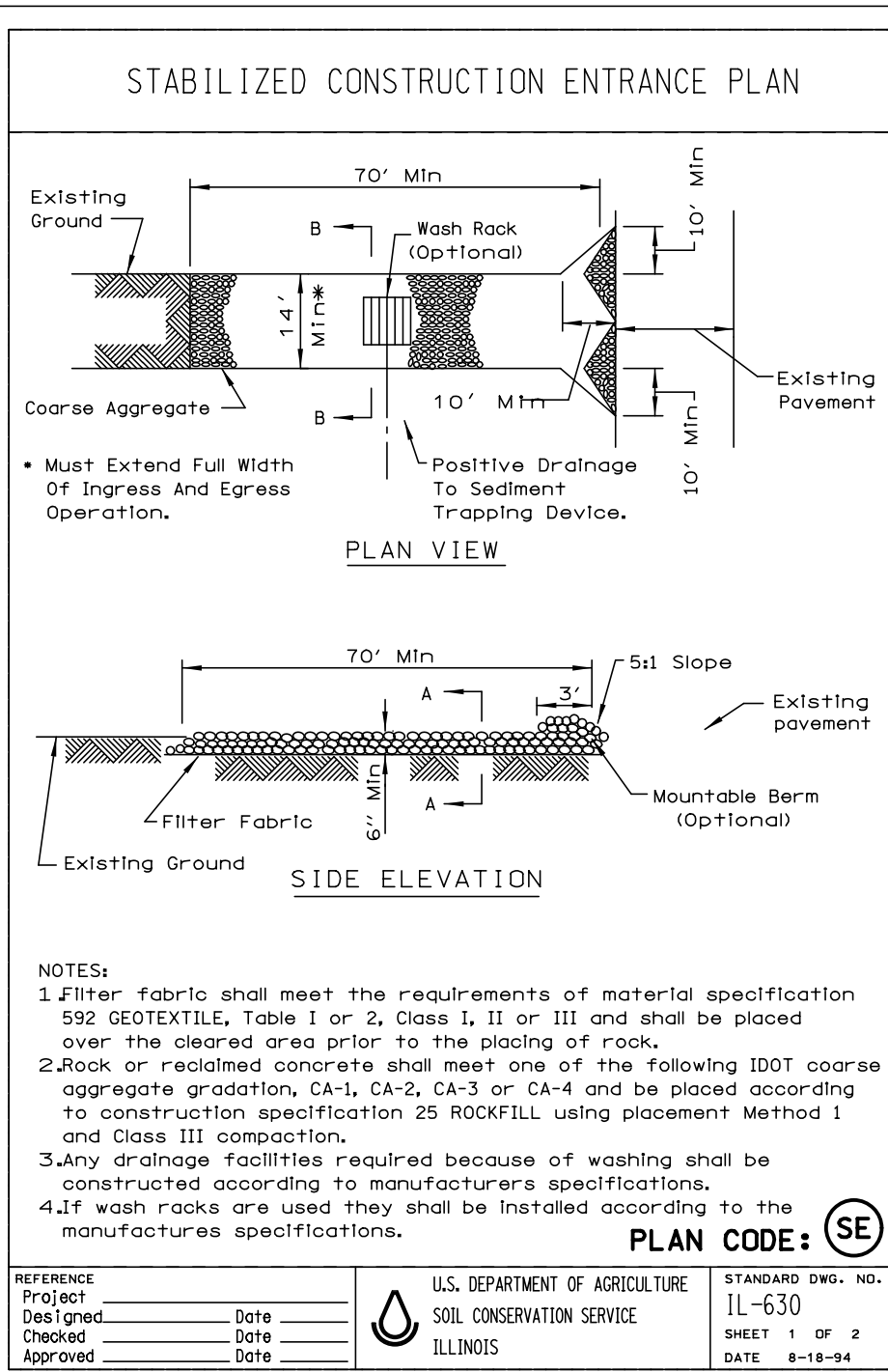
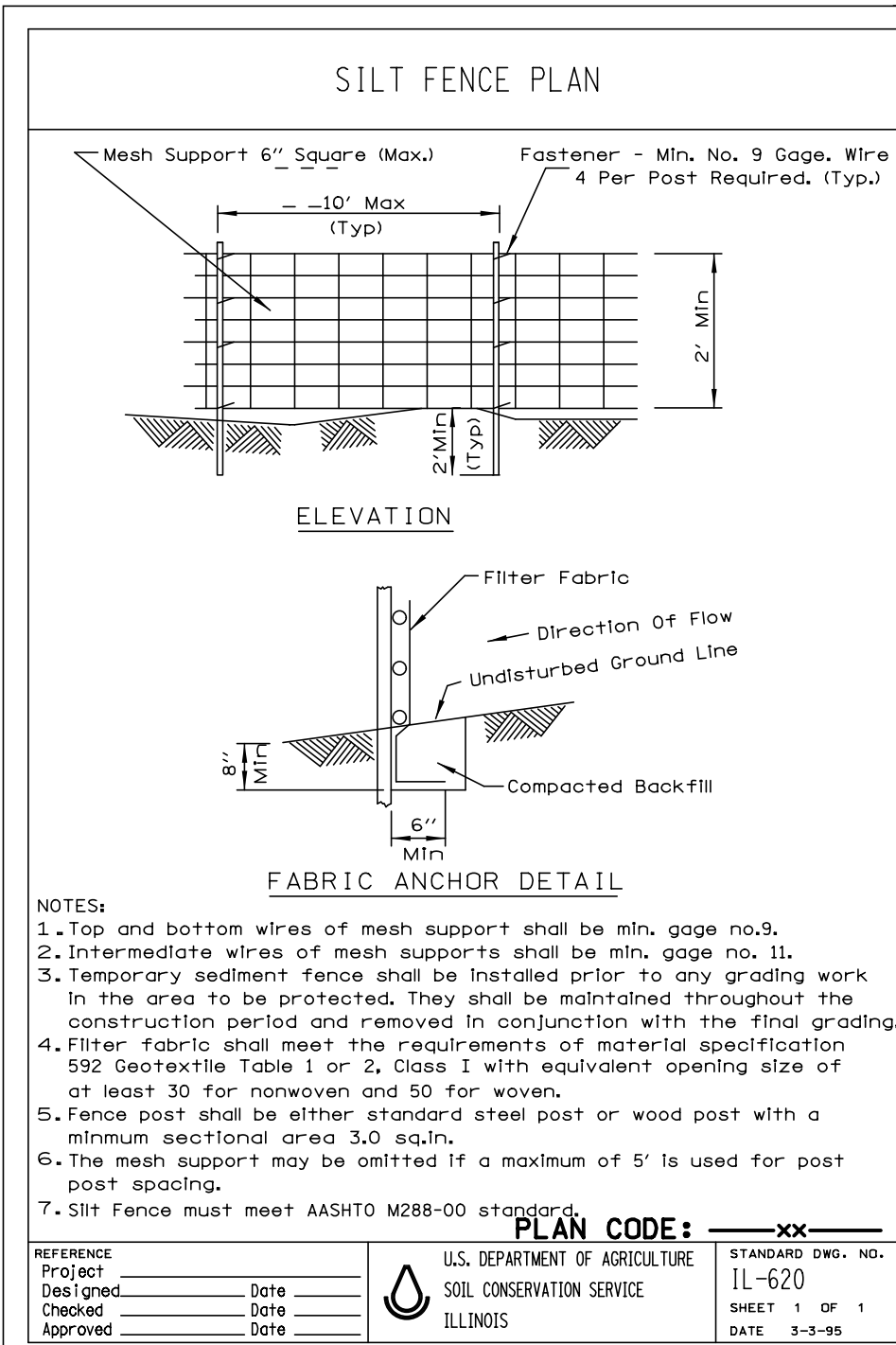
KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME: 6124GR1.dgn
DATE: 02/12/16
JOB NO. 6124.07
SHEET U1 6 OF 13

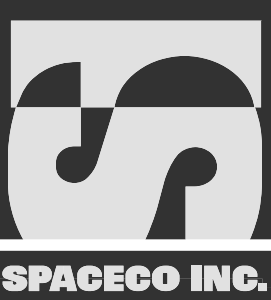


SOIL EROSION AND SEDIMENT CONTROL PLAN

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME:
2407SE02.dgn

DATE:
02/12/16

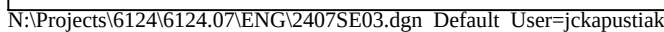
JOB NO.
6124.07

SHEET
SE2

8 OF 13

NO. DATE REMARKS

NO. DATE REMARKS



	4	07/19/16	PER CLIENT	
	3	05/10/16	PER VILLAGE OF ARLINGTON HEIGHTS	
	NO.	DATE	REMARKS	

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

9 OF 13

EARTHWORK NOTES		PAVING NOTES		SANITARY SEWER NOTES		STORM SEWER NOTES	
1. GENERAL A. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE. THE CONTRACTOR SHALL OBTAIN AND READ THE GEOTECHNICAL REPORTS AVAILABLE FROM THE OWNER. B. 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 APPRAISE HIMSELF OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS LOW-BID FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER. C. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC. MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS. D. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION, AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO 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 TRAFFIC. E. PLANS FOR THE SITE Dewatering, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION. F. 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 GRADING BEGINS. A MUNICIPAL EROSION CONTROL INSPECTION MAY BE REQUIRED BEFORE ANY EARTHWORK IS PERFORMED. G. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A "SNOW FENCE" AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED 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. H. EXCESS MATERIALS, IF NOT UTILIZED AS FILL, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR. I. ALL EARTHWORK SHALL BE DONE UNDER THE SUPERVISION OF AN ILLINOIS LICENSED ENGINEER WHO SPECIALIZES IN THE GEOTECHNICAL FIELD (SOILS ENGINEER). THIS ENGINEER WILL BE RESPONSIBLE FOR ENSURING THAT ALL UNSUITABLE MATERIALS ARE REMOVED, ALL STRUCTURAL FILL MATERIALS ARE PROPERLY PLACED AND COMPACTED, ALL PAVEMENT SUBGRADES ARE PROPERLY PREPARED, PROOF ROLLING SUBGRADES AND BASE COURSES, AND ENSURING THAT ALL WATER RETAINING EMBANKMENTS ARE PROPERLY CONSTRUCTED. THE DEVELOPER PAYS FOR ALL GEOTECHNICAL SERVICES. 2. TOPSOIL EXCAVATION INCLUDES: A. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS. B. PLACEMENT OF THE 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 STOCKPILE. C. TOPSOIL STOCKPILED FOR RESPREAD SHALL 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. D. TOPSOIL RESPREAD SHALL INCLUDE HAULING AND SPREADING 6" OF TOPSOIL OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR DIRECTED BY THE OWNER. E. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS. 3. EARTH EXCAVATION INCLUDES: A. EXCAVATION OF CLAY AND OTHER 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. B. PLACEMENT OF THE CLAY AND OTHER 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 MATERIAL 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. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, TO WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCUERRE OF THE OWNER. C. COMPACTION OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS. SIDEWALKS AND DRIVEWAYS SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS. D. EXCAVATION: QUANTITIES OF EARTH EXCAVATION INDICATED ELSEWHERE IN THIS CONTRACT HAVE BEEN COMPUTED BY THE END AREA METHOD AS PROVIDED FOR IN SECTION 202 OF THE STANDARD SPECIFICATIONS. EXCAVATED MATERIALS FROM THE SITE SHALL BE LEGALLY AND PROPERLY DISPOSED OF. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF EARTH EXCAVATION. 4. UNSUITABLE MATERIAL UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH 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 SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCUERRE OF THE OWNER. 5. MISCELLANEOUS THE CONTRACTOR SHALL: A. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS. B. SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE MATERIAL EXCAVATED, IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS. C. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION. D. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL. THE CURBS SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS CURED FOR AT LEAST 7 DAYS. E. TRENCH COMPACTION: ALL TRENCHES SHALL BE COMPACTED BY MECHANICAL TECHNIQUES APPROVED BY THE SOILS ENGINEER UNTIL PROPER COMPACTION IS ACHIEVED. THE REQUIREMENT FOR MECHANICAL COMPACTION MAY BE WAIVED IF, IN THE OPINION OF THE SOILS ENGINEER AND THE MUNICIPAL ENGINEER, THE BACKFILLED TRENCHES MEET THE DENSITY REQUIREMENTS. JETTING OF TRENCHES FOR COMPACTION WILL NOT BE ALLOWED. 6. TESTING AND FINAL ACCEPTANCE A. 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 MATERIAL. THIS SHALL BE WITNESSED BY MUNICIPAL ENGINEER AND THE OWNER. SEE PAVING SPECIFICATION. B. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL, OR OTHERWISE CORRECTED, APPROVED BY THE SOILS CONSULTANT. C. ANY TESTING THAT IS REQUIRED OF THIS CONSTRUCTION IS CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION. NO SEPARATE PAYMENT WILL BE MADE.	1. GENERAL A. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION AND COMPACTION; PLACEMENT OF SUB-BASE 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. B. COMPACTION REQUIREMENTS: [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)] SUB-GRADE = 93%; SUB-BASE = 93%; AGGREGATE BASE COURSE = 95%; BITUMINOUS COURSES = REFER TO SSBRC ARTICLE 406.07. THE SOILS ENGINEER IS RESPONSIBLE FOR ENSURING THAT MATERIALS ARE PROPERLY PLACED AND COMPACTED. C. 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 ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION AND IN ACCORDANCE WITH THE MUNICIPAL CODE. 2. SUB-GRADE PREPARATION A. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHALL SATISFY HIMSELF THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP SUBGRADE ELEVATION HAS BEEN WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE CONTRACTOR ADVISES THE OWNER AND ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT HE HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE. B. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT. THE SOILS ENGINEER SHALL CONDUCT AND THE VILLAGE SHALL WITNESS ALL PROOF ROLLS. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED IN A MANNER APPROVED BY THE OWNER OR HIS REPRESENTATIVE. THIS MAY INCLUDE ONE OR MORE OF THE FOLLOWING METHODS: 1) SCARIFY DISC AND AERATE. 2) REMOVE AND REPLACE WITH STRUCTURAL CLAY FILL. 3) REMOVE AND REPLACE WITH GRANULAR MATERIAL. 4) USE OF GEOTEXTILE FABRIC. MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE 1/4" TO 1/2" IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA. C. 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") OF FINAL SUBGRADE ELEVATION, TO A POINT TWO (2) FEET BEYOND THE BACK OF CURB, SO AS TO INSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS QUANTITY OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED. D. PRIOR TO PLACEMENT OF THE BASE COURSE, ALL SUBGRADES MUST BE APPROVED BY THE MUNICIPAL ENGINEER, SOILS ENGINEER AND/OR OWNER. 3. CONCRETE WORK A. ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE CLASS SJ OR PV PER (SSBRC) SECTION 1020.04 WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) BAGS OF A MINIMUM OF 3-500 PSI COMPRESSIVE STRENGTH PER CUBIC YARD. FOURTEEN (14) DAYS. ALL CONCRETE SHALL BE BROOM FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL. THE ADDITION OF CALCIUM CHLORIDE AND THE SUBSTITUTION OF FLY ASH FOR PORTLAND CEMENT IS PROHIBITED. 1-50 LBS OF COLLOATED, FILLERED, POLYPROPYLENE FIBER SHALL BE ADDED TO EACH CUBIC YARD OF CONCRETE USED FOR SIDEWALKS. THE FIBERS SHALL BE AS MANUFACTURED UNDER THE NAME "FIBERNESE" OR EQUAL. B. CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS-SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BETWEEN THE CURB AND GUTTER. PREMOLED FIBER EXPANSION JOINTS, WITH TWO 3/4" X 18" EPOXY COATED STEEL DONUT BARS, SHALL BE INSTALLED AT SIXTY (60) FOOT INTERVALS AND AT ALL PC'S, PT'S AND CURB RETURNS. ALTERNATE ENDS OF THE DONUT BARS SHALL BE WITH METAL EXPANSION TUBES. SAVED OR FORMED CONTRACTION JOINTS SHALL BE PROVIDED AT NO GREATER THAN FIFTEEN (15) FOOT INTERVALS BETWEEN EXPANSION JOINTS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED. C. CURBS SHALL BE DEPRESSED AT LOCATIONS WHERE PUBLIC WALKS/PEDESTRIAN PATHS INTERSECT CURB LINES, AND OTHER LOCATIONS AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY. (SEE CONSTRUCTION STANDARDS FOR DETAIL). BARRIER CURB SHALL ALSO BE DEPRESSED AT DRIVEWAY LOCATIONS. D. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE. THE CONCRETE MUST CURE FOR AT LEAST SEVEN DAYS BEFORE THE CURBS ARE BACKFILLED. E. CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5 FOOT INTERVALS AND 1/2" PREMOLED FIBER EXPANSION JOINTS AT 50 FOOT INTERVALS, AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, ETC. F. CONCRETE DRIVEWAY APRONS SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE 6" X 6" NO. 6 WELDED WIRE MESH IN DRIVEWAYS. PROVIDE 1/2" PREMOLED FIBER EXPANSION JOINT ADJACENT TO CURBS AND CONCRETE SIDEWALKS. PROVIDE SAVED OR FORMED CONTRACTION JOINT AT MID-POINT AND 15 FOOT MAXIMUM. G. STANDARD REINFORCED CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. SAVED OR FORMED CONTRACTION EXPANSION JOINTS SHALL BE AS SHOWN ON THE PLANS. H. CONCRETE CURING AND PROTECTION SHALL BE IN ACCORDANCE WITH (SSBRC) - METHOD 1, II, OR III. I. THE COST OF AGGREGATE BASE OR SUB-BASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM. 4. FLEXIBLE PAVEMENT A. THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, DRIVEWAYS, SIDEWALKS AND PATHS SHALL BE AS DETAILED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE FLEXIBLE PAVEMENTS SHALL CONSIST OF AGGREGATE BASE COURSE, TYPE B; BITUMINOUS CONCRETE BINDER COURSE; AND BITUMINOUS CONCRETE SURFACE COURSE OF THE THICKNESS AND MATERIALS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS. THE PAVING IS TO BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS. B. 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 BITUMINOUS M.C. = 50. C. 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 WATER/VEHICLE EQUIPMENT AND MANPOWER 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 0.05 TO 0.10 GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS SPECIFIED IN (SSBRC) SECTION 406-02. D. SEAMS IN BASE, BINDER AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6". E. FOR NEW STREETS, THE CONTRACTOR SHALL PERMIT THE BITUMINOUS CONCRETE BINDER COURSE TO WEATHER ONE (1) WINTER SEASON PRIOR TO THE INSTALLATION OF THE BITUMINOUS CONCRETE SURFACE COURSE UNLESS OTHERWISE SPECIFIED BY THE MUNICIPAL ENGINEER OR OWNER. 5. TESTING AND FINAL ACCEPTANCE A. THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE OWNER AND/OR MUNICIPALITY. TESTING SHALL BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND THE TESTING REQUIREMENTS OF THE MUNICIPALITY. B. WHEN REQUESTED BY THE OWNER, TEST RESULTS AND DOCUMENTATION FOR THE CONCRETE, BASE COURSE, BITUMINOUS CONCRETE BINDER, AND/OR SURFACE COURSE, SHALL BE SUBMITTED FOR VERIFICATION. C. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN REQUESTED BY THE OWNER OR MUNICIPALITY, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION. D. WHEN REQUIRED BY THE OWNER OR 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 DESCRIBED IN (SSBRC), ART. 407.10. E. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.	1. GENERAL A. SANITARY SEWER PIPE SHALL BE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE WITH A STANDARD DIMENSION RATIO (SDR) OF 26 CONFORMING TO ASTM D-2241 WITH O-RING GASKETED JOINTS CONFORMING TO ASTM D-3122 AND PVC (POLYVINYL CHLORIDE) PLASTIC PIPE WITH A STANDARD DIMENSION RATIO (SDR) OF 21 CONFORMING TO ASTM D-2241 WITH PUSH-ON JOINTS CONFORMING TO ASTM D-3139 AS SHOWN ON THE PLANS. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF SANITARY SEWER COMPLETE IN PLACE. B. SANITARY SEWER PIPE 18" AND LARGER, WHERE NOTED ON THE PLANS, OR WHERE THE IEPA MINIMUM SEPARATION CANNOT BE MAINTAINED, SHALL BE ONE OF THE FOLLOWING: PLAN CODE DESCRIPTION DIP: DUCTILE IRON WATERMAIN QUALITY PIPE, CLASS 52, (ANSI 21-51) WITH MECHANICAL OR O-RING GASKETED JOINTS (ANSI 21-11). PVC: PRESSURE RATED PVC PIPE MEETING ASTM D-2241 WITH ASTM D-3139 GASKETED JOINT, SDR 26 C. "BAND-SEAL" OR SIMILAR FLEXIBLE TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND-SEAL", "FERROD", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON ANY SEWER MAIN. D. ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE. E. ALL FLOOR DRAINS SHALL CONNECT TO THE SANITARY SEWER. F. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE MUNICIPALITY. G. WATERMANS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH IEPA REQUIREMENTS AS SPECIFIED IN "WATER MAIN" SECTION. H. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE EXCEPT UNDER SPECIAL CIRCUMSTANCES AND THEN ONLY UNDER THE FOLLOWING RULES: a) PERMISSION SHALL BE OBTAINED FROM THE MUNICIPAL ENGINEERING DEPARTMENT IN WRITING PRIOR TO BEGINNING CONSTRUCTION. b) THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF A MINIMUM OF 18" ABOVE THE TOP OF THE SEWER AND 18" HORIZONTALLY AWAY FROM THE EDGE OF THE SEWER. 2. BEDDING: A. BEDDING SHALL CONSIST OF A MINIMUM OF FOUR (4") INCHES OF COMPACTED CRUSHED GRAVEL OR STONE, GRADATION NO. CA-11 OR CA-13. THE SEWER SHALL HAVE MECHANICALLY TAMPED CRUSHED GRAVEL OR STONE COVER ABOVE THE TOP OF THE PIPE TO A MINIMUM OF TWELVE (12") INCHES FOR PVC PIPE AND TO THE SPRING LINE FOR DIP. THE BEDDING AND COVER MATERIAL SHALL BE ASTM D-2321 CLASS II FOR PVC PIPE AND ASTM D-448 SIZE 67 FOR DIP PIPE. THE COST OF THE BEDDING AND COVER SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER. B. ALL UNSUITABLE MATERIAL SHALL BE REMOVED BELOW THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CA-6 CRUSHED GRAVEL OR STONE. C. ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF FIVE (5') FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL (CA-6) AND THOROUGHLY MECHANICALLY COMPACTED IN 18" THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED. REFER TO THE TRENCH BACKFILL LIMITS DETAIL. 3. MANHOLES: A. SANITARY SEWER MANHOLES SHALL BE 4'-0" I.D. PRECAST CONCRETE SECTIONS CONFORMING TO ASTM D-478 WITH PREFORMED BITUMINOUS OR "O" RING JOINTS. IN ACCORDANCE WITH MUNICIPAL REGULATIONS, AND HAVE AN ECCENTRIC CONE INSTALLED TO LINE UP WITH THE MANHOLE STEPS. ALL MANHOLE STEPS SHALL BE AT 16" O.C. SIMILAR TO NEENAH R-1980. B. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT SLEEVES. THE BOTTOM OF MANHOLE SHALL HAVE A CONCRETE BENCH POURED TO FACILITATE SMOOTH FLOWS. 4. FRAMES AND LIDS: A. ALL SANITARY SEWER MANHOLE FRAMES AND LIDS SHALL BE NEENAH R-1712 UNLESS OTHERWISE NOTED ON THE PLANS. THE LIDS SHALL HAVE RECESSED (CONCEALED) PICK HOLE AND BE SELF SEALING WITH AN "O" RING GASKET. THE LIDS SHALL HAVE THE WORDS "SANITARY" EMBOSSED ON THE SURFACE. THE JOINTS BETWEEN FRAME AND CONCRETE SECTION SHALL BE SEALED WITH A BUTYL ROPE. B. A MAXIMUM OF EIGHT (8) INCHES OF CONCRETE ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. RINGS SHALL BE SEALED TOGETHER WITH BUTYL ROPE. 5. DROP MANHOLE ASSEMBLIES: A. DROP MANHOLE ASSEMBLIES: DROP MANHOLE ASSEMBLIES SHALL BE PROVIDED AT THE JUNCTION OF SANITARY SEWERS WHERE THE DIFFERENCE IN INVERT GRADES IS TWO FEET (2') OR MORE, OR AS SHOWN ON THE PLANS. THE ENTIRE DROP ASSEMBLY SHALL BE CAST IN CONCRETE MONOLITHICALLY WITH THE MANHOLE BARREL SECTION. 6. CLEANING: A. ALL MANHOLES AND PIPES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS, AND ALL VISIBLE LEAKAGE ELIMINATED, BEFORE FINAL INSPECTION AND ACCEPTANCE. 7. TESTING: A. DEFLECTION AND LEAKAGE TESTING WILL BE REQUIRED. THE PROCEDURE AND ALLOWABLE TESTING LIMITS SHALL BE AS SPECIFIED IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", OR MUNICIPAL CODES. IN THE EVENT OF A DISCREPANCY BETWEEN THE STANDARD SPECIFICATIONS AND THE MUNICIPAL CODE, THE MUNICIPAL CODE SHALL GOVERN. THE FULL LENGTH OF THE SANITARY SEWER IS REQUIRED TO BE BOTH AIR TESTED AND DEFLECTION TESTED. B. TESTING THE ALIGNMENT/STRAIGHTNESS SHALL BE IN ACCORDANCE WITH MUNICIPAL CODE. C. TESTING OF MANHOLES TO BE IN ACCORDANCE WITH ASTM 969. 8. TELEVISION: A. ALL SANITARY SEWERS SHALL BE TELEVIEWED AND A COPY OF THE TAPE /VIDEO AND A WRITTEN REPORT SHALL BE SUBMITTED AND REVIEWED BY THE OWNER OR MUNICIPALITY BEFORE FINAL ACCEPTANCE. THE REPORT SHALL INCLUDE STUB 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 THE SAME AS THE VIDEO TAPES/VIDEOS. 9. TEST RESULTS: A. IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED, THE CONTRACTOR SHALL DETERMINE THE CAUSE OR CAUSES OF THE DEFECT AND SHALL, AT HIS OWN EXPENSE, REPAIR OR REPLACE ALL MATERIALS, AND WORKMANSHIP AS MAY BE NECESSARY TO COMPLY WITH THE TEST REQUIREMENTS. 10. CERTIFICATION: A. 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-2412 OR D-2241 AS APPROPRIATE FOR THE PIPE TO BE USED. TESTS SHALL ALSO BE CONDUCTED TO DEMONSTRATE JOINT PERFORMANCE AT 5% MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT. 11. RECORD DRAWINGS: A. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION TO PREPARE RECORD DRAWING(S) INCLUDING SERVICE STUB LOCATIONS, TO SPACECO. SPACECO SHALL PREPARE RECORD DRAWINGS AND SUBMIT TO APPROPRIATE PUBLIC AGENCIES. IF FINAL MEASUREMENTS INDICATE DEFICIENCIES, THE CONTRACTOR, AT HIS OWN COST, WILL ADJUST MANHOLES AND/OR SEWERS TO PROPER ELEVATIONS AND OTHERWISE CORRECT THE DEFICIENCIES.	2. BEDDING: A. ALL STORM SEWERS SHALL BE INSTALLED ON A TYPE A GRANULAR BEDDING, 1/4" TO 3/4" IN SIZE (CA-51) WITH A MINIMUM THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE BUT NOT LESS THAN 4". BLOCKING OF ANY KIND FOR GRADE IS NOT PERMITTED. THE BEDDING MATERIALS SHALL BE COMPACTED TO 90% OF MODIFIED PROCTOR DENSITY. BEDDING SHALL EXTEND TO THE SPRINGLINE ON ALL RCP AND DIP PIPE. BEDDING SHALL EXTEND TO 12" OVER ANY PVC OR HDPE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS. 3. STRUCTURES: A. MANHOLE, CATCH BASIN AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM 4" IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH O-RING OR BUTYL ROPE. A MAXIMUM OF EIGHT (8") INCHES OF ADJUSTING RINGS SHALL BE USED. B. A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES. C. THE FRAME, GRATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE STYLE SHOWN ON THE PLANS. D. MANHOLE LIDS SHALL BE MACHINE SURFACED, NON-ROCKING DESIGN. THE CLOSED LIDS SHALL HAVE THE WORD "STORM" CAST ON THE LID. THE JOINTS BETWEEN CONCRETE SECTION ADJUSTING RINGS, AND FRAME SHALL BE SEALED WITH A MASTIC COMPOUND. 4. CASTINGS: A. CASTINGS FOR SEWER OR OTHER STRUCTURES SHALL BE "NEENAH" OR APPROVED EQUAL. COST OF CASTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM. 5. CLEANING: A. THE STORM SEWER SYSTEM SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING. 6. TELEVISION: A. THE STORM SEWER SYSTEM SHALL BE TELEVIEWED IF REQUIRED BY MUNICIPALITY.	STORM SEWER NOTES 1. PIPE MATERIALS: A. WATERMANS OR SERVICES 3" OR LARGER IN DIAMETER SHALL BE CONSTRUCTED OF BITUMINOUS COATED, CEMENT LINED DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A-21.50 (AWWA C150) AND ANSI A-21.51 (AWWA C151). CEMENT MORTAR LINING SHALL CONFORM TO ANSI A-21.4 (AWWA C-104). THE JOINTS SHALL BE O-RING GASKETED PUSH-ON OR MECHANICAL JOINTS CONFORMING TO ANSI A-21.11 (AWWA C-111). 2. FITTINGS: A. ALL FITTINGS SHALL BE CAST-IRON, WITH MECHANICAL JOINTS AND "MEGALUG" RETAINER GLANDS, AND CEMENT LINED PER ANSI A21.4. COST OF FITTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE. B. ALL DUCTILE IRON WATERMAIN AND FITTINGS SHALL BE WRAPPED IN 8-MIL POLYETHYLENE WRAP. ALL MECHANICAL JOINT FITTINGS SHALL USE STAINLESS STEEL NUTS AND BOLTS. CONTINUITY WEDGES SHALL BE PROVIDED ON ALL WATERMANS. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF WATERMAIN COMPLETE IN PLACE. 3. WATER SERVICES: A. WATER SERVICE PIPE, 2" IN DIAMETER OR SMALLER, SHALL BE TYPE K COPPER WATER TUBING, CONFORMING TO ASTM B-88 AND B-251, WITH COMPRESSION OR FLARED JOINTS. 4. VALVES: A. GATE VALVES SHALL BE USED ON ALL WATERMAIN 3" AND LARGER. ALL VALVES SHALL TURN COUNTER-CLOCKWISE TO OPEN. VALVES SHALL BE IRON OR BRASS VALVES WITH BRONZE MOUNTED SEATS AND NON-RISING STEMS CONFORMING TO AWWA C-509. THE VALVES SHALL HAVE MECHANICAL JOINTS. B. THE MECHANICAL JOINTS AND ALL FASTENERS ON THE VALVE BODY SHALL HAVE STAINLESS STEEL NUTS AND BOLTS. 5. VALVE VAULTS: A. VALVE VAULTS SHALL BE PRECAST CONCRETE STRUCTURES AS NOTED ON THE PLANS. THE FRAME AND LID SHALL BE NEENAH R-1712, OR EQUAL, WITH "WATER" EMBOSSED ON THE LID. 6. FIRE HYDRANTS: A. FIRE HYDRANTS SHALL CONFORM TO AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARD NO. C-902, LATEST REVISION, AND SHALL BE A MODEL SHOWN ON THE PLANS AND APPROVED BY THE MUNICIPALITY. FIRE HYDRANTS SHALL BE INSTALLED WITH AN AUXILIARY VALVE AND CAST IRON VALVE BOX. THE PUMPER CONNECTION SHALL FACE ROADWAY. B. PROVIDE THE RODS FROM THE MAINLINE TEE TO THE AUXILIARY VALVE, AND BETWEEN THE AUXILIARY VALVE AND HYDRANT BARREL WHERE NOT BOLTED TOGETHER. C. THE BREAK FLANGE AND ALL BELOW GRADE FITTINGS SHALL HAVE STAINLESS STEEL NUTS AND BOLTS. D. FIRE HYDRANT LEADS FROM THE WATERMAIN TO THE FIRE HYDRANT SHALL BE A MINIMUM DIAMETER OF 8" 7. CORPORATION STOPS: A. CORPORATION STOPS SHALL BE BRONZE BODY KEY STOPS CONFORMING TO AWWA C-800, AND SHALL INCLUDE "J" BEND, TAIL PIPE, AND COMPRESSION FITTINGS. SIZE AND LOCATION AS SHOWN ON PLANS. B. TAPPING SADDLES SPECIFICALLY DESIGNED FOR USE WITH PVC PIPE SHALL BE IN CONJUNCTION WITH THE CORPORATION STOP. 8. SERVICE BOX: A. PROVIDE CURB VALVE AND CURB BOX AS INDICATED ON THE PLANS. BOX SHALL BE EXTENSION TYPE WITH FOOT PIECE AND STATIONARY RODS FOR SIX (6') FEET OF BURY. B. MAXIMUM DEFLECTION AT PIPE JOINTS SHALL BE IN ACCORDANCE WITH PIPE MANUFACTURER'S CURRENT RECOMMENDATIONS AND AWWA SPECIFICATIONS. 9. BEDDING: A. ALL DUCTILE IRON WATERMAIN SHALL HAVE COARSE SAND BEDDING EXTENDED TO AT LEAST SIX INCHES (6") ABOVE THE TOP OF THE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM. B. GRANULAR BEDDING MATERIAL OR GRANULAR BACKFILL MATERIAL SHALL BE CAREFULLY PLACED TO 12" OVER THE TOP OF THE PIPE BEFORE FINAL BACKFILLING AND COMPACTION. C. A MINIMUM DEPTH OF COVER OF 5'-6" SHALL BE MAINTAINED OVER THE WATER LINES. THE MAXIMUM COVER SHALL BE EIGHT (8') FEET EXCEPT AT SPECIAL CROSSINGS. D. CONCRETE THRUST BLOCKING SHALL BE INSTALLED ON WATERMAIN AT ALL BENDS, TEE, ELBOWS, ETC. 10. IEPA WATERMAIN PROTECTION: A. HORIZONTAL SEPARATION a) WATERMANS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICES CONNECTION b) WATERMANS SHALL BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN: 1) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET 2) THE WATERMAIN INVERT IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND 3) THE WATERMAIN IS LOCATED IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER. c) BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATERMAIN STANDARDS OF CONSTRUCTION WHEN IT IS IMPOSSIBLE TO MEET (a) OR (b) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING. B. VERTICAL SEPARATION a) A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMANS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANCE FROM THE SEWER OR DRAIN. b) BOTH THE WATERMANS AND SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATERMAIN STANDARDS OF CONSTRUCTION WHEN: 1) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (a) ABOVE; OR 2) THE WATERMAIN PASSES UNDER A SEWER OR DRAIN. c) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN. THE WATER MAIN SHALL BE CONSTRUCTED TO EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FORM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET. 11. TESTING: A. ALL WATERMANS SHALL BE PRESSURE TESTED, FLUSHED AND DISINFECTED IN ACCORDANCE WITH AWWA AND MUNICIPAL SPECIFICATIONS. EACH VALVE SECTION SHALL BE PRESSURE TESTED FOR A MINIMUM OF 4 HOURS. ALLOWABLE LEAKAGE IS TO BE ONLY THAT WHICH IS PREDETERMINED STANDARD SPECIFICATIONS FOR SEWER AND WATERMAIN CONSTRUCTION IN ILLINOIS. AT NO TIME IS THERE TO BE ANY VISIBLE LEAKAGE FROM THE MAIN. B. BRASS WEDGES BETWEEN WATERMAIN PIPE JOINTS SHALL BE REQUIRED. C. CONTRACTOR IS RESPONSIBLE FOR PRESSURE TESTING AGAINST EXISTING WATER VALVES.			
SIGNING AND PAVEMENT MARKING				STORM SEWER NOTES			
1. ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSBRC), MUNICIPAL CODE AND THESE PLANS. 2. CONTRACTOR SHALL ESTABLISH LOCATION OF ALL SIGNS AND MARKINGS FOR APPROVAL BY THE OWNER PRIOR TO INSTALLATION. 3. SIGNS: SIGNS SHALL BE CONSTRUCTED OF 0-080 INCH THICK FLAT ALUMINUM PANELS WITH REFLECTORIZED LEGEND ON THE FACE IN ACCORDANCE WITH (SSBRC) SECTION 720. LEGEND SHALL BE IN ACCORDANCE WITH MUTCD AND AS SHOWN ON THE PLANS. 4. POSTS: SIGN POSTS SHALL BE A HEAVY DUTY STEEL "U" SHAPED CHANNEL WEIGHING 3.0 POUNDS/FOOT SUCH AS A TYPE B METAL POST PER (SSBRC) SECTION 729 [OR: 2" PERFORATED STEEL TUBE PER (SSBRC) SECTION 729]. 5. SIGNS AND POSTS SHALL BE INSTALLED IN ACCORDANCE WITH THE ABOVE (SSBRC) SECTIONS AND IDOT STANDARD 729001 EXCEPT AS MODIFIED BY THE PLANS. 6. PAVEMENT MARKINGS: ALL PAVEMENT MARKINGS IN THE ROADWAY LIMITS, SUCH AS STOP LINES, CENTER LINES, CROSSWALKS AND SIDEWALK ARROWS SHALL BE REFLECTORIZED THERMOPLASTIC PER (SSBRC) SECTION 780, EXCEPT AS MODIFIED BY THE PLANS. [NOTE TO ENGINEER: IDOT PREFERRED REFLECTORIZED PAINT ON CONCRETE PAVEMENT - CHECK WITH AGENCY WHO WILL MAINTAIN ROAD.] 7. PAVEMENT MARKINGS ON BIKE PATHS, PARKING LOT STALLS, AND SIMILAR "LOW WEAR" APPLICATION, SHALL BE PAINT IN ACCORDANCE TO (SSBRC) SECTION 780, EXCEPT AS MODIFIED BY THE PLANS. REFLECTIVE BEADS ARE NOT REQUIRED. 8. COLOR, WIDTH, STYLE, AND SIZE OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH (MUTCD) EXCEPT AS MODIFIED BY THE PLANS. 9. THERMOPLASTIC MARKINGS SHALL BE INSTALLED WHEN THE PAVEMENT TEMPERATURE IS 55° F AND RISING. PAINT MARKINGS MAY BE INSTALLED WHEN THE AIR TEMPERATURE IS 50° F AND RISING.	1. GENERAL: A. ALL STORM SEWER PIPE SHALL BE RCP, UNLESS OTHERWISE NOTED ON THE PLANS, IN ACCORDANCE WITH THE FOLLOWING: PLAN CODE: MATERIAL RCP: REINFORCED CONCRETE PIPE (ASTM C-76) WITH O-RING GASKETED JOINTS, (ASTM C-443) TYPE 1, CLASS IV, PER SSBRC SECTION 603. ELLIPTICAL RCP PIPE SHALL BE TYPE 1, HE-111 PER SSBRC SECTION 511. PRECAST FLARED END SECTIONS MAY HAVE MASTIC JOINTS. PAYMENTS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF STORM SEWER COMPLETE IN PLACE. DIP: DUCTILE IRON WATERMAIN QUALITY PIPE CLASS 52 (ANSI 21-51) WITH MECHANICAL OR PUSH-ON JOINTS (ANSI 21-11). CEMENT LINING IS NOT REQUIRED. PVC: POLYVINYL CHLORIDE SEWER PIPE, SDR 26, CONFORMING TO ASTM D-3034 WITH ASTM D-3212 PUSH-ON GASKETED JOINTS. B. "BAND SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND SEAL", "FERROD", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON SEWER MAINS. CHANGES IN PIPE MATERIAL SHALL BE MADE AT A STRUCTURE. C. ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE. D. ALL FOOTING DRAIN AND SUMP PUMP DISCHARGE PIPES SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. DOWNSPUTS SHALL DISCHARGE TO THE GROUND. E. THE CONTRACTOR SHALL MAINTAIN AT LEAST THREE (3') FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN COVER WHICH HAVE LESS THAN THREE (3') FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED.	1. GENERAL: A. ALL STORM SEWER PIPE SHALL BE RCP, UNLESS OTHERWISE NOTED ON THE PLANS, IN ACCORDANCE WITH THE FOLLOWING: PLAN CODE: MATERIAL RCP: REINFORCED CONCRETE PIPE (ASTM C-76) WITH O-RING GASKETED JOINTS, (ASTM C-443) TYPE 1, CLASS IV, PER SSBRC SECTION 603. ELLIPTICAL RCP PIPE SHALL BE TYPE 1, HE-111 PER SSBRC SECTION 511. PRECAST FLARED END SECTIONS MAY HAVE MASTIC JOINTS. PAYMENTS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF STORM SEWER COMPLETE IN PLACE. DIP: DUCTILE IRON WATERMAIN QUALITY PIPE CLASS 52 (ANSI 21-51) WITH MECHANICAL OR PUSH-ON JOINTS (ANSI 21-11). CEMENT LINING IS NOT REQUIRED. PVC: POLYVINYL CHLORIDE SEWER PIPE, SDR 26, CONFORMING TO ASTM D-3034 WITH ASTM D-3212 PUSH-ON GASKETED JOINTS. B. "BAND SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND SEAL", "FERROD", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON SEWER MAINS. CHANGES IN PIPE MATERIAL SHALL BE MADE AT A STRUCTURE. C. ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE. D. ALL FOOTING DRAIN AND SUMP PUMP DISCHARGE PIPES SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. DOWNSPUTS SHALL DISCHARGE TO THE GROUND. E. THE CONTRACTOR SHALL MAINTAIN AT LEAST THREE (3') FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN COVER WHICH HAVE LESS THAN THREE (3') FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED.	1. GENERAL: A. ALL STORM SEWER PIPE SHALL BE RCP, UNLESS OTHERWISE NOTED ON THE PLANS, IN ACCORDANCE WITH THE FOLLOWING: PLAN CODE: MATERIAL RCP: REINFORCED CONCRETE PIPE (ASTM C-76) WITH O-RING GASKETED JOINTS, (ASTM C-443) TYPE 1, CLASS IV, PER SSBRC SECTION 603. ELLIPTICAL RCP PIPE SHALL BE TYPE 1, HE-111 PER SSBRC SECTION 511. PRECAST FLARED END SECTIONS MAY HAVE MASTIC JOINTS. PAYMENTS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF STORM SEWER COMPLETE IN PLACE. DIP: DUCTILE IRON WATERMAIN QUALITY PIPE CLASS 52 (ANSI 21-51) WITH MECHANICAL OR PUSH-ON JOINTS (ANSI 21-11). CEMENT LINING IS NOT REQUIRED. PVC: POLYVINYL CHLORIDE SEWER PIPE, SDR 26, CONFORMING TO ASTM D-3034 WITH ASTM D-3212 PUSH-ON GASKETED JOINTS. B. "BAND SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND SEAL", "FERROD", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON SEWER MAINS. CHANGES IN PIPE MATERIAL SHALL BE MADE AT A STRUCTURE. C. ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE. D. ALL FOOTING DRAIN AND SUMP PUMP DISCHARGE PIPES SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. DOWNSPUTS SHALL DISCHARGE TO THE GROUND. E. THE CONTRACTOR SHALL MAINTAIN AT LEAST THREE (3') FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN COVER WHICH HAVE LESS THAN THREE (3') FE				

MWRD TYPICAL GENERAL NOTES

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. ELEVATION DATUM IS U.S.G.S.

3. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

4. NO DOWNSPOUTS AND FOOTING DRAINS.

5. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.
VITRIFIED CLAY PIPE	
VCP	C-425
VCP (NO-BEL)	C-425
JOINT	D-1784
COLLAR	

CONCRETE PIPE C-14	C-443
RCP C-76	C-443
ACP C-428	D-1869

ABS SEWER PIPE	
SOLID WALL 6" DIA. SDR 23.5	D-2751
ABS D-2751	
ABS COMPOSITE/TRUSS PIPE	
8"-15" DIA.	D-2680
ABS D-2680	

PVC GRAVITY SEWER PIPE	
6"-12" DIA. SDR 26	D-3212 OR
D-3034	D-2855
18" -27" DIA. F/DY=46	D-3212 OR
F-679	D-2855

CISP A-74	C-984
DIP A-21.51	A-21.11

(NOTE: THE DISTRICT HAS APPROVED LESS COMMON PIPE MATERIALS ON A QUALIFIED BASIS IN ADDITION TO THOSE ABOVE. PLEASE CONTACT THE DISTRICT IF CONSIDERING USING PIPE NOT LISTED ABOVE.)

6. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH 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" 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 PIPES 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:

1. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYESADDLE OR HUB-TEE SADDLE.

2. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.

3. 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 WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS:

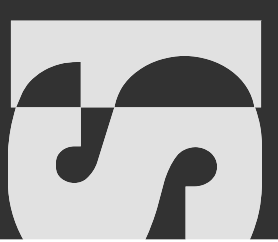
THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CAN NOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

10. 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.

SPECIFICATIONS - 2

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



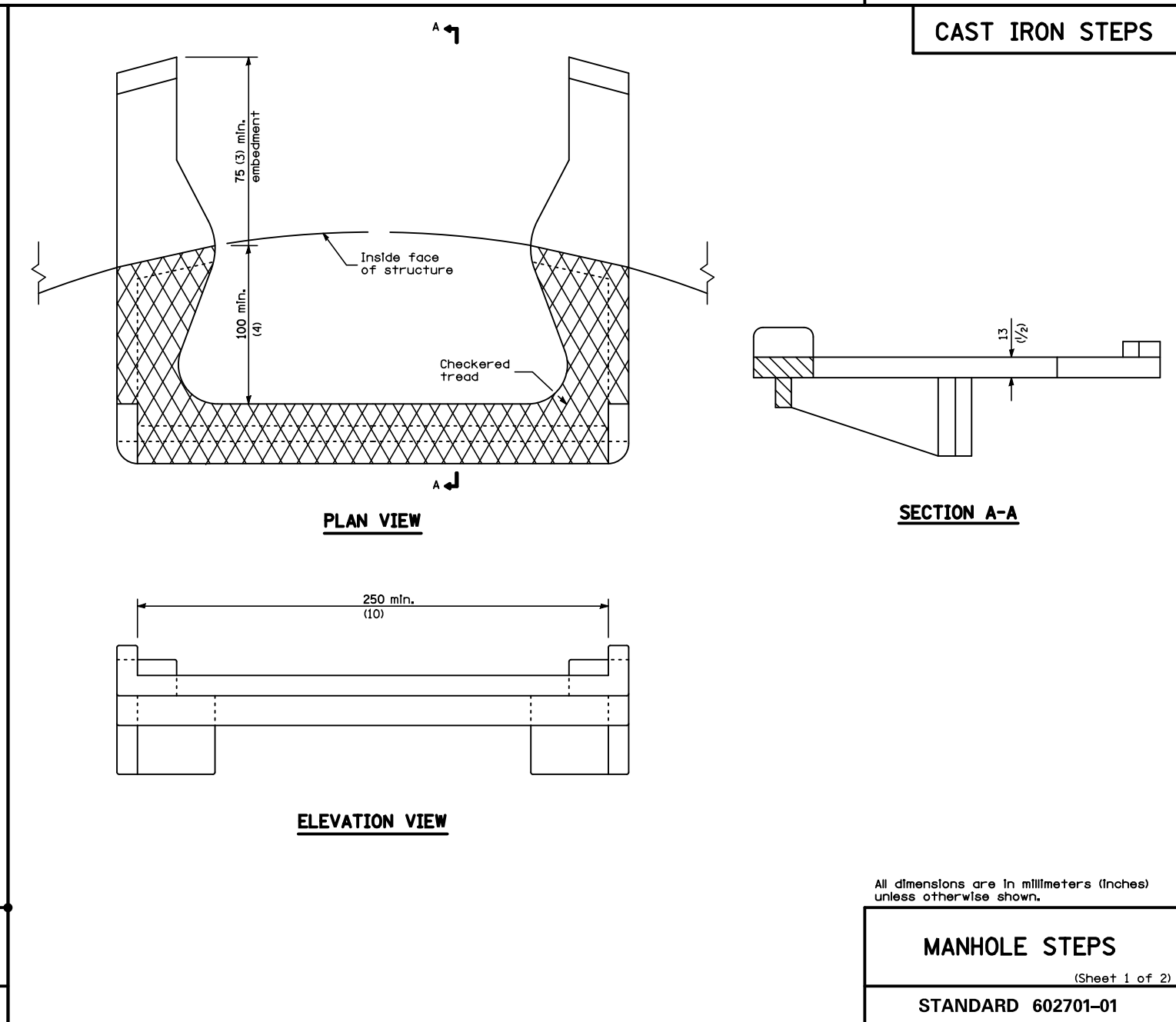
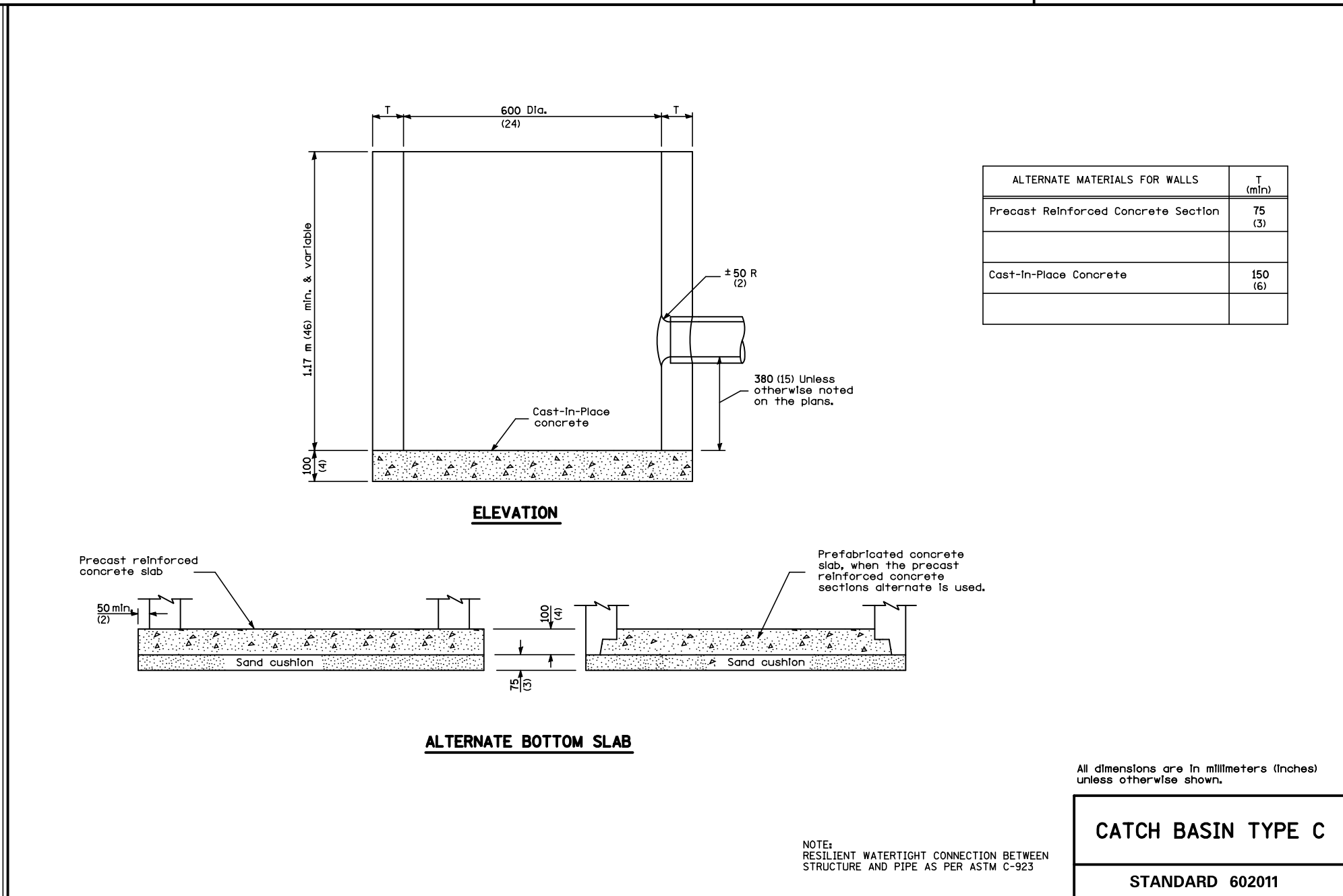
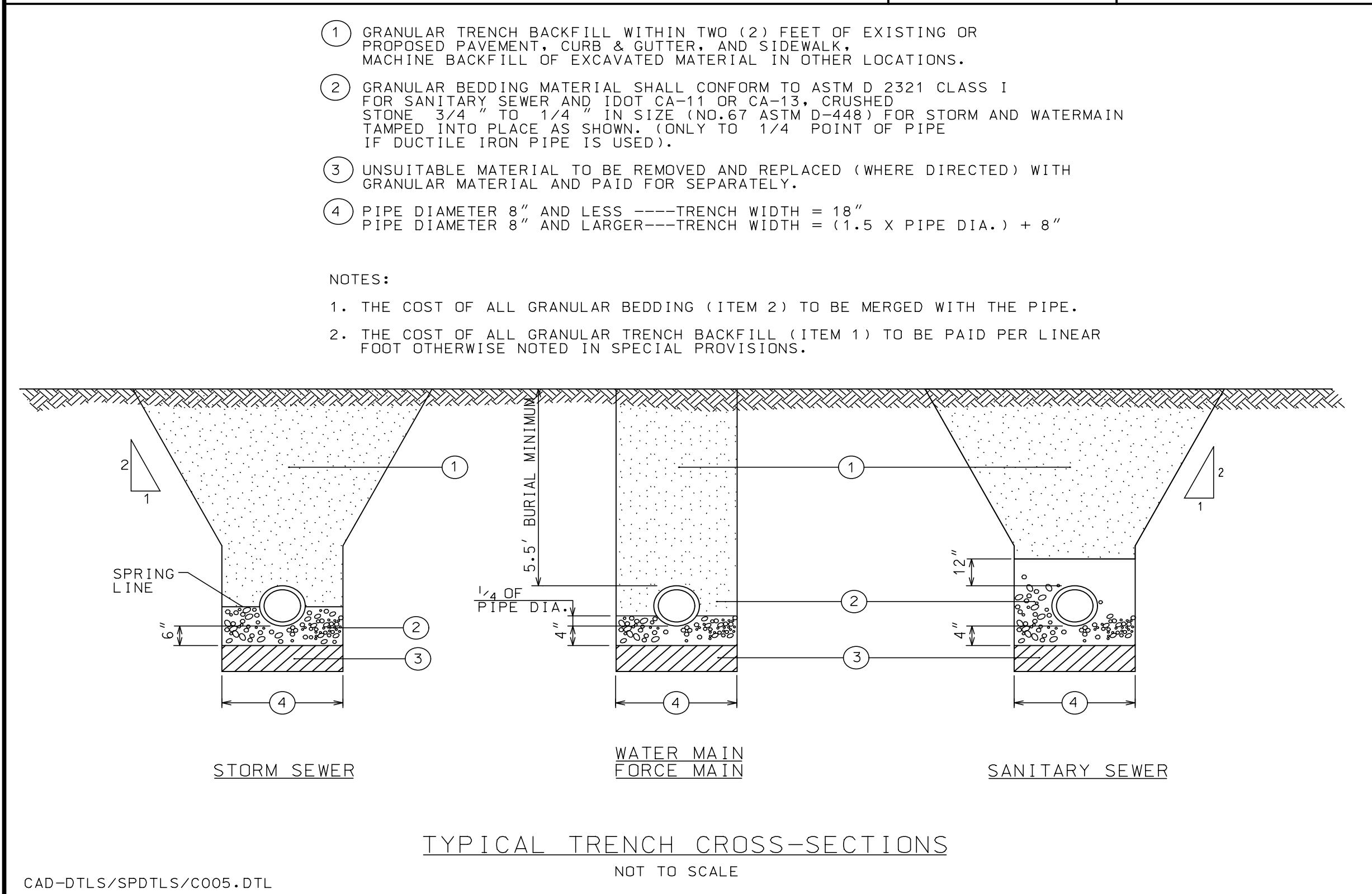
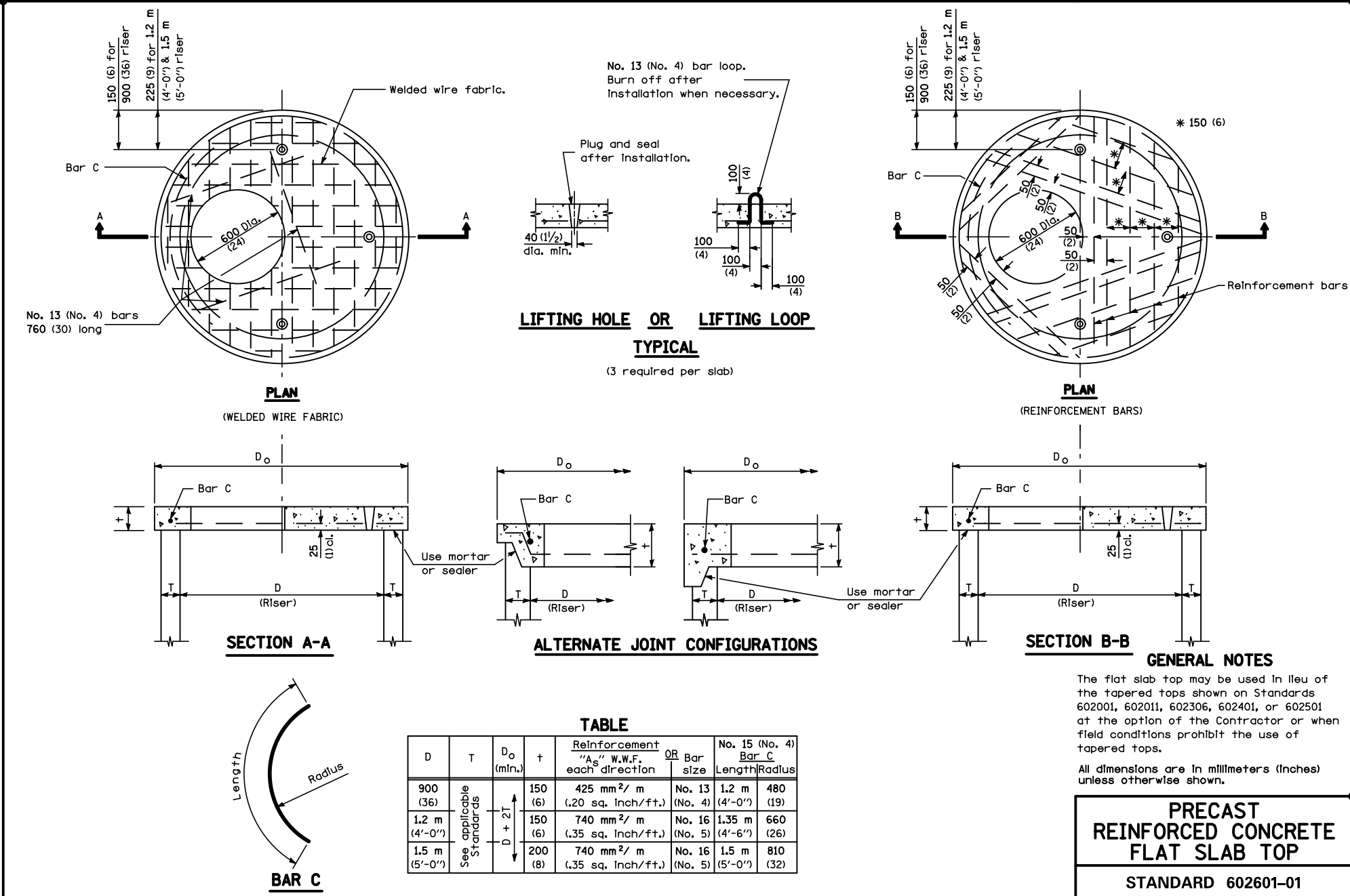
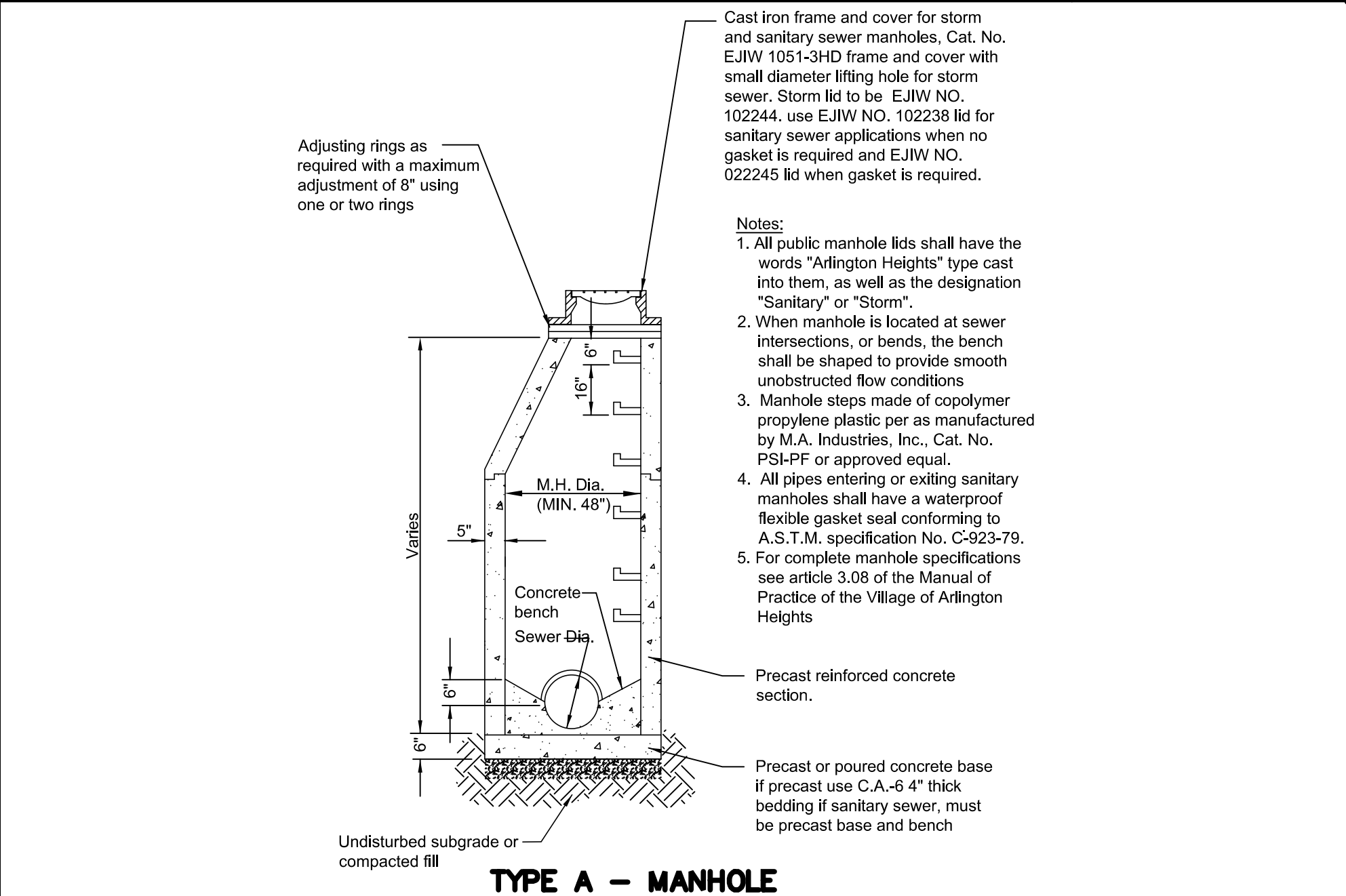
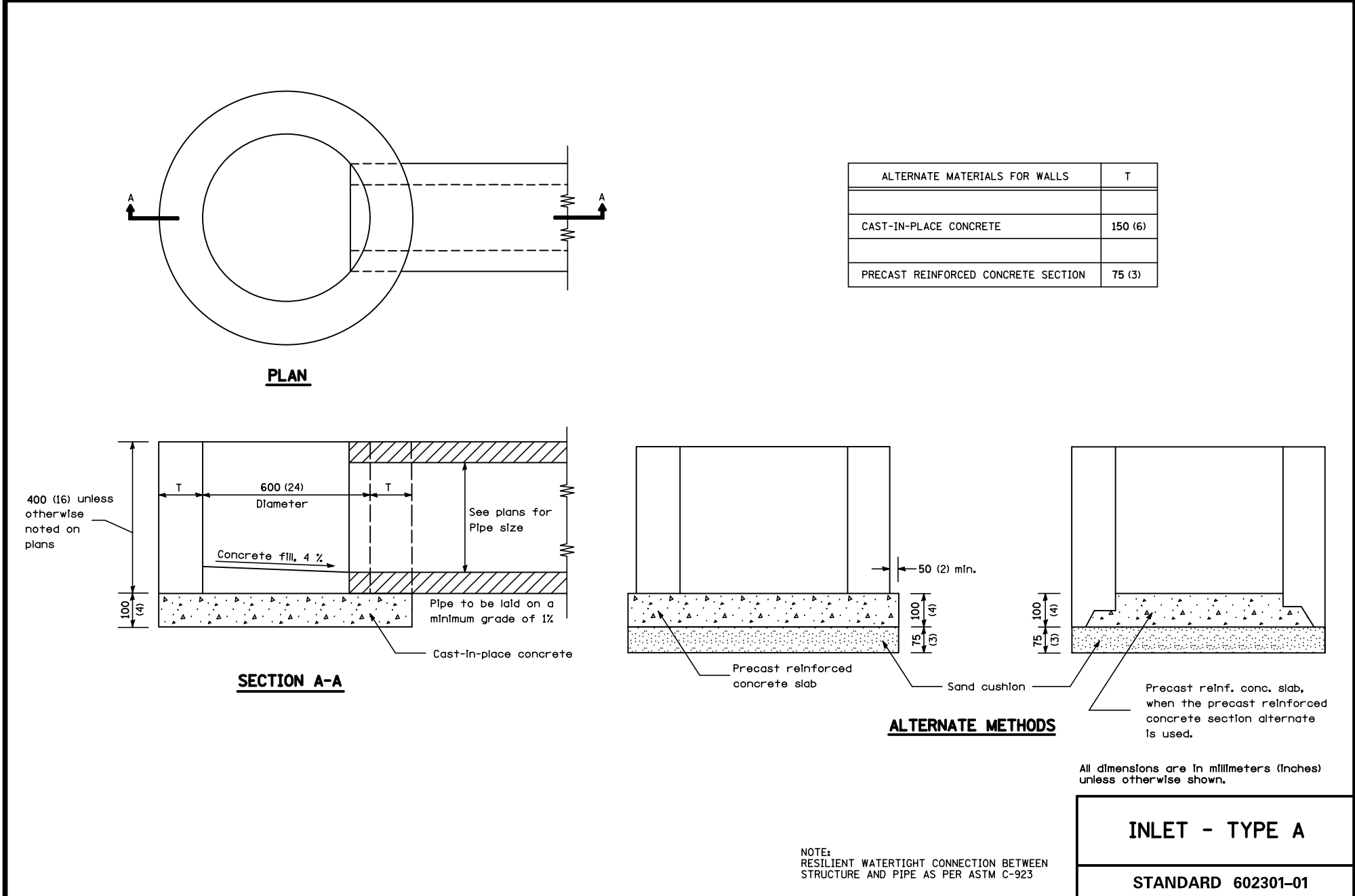
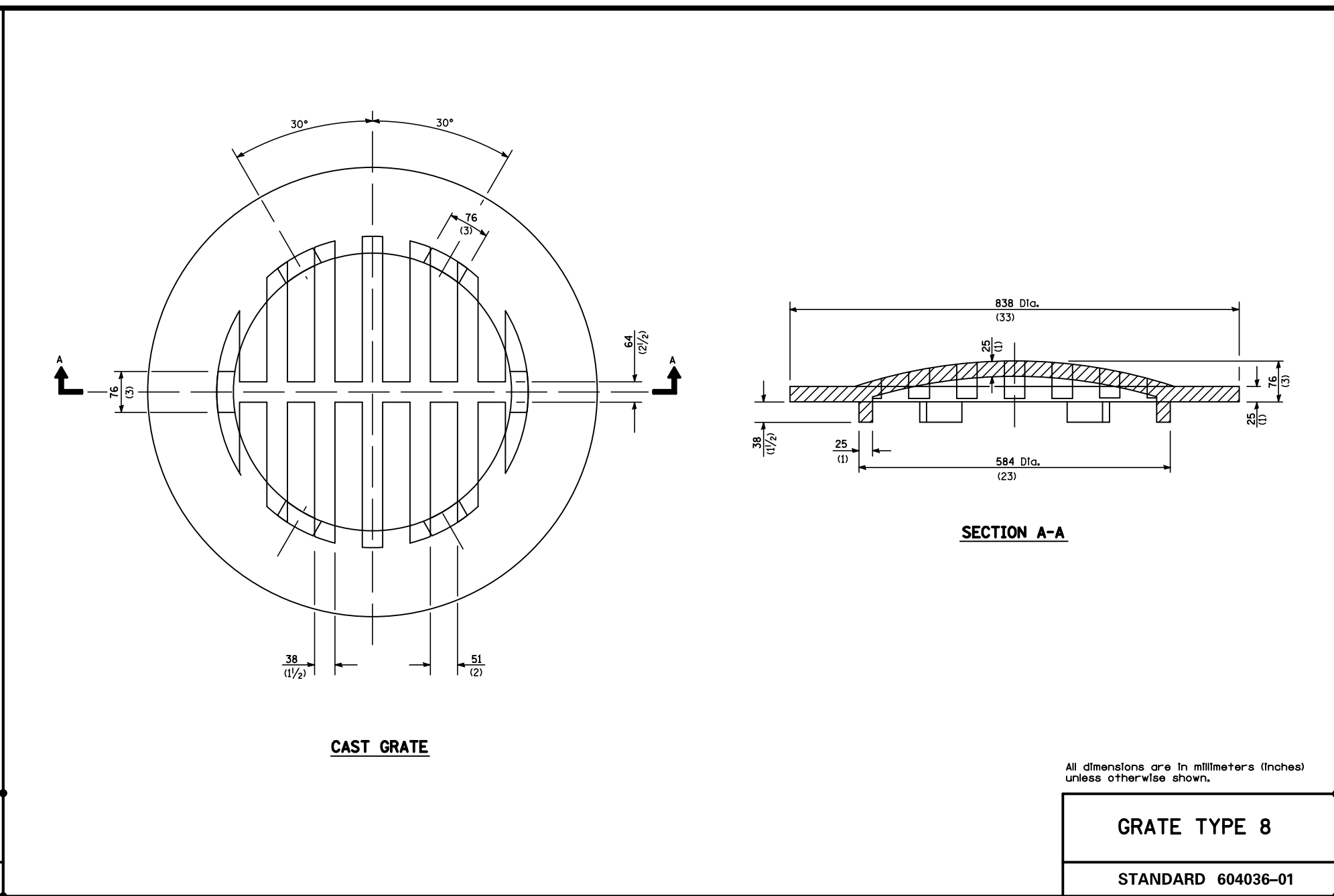
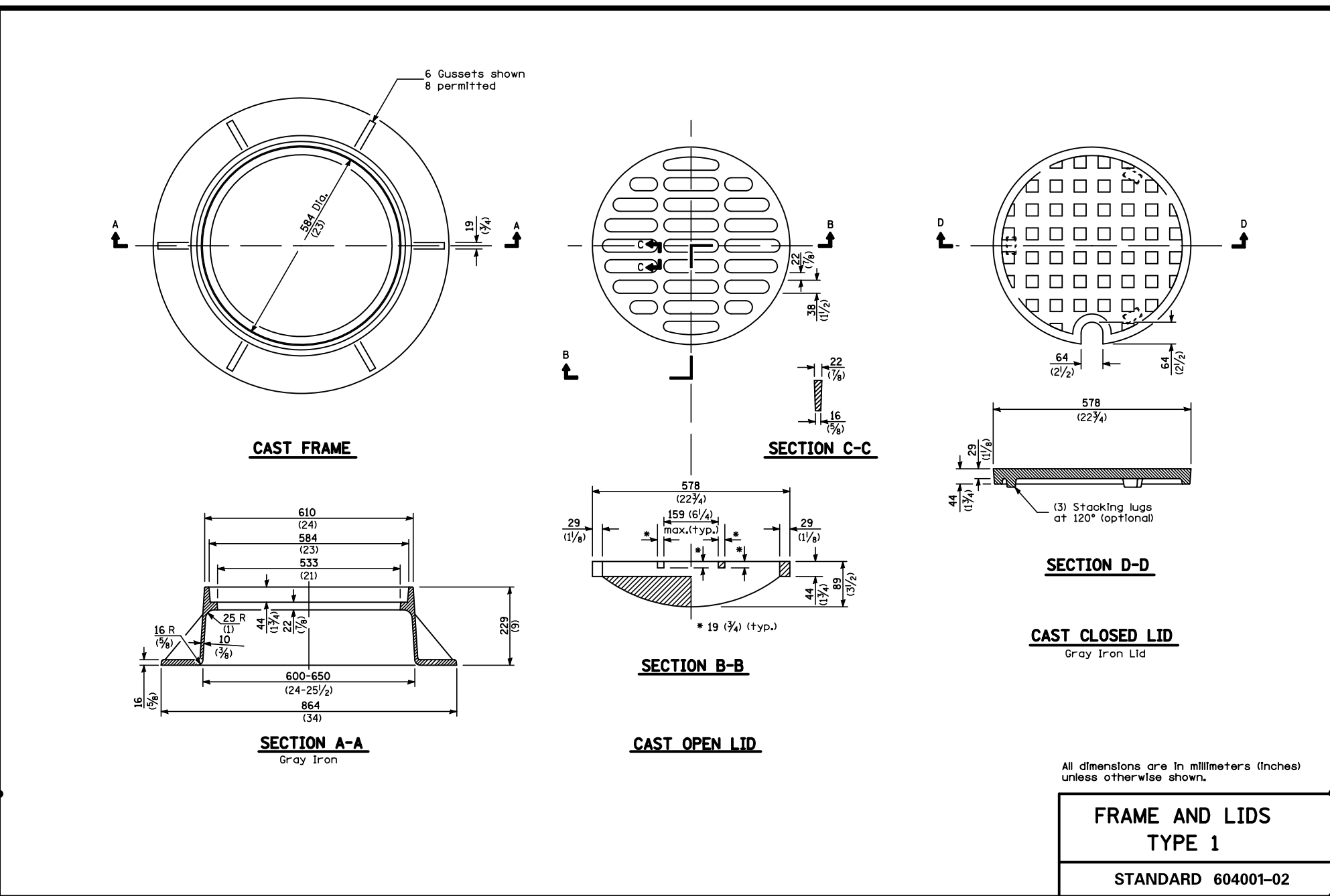
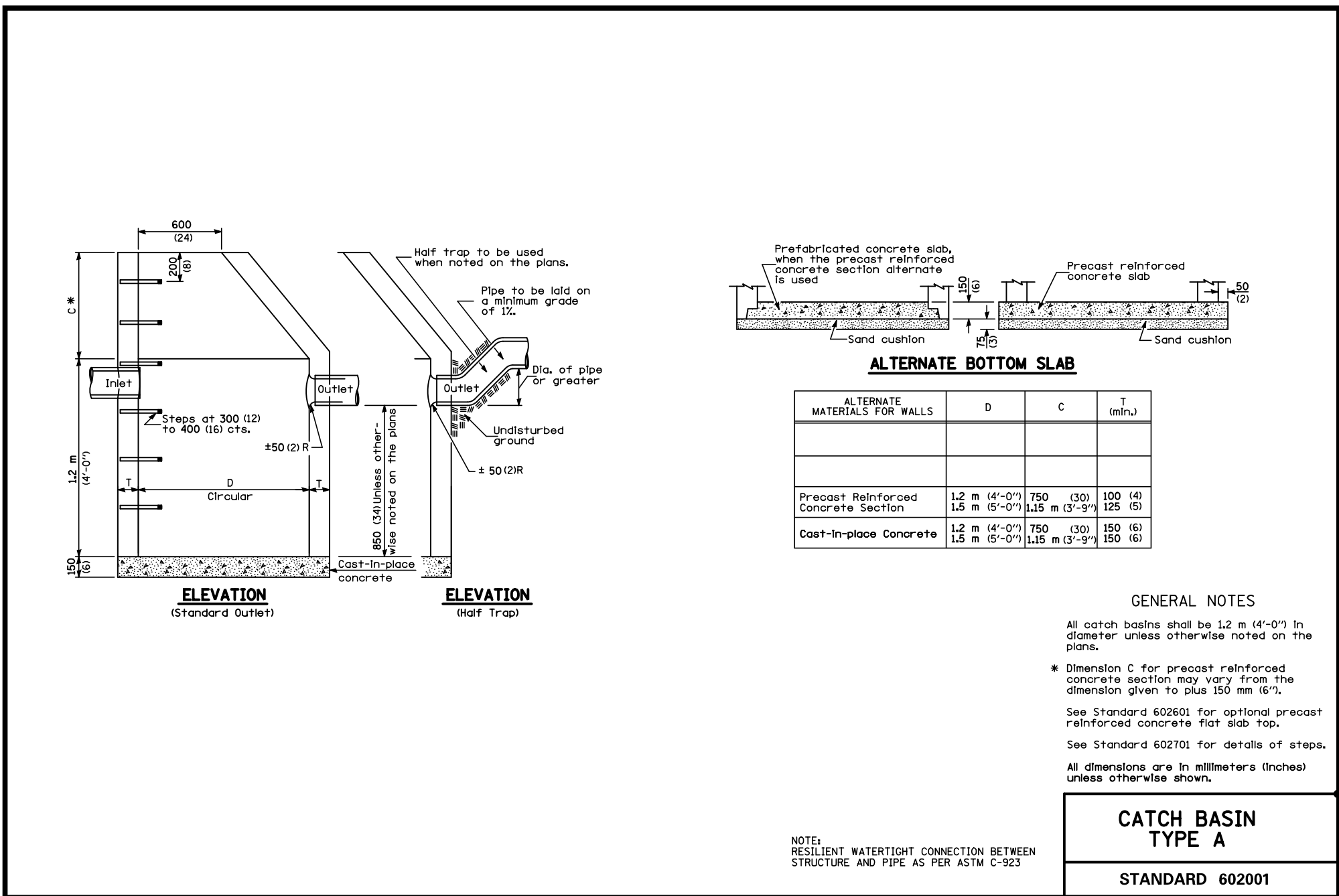
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

FILENAME:
2407SPEC02.dgn

DATE:
02/12/16

JOB NO.
6124.07

SHEET
SP2
11 OF 13



NO.	DATE	REMARKS

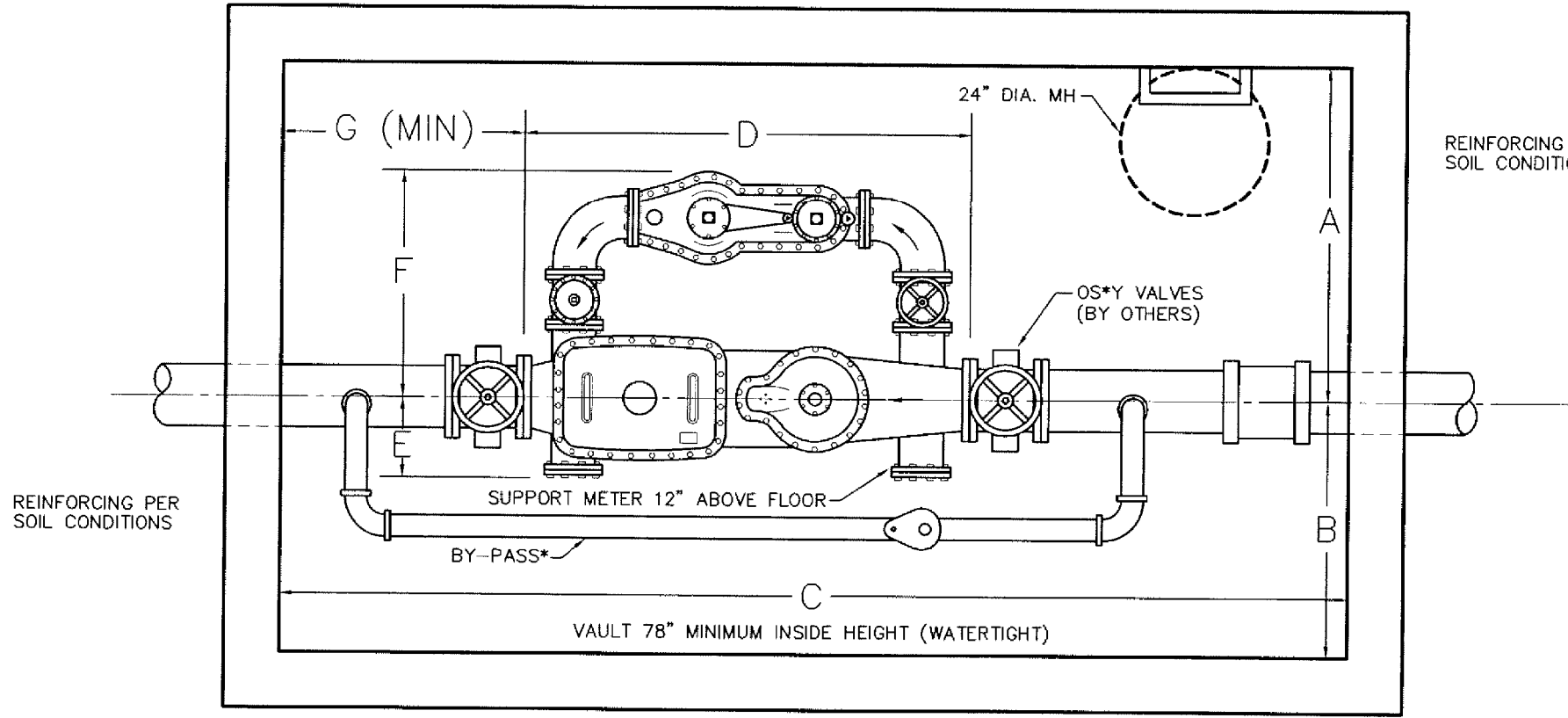
NO.	DATE	REMARKS

NO.	DATE	REMARKS

NO.	DATE	REMARKS

NO.	DATE	REMARKS

SIZE	A"	B"	B*"	C"	D"	E"	F"	G"	G*"	* WITH BY-PASS
4"	42	18	30	120	33	7 $\frac{1}{8}$	21 $\frac{3}{8}$	24	36	
6"	48	24	36	120	45	8 $\frac{1}{2}$	26 $\frac{3}{4}$	24	42	
8"	54	30	36	144	53	10 $\frac{3}{8}$	32 $\frac{3}{4}$	24	42	
10"	60	36	42	180	68	13 $\frac{1}{2}$	42	30	54	

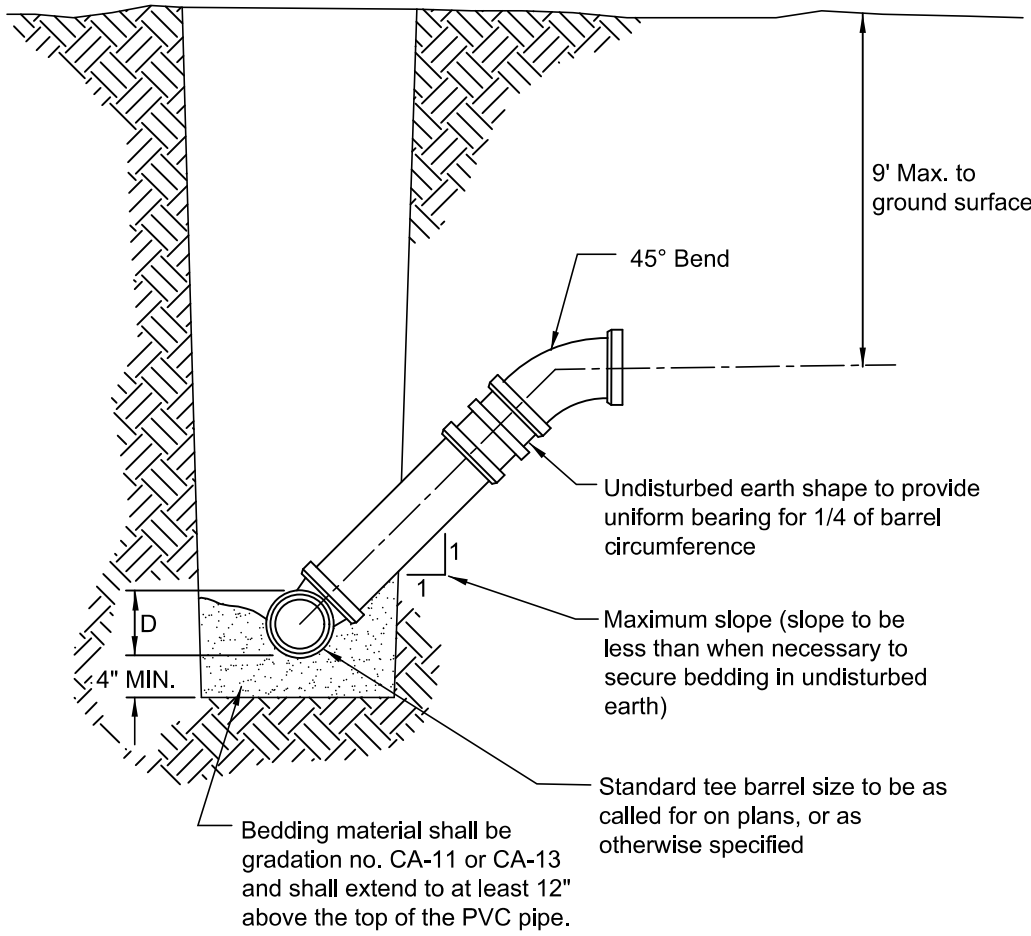


* CALL V.A.H. WATER SUPT. (847-368-5800) FOR BY-PASS INFORMATION

WATER METER VAULT DETAIL

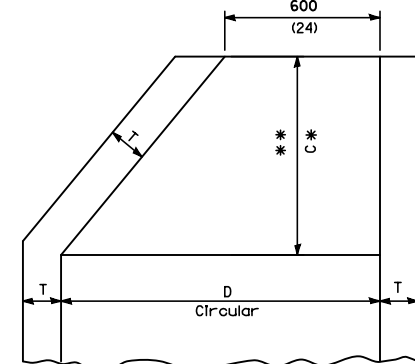
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PUBLIC WORKS
WATER UTILITY OPERATIONS

Drawn By: GW3
Checked By: RBH
Date: 8/2/2007

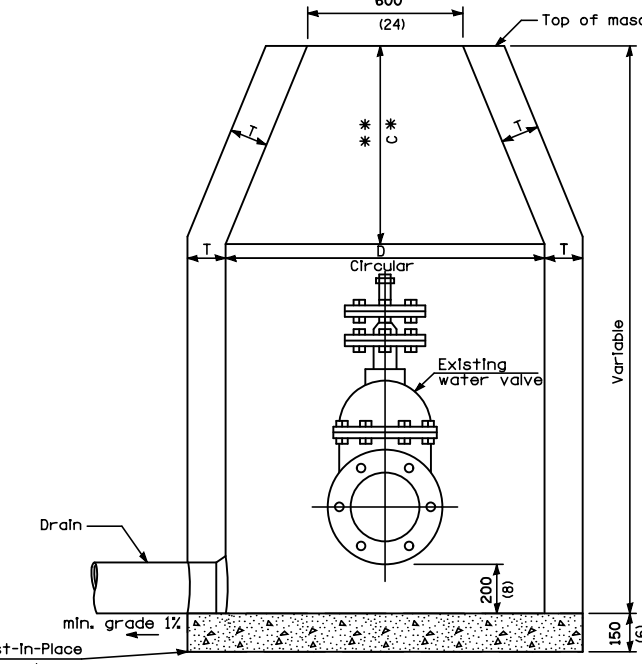


Note:
Risers to be constructed in lieu of wyes where sewer depth exceeds 12' for pipe material and concrete (See Specifications)

TYPICAL RISER FOR SERVICE LATERAL



The cone of the valve vault shall be constructed as shown above only when there is interference with underground conditions and those conditions cannot be altered.



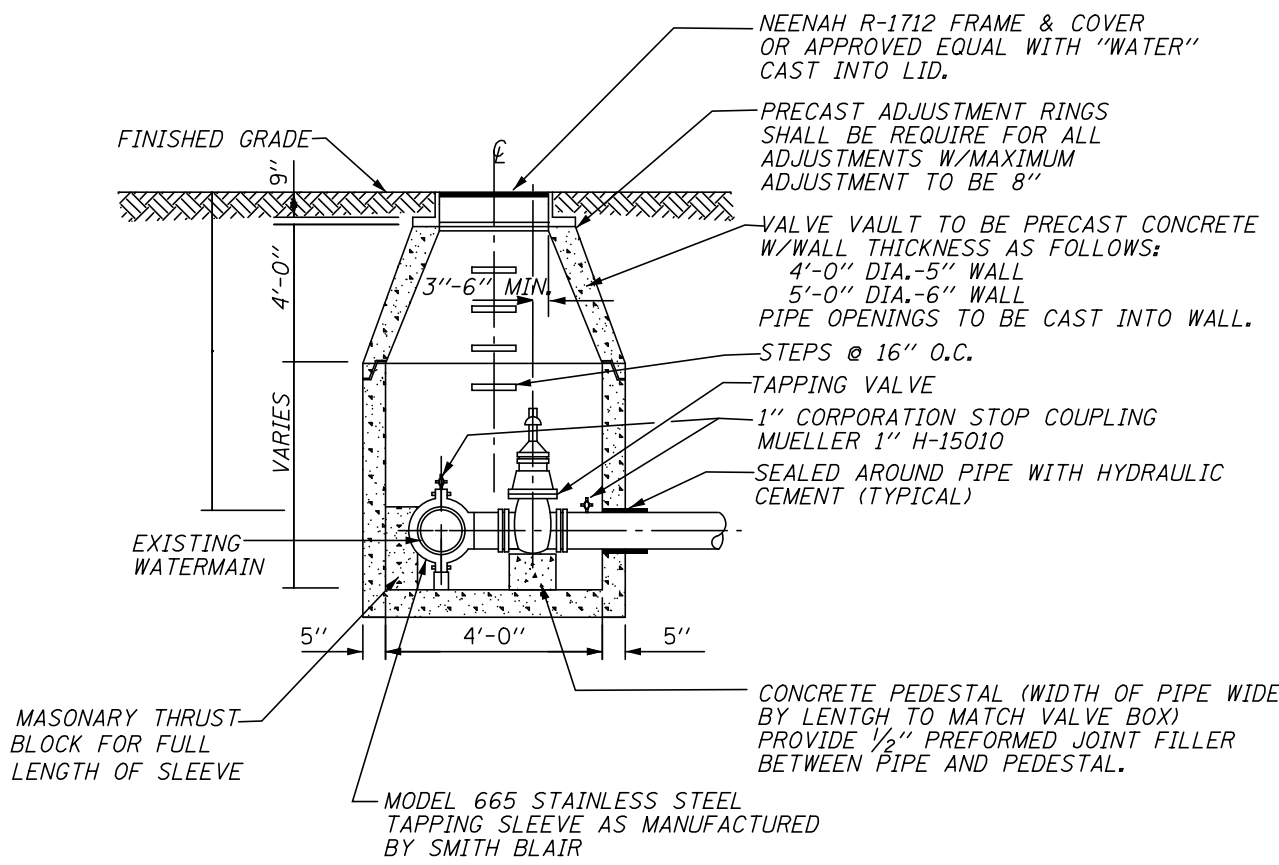
ALTERNATE MATERIALS FOR WALLS	D	C	INT.
Concrete Masonry Unit	1.2 m (4'-0")	750 (30)	125 (5)
	1.5 m (5'-0")	115 m (3'-9")	125 (5)
Brick Masonry	1.2 m (4'-0")	750 (30)	200 (8)
	1.5 m (5'-0")	115 m (3'-9")	200 (8)
Precast Reinforced Concrete Section	1.2 m (4'-0")	750 (30)	100 (4)
	1.5 m (5'-0")	115 m (3'-9")	125 (5)
Cast-In-Place Concrete	1.2 m (4'-0")	750 (30)	150 (6)
	1.5 m (5'-0")	115 m (3'-9")	150 (6)

DIAMETER OF WATER MAIN	D
200 (8) and under	1.2 m (4'-0")
250 (10) and over	1.5 m (5'-0")

GENERAL NOTES
 * Dimension 10" for Precast Reinforced Concrete Section may vary from the dimension given to plus 10 mm (3/8").
 ** See Standard 602601 for optional Precast Reinforced Concrete Flat Top Sibs.
 All dimensions are in millimeters (inches) unless otherwise shown.

VALVE VAULT TYPE A

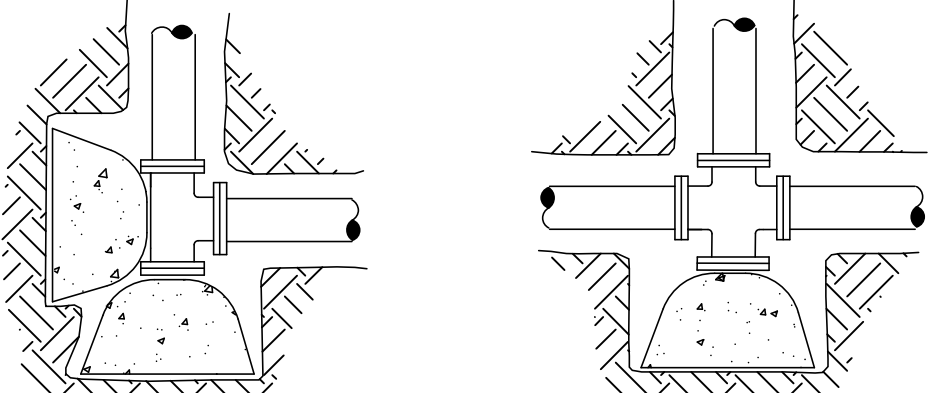
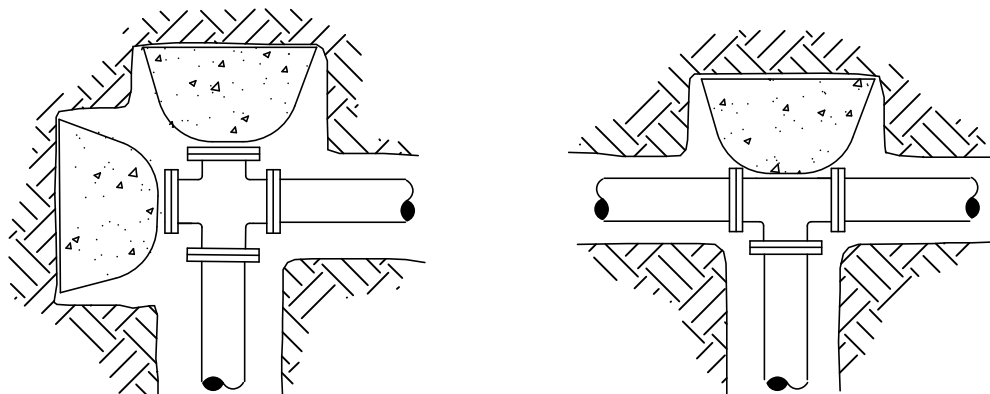
STANDARD 602501



- NOTE:
 1. IT IS PREFERRED THAT PRECAST CONCRETE BASE OF THE VALVE VAULT OF CAST INTEGRAL WITH LOWEST WALL SECTION.
 2. ALL JOINTS BETWEEN PRE-CAST ELEMENTS ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES SHALL BE SET IN PLACE WITH EZ STIK STB OR APPROVED EQUAL, AS APPROVED BY THE VILLAGE ENGINEER
 3. ALL JOINTS ARE TO BE TUCKPOINT WITH HYDRAULIC CEMENT.

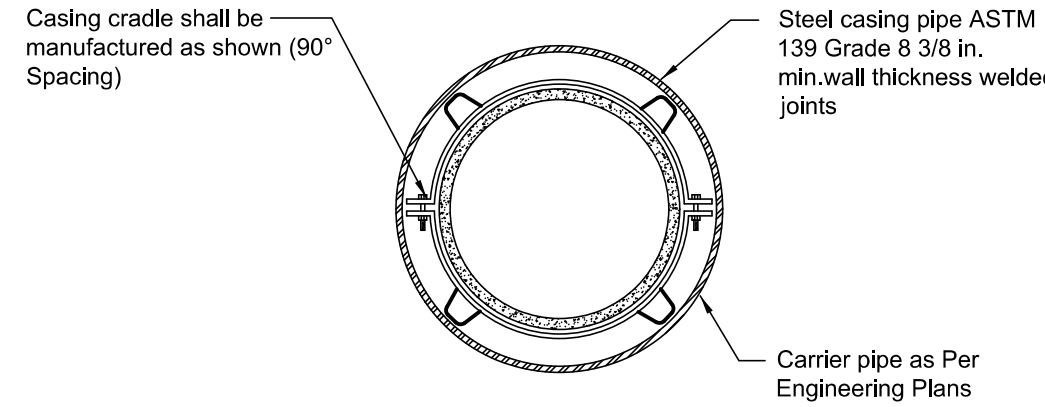
TYPICAL PRESSURE CONNECTION IN VALVE VAULT

NOT TO SCALE

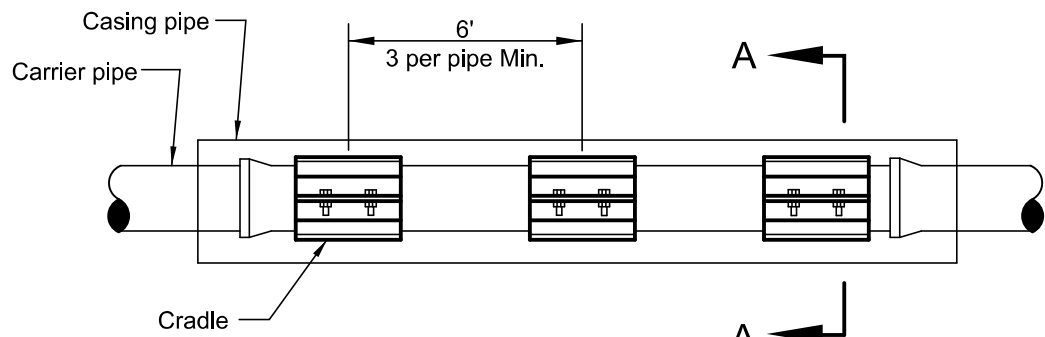


Note:
 All bends of 22 1/2° and greater shall be blocked with a 10" thick concrete block (poured in place) against an undisturbed vertical earth face.

THRUST BLOCK INSTALLATIONS



Section A-A

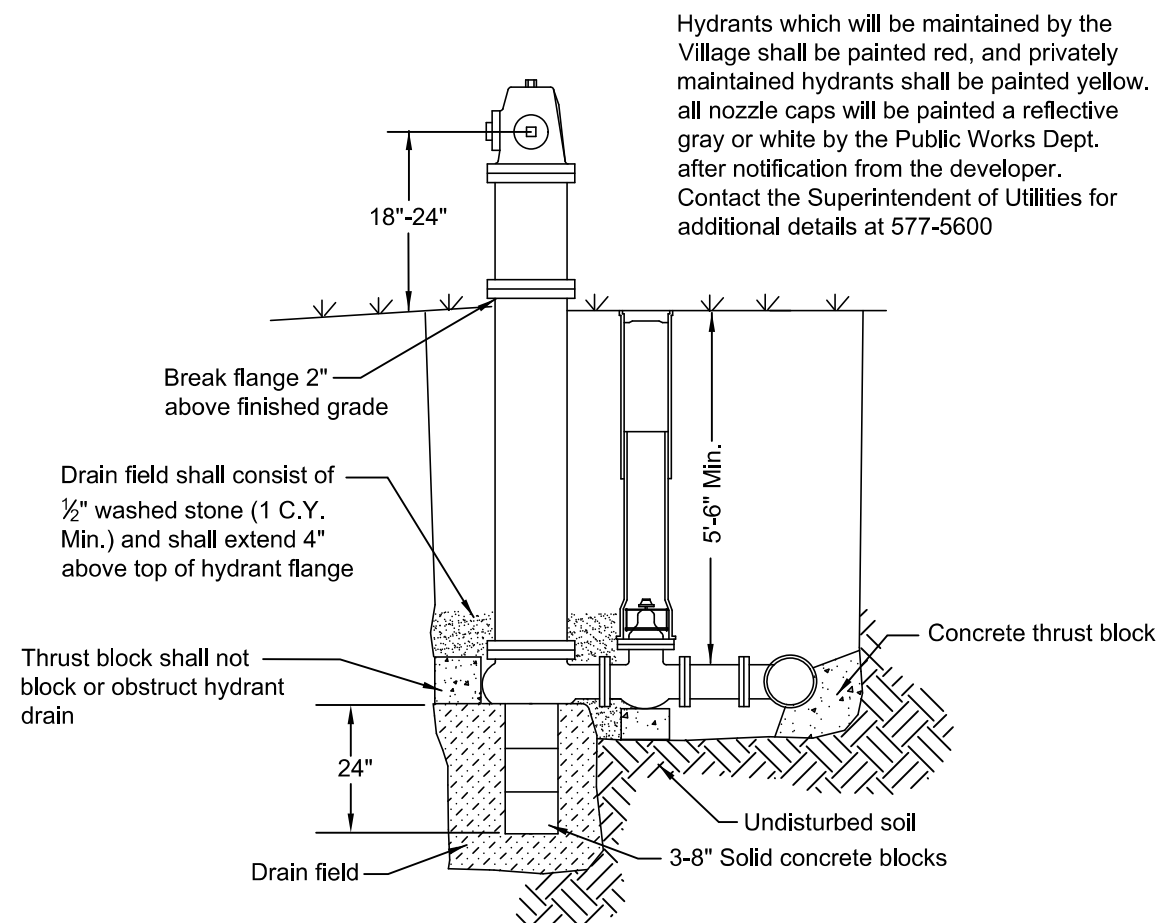


Side View

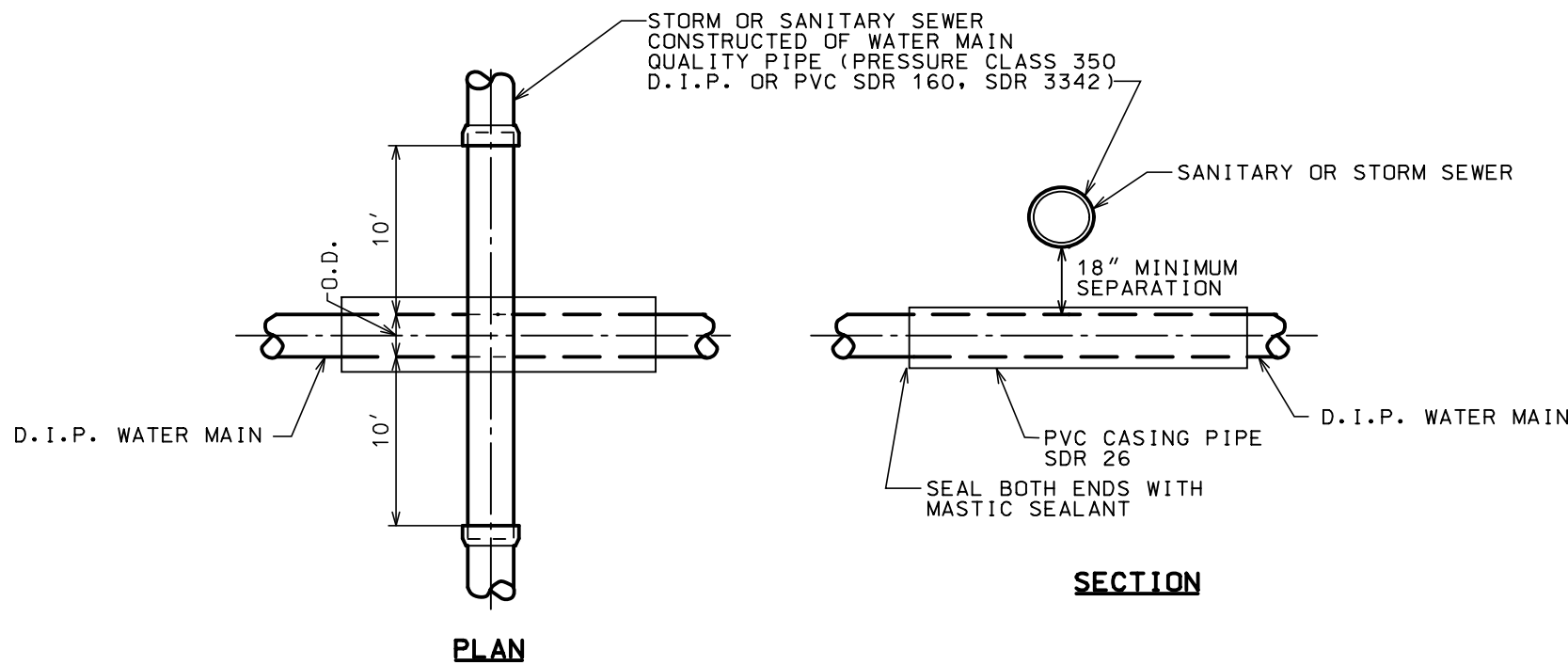
- Notes:
 1. Provide Powerseal rubber boot at each end of casing pipe.
 2. Cradle shall be powerseal casing chock, model 4810 by Powerseal Pipeline Products Corp. or Cascade Casing Chock or Approved equal.

AUGER CASING DETAIL

Fire hydrants shall meet AWWA C-502 and be Traverse City Iron Works, East Jordan 5 br, or approved equal with one 5 1/4" valve opening, two 2 1/2" hose nozzles and one 5" pumper nozzle. Threads shall conform with national standard specifications. Each hydrant shall be equipped with an auxiliary resilient seal gate valve complete with roadway box, Tyler 6850 series, Item 658-S. Fire hydrants must have their discharge at least 18" but not more than 24" from the surface of the adjacent ground. hydrants shall be installed no closer than 3 feet and no more than 8 feet from the back of curb or edge of pavement to the 5" steamer nut. No barriers, trees, bushes, walls or other obstacles which may hide or impede the use of a fire hydrant shall be installed, maintained, constructed, or enlarged, within 48" of a fire hydrant.



FIRE HYDRANT



WATERMAIN DIA.	CASING PIPE DIA.
6"	12"
8"	15"
10"	18"
12"	18"

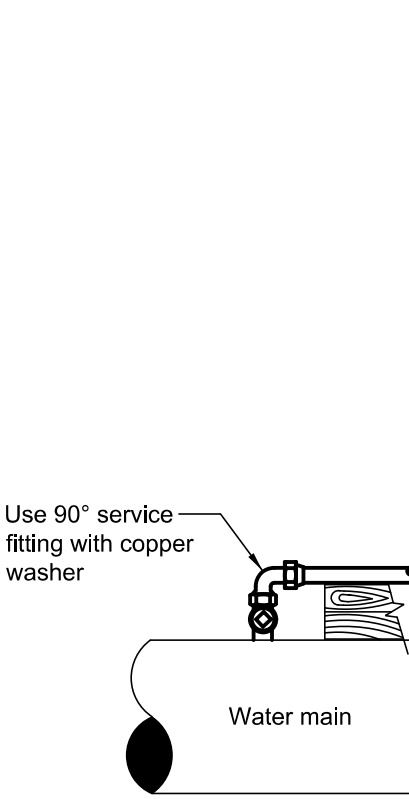
STORM SEWER CONFLICTS
 PROVIDE STORM SEWER PIPE WITH O-RING GASKET JOINTS CONFORMING TO THE ASTM C-36110 FT EITHER SIDE OF WATERMAIN CONFLICTS AND PROVIDE A MINIMUM CLEARANCE BETWEEN TOP OF WATERMAIN AND THE BOTTOM OF THE STORM SEWER

CAD-DTLS/WATER/E010.DTL

SEWER/WATER MAIN CROSSING

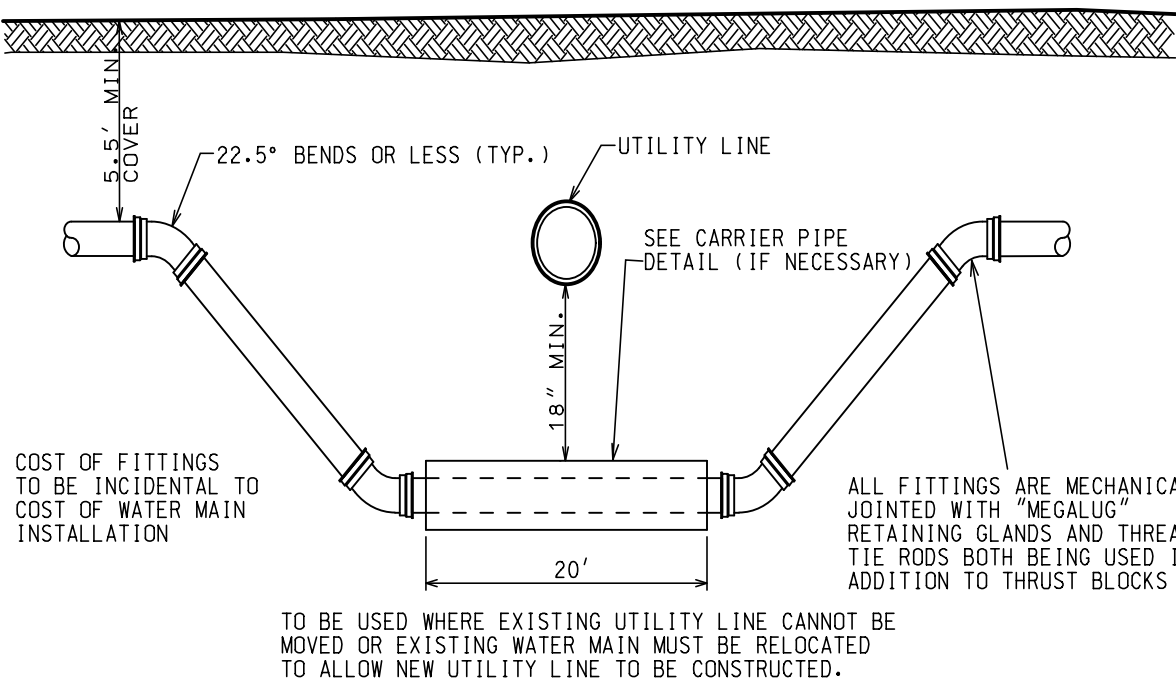
NOT TO SCALE

Note:
 All Buffalo boxes shall be located within public right-of-way, 8ft. from property line. The water service shall be continuous from main to curb box and from curb stop to the meter in house



Section A-A

TYPICAL 1 1/2" DOMESTIC WATER SERVICE



WATER MAIN OFF-SET DETAIL

NOT TO SCALE

NO.	DATE	REMARKS

NO.	DATE	REMARKS

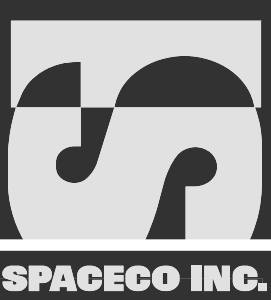
DETAIL 2

KENSINGTON SCHOOL

ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS	SITE DEVELOPMENT ENGINEERS	LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME:
2407DET02.dgn

DATE:
02/12/16

JOB NO.
6124.07

SHEET

D2

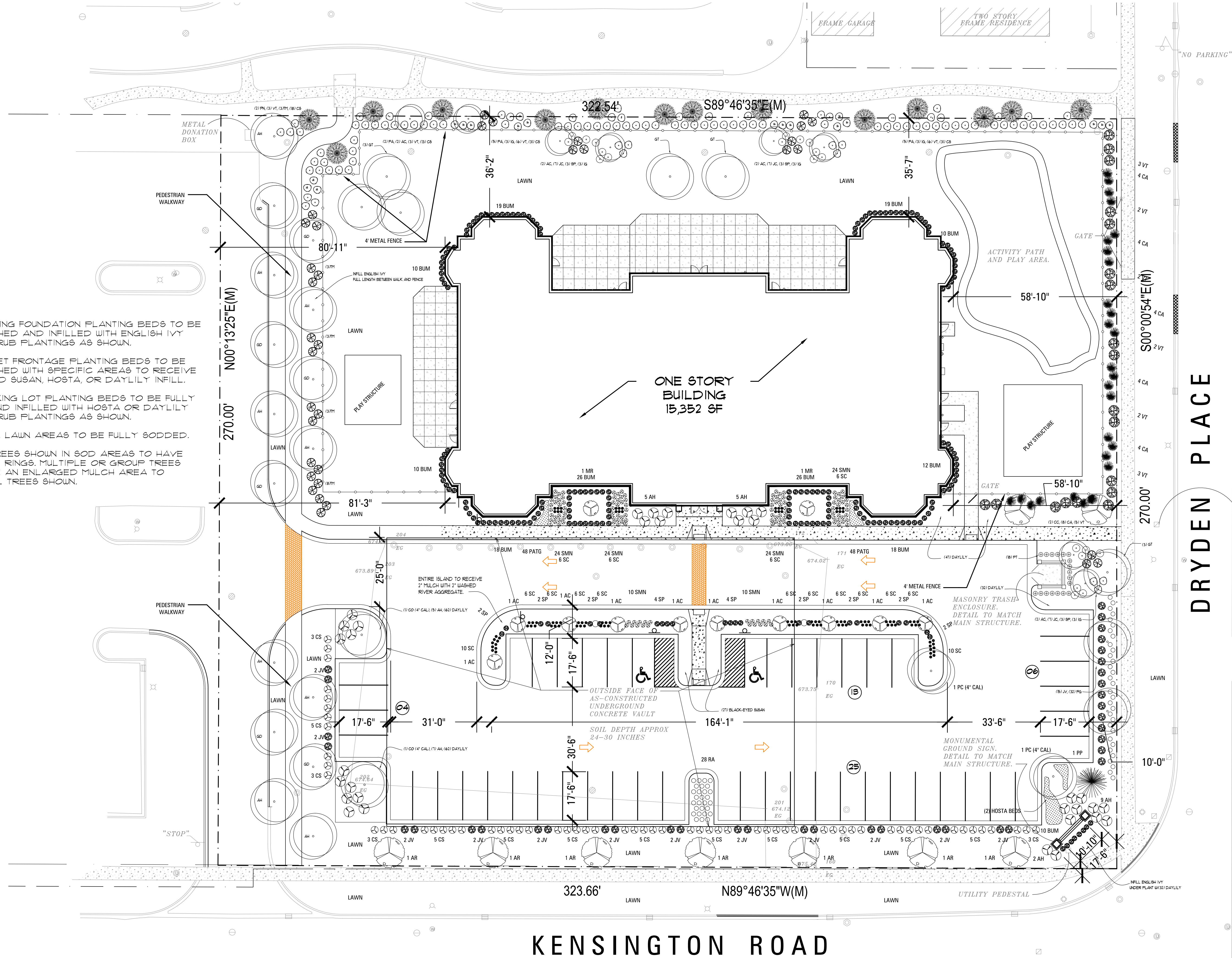
13 OF 13

NOTE:

1. ALL BUILDING FOUNDATION PLANTING BEDS TO BE FULLY MULCHED AND INFILLED WITH ENGLISH IVY AROUND SHRUB PLANTINGS AS SHOWN.
2. ALL STREET FRONTAGE PLANTING BEDS TO BE FULLY MULCHED WITH SPECIFIC AREAS TO RECEIVE BLACK-EYED SUSAN, HOSTA, OR DAYLILY INFILL.
3. ALL PARKING LOT PLANTING BEDS TO BE FULLY MULCHED AND INFILLED WITH HOSTA OR DAYLILY AROUND SHRUB PLANTINGS AS SHOWN.
4. ALL OPEN LAWN AREAS TO BE FULLY SODDED.
5. SINGLE TREES SHOWN IN SOD AREAS TO HAVE 5' dia. MULCH RINGS. MULTIPLE OR GROUP TREES SHALL HAVE AN ENLARGED MULCH AREA TO INCLUDE ALL TREES SHOWN.

NOTE:

1. SEE DRAWING SHEET NO. LA-2 FOR PLANT IDENTIFICATION, NOTES AND DETAILS.



Kensington School, New Construction

parking lot and landscape improvements
840 East Kensington Road
Arlington Heights, Illinois

Jeffrey J Bulin
landscape architect

BUHLWORK
DESIGN GUILD
landscape architecture

320 Luthin Road
Oak Brook, Illinois 60523
tel 630 325 5340
fax 630 325 5341
mailto:design@buhlwork.com

ARCHITECT

SEE SWORN STATEMENT ON LA-2

REVISIONS

8/11/2016 revised for permit
7/18/2016 issued for permit

TITLE

landscape
plan

DATE
7/15/2016
DRAWN
JB
SCALE
as noted

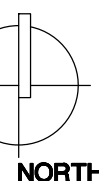
NUMBER

LA-1

1 landscape plan

SCALE: 1/16"=1'-0"

0 8 16 24 40 FEET



SITE AND LANDSCAPE NOTES

1. ALL WORK MUST COMPLY WITH LANDSCAPE INDUSTRY STANDARDS FOR THE METHODS AND MEANS OF INSTALLATION.

2. ALL SITE WORK MUST COMPLY WITH ILLINOIS ACCESSIBILITY STANDARDS, A.D.A. STANDARDS AND LOCAL BUILDING CODES. MAXIMUM CROSS SLOPE ON ALL NEW WALKS TO BE 2%.

3. PLANT MATERIAL SHALL HAVE BEEN RAISED AT A NURSERY SIMILAR IN CLIMATIC ZONE TO CHICAGO. 'PARK GRADE' PLANTS ARE NOT ACCEPTABLE. SIZE, GRADING STANDARDS, BRANCHING AND BALL SIZE SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF ANSI Z60.1 BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.

4. ALL PLANT MATERIAL SHALL BE FREE OF ANY DEFORMITIES, DISEASE OR INSECT DAMAGE. ANY MATERIAL IMPERFECTIONS INCLUDING BUT NOT LIMITED TO DAMAGED OR CROOKED, DISFIGURED BRANCHES, BARK ABRASION AND SUN-SCALD ARE NOT ACCEPTABLE AND WILL BE REJECTED.

5. TREES NOT EXHIBITING A STRONG CENTRAL SINGLE LEADER WILL BE REJECTED UNLESS CALLED FOR IN THE PLANT SCHEDULE AS MULTI-STEM.

6. REVIEW ALL HARDSCAPE AND PLANT DETAILS PRIOR TO INSTALLATION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB SITE.

7. PAVING CONTRACTOR IS RESPONSIBLE FOR ASSURING PROPER HARDSURFACE DRAINAGE. ESTABLISH GRADES PER EXISTING SITE CONDITIONS, PITCH AND SLOPE AS REQUIRED TO MATCH EXISTING.

8. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES PRIOR TO STARTING CONSTRUCTION.

9. COORDINATE HARDSCAPE AND PLANT INSTALLATION WITH LANDSCAPE IRRIGATION CONTRACTOR. PROVIDE SLEEVES AND EQUIPMENT LOCATIONS AS REQUIRED. ALL CONTRACTORS ARE RESPONSIBLE FOR CONDITION OF OTHERS WORK AND EXPECTED TO RESTORE ANY COMPLETED WORK THAT IS DAMAGED.

10. VERIFY ABILITY TO REMOVE AND STOCKPILE EXISTING TOPSOIL FOR REPLACEMENT AT COMPLETION OF ROUGH GRADING.

11. PROVIDE PROTECTION FOR ANY EXISTING TREES AND PLANT MATERIAL TO REMAIN. SEE PROTECTION FENCE DETAIL, IF APPLICABLE.

12. MULCH ALL TREES AND SHRUBS WITH MINIMUM 3" PREMIUM BARK MULCH.

13. PREPARE PERENNIAL BEDS WITH 1 C.Y. GARDEN COMPOST PER 100 SF. BED AREA FULLY TILLED TO AN 8" DEPTH.

14. FIELD ADJUST PLANT LOCATIONS TO PROVIDE APPROPRIATE OR CODE REQUIRED SPACING FROM FIRE HYDRANTS, LIGHT AND UTILITY POLES, UTILITY STRUCTURES, DRIVES AND SIDEWALKS.

15. PLANT QUANTITIES IDENTIFIED IN PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. COUNTS SHALL BE VERIFIED AS PER PLAN.

16. ALL PLANT MATERIALS SHALL BE WARRANTED FOR 1-YEAR.

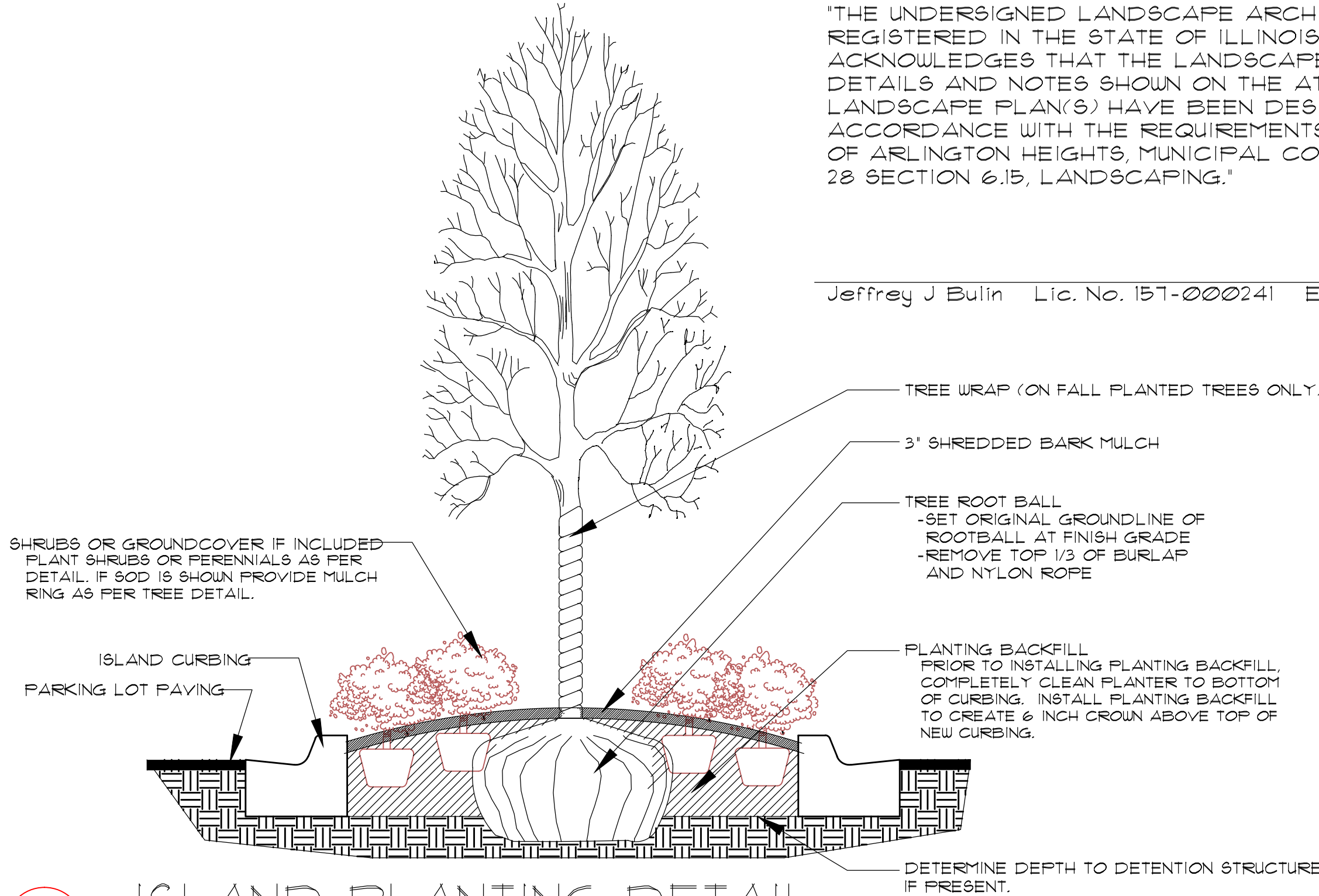
17. AT COMPLETION OF PROJECT REMOVE SECURITY FENCE AND SILT FENCE AND RESTORE LANDSCAPE TO ORIGINAL CONDITION.

SWORN STATEMENT BY LANDSCAPE ARCHITECT

COMMITTS TO THE PREPARATION OF THE LANDSCAPE PLANS IN THE FOLLOWING FORM:

"THE UNDERSIGNED LANDSCAPE ARCHITECT, REGISTERED IN THE STATE OF ILLINOIS, ACKNOWLEDGES THAT THE LANDSCAPE PLAN, DETAILS AND NOTES SHOWN ON THE ATTACHED LANDSCAPE PLAN(S) HAVE BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF VILLAGE OF ARLINGTON HEIGHTS, MUNICIPAL CODE, CHAPTER 28 SECTION 6.15, LANDSCAPING."

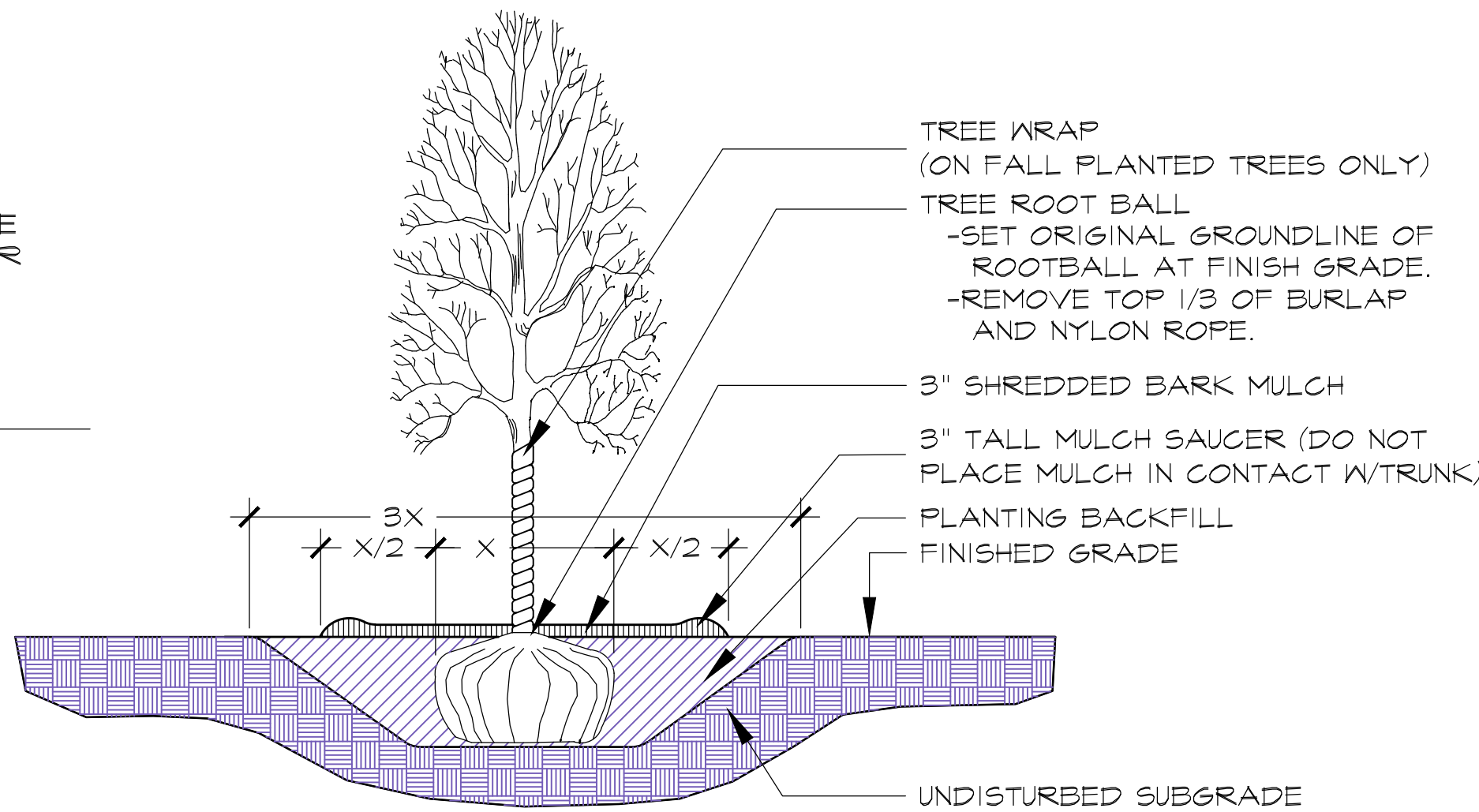
Jeffrey J Bulin Lic. No. 157-000241 Exp. 8/31/2017



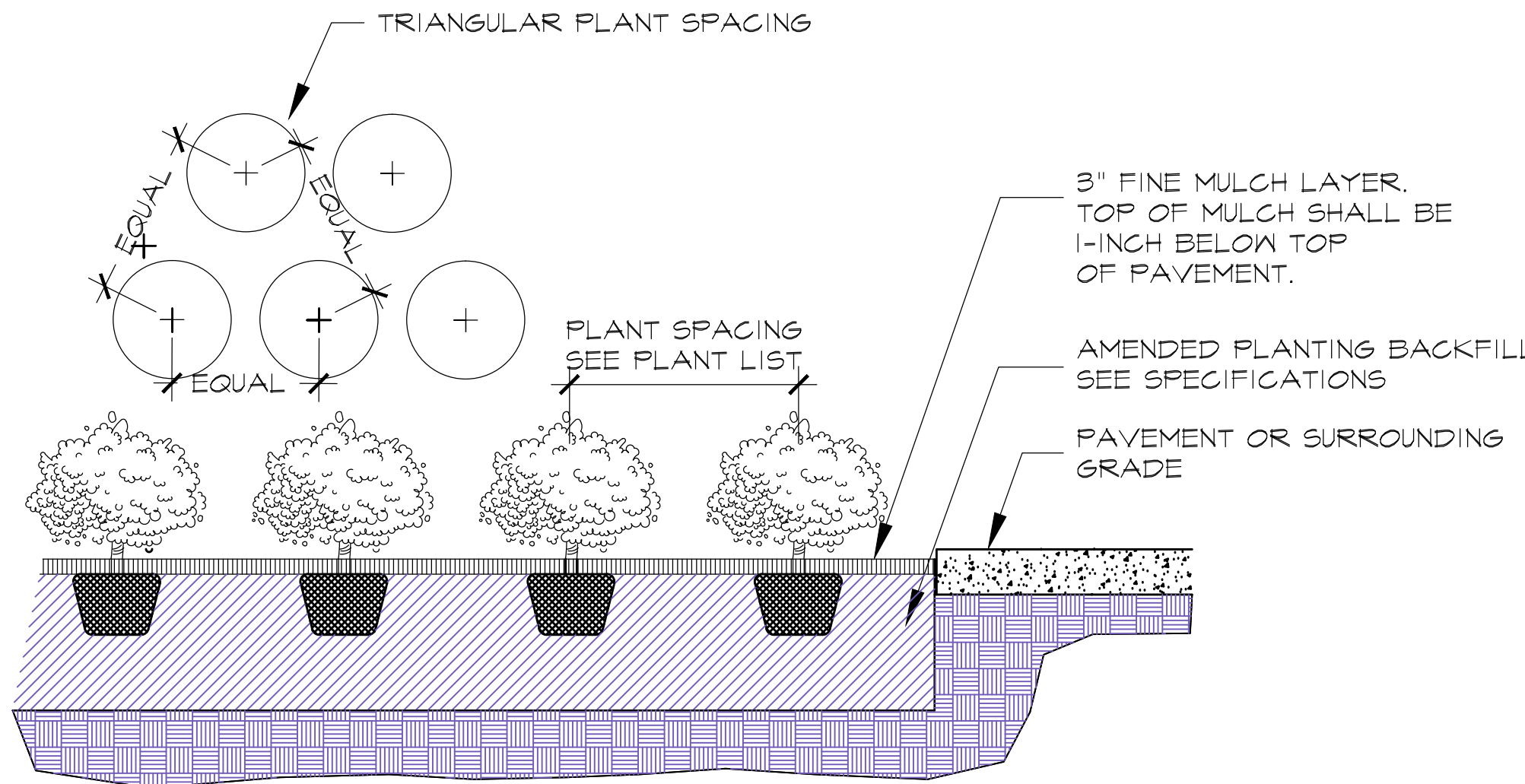
4 ISLAND PLANTING DETAIL
No Scale

PLANT IDENTIFICATION

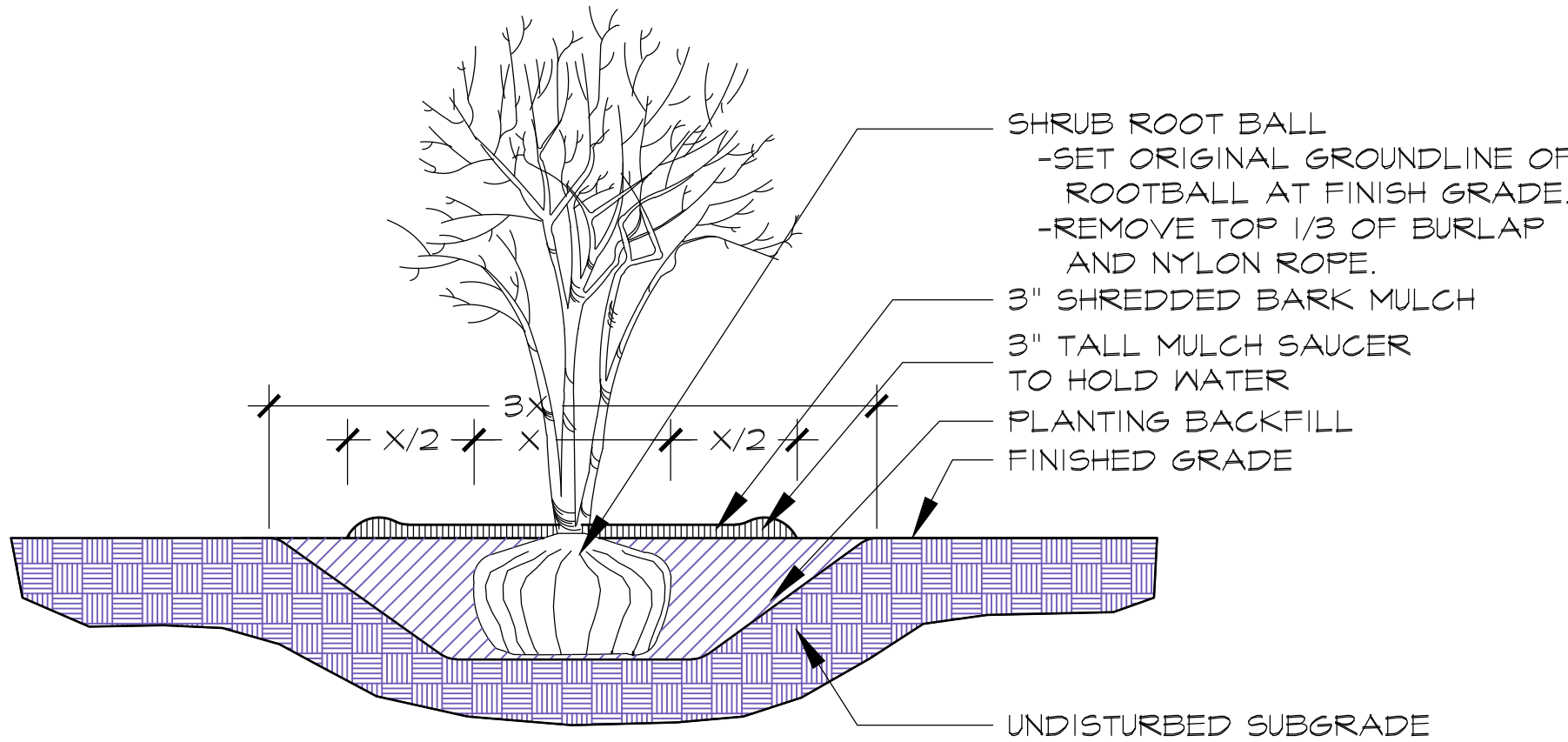
Key	Botanical name	Common name	Qty	Size	Notes
SHADE AND PARKWAY TREES					
GT	Gleditsia triacanthos inermis	Skyline Honeylocust	x	2-1/2" cal. B&B -	
CO	Celtis occidentalis 'Windy City'	Windy City Hackberry	x	2-1/2" cal. B&B - (2)@4" cal	
PC	Pyrus calleryana 'Autumn Blaze'	Flowering Pear	x	2-1/2" cal. B&B - (2)@4" cal	
AH	Aesculus hippocastanum 'baumanni'	Horsechestnut	x	2-1/2" cal. B&B -	
GD	Gymnocladus dioica	Kentucky Coffeetree	x	2-1/2" cal. B&B -	
PA	Picea abies	Norway Spruce	x	8'-10'Ht. B&B -	
PN	Pinus nigra	Austrian Pine	x	8'-10'Ht. B&B -	
PP	Picea pungens 'Glauca'	Blue Spruce	x	6'-8'Ht. B&B -	
AR	Acer freemanii 'Jeffers Red'	Autumn Blaze Maple	x	2-1/2" cal. B&B -	
ORNAMENTAL TREES					
CC	Cercis canadensis	Eastern Redbud	x	6-8' B&B -	
AC	Amelanchier canadensis	Shadblow Serviceberry	x	4' B&B - clump	
MR	Malus 'Spring Snow'	Flowering Crab Apple	x	1-1/2" cal. B&B -	
SHRUBS					
IG	Ilex glabra 'compacta'	Compact Inkberry Holly	x	24"Ht. 5 gal - 36" oc	
SP	Syringa patula 'Miss Kim'	Miss Kim Dwarf Lilac	x	24"Ht. 5 gal - 36" oc	
VT	Viburnum trilobum 'Compactum'	Compact American Cranberry	x	30"Ht. 5 gal - 36" oc	
CS	Cornus stolonifera 'Bailey'	Red Osier Dogwood	x	36"Ht. B&B - 36" oc	
JC	Juniperus chinensis 'Sea Green'	Spreading Juniper	x	24"Ht. 3 gal - 36" oc	
TM	Taxus x media	Spreading Yew	x	30"Ht. 5 gal - 36" oc	
BUM	Buxus microphylla 'Wilson'	Northern Charm Boxwood	x	24"Ht. B&B - 30" oc	
AH	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	x	24"Ht. 3 gal - 30" oc	
JV	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	x	42"Ht. 5 gal - 36" oc	
PERENNIALS AND GRASSES					
-	Hosta 'August Moon'	Hosta, mixed varieties allowed	-	18"-24"Ht. 1 gal - 24" oc	
-	Hemerocallis 'Chicago Knockout'	Daylily, mixed varieties allowed	-	18"-32"Ht. 1 gal - 18" oc	
-	Rudbeckia speciosa	Black-eyed Susan, mixed varieties	-	18"-24"Ht. 1 gal - 18" oc	
SWN	Salvia nemorosa	May Night Salvia	-	18"-24"Ht. 1 gal - 24" oc	
SC	Schizachyrium scoparium	Little Blue Stem	-	18"-32"Ht. 1 gal - 32" oc	
CA	Calamagrostis acutiflora	Karl Foerster Feather Reed Grass	-	18"-32"Ht. 1 gal - 32" oc	
GROUND COVER					
RA	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	x	18"Ht. 3 gal - 36" oc	
PG	Polygonum cuspidatum 'compactum'	Dwarf Fleeceflower	x	9"Ht. 1 gal - 24" oc	
HH	Hedra helix 'Thorndale'	English Ivy	x	6" 3" tray - 12" oc	
PATG	Pachysandra terminalis	Green Carpet Japanese Spurge	x	6" 3" tray - 12" oc	
VINES					
PT	Parthenocissus tricuspidata	Boston Ivy	x	18"Ht. 1 gal - 24" oc	



1 SHADE TREE PLANTING DETAIL
No Scale



2 GROUNDCOVER / PERENNIAL PLANTING DETAIL
No Scale



3 SHRUB PLANTING DETAIL
No Scale

PROJECT

Kensington School, New Construction

parking lot and landscape improvements
840 East Kensington Road
Arlington Heights, Illinois

Jeffrey J Bulin
landscape architect
DESIGN GUILD
landscape architecture
320 Luthin Road
Oak Brook, Illinois 60523
tel 630.325.5340
fax 630.325.1241
mail@designguild.us

ARCHITECT

SEE SWORN STATEMENT THIS SHEET.

REVISIONS

7/18/2016 Issued for permit

TITLE

landscape sections, details and plant list

DATE 7/15/2016
DRAWN JB
SCALE as noted

NUMBER
LA-2



Kensington School of Arlington Heights

Market Analysis & Site Efficacy Study March 1, 2016

**Kensington School
Administration Office**
743 McClintock Drive
Burr Ridge, IL 60527
630-990-8000
Fax: 630-990-8041

Kensington School
125 North Kensington Avenue
LaGrange, IL 60525

**Kensington School
of the Highlands**
1900 58th Place
LaGrange, IL 60525

**Kensington School
of Western Springs**
1500 Walker Street
Western Springs, IL 60558

**Kensington School
of St. Charles**
1900 Cumberland Parkway
St. Charles, IL 60174

**Kensington School
of Geneva**
1774-1776 West State Street
Geneva, IL 60134

**Kensington School
of Naperville**
1915 Three Farms Avenue
Naperville, IL 60540

**Kensington School
of Wheaton**
1746 South Naperville Road
Wheaton, IL 60189

**Kensington School
of South Naperville**
4512 Walton Heath Drive
Naperville, IL 60564

**Kensington School
of Elmhurst**
425 South Spring Road
Elmhurst, IL 60126
630-516-0482

Kensington School proposes to develop a new Child Care Center and Preschool at 840 E Kensington Road, Arlington Heights, IL. As Kensington School has been providing early childhood education to the western suburbs of Chicago for over 46 years, it has a strong understanding of what demographic, real estate and market landscape conditions are prerequisites for project realization.

Arlington Heights is a village in Cook County, Illinois. It is approximately 25 miles northwest of the city of Chicago with an approximate population of 75,000. For the purposes of this analysis, one and three mile radii will be targeted as the optimal trade area for Kensington School although in various communities which it operates, some students come from as far out as five miles.

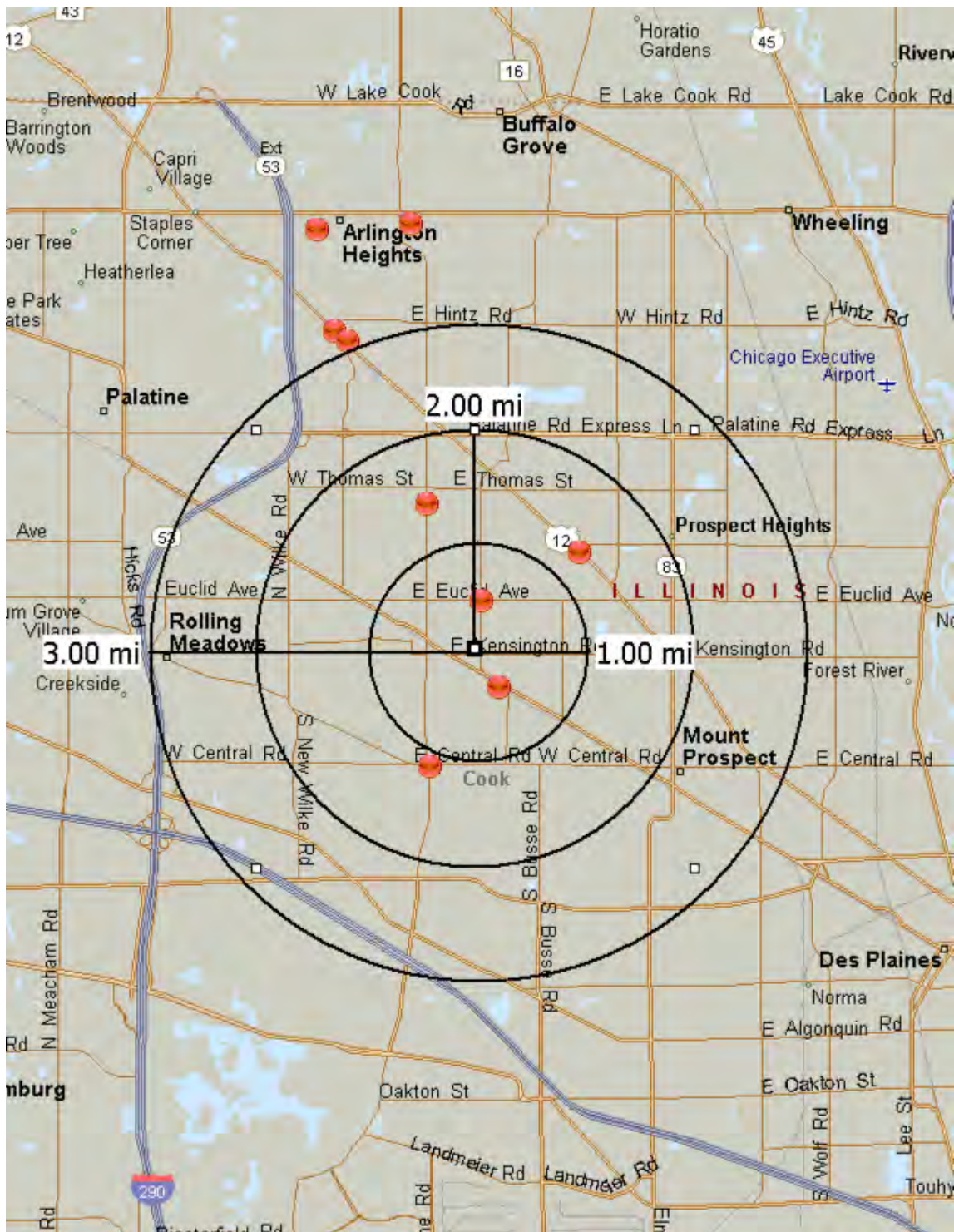
As shown on the following table, one and three-mile 2015 population under 5 years of age are 989 and 7,553 which meet or exceed comparable metrics at Kensington School's current locations. Income average of \$107,822 at one mile and \$96,383 also meet or exceed existing locations.

The site selected is located at 840 E Kensington Road, Arlington Heights, IL. The immediate area has seen a strong amount of recent development as of late with the addition of the Mariano's Market and Walgreens to the south and a new mixed use residential development to the north. These adjacencies together with the Village's award winning schools and outstanding municipal services further substantiate the site as a very strong candidate.

The national market landscape for Child Care is a highly fragmented one with many providers having solely one location many of which operate out of homes and churches. For the purposes of this study, Child Care Centers operating out of entities that have a stand alone real estate presence and therefore contribute to local tax rolls are included. Home and church Centers have been omitted.

As shown in the Market Study Map, there are currently nine Child Care Centers operating in Arlington Heights. Of these nine, only five are within the three-mile trade area of Kensington Schools proposed location. Each of these centers are under 10,000 square feet with the majority 5,000 square feet and under. With a current estimated total of 50,000 square feet of Child Care space available in Arlington Heights, it is clear that there is a need for more high quality Child Care.

Kensington School plans to build a new 15,000 state of the art Child Care Center on two acres with in excess of one half-acre of open space playground. It's proximity to Mariano's Market, Walgreens and the Metra Station make this an excellent location and will offer the families of Arlington Heights another fantastic Child Care option.



	Name	Address
1	FLOWER GARDEN DAY CARE INC	2420 E Rand Road
2	RED WAGON CHILD CARE CENTER	1225 E Davis Street
3	A MOTHER'S TOUCH	125 N Dryden Avenue
4	KINDERCARE	1003 South Arlington Heights Road
5	KINDERCARE	1320 N Arlington Heights Road
6	FLEUR DE LA ZIA	110 W Boeger Drive
7	LITTLE LEARNERS EDUCATIONAL CENTER	1060 W Rand Road
8	KIDS OF THE KINGDOM DAYCARE	1122 W Rand Road
9	BRIGHT HORIZONS	3523 N Kennicott Ave



Kensington School
840 East Kensington Road
15,000 SF
Licensed Capacity 160



Kids of the Kingdom
1112 W Rand Road
Approx. 3,500 SF
Licensed Capacity 43



Bright Horizons
3523 N Kennicott Ave.
Approx. 9,800 SF
Licensed Capacity 125



Little Learners Daycare
1060 W Rand Road
Approx. 5,000 SF
Licensed Capacity 126



Fleur De La Zia
110 W Boeger Dr.
Approx. 3,500 SF
Licensed Capacity 107



A Mother's Touch Daycare
125 N Dryden Ave
Approx. 8,000 SF
Licensed Capacity 178



Red Wagon Preschool & Daycare
1225 E Davis St.
Approx. 2,000 SF
Licensed Capacity 40



Flower Garden Day Care
2420 E Rand Road
Approx. 2,500 SF
Licensed Capacity 40



KinderCare
1003 S Arlington Heights Rd.
Approx. 8,000 SF
Licensed Capacity 40



KinderCare
1320 N Arlington Heights Rd
Approx. 6,800 SF
Licensed Capacity 126

Population	1-mi.	3-mi.
2015 Male Population	8,812	63,676
2015 Female Population	9,161	66,878
% 2015 Male Population	49.03%	48.77%
% 2015 Female Population	50.97%	51.23%
2015 Total Population: Adult	13,777	102,109
2015 Total Daytime Population	17,352	147,406
2015 Total Employees	7,605	77,697
2015 Total Population: Median Age	42	43
2015 Total Population: Adult Median Age	50	51
2015 Total population: Under 5 years	989	7,553
2015 Total population: 5 to 9 years	1,239	8,128
2015 Total population: 10 to 14 years	1,235	8,042
2015 Total population: 15 to 19 years	1,089	7,206
2015 Total population: 20 to 24 years	673	5,722
2015 Total population: 25 to 29 years	920	7,245
2015 Total population: 30 to 34 years	1,037	8,193
2015 Total population: 35 to 39 years	1,170	8,455
2015 Total population: 40 to 44 years	1,407	9,281
2015 Total population: 45 to 49 years	1,464	9,459
2015 Total population: 50 to 54 years	1,514	10,317
2015 Total population: 55 to 59 years	1,357	9,491
2015 Total population: 60 to 64 years	1,108	7,934
2015 Total population: 65 to 69 years	809	6,709
2015 Total population: 70 to 74 years	632	5,114
2015 Total population: 75 to 79 years	499	4,136
2015 Total population: 80 to 84 years	401	3,516
2015 Total population: 85 years and over	430	4,053
% 2015 Total population: Under 5 years	5.50%	5.79%
% 2015 Total population: 5 to 9 years	6.89%	6.23%
% 2015 Total population: 10 to 14 years	6.87%	6.16%
% 2015 Total population: 15 to 19 years	6.06%	5.52%
% 2015 Total population: 20 to 24 years	3.74%	4.38%
% 2015 Total population: 25 to 29 years	5.12%	5.55%
% 2015 Total population: 30 to 34 years	5.77%	6.28%
% 2015 Total population: 35 to 39 years	6.51%	6.48%
% 2015 Total population: 40 to 44 years	7.83%	7.11%
% 2015 Total population: 45 to 49 years	8.15%	7.25%
% 2015 Total population: 50 to 54 years	8.42%	7.90%
% 2015 Total population: 55 to 59 years	7.55%	7.27%
% 2015 Total population: 60 to 64 years	6.16%	6.08%
% 2015 Total population: 65 to 69 years	4.50%	5.14%
% 2015 Total population: 70 to 74 years	3.52%	3.92%
% 2015 Total population: 75 to 79 years	2.78%	3.17%

% 2015 Total population: 80 to 84 years	2.23%	2.69%
% 2015 Total population: 85 years and over	2.39%	3.10%
2015 White alone	16,437	109,656
2015 Black or African American alone	151	1,859
2015 American Indian and Alaska Native alone	14	254
2015 Asian alone	952	10,995
2015 Native Hawaiian and OPI alone	1	15
2015 Some Other Race alone	135	5,209
2015 Two or More Races alone	283	2,566
2015 Hispanic	1,057	15,463
2015 Not Hispanic	16,916	115,091
% 2015 White alone	91.45%	83.99%
% 2015 Black or African American alone	0.84%	1.42%
% 2015 American Indian and Alaska Native alone	0.08%	0.19%
% 2015 Asian alone	5.30%	8.42%
% 2015 Native Hawaiian and OPI alone	0.01%	0.01%
% 2015 Some Other Race alone	0.75%	3.99%
% 2015 Two or More Races alone	1.57%	1.97%
% 2015 Hispanic	5.88%	11.84%
% 2015 Not Hispanic	94.12%	88.16%
2015 Not Hispanic: White alone	15,656	106,921
2015 Not Hispanic: Black or African American alone	118	1,528
2015 Not Hispanic: American Indian and Alaska Native alone	11	78
2015 Not Hispanic: Asian alone	644	8,612
2015 Not Hispanic: Native Hawaiian and OPI alone	3	44
2015 Not Hispanic: Some Other Race alone	13	97
2015 Not Hispanic: Two or More Races	145	1,242
% 2015 Not Hispanic: White alone	91.28%	81.79%
% 2015 Not Hispanic: Black or African American alone	0.69%	1.17%
% 2015 Not Hispanic: American Indian and Alaska Native alone	0.06%	0.06%
% 2015 Not Hispanic: Asian alone	3.75%	6.59%
% 2015 Not Hispanic: Native Hawaiian and OPI alone	0.02%	0.03%
% 2015 Not Hispanic: Some Other Race alone	0.08%	0.07%
% 2015 Not Hispanic: Two or More Races	0.85%	0.95%

Housing	1-mi.	3-mi.
2015 Housing Units	7,256	52,432
2015 Occupied Housing Units	6,995	51,097
2015 Owner Occupied Housing Units	5,249	39,824
2015 Renter Occupied Housing Units	1,746	11,273
2015 Vacant Housings Units	261	1,335
% 2015 Occupied Housing Units	96.40%	97.45%
% 2015 Owner occupied housing units	75.04%	77.94%
% 2015 Renter occupied housing units	24.96%	22.06%
% 2000 Vacant housing units	3.60%	2.55%

Income	1-mi.	3-mi.
2015 Household Income: Median	\$80,166	\$70,857
2015 Household Income: Average	\$107,822	\$96,383
2015 Per Capita Income	\$43,834	\$37,961
2015 Household income: Less than \$10,000	241	1,785
2015 Household income: \$10,000 to \$14,999	162	1,471
2015 Household income: \$15,000 to \$19,999	234	1,802
2015 Household income: \$20,000 to \$24,999	393	2,441
2015 Household income: \$25,000 to \$29,999	243	2,059
2015 Household income: \$30,000 to \$34,999	224	2,213
2015 Household income: \$35,000 to \$39,999	232	1,742
2015 Household income: \$40,000 to \$44,999	306	2,354
2015 Household income: \$45,000 to \$49,999	318	2,083
2015 Household income: \$50,000 to \$59,999	429	3,735
2015 Household income: \$60,000 to \$74,999	683	5,286
2015 Household income: \$75,000 to \$99,999	825	6,871
2015 Household income: \$100,000 to \$124,999	871	5,321
2015 Household income: \$125,000 to \$149,999	627	3,460
2015 Household income: \$150,000 to \$199,999	732	4,381
2015 Household income: \$200,000 or more	751	4,019
% 2015 Household income: Less than \$10,000	3.31%	3.50%
% 2015 Household income: \$10,000 to \$14,999	2.23%	2.88%
% 2015 Household income: \$15,000 to \$19,999	3.22%	3.53%
% 2015 Household income: \$20,000 to \$24,999	5.41%	4.78%
% 2015 Household income: \$25,000 to \$29,999	3.34%	4.04%
% 2015 Household income: \$30,000 to \$34,999	3.08%	4.34%
% 2015 Household income: \$35,000 to \$39,999	3.19%	3.41%
% 2015 Household income: \$40,000 to \$44,999	4.21%	4.61%
% 2015 Household income: \$45,000 to \$49,999	4.37%	4.08%
% 2015 Household income: \$50,000 to \$59,999	5.90%	7.32%
% 2015 Household income: \$60,000 to \$74,999	9.39%	10.36%
% 2015 Household income: \$75,000 to \$99,999	11.35%	13.47%
% 2015 Household income: \$100,000 to \$124,999	11.98%	10.43%
% 2015 Household income: \$125,000 to \$149,999	8.62%	6.78%
% 2015 Household income: \$150,000 to \$199,999	10.07%	8.59%
% 2015 Household income: \$200,000 or more	10.33%	7.88%

Daycare Market Availability

Demographics for Arlington Heights are such that there are approximately 7,553 children under the age of 5 years old in a three-mile radius of this location.

With 7,553 children five years old or younger residing in a three-mile radius, only 11% of these children are served by a licensed day care center at 891 children.

A representative of Kensington School contacted each of the above listed child care centers to check availability. Our findings were such that of the nine centers in this market, five had no availability, two had combined availability of six spaces and the other four were characterized as "limited".

This indicates that there is a strong need for additional quality childcare in Arlington Heights. Kensington School has been a provider of Child Care in the Chicagoland market for 47 years.

		Square Feet	Occupancy	Availability
1	FLOWER GARDEN	2500	40	Yes - Limited
2	RED WAGON	2000	40	No
3	MOTHERS TOUCH	9000	178	2 Spaces
4	KINDER CARE	8000	125	Yes - Limited
5	KINDER CARE	6800	126	No
6	FLEUR DE LA ZIA	3500	107	No
7	LITTLE LEARNERS	5000	88	4 Spaces
8	KIDS OF THE KINGDOM	3500	43	No
9	BRIGHT HORIZONS	9800	144	No

891

Traffic and Parking Impact Study

Kensington School



Arlington Heights, Illinois

Prepared By:



August 11, 2016

Introduction

This report summarizes the methodologies, results, and findings of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Kensington School to be located in Arlington Heights, Illinois. The site, which is currently vacant, is located in the northwest quadrant of the intersection of Kensington Road and Dryden Place directly east of the Arlington Market development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

As proposed, the school will provide a preschool program and a full-day program with a maximum of 150 students and approximately 21 to 23 staff members. The following summarizes the proposed operation of the school:

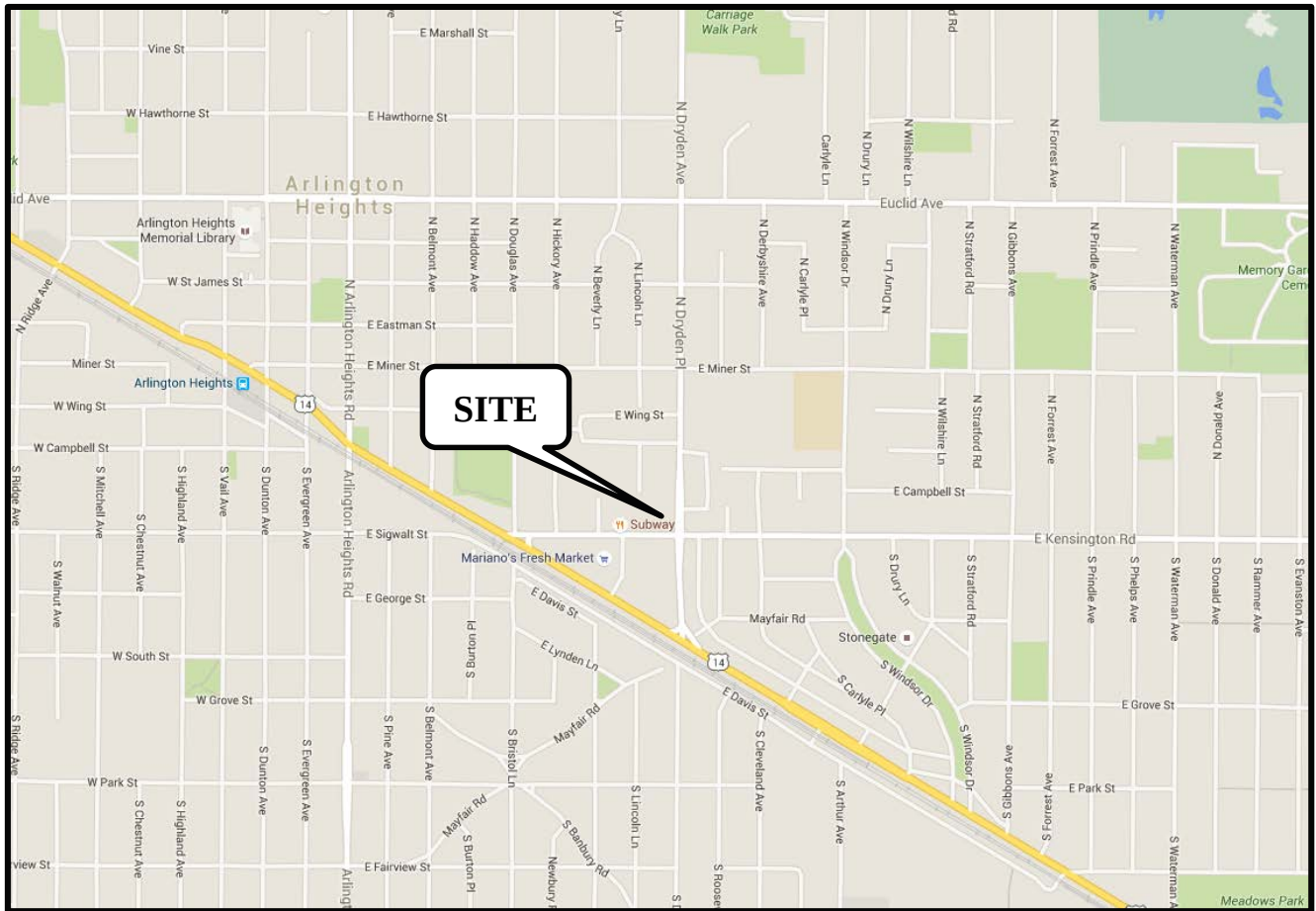
- The full-day program will operate between 6:30 A.M. and 6:30 P.M. and will have a total of approximately 130 students. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their children to and from the school.
- The preschool program will have a total of approximately 20 students and will operate from 9:00 A.M. to 11:30 A.M. All parents will be required to park and walk their children to and from the school.

The school is proposed to have a total of 46 parking spaces. Per the Arlington Market development agreement, cross access and shared parking will be provided between the proposed school and the existing Arlington Market.

The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed school would have on traffic conditions in the area, and determine the need for roadway or traffic control improvements that are directly related to the proposed school.

The sections of this report present the following:

- Existing roadway conditions including traffic volumes for the weekday morning and weekday evening peak hours
- A detailed description of the proposed school
- Vehicle trip generation for the proposed school
- Directional distribution of school-generated traffic
- Future transportation conditions including access to and from the school
- Projected parking conditions of the school and the Arlington Market development



Site Location

Figure 1



Aerial View of Development Site

Figure 2

Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

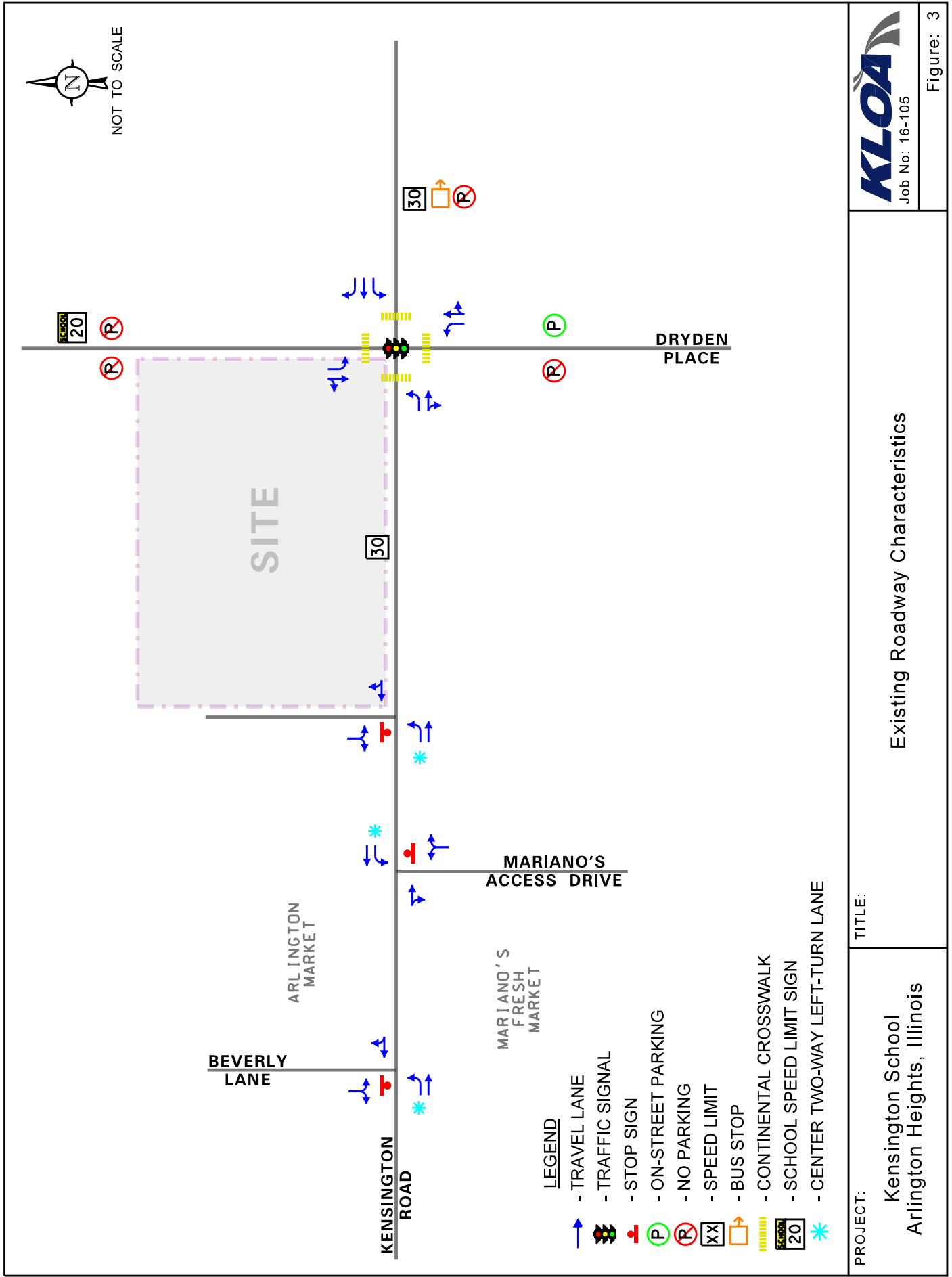
The site is located in the northwest quadrant of the intersection of Kensington Road and Dryden Place. Land uses in the area include the Arlington Market commercial development located directly west of the site, residential homes located directly north and east of the site, and Mariano's Fresh Market located directly south of the site. Miner Special Education School and Windsor Elementary School are located to the northeast of the site and are in session from mid-August to early June and from late August to late May, respectively.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

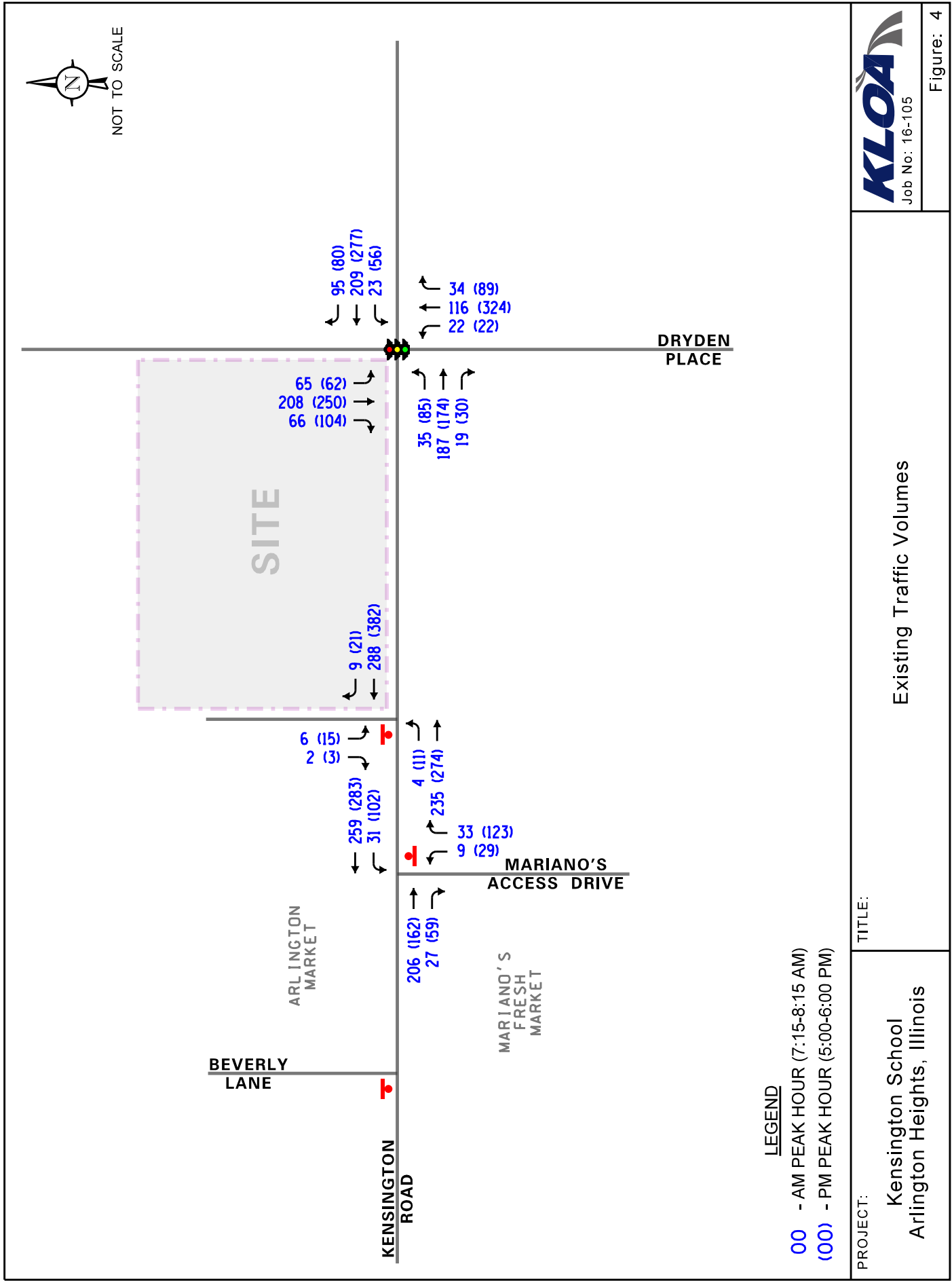
Dryden Place is a north-south, major collector roadway providing one lane in each direction separated by a two-way left-turn lane that extends from Northwest Highway to Miner Street. At its signalized intersection with Kensington Road, Dryden Place provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Continental style crosswalks are provided on both approaches of Dryden Place at its intersection with Kensington Road. Dryden Place is under the jurisdiction of the Village of Arlington Heights, has an annual average daily traffic (AADT) volume of 3,850 vehicles, and has a posted speed limit of 30 mph with a school zone speed limit of 20 mph north of Kensington Road.

Kensington Road is an east-west, major collector roadway that provides one lane in each direction separated by a two-way left-turn lane. At its signalized intersection with Dryden Place, Kensington Road provides an exclusive left-turn lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, a through lane, and a right-turn lane on the westbound approach. Continental style crosswalks are provided on both approaches of Kensington Road at its intersection with Dryden Place. Kensington Road is under the jurisdiction of the Village of Arlington Heights, carries an AADT volume of 5,500 vehicles, and has a posted speed limit of 30 mph.



Existing Traffic Volumes

In order to determine existing traffic conditions, vehicle, pedestrian, and bicycle traffic counts were conducted at the intersections of Kensington Road with Dryden Place and Kensington Road with the Arlington Market and Mariano's access drives. The traffic counts were conducted on Thursday, July 7, 2016 during the morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods. From the turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:15 A.M. and 8:15 A.M. and the weekday evening peak hour generally occurs between 5:00 P.M. and 6:00 P.M. It should be noted that the counts were performed when the schools in the area were closed for the summer. Pedestrian and bicycle activity was observed and was reported to be very low at the study intersections. The existing peak hour traffic volumes are shown in **Figure 4**.



Traffic Characteristics of the Proposed School

To evaluate the impact of the proposed school on the area roadway system, it was necessary to quantify the number of vehicle trips the school will generate during the peak hours and determine the directions from which this traffic will approach and depart the site.

Proposed Development Plan

The site is to be developed with an approximate 15,300 square-foot school. As proposed, the school will provide a preschool program and a full-day program with a maximum enrollment of 150 students and approximately 21 to 23 staff members. The following summarizes the proposed operation of the school:

- The full-day program will operate between 6:30 A.M. and 6:30 P.M. and will have a total of approximately 130 students. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their children to and from the school.
- The preschool program will have a total of approximately 20 students and will operate from 9:00 A.M. to 11:30 A.M. All parents will be required to park and walk their children to and from the school.

The school is proposed to have a total of 46 parking spaces.

Site Access

Per the Arlington Market development agreement, cross access and shared parking will be provided between the proposed school and the existing Arlington Market development. Access to the Arlington Market development is currently provided via one access drive on Kensington Road and four access drives on Beverly Lane as discussed below.

- The *Kensington Road access drive* is located on the north side of the road at the east end of the existing Arlington Market parcel approximately 100 feet east of the Mariano's access drive. This access drive provides access to the main north-south circulation road/parking aisle serving the Arlington Market and provides one inbound lane and one outbound lane.
- The *northern Beverly Lane access drive* is located on the east side of the road at the north end of the existing Arlington Market parcel. This access drive provides access to the main east-west circulation road/parking aisle serving the Arlington Market and provides one inbound lane and one outbound lane.
- The *southern Beverly Lane access drive* is located on the east side of the road at the south end of the existing Arlington Market parcel. This access drive provides access to the parking lot located in the southwest corner of the site and provides one inbound lane and one outbound lane.

- The two middle Beverly Lane access drives are located on the east side of the road towards the middle of the existing Arlington Market parcel. These access drives are restricted to one-way flow and serve the Ben Franklin Bank of Illinois drive-through facility which is located on the west side of the building.

As proposed, access to the school is proposed to be provided via a single access drive located along the Arlington Market's main north-south circulation/parking aisle, aligned opposite an east-west parking aisle. This north-south parking aisle provides direct access to the Kensington Road access drive and secondary access to the northern Beverly Lane access drive. As such, the school will have access to the external roadway system via multiple access drives. As proposed, the access drive will be under stop sign control at its intersection with the Arlington Market's north-south circulation/parking aisle.

Directional Distribution of Site Traffic

The directional distribution of how traffic will approach and depart the development was based on the existing travel patterns, as determined from the traffic counts and the existing roadway characteristics and traffic controls surrounding the site. **Figure 5** illustrates the directional distribution for the proposed school.

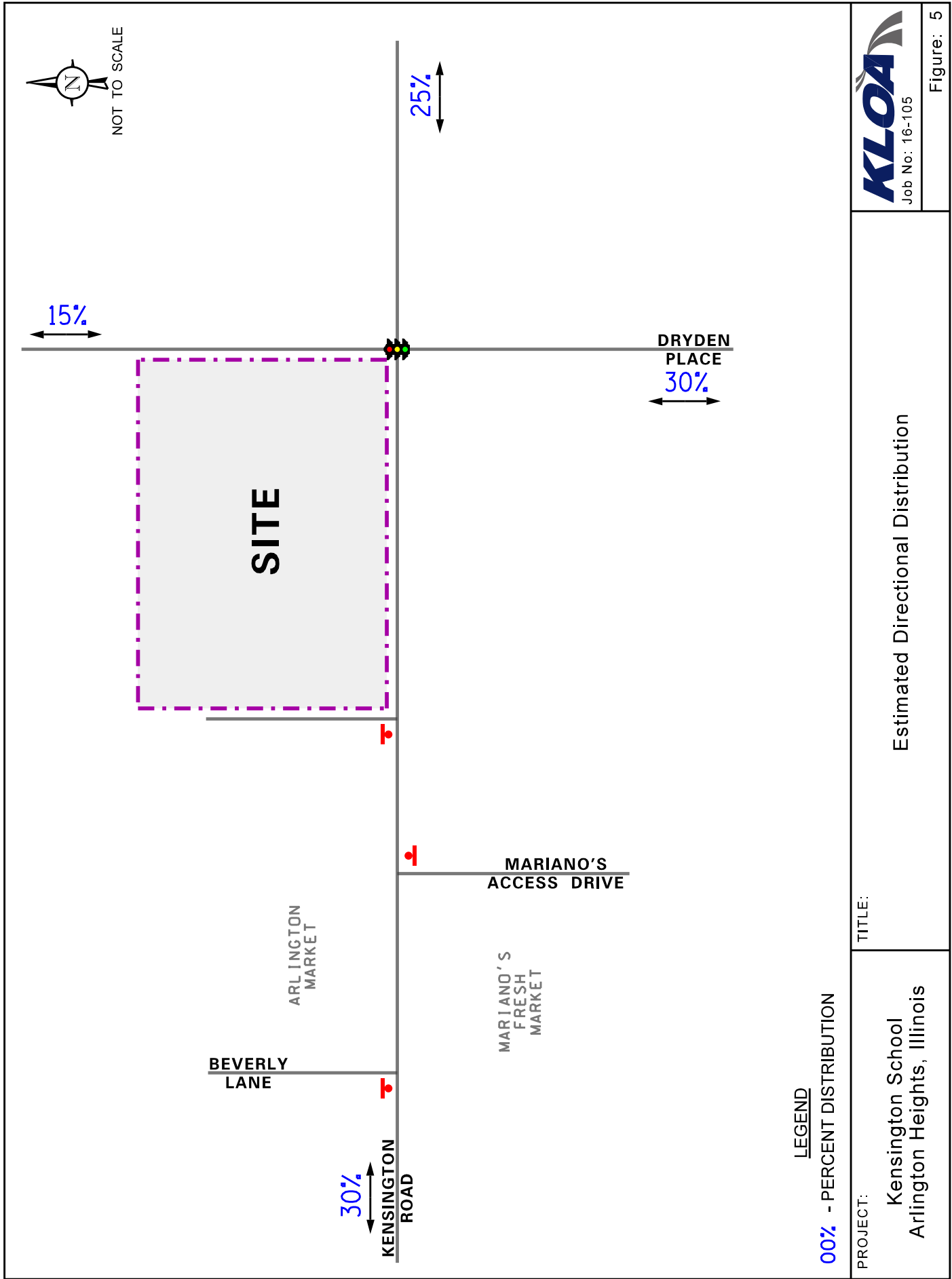
Site Traffic Generation

The traffic estimated to be generated by the proposed school was based on surveys of an existing Kensington School located in Elmhurst, Illinois. According to Kensington School officials, the Elmhurst school is approximately 15,000 square feet in size and has a licensed capacity for 160 students and a total of 24 to 26 employees, all of which is very similar to the size and operation of the proposed Arlington Heights school. Further, on the day the surveys were performed, the school had an attendance of 158 students with 26 employees working that day. The surveys were performed on Wednesday, December 9, 2015 during the morning (6:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods. **Table 1** tabulates the vehicle trips anticipated to be generated by the school and was based on the surveys at the existing Elmhurst school.

Table 1
ESTIMATED SCHOOL-GENERATED PEAK HOUR TRAFFIC VOLUMES

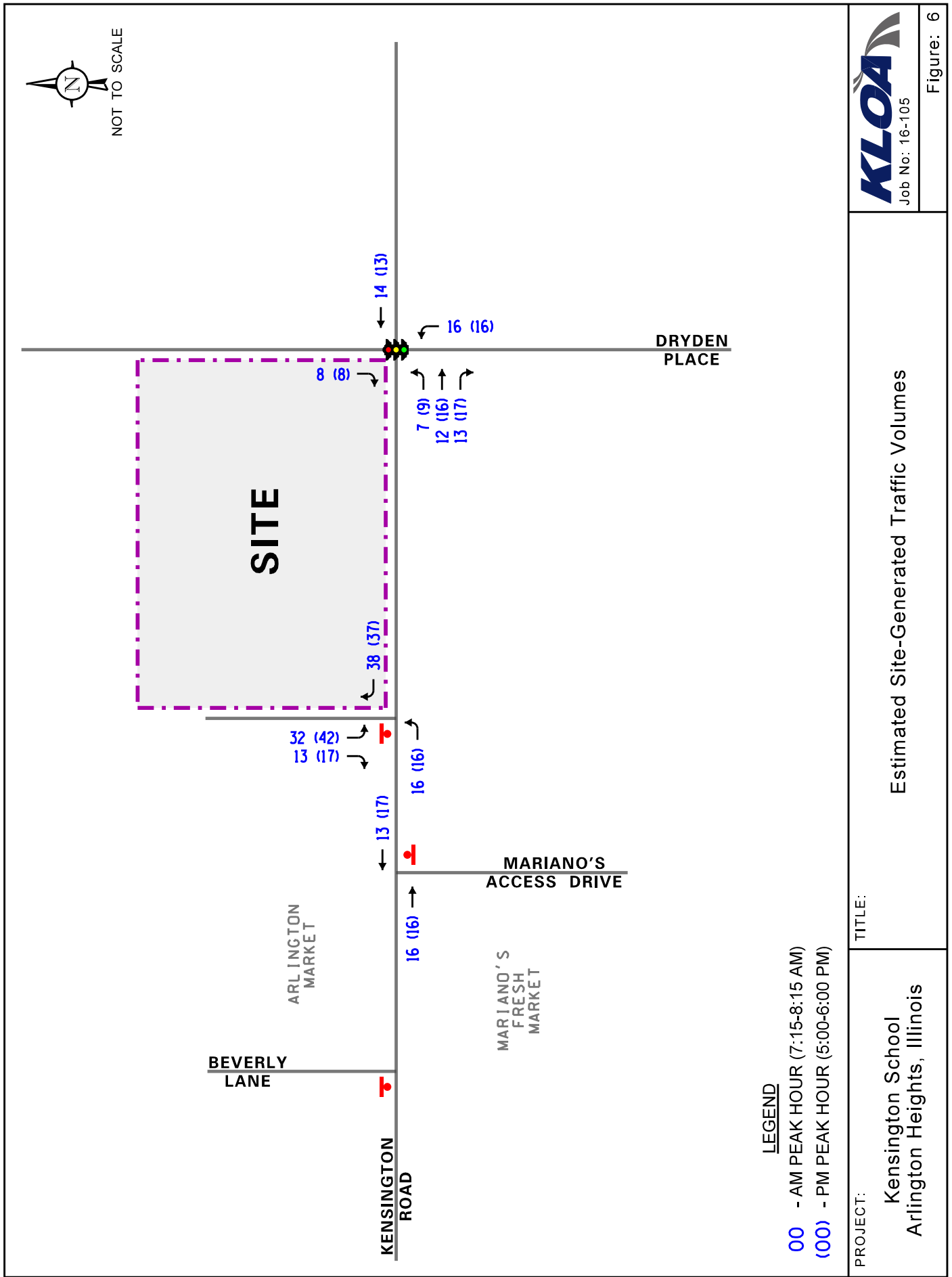
	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	In	Out	In	Out
Proposed Kensington School	54	45	53	59

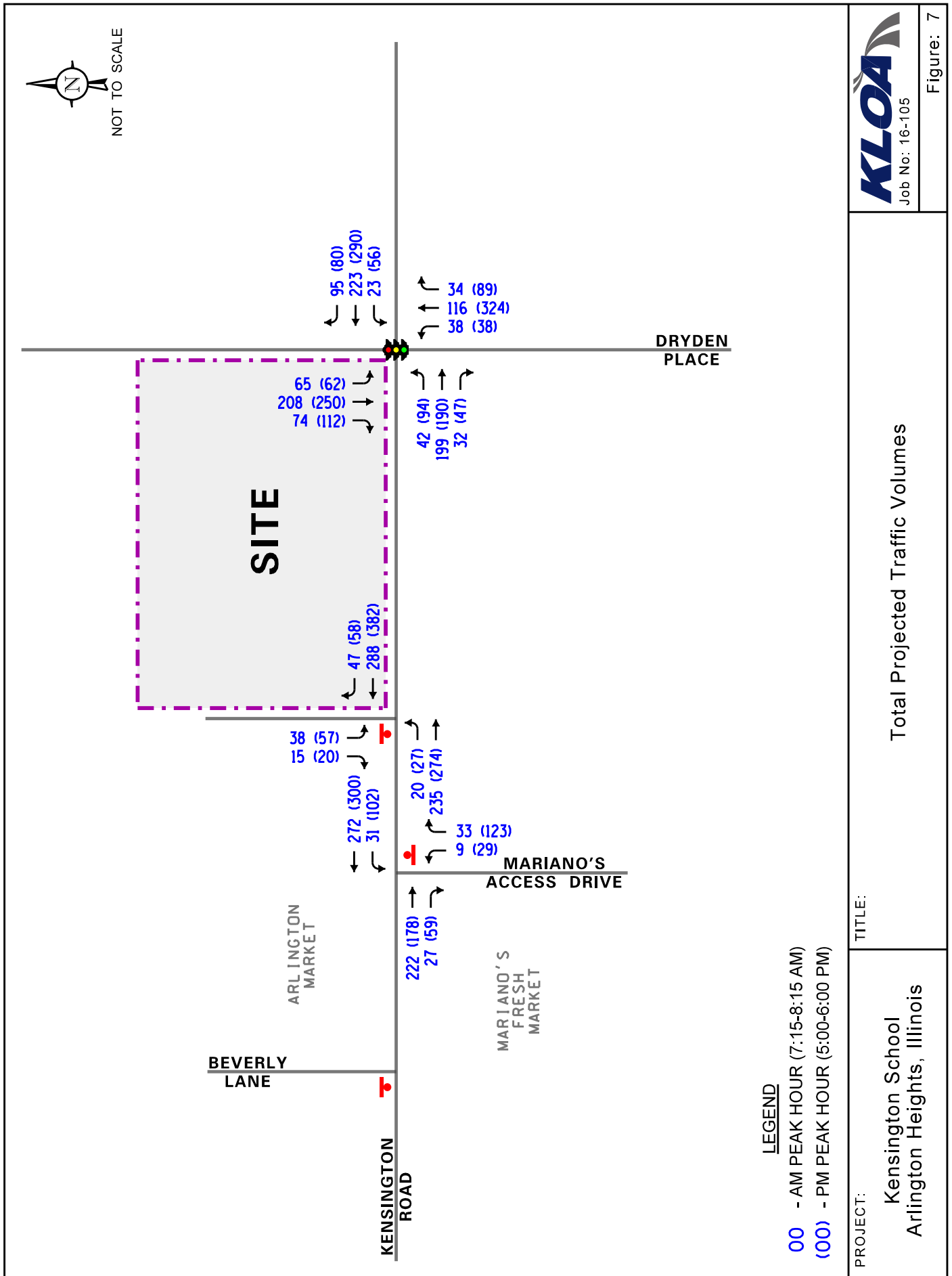
The school primarily generates traffic during the drop-off and pick-up periods. Further, the school is typically closed after 6:30 P.M. on weeknights and on weekends. As such, other than during the morning and evening peak periods, the school generates a very limited volume of traffic during weekdays and little, if any, traffic during weekday evenings or weekends.



Total Projected Traffic Volumes

The school-generated peak hour traffic volumes (Table 1) were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**. To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development) and the fact that the traffic counts were conducted when the nearby Miner School and Windsor Elementary School were not in session, the existing traffic volumes (Figure 4) were increased by twenty percent. The total projected traffic volumes include the existing traffic volumes plus the regional or background growth in traffic plus the traffic to be generated by the proposed school. **Figure 7** illustrates the total projected traffic volumes.





Traffic Evaluation

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to provide an indication of how well the roadway facilities serve the anticipated traffic demands placed upon them assuming the total projected traffic volumes.

Traffic Analyses

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Traffic capacity analyses were performed for the existing and total projected peak hour traffic conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and using HCS (Highway Capacity Software) software.

The analysis for the traffic-signal controlled intersections were accomplished using existing signal timing data to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the analyzed conditions are presented in **Tables 2 and 3**. A discussion of the intersections follows.

Table 2
CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Kensington Road with Dryden Place¹				
Overall	C	26.3	C	25.1
Westbound Approach	D	39.5	D	40.2
Northbound Approach	B	11.0	B	14.9
Eastbound Approach	D	40.1	D	35.3
Southbound Approach	B	11.6	B	13.5
Kensington Road with Arlington Market Access Drive²				
Eastbound Left Turn	A	7.9	A	8.2
Southbound Approach	B	11.4	B	12.3
Kensington Road with Mariano's Access Drive²				
Westbound Left Turn	A	7.8	A	7.9
Northbound Approach	B	10.4	B	11.6
LOS = Level of Service				
Delay is measured in seconds.				
1. Signalized intersection				
2. Stop sign controlled intersection				

Table 3
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Kensington Road with Dryden Place¹				
Overall	C	27.1	C	25.8
Westbound Approach	D	39.0	D	40.5
Northbound Approach	B	11.6	B	15.5
Eastbound Approach	D	41.0	D	35.7
Southbound Approach	B	12.7	B	14.2
Kensington Road with Arlington Market Access Drive²				
Eastbound Left Turn	A	8.1	A	8.3
Southbound Approach	B	12.4	B	13.7
Kensington Road with Mariano's Access Drive²				
Westbound Left Turn	A	7.9	A	8.0
Northbound Approach	B	10.6	B	11.8
LOS = Level of Service				
Delay is measured in seconds.				
1. Signalized intersection				
2. Stop sign controlled intersection				

Discussion and Recommendations

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

Kensington Road with Dryden Place

The results of the capacity analyses have shown that this overall intersection is currently operating at a good Level of Service (LOS) C. With the addition of the traffic to be generated by the proposed development and the other growth in the area, the overall intersection is projected to continue to operate at a good LOS C. Further, all of the approaches currently and are projected to operate at a LOS D or better. As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed development.

Kensington Road with Arlington Market Access Drive

The results of the capacity analyses have shown that the Arlington Market southbound approach and the inbound left-turn movement are currently operating at a good LOS B or better. With the addition of the traffic to be generated by the proposed development, the Arlington Market southbound approach and the inbound left-turn movement are projected to continue to operate at a good LOS B or better. As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed development.

Kensington Road with Mariano's Access Drive

The results of the capacity analyses have shown that the Mariano's northbound approach and the inbound left-turn movement are currently operating at a good LOS B or better. With the addition of the traffic to be generated by the proposed development, the Mariano's northbound approach and the inbound left-turn movement are projected to continue to operate at a good LOS B or better. As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed development.

Kensington Road Center Left-Turn Lane

Left-turn movements from Kensington Road to the Mariano's access drive and the Arlington Market access drive are accommodated via the center two-way left-turn lane on Kensington Road. With the centerlines of the two access drives approximately 100 feet apart, the two-way left-turn lane can accommodate three to four vehicles between the two access drives. According to the capacity analyses, both access drives are projected to have a 95th percentile inbound left-turn queue length of approximately one vehicle during both the weekday morning and evening peak hours. As such, the center two-way left-turn lane on Kensington Road should be sufficient to accommodate the projected maximum left-turn queue to both access drives.

Further, it should be noted that the school primarily generates traffic during the weekday morning (6:30 A.M. to 8:30 A.M.) and evening (3:30 P.M. to 6:00 P.M.) peak periods. In addition, it is closed on weekends. As such, the school and the Mariano's only generate higher or peak volumes of traffic at the same time during a two to two and a half hour period on weekday evenings. In contrast, if the subject parcel were developed with a commercial development, it would likely generate traffic all day long on both weekdays and weekends.

Internal Circulation

The school is proposed to have a 46-space parking lot that will be located along the south side of the site and will be designed with perpendicular parking and two-way circulation. In addition, a one-way westbound circulation road will be located along the front of the building. It should be noted that parents and staff will have two means to exit the parking lot which will help to distribute the outbound traffic and reduce any internal queueing within the school site.

Access to the site is to be provided via cross access to the Arlington Market via a single access drive to be located along the Arlington Market's main north-south circulation/parking aisle, aligned opposite an east-west parking aisle. The school's access drive is proposed to be under stop sign control at its intersection with the Arlington Market's main north-south circulation/parking aisle. The north-south parking aisle provides direct access to the Kensington Road access drive and secondary access to the northern Beverly Lane access drive. As such, the school will have access to the external roadway system via multiple access drives.

It is anticipated that the 21 to 23 staff members will park along the outside of the parking lot. The 11 parking spaces along the inside of the parking lot will be used by parents. As indicated previously, all parents will be required to park and walk their children to and from school and no drop-offs or pick-ups will be permitted. It is important to note that the arrival and departure of the full-day students is typically distributed over a two-hour period (6:30 A.M. to 8:30 A.M.) in the morning and a two and one half hour period (3:30 P.M. to 6:00 P.M.) in the evening. Finally, the site has been designed with sidewalks and a crosswalk across the circulation road that will provide pedestrian connections between the parking spaces and the school.

Finally, AutoTurn exhibits are provided in the Appendix showing how the Arlington Heights Fire Department's ladder truck can circulate the parking lot.

Parking Study

Existing Development

Currently, the western portion of the Arlington Market is developed with a commercial building that contains the Ben Franklin Bank of Illinois, Eros Restaurant, DeLuxe Nails Spa, Definite Dental Solutions, and a Subway restaurant. It is important to note that the existing building is 100 percent occupied. The Arlington Market currently provides a total of 88 parking spaces with 81 parking spaces provided in the main parking lot that extends along the east and north sides of the building and seven spaces located on the southwest side of the building.

Existing Parking Demand

Parking inventory and occupancy surveys were conducted at the two parking lots located within the Arlington Market. The surveys were performed from 6:00 A.M. to 6:30 P.M. on the following days:

- Thursday, December 3, 2015
- Friday, December 4, 2015
- Saturday, April 2, 2016
- Thursday, April 7, 2016
- Friday, April 8, 2016
- Saturday, April 9, 2016

It should be noted that the surveys were conducted during the hours of operation of the proposed school which is generally from 6:30 A.M. to 6:30 P.M. Monday through Friday. As such, all of the school's 46 parking spaces will typically be available for use by the existing Arlington Market after 6:30 P.M. to 7:00 P.M. on weekdays and all day on weekends. The results of the parking inventory and occupancy surveys are shown in **Tables 4 through 9**. A summary of the peak parking demand and the time it occurred for each of the surveyed days is shown in **Table 10**.

The results of the parking surveys showed that the existing Arlington Market had a peak parking demand of 63 to 64 vehicles on a weekday and 50 vehicles on a Saturday. A maximum of approximately 74 percent of the total parking spaces were occupied on a weekday and a maximum of approximately 57 percent of the spaces were occupied on a Saturday. At a minimum, 24 parking spaces were available within the parking lot on a weekday or Saturday between 6:00 A.M. and 6:30 P.M. As such, it can be seen that the existing 88 parking spaces are sufficient to meet the peak parking demand of the existing Arlington Market during the operating hours of the school. As noted above, all of the school's 46 parking spaces will typically be available for use by the existing Arlington Market after 6:30 P.M. to 7:00 P.M. on weekdays and all day on weekends.

Table 4
 ARLINGTON MARKET PARKING SURVEYS
 THURSDAY, DECEMBER 3, 2015

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	8	1	9	10%
6:30 AM	16	1	17	19%
7:00 AM	14	2	16	18%
7:30 AM	10	2	12	14%
8:00 AM	12	2	14	16%
8:30 AM	18	3	21	24%
9:00 AM	28	3	31	35%
9:30 AM	34	5	39	44%
10:00 AM	34	6	40	45%
11:00 AM	36	7	43	49%
11:30 AM	40	6	46	52%
12:00 PM	46	5	51	58%
12:30 PM	54	5	59	67%
1:00 PM	42	5	47	53%
1:30 PM	25	5	30	34%
2:00 PM	37	5	42	48%
3:00 PM	34	4	38	43%
3:30 PM	33	6	39	44%
4:00 PM	37	7	45	51%
4:30 PM	32	4	36	41%
5:00 PM	36	5	41	47%
5:30 PM	40	6	46	52%
6:00 PM	46	5	51	58%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 5
 ARLINGTON MARKET PARKING SURVEYS
 FRIDAY, DECEMBER 4, 2015

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	7	2	9	10%
6:30 AM	11	2	13	15%
7:00 AM	15	3	18	20%
7:30 AM	12	3	15	17%
8:00 AM	13	3	16	18%
8:30 AM	22	4	26	30%
9:00 AM	31	3	34	39%
9:30 AM	38	3	41	47%
10:00 AM	44	6	50	57%
11:00 AM	45	6	51	58%
11:30 AM	56	6	62	70%
12:00 PM	56	6	62	70%
12:30 PM	50	6	56	64%
1:00 PM	49	6	55	63%
1:30 PM	48	7	55	63%
2:00 PM	49	6	55	63%
3:00 PM	39	6	45	52%
3:30 PM	32	2	34	39%
4:00 PM	37	2	39	44%
4:30 PM	39	2	41	47%
5:00 PM	40	2	42	48%
5:30 PM	39	2	41	47%
6:00 PM	40	2	42	48%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 6
 ARLINGTON MARKET PARKING SURVEYS
 SATURDAY, APRIL 2, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	4	2	6	7%
6:30 AM	8	2	10	11%
7:00 AM	12	3	15	17%
7:30 AM	12	4	16	18%
8:00 AM	16	4	20	23%
8:30 AM	24	5	29	33%
9:00 AM	30	5	35	40%
9:30 AM	43	5	48	55%
10:00 AM	39	5	44	50%
10:30 AM	41	5	46	52%
11:00 AM	35	5	40	45%
11:30 AM	33	4	37	42%
12:00 PM	34	4	38	43%
12:30 PM	40	3	43	49%
1:00 PM	36	4	40	45%
1:30 PM	29	5	34	39%
2:00 PM	31	5	36	41%
2:30 PM	30	4	34	39%
3:00 PM	25	1	26	30%
3:30 PM	23	1	24	27%
4:00 PM	21	2	23	26%
4:30 PM	22	2	24	27%
5:00 PM	22	2	24	27%
5:30 PM	24	2	26	30%
6:00 PM	36	2	38	43%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 7
 ARLINGTON MARKET PARKING SURVEYS
 THURSDAY, APRIL 7, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	6	1	7	8%
6:30 AM	15	1	16	18%
7:00 AM	18	1	19	22%
7:30 AM	8	2	10	11%
8:00 AM	8	3	11	13%
8:30 AM	19	3	22	25%
9:00 AM	29	3	32	36%
9:30 AM	39	3	42	48%
10:00 AM	40	5	45	51%
10:30 AM	43	5	48	55%
11:00 AM	42	5	47	53%
11:30 AM	48	5	53	60%
12:00 PM	58	5	63	72%
12:30 PM	51	5	56	64%
1:00 PM	34	4	38	43%
1:30 PM	33	4	37	42%
2:00 PM	40	4	44	50%
2:30 PM	35	4	39	44%
3:00 PM	35	3	38	43%
3:30 PM	31	3	34	39%
4:00 PM	35	4	39	44%
4:30 PM	36	4	40	45%
5:00 PM	34	4	38	43%
5:30 PM	35	3	38	43%
6:00 PM	42	4	46	52%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 8
ARLINGTON MARKET PARKING SURVEYS
FRIDAY, APRIL 8, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	5	2	7	8%
6:30 AM	7	2	9	10%
7:00 AM	10	2	12	14%
7:30 AM	11	2	13	15%
8:00 AM	12	2	14	16%
8:30 AM	18	3	21	24%
9:00 AM	22	3	25	28%
9:30 AM	29	3	32	36%
10:00 AM	34	3	37	42%
10:30 AM	40	4	44	50%
11:00 AM	45	4	49	56%
11:30 AM	47	4	51	58%
12:00 PM	59	4	63	72%
12:30 PM	59	4	63	72%
1:00 PM	55	3	58	66%
1:30 PM	53	3	56	64%
2:00 PM	44	3	47	53%
2:30 PM	38	5	43	49%
3:00 PM	37	3	40	45%
3:30 PM	33	2	35	40%
4:00 PM	30	1	31	35%
4:30 PM	31	3	34	39%
5:00 PM	36	3	39	44%
5:30 PM	49	3	52	59%
6:00 PM	61	3	64	73%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 9
 ARLINGTON MARKET PARKING SURVEYS
 SATURDAY, APRIL 9, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	5	2	7	8%
6:30 AM	5	2	7	8%
7:00 AM	7	3	10	11%
7:30 AM	10	4	14	16%
8:00 AM	23	4	27	31%
8:30 AM	26	4	30	34%
9:00 AM	38	5	43	49%
9:30 AM	45	5	50	57%
10:00 AM	43	5	48	55%
10:30 AM	37	5	42	48%
11:00 AM	38	5	43	49%
11:30 AM	37	4	41	47%
12:00 PM	42	4	46	52%
12:30 PM	44	3	47	53%
1:00 PM	45	3	48	55%
1:30 PM	38	3	41	47%
2:00 PM	33	3	36	41%
2:30 PM	31	3	34	39%
3:00 PM	29	2	31	35%
3:30 PM	20	1	21	24%
4:00 PM	17	1	18	20%
4:30 PM	20	2	22	25%
5:00 PM	21	2	23	26%
5:30 PM	21	2	23	26%
6:00 PM	25	2	27	31%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 10

ARLINGTON MARKET - SUMMARY OF PEAK PARKING DEMAND

Time	Time of Day	Parking Demand	Percentage Occupied
Inventory	n/a	88	n/a
Thursday, December 3, 2015	12:30 PM	59	67%
Friday, December 4, 2015	12:00 PM	62	70%
Thursday, April 7, 2016	12:00 PM	63	72%
Friday, April 8, 2016	6:00 P.M.	64	73%
Saturday, April 2, 2016	9:30 A.M.	48	55%
Saturday, April 9, 2016	9:30 A.M.	50	57%

Projected Parking Demand of the School

The peak parking estimated to be generated by the proposed school was based on surveys of an existing Kensington School located in Elmhurst, Illinois. The parking surveys were performed on Wednesday, December 9, 2015 generally during the operating hours of the school (6:30 A.M. to 6:30 P.M.). According to Kensington School officials, the Elmhurst school is approximately 15,000 square feet in size and has a licensed capacity for 160 students and a total of 24 to 26 employees, all of which is very similar to the size and operation of the proposed Arlington Heights school. Further, on the day the surveys were performed, the school had an attendance of 158 students with 26 employees working that day. **Table 11** shows the results of the parking surveys at the existing Elmhurst school.

From Table 11 it can be seen that the proposed school is projected to have a peak parking demand of approximately 37 vehicles which will occur during the morning drop-off period. With a total of 46 parking spaces, it can be seen that the number of parking spaces to be provided by the school will be more than sufficient to meet its peak parking demand and the school will not need to utilize any of the existing 88 parking spaces currently serving the Arlington Market.

Table 11
 KENSINGTON SCHOOL, ELMHURST, ILLINOIS
 PARKING SURVEYS
 WEDNESDAY, DECEMBER 9, 2016

Time	Parking Demand
6:00 AM	1
6:30 AM	7
7:00 AM	14
7:30 AM	18
8:00 AM	22
8:30 AM	27
9:00 AM	37
9:30 AM	29
10:00 AM	24
10:30 AM	22
11:00 AM	24
11:30 AM	25
12:00 PM	25
12:30 PM	24
1:00 PM	24
1:30 PM	21
2:00 PM	21
2:30 PM	20
3:00 PM	20
3:30 PM	23
4:00 PM	19
4:30 PM	26
5:00 PM	27
5:30 PM	20
6:00 PM	8

Conclusion

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made:

- The school primarily generates traffic during the drop-off and pick-up periods. Further, the school is typically closed after 6:30 P.M. on weeknights and on weekends. As such, other than during the weekday morning and evening peak periods, the school generates a very limited volume of traffic during weekdays and little, if any, traffic during weekday evenings or weekends.
- The traffic volumes were increased by 20 percent in order to account for any background growth and the fact that the Miner Special Education School and Windsor Elementary School were not in session when the traffic counts were conducted.
- The results of the capacity analyses show that all of the intersections in the study area currently operate at a good level of service and are projected to continue to operate at a good level of service with the addition of the school-generated traffic. As such, the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the school.
- Access to the site is to be provided via cross access to the Arlington Market via a single access drive to be located along the Arlington Market's main north-south circulation/parking aisle, aligned opposite an east-west parking aisle. The north-south parking aisle provides direct access to the Kensington Road access drive and secondary access to the northern Beverly Lane access drive. As such, the school will have access to the external roadway system via multiple access drives.
- The center two-way left-turn lane on Kensington Road will continue to provide safe and efficient access to the Arlington Market and Mariano's access drives with a 95th percentile queue of one vehicle at both access drives.
- The results of existing parking surveys performed at the Arlington Market, which is 100 percent occupied, have shown that the existing 88 parking spaces are sufficient to meet the peak parking demand of the existing development during the school's operating hours. All of the school's 46 parking spaces will generally be available to the Arlington Market after 6:30 P.M. to 7:00 P.M. on weekdays and all day on weekends.
- The proposed school is projected to have a peak parking demand of approximately 37 vehicles which will occur during the morning drop-off period. With a total of 46 parking spaces, the number of parking spaces to be provided by the school will be more than sufficient to meet its peak parking demand and the school will not need to utilize any of the existing 88 parking spaces currently serving the Arlington Market.

- Assuming the peak parking demand of the existing Arlington Market and the proposed school, which provides for a worst-case analysis as they occur at different times of the day, the overall development is projected to have a peak parking demand of 101 vehicles. As such, the 134 parking spaces to be provided by the Arlington Market and the proposed school will be more than sufficient to meet their peak parking demand.

Appendix

Traffic Count Summary Sheets

Level of Service Criteria

Capacity Analysis Summary Sheets

Fire Truck AutoTurn Exhibits

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Dryden
Place
Site Code:
Start Date: 07/07/2016
Page No: 1

Turning Movement Data

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Dryden Place Northbound						Dryden Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	38	3	0	43	0	6	31	10	0	47	0	1	27	9	0	37	0	18	35	5	2	58	185
7:15 AM	0	7	56	2	1	65	0	5	51	31	0	87	0	6	30	8	0	44	0	25	42	12	1	79	275
7:30 AM	0	6	32	6	1	44	0	3	56	20	2	79	0	2	25	6	1	33	0	9	40	15	1	64	220
7:45 AM	0	9	39	5	0	53	0	5	30	16	0	51	0	6	20	7	1	33	0	6	49	12	2	67	204
Hourly Total	0	24	165	16	2	205	0	19	168	77	2	264	0	15	102	30	2	147	0	58	166	44	6	268	884
8:00 AM	0	7	29	3	0	39	0	6	37	12	3	55	0	4	22	7	4	33	0	14	42	16	0	72	199
8:15 AM	0	8	28	3	0	39	0	5	36	10	1	51	0	2	36	0	5	38	0	8	44	12	3	64	192
8:30 AM	0	9	20	4	1	33	0	7	41	9	2	57	0	0	26	4	2	30	0	7	48	16	2	71	191
8:45 AM	0	9	29	5	0	43	0	6	35	12	1	53	0	3	32	6	1	41	0	7	28	11	1	46	183
Hourly Total	0	33	106	15	1	154	0	24	149	43	7	216	0	9	116	17	12	142	0	36	162	55	6	253	765
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	20	4	0	38	0	7	36	14	2	57	0	5	34	15	3	54	0	10	53	25	0	88	237
4:15 PM	0	14	22	5	1	41	0	12	55	17	0	84	0	1	49	18	1	68	0	20	40	18	0	78	271
4:30 PM	0	17	28	8	0	53	0	12	49	14	0	75	0	9	60	17	3	86	0	13	56	18	0	87	301
4:45 PM	0	13	46	5	1	64	0	11	45	16	1	72	0	4	53	20	5	77	0	14	42	29	0	85	298
Hourly Total	0	58	116	22	2	196	0	42	185	61	3	288	0	19	196	70	12	285	0	57	191	90	0	338	1107
5:00 PM	0	13	32	7	0	52	0	13	48	15	1	76	0	7	73	15	2	95	0	10	59	22	0	91	314
5:15 PM	0	20	40	6	2	66	0	13	60	22	1	95	0	6	67	18	0	91	0	14	46	14	2	74	326
5:30 PM	0	21	30	5	1	56	0	12	57	14	1	83	0	3	65	20	1	88	0	13	48	29	1	90	317
5:45 PM	0	17	43	7	1	67	0	9	66	16	0	91	0	2	65	21	2	88	0	15	55	22	1	92	338
Hourly Total	0	71	145	25	4	241	0	47	231	67	3	345	0	18	270	74	5	362	0	52	208	87	4	347	1295
Grand Total	0	186	532	78	9	796	0	132	733	248	15	1113	0	61	684	191	31	936	0	203	727	276	16	1206	4051
Approach %	0.0	23.4	66.8	9.8	-	-	0.0	11.9	65.9	22.3	-	-	0.0	6.5	73.1	20.4	-	-	0.0	16.8	60.3	22.9	-	-	-
Total %	0.0	4.6	13.1	1.9	-	19.6	0.0	3.3	18.1	6.1	-	27.5	0.0	1.5	16.9	4.7	-	23.1	0.0	5.0	17.9	6.8	-	29.8	-
Lights	0	182	512	72	-	766	0	131	712	242	-	1085	0	55	673	191	-	919	0	199	716	274	-	1189	3959
% Lights	-	97.8	96.2	92.3	-	96.2	-	99.2	97.1	97.6	-	97.5	-	90.2	98.4	100.0	-	98.2	-	98.0	98.5	99.3	-	98.6	97.7
Buses	0	0	8	0	-	8	0	0	12	3	-	15	0	0	7	0	-	7	0	3	4	0	-	7	37
% Buses	-	0.0	1.5	0.0	-	1.0	-	0.0	1.6	1.2	-	1.3	-	0.0	1.0	0.0	-	0.7	-	1.5	0.6	0.0	-	0.6	0.9
Single-Unit Trucks	0	4	11	5	-	20	0	1	7	2	-	10	0	5	3	0	-	8	0	1	6	2	-	9	47
% Single-Unit Trucks	-	2.2	2.1	6.4	-	2.5	-	0.8	1.0	0.8	-	0.9	-	8.2	0.4	0.0	-	0.9	-	0.5	0.8	0.7	-	0.7	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	1	1	-	2	0	1	0	0	-	1	0	0	1	0	-	1	6
% Bicycles on Road	-	0.0	0.2	1.3	-	0.3	-	0.0	0.1	0.4	-	0.2	-	1.6	0.0	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	9	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	16	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Dryden Place
Site Code:
Start Date: 07/07/2016
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Dryden Place Northbound						Dryden Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	7	56	2	1	65	0	5	51	31	0	87	0	6	30	8	0	44	0	25	42	12	1	79	275
7:30 AM	0	6	32	6	1	44	0	3	56	20	2	79	0	2	25	6	1	33	0	9	40	15	1	64	220
7:45 AM	0	9	39	5	0	53	0	5	30	16	0	51	0	6	20	7	1	33	0	6	49	12	2	67	204
8:00 AM	0	7	29	3	0	39	0	6	37	12	3	55	0	4	22	7	4	33	0	14	42	16	0	72	199
Total	0	29	156	16	2	201	0	19	174	79	5	272	0	18	97	28	6	143	0	54	173	55	4	282	898
Approach %	0.0	14.4	77.6	8.0	-	-	0.0	7.0	64.0	29.0	-	-	0.0	12.6	67.8	19.6	-	-	0.0	19.1	61.3	19.5	-	-	-
Total %	0.0	3.2	17.4	1.8	-	22.4	0.0	2.1	19.4	8.8	-	30.3	0.0	2.0	10.8	3.1	-	15.9	0.0	6.0	19.3	6.1	-	31.4	-
PHF	0.000	0.806	0.696	0.667	-	0.773	0.000	0.792	0.777	0.637	-	0.782	0.000	0.750	0.808	0.875	-	0.813	0.000	0.540	0.883	0.859	-	0.892	0.816
Lights	0	27	149	13	-	189	0	19	163	76	-	258	0	15	93	28	-	136	0	53	168	55	-	276	859
% Lights	-	93.1	95.5	81.3	-	94.0	-	100.0	93.7	96.2	-	94.9	-	83.3	95.9	100.0	-	95.1	-	98.1	97.1	100.0	-	97.9	95.7
Buses	0	0	2	0	-	2	0	0	9	1	-	10	0	0	3	0	-	3	0	1	3	0	-	4	19
% Buses	-	0.0	1.3	0.0	-	1.0	-	0.0	5.2	1.3	-	3.7	-	0.0	3.1	0.0	-	2.1	-	1.9	1.7	0.0	-	1.4	2.1
Single-Unit Trucks	0	2	5	3	-	10	0	0	1	2	-	3	0	3	1	0	-	4	0	0	2	0	-	2	19
% Single-Unit Trucks	-	6.9	3.2	18.8	-	5.0	-	0.0	0.6	2.5	-	1.1	-	16.7	1.0	0.0	-	2.8	-	0.0	1.2	0.0	-	0.7	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Dryden Place
Site Code:
Start Date: 07/07/2016
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Dryden Place Northbound						Dryden Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	13	32	7	0	52	0	13	48	15	1	76	0	7	73	15	2	95	0	10	59	22	0	91	314
5:15 PM	0	20	40	6	2	66	0	13	60	22	1	95	0	6	67	18	0	91	0	14	46	14	2	74	326
5:30 PM	0	21	30	5	1	56	0	12	57	14	1	83	0	3	65	20	1	88	0	13	48	29	1	90	317
5:45 PM	0	17	43	7	1	67	0	9	66	16	0	91	0	2	65	21	2	88	0	15	55	22	1	92	338
Total	0	71	145	25	4	241	0	47	231	67	3	345	0	18	270	74	5	362	0	52	208	87	4	347	1295
Approach %	0.0	29.5	60.2	10.4	-	-	0.0	13.6	67.0	19.4	-	-	0.0	5.0	74.6	20.4	-	-	0.0	15.0	59.9	25.1	-	-	-
Total %	0.0	5.5	11.2	1.9	-	18.6	0.0	3.6	17.8	5.2	-	26.6	0.0	1.4	20.8	5.7	-	28.0	0.0	4.0	16.1	6.7	-	26.8	-
PHF	0.000	0.845	0.843	0.893	-	0.899	0.000	0.904	0.875	0.761	-	0.908	0.000	0.643	0.925	0.881	-	0.953	0.000	0.867	0.881	0.750	-	0.943	0.958
Lights	0	71	141	25	-	237	0	47	230	67	-	344	0	18	269	74	-	361	0	52	206	87	-	345	1287
% Lights	-	100.0	97.2	100.0	-	98.3	-	100.0	99.6	100.0	-	99.7	-	100.0	99.6	100.0	-	99.7	-	100.0	99.0	100.0	-	99.4	99.4
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.7	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	3	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	6
% Single-Unit Trucks	-	0.0	2.1	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	1.0	0.0	-	0.6	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Access
Drives
Site Code:
Start Date: 07/07/2016
Page No: 1

Turning Movement Data

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Marianos Access Drive Northbound						Plaza Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	42	6	0	49	0	4	34	1	0	39	0	1	0	5	0	6	0	1	1	1	3	3	97
7:15 AM	0	0	55	5	1	60	0	8	63	1	0	72	0	4	0	5	0	9	0	0	0	0	1	0	141
7:30 AM	0	2	35	8	0	45	0	6	60	2	0	68	0	1	0	13	0	14	0	0	0	1	2	1	128
7:45 AM	0	1	43	5	5	49	0	7	39	3	0	49	0	1	0	6	0	7	0	3	0	0	0	3	108
Hourly Total	0	4	175	24	6	203	0	25	196	7	0	228	0	7	0	29	0	36	0	4	1	2	6	7	474
8:00 AM	0	1	22	9	0	32	0	10	45	3	0	58	0	3	0	9	10	12	0	3	0	1	0	4	106
8:15 AM	0	0	30	9	0	39	0	11	34	3	0	48	0	5	0	7	6	12	0	2	0	1	1	3	102
8:30 AM	0	0	25	10	1	35	0	9	41	4	0	54	0	1	0	11	2	12	0	1	0	0	1	1	102
8:45 AM	0	2	29	9	1	40	0	4	46	5	0	55	0	4	0	8	1	12	0	1	0	0	1	1	108
Hourly Total	0	3	106	37	2	146	0	34	166	15	0	215	0	13	0	35	19	48	0	7	0	2	3	9	418
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	14	16	1	30	1	18	38	3	0	60	0	4	1	19	1	24	0	4	1	0	0	5	119
4:15 PM	0	2	19	20	0	41	0	17	53	2	0	72	1	9	0	22	0	32	0	2	1	0	0	3	148
4:30 PM	0	1	37	24	2	62	0	21	51	5	0	77	0	9	0	24	4	33	0	2	0	0	2	2	174
4:45 PM	0	2	37	17	1	56	0	23	54	3	0	80	0	12	0	19	3	31	0	1	0	0	1	1	168
Hourly Total	0	5	107	77	4	189	1	79	196	13	0	289	1	34	1	84	8	120	0	9	2	0	3	11	609
5:00 PM	0	2	30	15	1	47	0	22	47	5	0	74	0	9	0	22	0	31	0	4	0	1	0	5	157
5:15 PM	0	5	25	17	1	47	0	19	62	6	0	87	0	5	1	33	0	39	0	4	1	0	3	5	178
5:30 PM	0	2	26	14	1	42	0	36	59	4	0	99	0	7	1	29	0	37	0	4	2	1	0	7	185
5:45 PM	0	2	26	13	1	41	0	25	51	6	0	82	0	8	2	39	1	49	0	3	0	1	0	4	176
Hourly Total	0	11	107	59	4	177	0	102	219	21	0	342	0	29	4	123	1	156	0	15	3	3	3	21	696
Grand Total	0	23	495	197	16	715	1	240	777	56	0	1074	1	83	5	271	28	360	0	35	6	7	15	48	2197
Approach %	0.0	3.2	69.2	27.6	-	-	0.1	22.3	72.3	5.2	-	-	0.3	23.1	1.4	75.3	-	-	0.0	72.9	12.5	14.6	-	-	-
Total %	0.0	1.0	22.5	9.0	-	32.5	0.0	10.9	35.4	2.5	-	48.9	0.0	3.8	0.2	12.3	-	16.4	0.0	1.6	0.3	0.3	-	2.2	-
Lights	0	23	473	195	-	691	0	239	750	56	-	1045	0	82	5	270	-	357	0	35	6	7	-	48	2141
% Lights	-	100.0	95.6	99.0	-	96.6	0.0	99.6	96.5	100.0	-	97.3	0.0	98.8	100.0	99.6	-	99.2	-	100.0	100.0	100.0	-	100.0	97.5
Buses	0	0	7	0	-	7	0	0	15	0	-	15	1	1	0	0	-	2	0	0	0	0	-	0	24
% Buses	-	0.0	1.4	0.0	-	1.0	0.0	0.0	1.9	0.0	-	1.4	100.0	1.2	0.0	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	13	0	-	13	1	1	7	0	-	9	0	0	0	1	-	1	0	0	0	0	-	0	23
% Single-Unit Trucks	-	0.0	2.6	0.0	-	1.8	100.0	0.4	0.9	0.0	-	0.8	0.0	0.0	0.0	0.4	-	0.3	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	2	2	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Bicycles on Road	-	0.0	0.4	1.0	-	0.6	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	28	-	-	-	-	-	15	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Access
Drives
Site Code:
Start Date: 07/07/2016
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Marianos Access Drive Northbound						Plaza Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	55	5	1	60	0	8	63	1	0	72	0	4	0	5	0	9	0	0	0	0	1	0	141
7:30 AM	0	2	35	8	0	45	0	6	60	2	0	68	0	1	0	13	0	14	0	0	0	1	2	1	128
7:45 AM	0	1	43	5	5	49	0	7	39	3	0	49	0	1	0	6	0	7	0	3	0	0	0	3	108
8:00 AM	0	1	22	9	0	32	0	10	45	3	0	58	0	3	0	9	10	12	0	3	0	1	0	4	106
Total	0	4	155	27	6	186	0	31	207	9	0	247	0	9	0	33	10	42	0	6	0	2	3	8	483
Approach %	0.0	2.2	83.3	14.5	-	-	0.0	12.6	83.8	3.6	-	-	0.0	21.4	0.0	78.6	-	-	0.0	75.0	0.0	25.0	-	-	-
Total %	0.0	0.8	32.1	5.6	-	38.5	0.0	6.4	42.9	1.9	-	51.1	0.0	1.9	0.0	6.8	-	8.7	0.0	1.2	0.0	0.4	-	1.7	-
PHF	0.000	0.500	0.705	0.750	-	0.775	0.000	0.775	0.821	0.750	-	0.858	0.000	0.563	0.000	0.635	-	0.750	0.000	0.500	0.000	0.500	-	0.500	0.856
Lights	0	4	147	27	-	178	0	31	194	9	-	234	0	9	0	33	-	42	0	6	0	2	-	8	462
% Lights	-	100.0	94.8	100.0	-	95.7	-	100.0	93.7	100.0	-	94.7	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	95.7
Buses	0	0	1	0	-	1	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.6	0.0	-	0.5	-	0.0	3.4	0.0	-	2.8	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Single-Unit Trucks	0	0	7	0	-	7	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	10
% Single-Unit Trucks	-	0.0	4.5	0.0	-	3.8	-	0.0	1.4	0.0	-	1.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.8	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Access
Drives
Site Code:
Start Date: 07/07/2016
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Marianos Access Drive Northbound						Plaza Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	2	30	15	1	47	0	22	47	5	0	74	0	9	0	22	0	31	0	4	0	1	0	5	157
5:15 PM	0	5	25	17	1	47	0	19	62	6	0	87	0	5	1	33	0	39	0	4	1	0	3	5	178
5:30 PM	0	2	26	14	1	42	0	36	59	4	0	99	0	7	1	29	0	37	0	4	2	1	0	7	185
5:45 PM	0	2	26	13	1	41	0	25	51	6	0	82	0	8	2	39	1	49	0	3	0	1	0	4	176
Total	0	11	107	59	4	177	0	102	219	21	0	342	0	29	4	123	1	156	0	15	3	3	3	21	696
Approach %	0.0	6.2	60.5	33.3	-	-	0.0	29.8	64.0	6.1	-	-	0.0	18.6	2.6	78.8	-	-	0.0	71.4	14.3	14.3	-	-	-
Total %	0.0	1.6	15.4	8.5	-	25.4	0.0	14.7	31.5	3.0	-	49.1	0.0	4.2	0.6	17.7	-	22.4	0.0	2.2	0.4	0.4	-	3.0	-
PHF	0.000	0.550	0.892	0.868	-	0.941	0.000	0.708	0.883	0.875	-	0.864	0.000	0.806	0.500	0.788	-	0.796	0.000	0.938	0.375	0.750	-	0.750	0.941
Lights	0	11	105	59	-	175	0	102	217	21	-	340	0	29	4	122	-	155	0	15	3	3	-	21	691
% Lights	-	100.0	98.1	100.0	-	98.9	-	100.0	99.1	100.0	-	99.4	-	100.0	100.0	99.2	-	99.4	-	100.0	100.0	100.0	-	100.0	99.3
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.9	0.0	-	0.6	-	0.0	0.5	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.6	-	0.0	0.5	0.0	-	0.3	-	0.0	0.0	0.8	-	0.6	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Level of Service Criteria

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$>10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$>20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$>35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$>55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Source: *Highway Capacity Manual*, 2010.

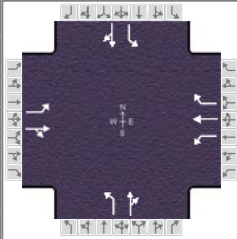
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	$> 10 - 15$
C	$> 15 - 25$
D	$> 25 - 35$
E	$> 35 - 50$
F	> 50

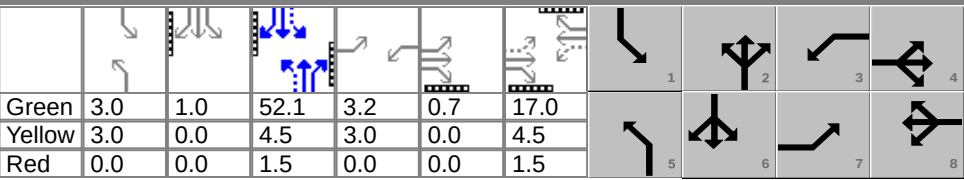
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	KLOA, Inc.			Duration, h	0.25							
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other					
Jurisdiction	Arlington Heights		Time Period	AM		PHF	0.82					
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1 > 7:00					
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Existing AM.xus								
Project Description	AM Existing Peak Hour											

Demand Information				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	35	187	19	23	209	95	22	116	34	65	208	66			

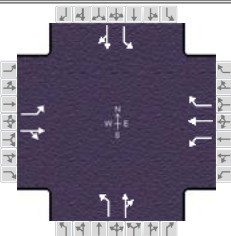
Signal Information											
Cycle, s	95.0	Reference Phase	2	Green	3.0	1.0	52.1	3.2	0.7	17.0	
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	
Force Mode	Fixed	Simult. Gap N/S	On								

Traffic Information				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	35	187	19	23	209	95	22	116	34	65	208	66			
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0			
Base Saturation Flow Rate (s _o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900			
Parking (N _m), man/h		None			None			None			None				
Heavy Vehicles (P _{HV}), %	7	5		0	6	4	17	4		2	3				
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	3	3	3	3	3	3	3	3	3	3	3			
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0				
Turn Bay Length, ft	115	0		115	0	160	95	0		120	0				
Grade (P _g), %		0			0			0			0				
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	20	20	20			

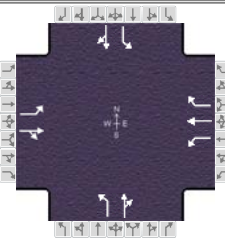
Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s		3	10	3	10	3	15	3	15
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s		0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (P _C), s		0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No			
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50				

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		KLOA, Inc.				Duration, h		0.25											
Analyst		NJB		Analysis Date		7/13/2016		Area Type		Other									
Jurisdiction		Arlington Heights		Time Period		AM		PHF		0.82									
Urban Street		Kensington Road		Analysis Year		2016		Analysis Period		1> 7:00									
Intersection		Kensington Road and D...		File Name		Kensington and Dryden Existing AM.xus													
Project Description		AM Existing Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				35	187	19	23	209	95	22	116	34	65	208	66				
Signal Information																			
Cycle, s	95.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Red				0.0	0.0	1.5	0.0	0.0	1.5	5		6		7		8			
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				1.1		4.0		1.1		3.0		1.1		4.0		1.1		4.0	
Phase Duration, s				6.9		23.7		6.2		23.0		6.0		58.1		7.0		59.1	
Change Period, (Y+R c), s				3.0		6.0		3.0		6.0		3.0		6.0		3.0		6.0	
Max Allow Headway (MAH), s				4.1		5.1		4.1		5.1		4.1		0.0		4.2		0.0	
Queue Clearance Time (g s), s				3.9		14.7		3.2		14.2		2.7				3.8			
Green Extension Time (g e), s				0.0		2.8		0.0		2.8		0.0		0.0		0.2		0.0	
Phase Call Probability				1.00		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				1.00		0.21		1.00		0.22		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				43	251		28	255	116	27	183		79	334					
Adjusted Saturation Flow Rate (s), veh/h/ln				1691	1780		1810	1887	1548	1547	1755		1774	1768					
Queue Service Time (g s), s				1.9	12.7		1.2	12.2	6.3	0.7	5.0		1.8	9.8					
Cycle Queue Clearance Time (g c), s				1.9	12.7		1.2	12.2	6.3	0.7	5.0		1.8	9.8					
Green Ratio (g/C)				0.22	0.19		0.21	0.18	0.18	0.58	0.55		0.59	0.56					
Capacity (c), veh/h				199	332		173	337	276	520	963		744	988					
Volume-to-Capacity Ratio (X)				0.214	0.757		0.162	0.757	0.419	0.052	0.190		0.107	0.338					
Back of Queue (Q), ft/ln (95 th percentile)				38.1	246.7		25.2	260.3	110.7	10.9	88		33.5	181.9					
Back of Queue (Q), veh/ln (95 th percentile)				1.4	9.9		1.0	10.0	4.4	0.4	3.5		1.3	7.3					
Queue Storage Ratio (RQ) (95 th percentile)				0.33	0.00		0.21	0.00	0.71	0.12	0.00		0.27	0.00					
Uniform Delay (d 1), s/veh				30.5	36.6		31.0	37.1	34.6	9.1	10.8		8.5	11.4					
Incremental Delay (d 2), s/veh				0.5	5.0		0.4	4.9	1.4	0.0	0.4		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					
Control Delay (d), s/veh				31.0	41.6		31.4	42.0	36.1	9.2	11.2		8.5	12.3					
Level of Service (LOS)				C	D		C	D	D	A	B		A	B					
Approach Delay, s/veh / LOS				40.1		D		39.5		D		11.0		B		11.6		B	
Intersection Delay, s/veh / LOS				26.3						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.3		B		2.3		B		2.4		B		2.2		B	
Bicycle LOS Score / LOS				1.0		A		1.1		A		0.8		A		1.2		A	

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	NJB	Analysis Date	7/13/2016		Area Type		Other
Jurisdiction	Arlington Heights	Time Period	AM		PHF		0.82
Urban Street	Kensington Road	Analysis Year	2016		Analysis Period		1> 7:00
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Existing AM.xus				
Project Description	AM Existing Peak Hour						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	35	187	19	23	209	95	22	116	34	65	208	66

Signal Information														
Cycle, s	95.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	3.0	1.0	52.1	3.2	0.7	17.0				
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5				
				Red	0.0	0.0	1.5	0.0	0.0	1.5				

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.935	0.952	1.000	1.000	0.943	0.962	0.855	0.962	1.000	0.980	0.971	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.984			0.000			0.961			0.958	
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	1691	1616		1810	1887		1547	1357		1774	1342	
Proportion of Vehicles Arriving on Green (P)	0.04	0.19	0.19	0.03	0.18	0.18	0.03	0.55	0.55	0.04	0.56	0.56
Incremental Delay Factor (k)	0.11	0.15		0.11	0.15	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.22	0.19	0.21	0.18	0.58	0.55	0.59	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	1068	0	1146	0	908	0	1196	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	17.0	0.0	17.0	0.0	52.1	0.0	52.1	0.0
Permitted Service Time (g_u), s	4.8	0.0	3.0	0.0	41.3	0.0	47.1	0.0
Permitted Queue Service Time (g_{ps}), s	0.5		0.4		0.3		0.4	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.138	0.000	0.139	0.000	0.091	0.000	0.089
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	372.69	31.45	357.04	32.05	1097.42	9.67	1118.16	9.23
Bicycle F_w / F_v	-3.64	0.48	-3.64	0.66	-3.64	0.35	-3.64	0.68

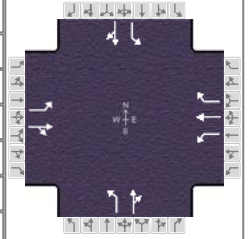
--- Messages ---

No errors or warnings exist.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other
Jurisdiction	Arlington Heights	Time Period	PM	PHF	0.96
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Existing PM.xus		
Project Description	PM Existing Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	85	174	30	56	277	80	22	324	89	62	250	104

Signal Information																
Cycle, s	95.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
				Green	3.0	0.6	50.3	4.5	1.2	17.3						
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5						
				Red	0.0	0.0	1.5	0.0	0.0	1.5						

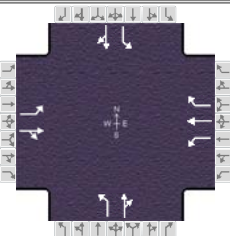
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	85	174	30	56	277	80	22	324	89	62	250	104
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	0	3		0	0	0	0	0		0	1	
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	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	115	0		115	0	160	95	0		120	0	
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0
Yellow Change Interval (Y), s	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G_{min}), s	3	10	3	10	3	15	3	15
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	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk ($Walk$), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (PC), s	0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0

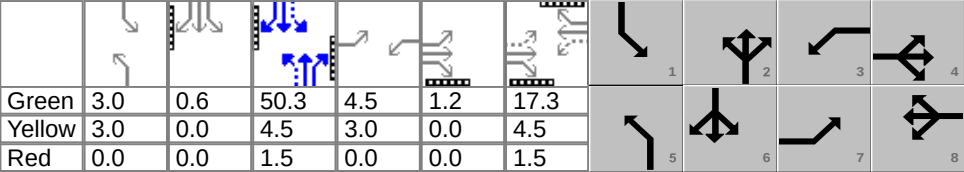
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information							
Agency		KLOA, Inc.				Duration, h		0.25					
Analyst		NJB		Analysis Date		7/13/2016		Area Type		Other			
Jurisdiction		Arlington Heights		Time Period		PM		PHF		0.96			
Urban Street		Kensington Road		Analysis Year		2016		Analysis Period		1> 7:00			
Intersection		Kensington Road and D...		File Name		Kensington and Dryden Existing PM.xus							
Project Description		PM Existing Peak Hour											



Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				85	174	30	56	277	80	22	324	89	62	250	104

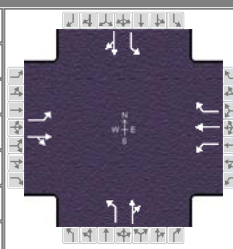
Signal Information															
Cycle, s	95.0	Reference Phase	2	Green	3.0	0.6	50.3	4.5	1.2	17.3	1	2	3	4	
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5	5	6	7	8	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5					
Force Mode	Fixed	Simult. Gap N/S	On												

Timer Results		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		7	4	3	8	5	2	1	6
Case Number		1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.7	24.6	7.5	23.3	6.0	56.3	6.6	57.0
Change Period, (Y+R _c), s		3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s		4.1	5.1	4.1	5.1	4.1	0.0	4.2	0.0
Queue Clearance Time (g _s), s		5.7	12.2	4.4	15.1	2.5		3.5	
Green Extension Time (g _e), s		0.0	2.7	0.0	2.2	0.0	0.0	0.1	0.0
Phase Call Probability		1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability		1.00	0.14	1.00	0.38	0.00		0.00	

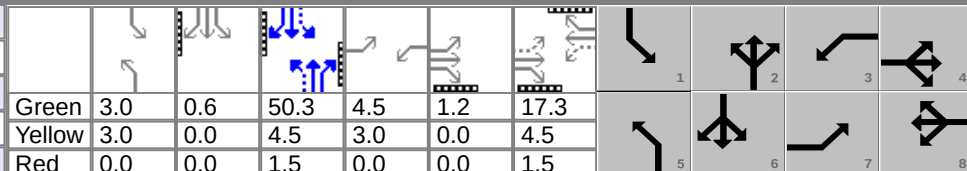
Movement Group Results		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		89	213		58	289	83	23	430		65	369	
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1797		1810	2000	1610	1810	1829		1810	1787	
Queue Service Time (g _s), s		3.7	10.2		2.4	13.1	4.2	0.5	13.7		1.5	11.5	
Cycle Queue Clearance Time (g _c), s		3.7	10.2		2.4	13.1	4.2	0.5	13.7		1.5	11.5	
Green Ratio (g/C)		0.25	0.20		0.23	0.18	0.18	0.56	0.53		0.57	0.54	
Capacity (c), veh/h		234	352		240	365	294	539	969		520	959	
Volume-to-Capacity Ratio (X)		0.379	0.604		0.243	0.790	0.284	0.042	0.444		0.124	0.385	
Back of Queue (Q), ft/ln (95 th percentile)		74.2	204.8		48.7	290.2	76.5	9.2	242.1		27.5	211.9	
Back of Queue (Q), veh/ln (95 th percentile)		3.0	8.2		1.9	11.3	3.1	0.4	9.7		1.1	8.5	
Queue Storage Ratio (RQ) (95 th percentile)		0.65	0.00		0.42	0.00	0.48	0.10	0.00		0.23	0.00	
Uniform Delay (d ₁), s/veh		29.5	34.9		29.8	37.1	33.5	10.1	13.7		10.3	12.9	
Incremental Delay (d ₂), s/veh		1.0	2.4		0.5	6.9	0.7	0.0	1.5		0.1	1.2	
Initial Queue Delay (d ₃), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh		30.5	37.2		30.3	44.0	34.2	10.2	15.2		10.4	14.0	
Level of Service (LOS)		C	D		C	D	C	B	B		B	B	
Approach Delay, s/veh / LOS		35.3	D		40.2	D		14.9	B		13.5	B	
Intersection Delay, s/veh / LOS		25.1						C					

Multimodal Results		EB		WB		NB		SB	
Pedestrian LOS Score / LOS		2.3	B	2.3	B	2.4	B	2.3	B
Bicycle LOS Score / LOS		1.0	A	1.2	A	1.2	A	1.2	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	KLOA, Inc.			Duration, h	0.25	
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other	
Jurisdiction	Arlington Heights	Time Period	PM	PHF	0.96	
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00	
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Existing PM.xus			
Project Description	PM Existing Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	85	174	30	56	277	80	22	324	89	62	250	104

Signal Information															
Cycle, s	95.0	Reference Phase	2	Green	3.0	0.6	50.3	4.5	1.2	17.3	Yellow	3.0	0.0	4.5	4.5
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5	Red	0.0	0.0	1.5	1.5
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	Force Mode	Fixed	Simult. Gap N/S	On	On

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.990	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.974			0.000			0.963			0.950	
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	1810	1533		1810	2000		1810	1435		1810	1262	
Proportion of Vehicles Arriving on Green (P)	0.06	0.20	0.20	0.05	0.18	0.18	0.03	0.53	0.53	0.04	0.54	0.54
Incremental Delay Factor (k)	0.11	0.15		0.11	0.20	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.25	0.20	0.23	0.18	0.56	0.53	0.57	0.54
Permitted Saturation Flow Rate (S_p), veh/h/ln	1108	0	1188	0	1029	0	973	0
Shared Saturation Flow Rate (S_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	17.6	0.0	17.3	0.0	50.3	0.0	50.3	0.0
Permitted Service Time (g_u), s	4.2	0.0	6.3	0.0	37.5	0.0	36.6	0.0
Permitted Queue Service Time (g_{ps}), s	1.2		0.6		0.3		1.0	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (S_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.139	0.000	0.094	0.000	0.093
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	391.23	30.73	365.07	31.74	1059.66	10.50	1072.92	10.21
Bicycle F_w / F_v	-3.64	0.50	-3.64	0.71	-3.64	0.75	-3.64	0.72

--- Messages ---

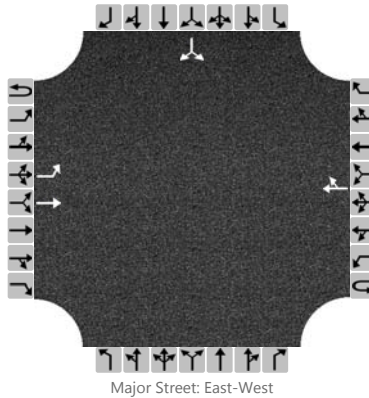
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Existing Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		4	235				288	9						6		2
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

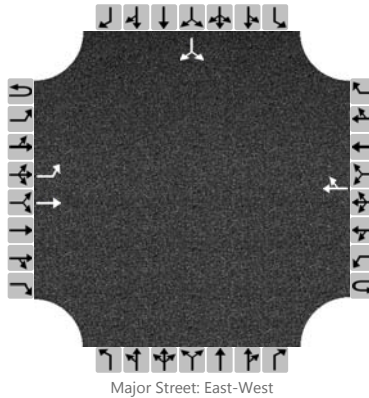
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		5													9	
Capacity		1225													574	
v/c Ratio		0.00													0.02	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.9													11.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												11.4			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Existing Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		11	274				382	21						15		3
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

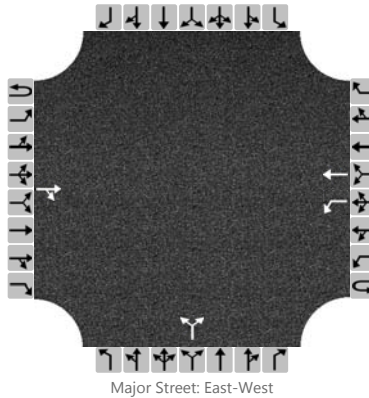
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		12													19	
Capacity		1142													512	
v/c Ratio		0.01													0.04	
95% Queue Length		0.0													0.1	
Control Delay (s/veh)		8.2													12.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.3												12.3			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Existing Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			206	27		31	259			9		33				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

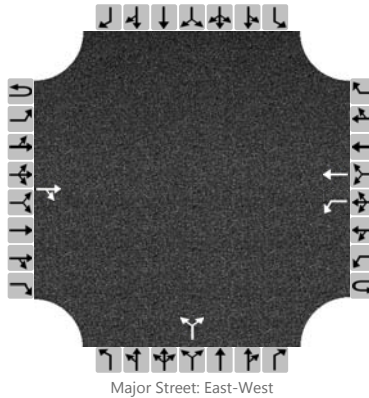
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						36						48				
Capacity						1304						712				
v/c Ratio						0.03						0.07				
95% Queue Length						0.1						0.2				
Control Delay (s/veh)						7.8						10.4				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.8				10.4							
Approach LOS									B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Existing Peak Hour		

Lanes



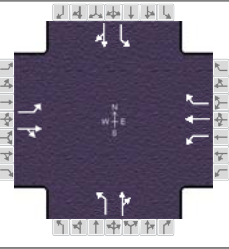
Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			162	59		102	283			29		123				
Percent Heavy Vehicles						0				0		1				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

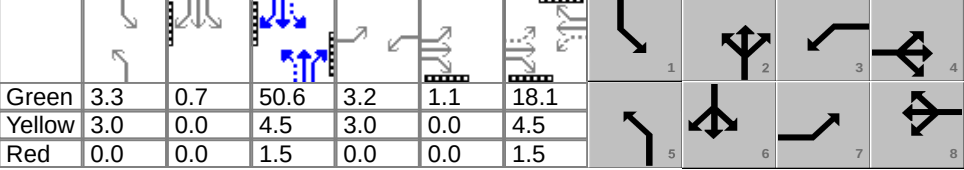
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						109						162				
Capacity						1344						705				
v/c Ratio						0.08						0.23				
95% Queue Length						0.3						0.9				
Control Delay (s/veh)						7.9						11.6				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					2.1				11.6							
Approach LOS									B							

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	KLOA, Inc.			Duration, h	0.25							
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other					
Jurisdiction	Arlington Heights		Time Period	AM		PHF	0.82					
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1 > 7:00					
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Future AM.xus								
Project Description	AM Future Peak Hour											

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				42	199	32	23	223	95	38	116	34	65	208	74

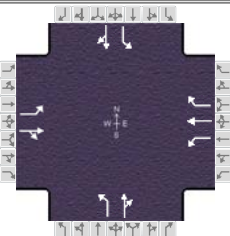
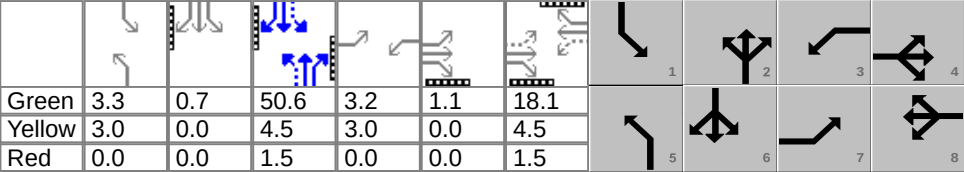
Signal Information											
Cycle, s	95.0	Reference Phase	2	Green	3.3	0.7	50.6	3.2	1.1	18.1	
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	
Force Mode	Fixed	Simult. Gap N/S	On								

Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				42	199	32	23	223	95	38	116	34	65	208	74
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				7	5		0	6	4	17	4		2	3	
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	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft				115	0		115	0	160	95	0		120	0	
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				30	30	30	30	30	30	30	30	30	20	20	20

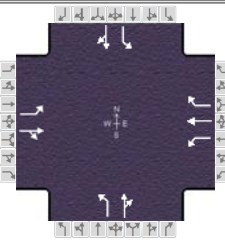
Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s		3	10	3	10	3	15	3	15
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s		0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (P _C), s		0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50	No		0.50

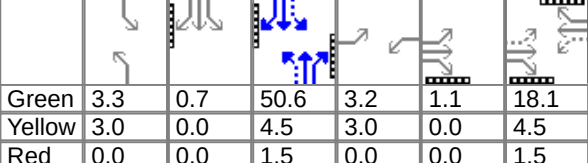
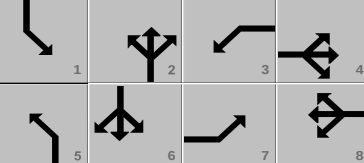
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency		KLOA, Inc.				Duration, h		0.25							
Analyst		NJB		Analysis Date		7/13/2016		Area Type						Other	
Jurisdiction		Arlington Heights		Time Period		AM		PHF						0.82	
Urban Street		Kensington Road		Analysis Year		2016		Analysis Period						1> 7:00	
Intersection		Kensington Road and D...		File Name		Kensington and Dryden Future AM.xus									
Project Description		AM Future Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				42	199	32	23	223	95	38	116	34	65	208	74
Signal Information															
Cycle, s	95.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	3.3	0.7	50.6	3.2	1.1	18.1					
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5					
				Red	0.0	0.0	1.5	0.0	0.0	1.5					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0				
Phase Duration, s				7.3	25.2	6.2	24.1	6.3	56.6	7.0	57.3				
Change Period, (Y+R _c), s				3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0				
Max Allow Headway (MAH), s				4.1	5.1	4.1	5.1	4.1	0.0	4.2	0.0				
Queue Clearance Time (g _s), s				4.3	16.4	3.2	15.0	3.3		3.9					
Green Extension Time (g _e), s				0.0	2.8	0.0	2.9	0.1	0.0	0.2	0.0				
Phase Call Probability				1.00	1.00	1.00	1.00	1.00		1.00					
Max Out Probability				1.00	0.33	1.00	0.31	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				51	282		28	272	116	46	183		79	344	
Adjusted Saturation Flow Rate (s), veh/h/ln				1691	1766		1810	1887	1548	1547	1755		1774	1761	
Queue Service Time (g _s), s				2.3	14.4		1.2	13.0	6.2	1.3	5.2		1.9	10.6	
Cycle Queue Clearance Time (g _c), s				2.3	14.4		1.2	13.0	6.2	1.3	5.2		1.9	10.6	
Green Ratio (g/C)				0.24	0.20		0.22	0.19	0.19	0.57	0.53		0.58	0.54	
Capacity (c), veh/h				209	357		169	359	295	497	935		723	951	
Volume-to-Capacity Ratio (X)				0.245	0.789		0.166	0.757	0.393	0.093	0.196		0.110	0.362	
Back of Queue (Q), ft/ln (95 th percentile)				44.9	276.3		24.8	274.3	108.5	19.8	92.4		35.1	197	
Back of Queue (Q), veh/ln (95 th percentile)				1.7	11.1		0.9	10.5	4.3	0.7	3.7		1.3	7.9	
Queue Storage Ratio (RQ) (95 th percentile)				0.39	0.00		0.20	0.00	0.70	0.22	0.00		0.28	0.00	
Uniform Delay (d ₁), s/veh				29.5	36.0		30.3	36.4	33.6	9.9	11.6		9.1	12.5	
Incremental Delay (d ₂), s/veh				0.6	7.0		0.5	5.2	1.2	0.1	0.5		0.1	1.1	
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	
Control Delay (d), s/veh				30.1	43.0		30.8	41.6	34.9	10.0	12.1		9.2	13.6	
Level of Service (LOS)				C	D		C	D	C	B	B		A	B	
Approach Delay, s/veh / LOS				41.0		D	39.0		D	11.6		B	12.7		B
Intersection Delay, s/veh / LOS				27.1						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.3		B	2.3		B	2.4		B	2.2		B
Bicycle LOS Score / LOS				1.0		A	1.2		A	0.9		A	1.2		A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	KLOA, Inc.			Duration, h	0.25	
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other	
Jurisdiction	Arlington Heights	Time Period	AM	PHF	0.82	
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00	
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Future AM.xus			
Project Description	AM Future Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	42	199	32	23	223	95	38	116	34	65	208	74

Signal Information														
Cycle, s	95.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	3.3	0.7	50.6	3.2	1.1	18.1				
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5				
				Red	0.0	0.0	1.5	0.0	0.0	1.5				

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.935	0.952	1.000	1.000	0.943	0.962	0.855	0.962	1.000	0.980	0.971	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.976			0.000			0.961			0.955	
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	1691	1521		1810	1887		1547	1357		1774	1299	
Proportion of Vehicles Arriving on Green (P)	0.05	0.20	0.20	0.03	0.19	0.19	0.04	0.53	0.53	0.04	0.54	0.54
Incremental Delay Factor (k)	0.11	0.20		0.11	0.18	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.24	0.20	0.22	0.19	0.57	0.53	0.58	0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln	1051	0	1115	0	900	0	1196	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	18.2	0.0	18.1	0.0	50.6	0.0	50.6	0.0
Permitted Service Time (g_u), s	5.1	0.0	2.8	0.0	38.7	0.0	45.4	0.0
Permitted Queue Service Time (g_{ps}), s	0.7		0.4		0.6		0.4	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

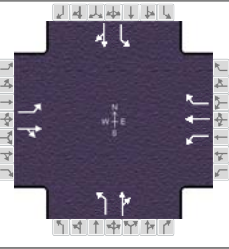
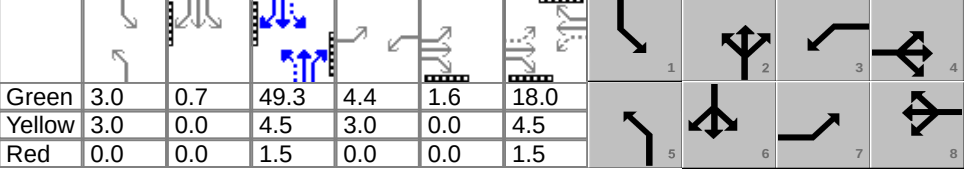
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.138	0.000	0.094	0.000	0.093
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	404.25	30.24	380.90	31.13	1065.03	10.38	1079.90	10.05
Bicycle F_w / F_v	-3.64	0.55	-3.64	0.69	-3.64	0.38	-3.64	0.70

--- Messages ---

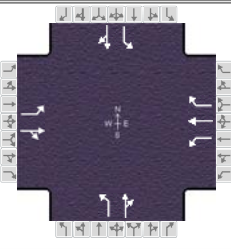
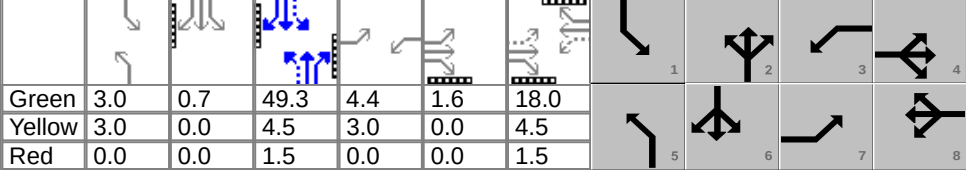
No errors or warnings exist.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information									
Agency	KLOA, Inc.			Duration, h	0.25										
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other								
Jurisdiction	Arlington Heights		Time Period	PM		PHF	0.96								
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1> 7:00								
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Future PM.xus											
Project Description	PM Future Peak Hour														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				94	190	47	56	290	80	38	324	89	62	250	112
Signal Information															
Cycle, s	95.0	Reference Phase	2	Green	3.0	0.7	49.3	4.4	1.6	18.0					
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5					
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5					
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				94	190	47	56	290	80	38	324	89	62	250	112
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				0	3		0	0	0	0	0		0	1	
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	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft				115	0		115	0	160	95	0		120	0	
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				30	30	30	30	30	30	30	30	30	20	20	20
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0				
Yellow Change Interval (Y), s				3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Red Clearance Interval (R _c), s				0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s				3	10	3	10	3	15	3	15				
Start-Up Lost Time (I _t), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (P _T), s				3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0				
Recall Mode				Off	Off	Off	Off	Off	Min	Off	Min				
Dual Entry				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Walk (Walk), s				0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0				
Pedestrian Clearance Time (P _C), s				0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0				
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50		No	0.50	

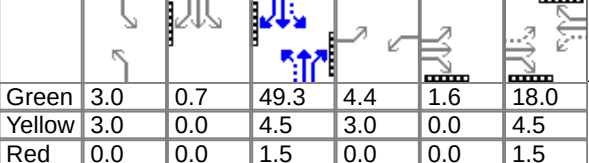
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		KLOA, Inc.				Duration, h		0.25											
Analyst		NJB		Analysis Date		7/13/2016		Area Type		Other									
Jurisdiction		Arlington Heights		Time Period		PM		PHF		0.96									
Urban Street		Kensington Road		Analysis Year		2016		Analysis Period		1> 7:00									
Intersection		Kensington Road and D...		File Name		Kensington and Dryden Future PM.xus													
Project Description		PM Future Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				94	190	47	56	290	80	38	324	89	62	250	112				
Signal Information																			
Cycle, s	95.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green				3.0	0.7	49.3	4.4	1.6	18.0										
Yellow				3.0	0.0	4.5	3.0	0.0	4.5										
Red				0.0	0.0	1.5	0.0	0.0	1.5										
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				1.1		4.0		1.1		3.0		1.1		4.0		1.1		4.0	
Phase Duration, s				9.0		25.6		7.4		24.0		6.0		55.3		6.7		56.0	
Change Period, (Y+R c), s				3.0		6.0		3.0		6.0		3.0		6.0		3.0		6.0	
Max Allow Headway (MAH), s				4.1		5.1		4.1		5.1		4.1		0.0		4.2		0.0	
Queue Clearance Time (g s), s				6.0		14.1		4.4		15.7		3.0				3.6			
Green Extension Time (g e), s				0.0		2.8		0.0		2.3		0.0		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				1.00		0.25		1.00		0.50		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				98	247		58	302	83	40	430		65	377					
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1781		1810	2000	1610	1810	1829		1810	1782					
Queue Service Time (g s), s				4.0	12.1		2.4	13.7	4.2	1.0	14.0		1.6	12.1					
Cycle Queue Clearance Time (g c), s				4.0	12.1		2.4	13.7	4.2	1.0	14.0		1.6	12.1					
Green Ratio (g/C)				0.26	0.21		0.24	0.19	0.19	0.55	0.52		0.56	0.53					
Capacity (c), veh/h				240	367		226	379	305	519	950		507	938					
Volume-to-Capacity Ratio (X)				0.409	0.673		0.258	0.797	0.273	0.076	0.453		0.127	0.402					
Back of Queue (Q), ft/ln (95 th percentile)				80.9	233.9		48.4	303	75.6	16.6	247.8		28.4	221.9					
Back of Queue (Q), veh/ln (95 th percentile)				3.2	9.4		1.9	11.8	3.0	0.7	9.9		1.1	8.9					
Queue Storage Ratio (RQ) (95 th percentile)				0.70	0.00		0.42	0.00	0.47	0.18	0.00		0.24	0.00					
Uniform Delay (d 1), s/veh				28.8	34.8		29.5	36.8	32.9	10.8	14.3		10.7	13.5					
Incremental Delay (d 2), s/veh				1.1	3.2		0.6	7.6	0.7	0.1	1.6		0.1	1.3					
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0					
Control Delay (d), s/veh				29.9	38.0		30.1	44.4	33.6	10.8	15.9		10.9	14.8					
Level of Service (LOS)				C	D		C	D	C	B	B		B	B					
Approach Delay, s/veh / LOS				35.7		D		40.5		D		15.5		B		14.2		B	
Intersection Delay, s/veh / LOS				25.8						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.3		B		2.3		B		2.4		B		2.3		B	
Bicycle LOS Score / LOS				1.1		A		1.2		A		1.3		A		1.2		A	

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	KLOA, Inc.			Duration, h	0.25	
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other	
Jurisdiction	Arlington Heights	Time Period	PM	PHF	0.96	
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00	
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Future PM.xus			
Project Description	PM Future Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	190	47	56	290	80	38	324	89	62	250	112

Signal Information											
Cycle, s	95.0	Reference Phase	2		Green	3.0	0.7	49.3	4.4	1.6	18.0
Offset, s	0	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
				Red	0.0	0.0	1.5	0.0	0.0	1.5	

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.990	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.966			0.000			0.963			0.947	
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	1810	1428		1810	2000		1810	1435		1810	1231	
Proportion of Vehicles Arriving on Green (P)	0.06	0.21	0.21	0.05	0.19	0.19	0.03	0.52	0.52	0.04	0.53	0.53
Incremental Delay Factor (k)	0.11	0.16		0.11	0.22	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.26	0.21	0.24	0.19	0.55	0.52	0.56	0.53
Permitted Saturation Flow Rate (s_p), veh/h/ln	1094	0	1151	0	1022	0	973	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	18.6	0.0	18.0	0.0	49.3	0.0	49.3	0.0
Permitted Service Time (g_u), s	4.3	0.0	5.4	0.0	35.9	0.0	35.3	0.0
Permitted Queue Service Time (g_{ps}), s	1.4		0.7		0.5		1.0	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.138	0.000	0.096	0.000	0.095
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	412.04	29.94	379.03	31.20	1038.67	10.97	1052.51	10.66
Bicycle F_w / F_v	-3.64	0.57	-3.64	0.73	-3.64	0.78	-3.64	0.73

--- Messages ---

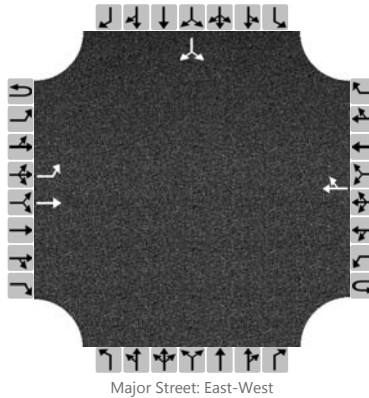
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		20	235				288	47						38		15
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

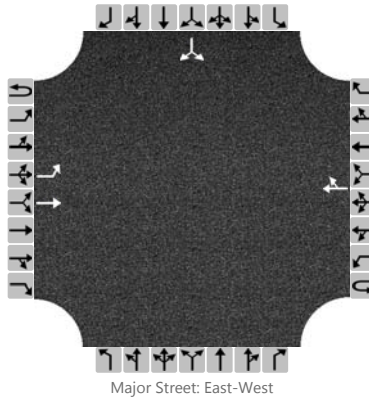
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		23													61	
Capacity		1180													549	
v/c Ratio		0.02													0.11	
95% Queue Length		0.1													0.4	
Control Delay (s/veh)		8.1													12.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.6												12.4			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		27	274				382	58						57		20
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

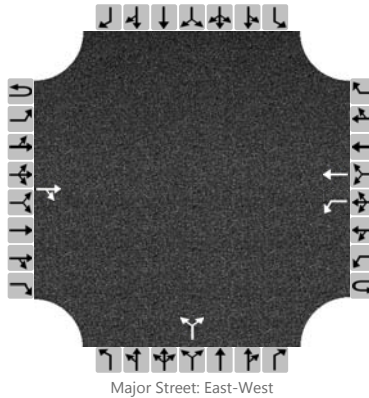
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		29													82	
Capacity		1104													496	
v/c Ratio		0.03													0.17	
95% Queue Length		0.1													0.6	
Control Delay (s/veh)		8.3													13.7	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.8												13.7			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			222	27		31	272			9		33				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

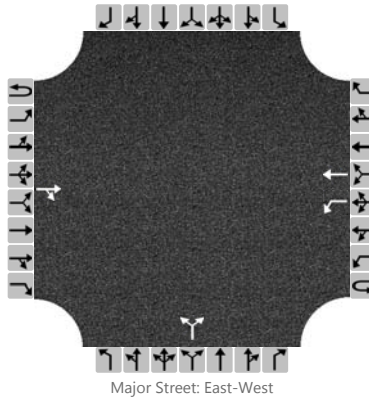
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						36						48				
Capacity						1285						695				
v/c Ratio						0.03						0.07				
95% Queue Length						0.1						0.2				
Control Delay (s/veh)						7.9						10.6				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.8				10.6							
Approach LOS									B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			178	59		102	300			29		123				
Percent Heavy Vehicles						0				0		1				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

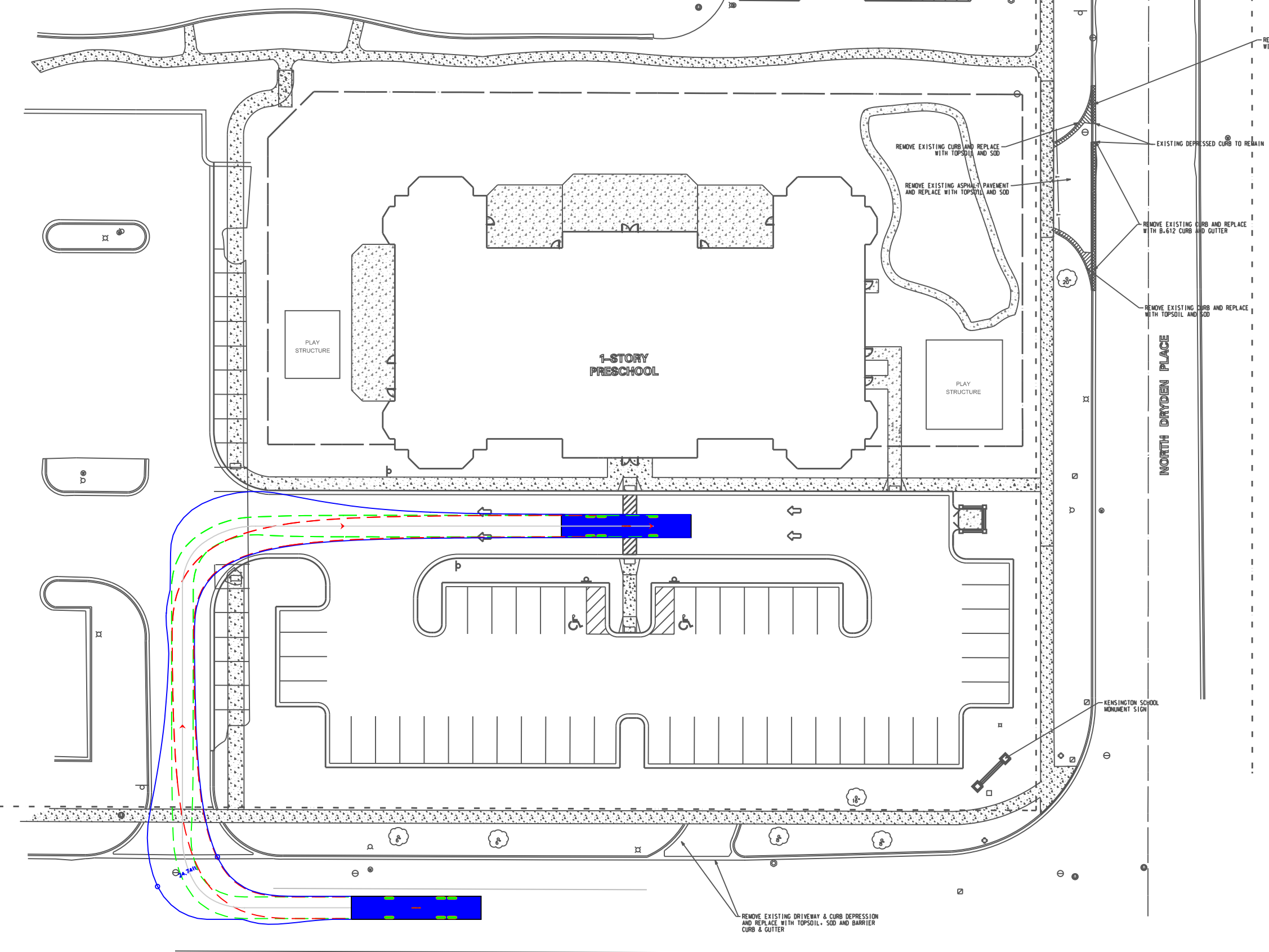
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						109						162				
Capacity						1325						689				
v/c Ratio						0.08						0.24				
95% Queue Length						0.3						0.9				
Control Delay (s/veh)						8.0						11.8				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					2.0				11.8							
Approach LOS									B							

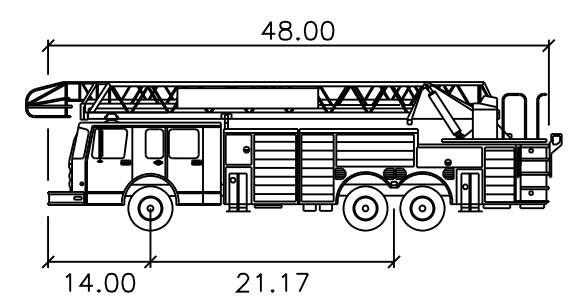
Fire Truck AutoTurn Exhibits

*Kensington School
Glenview, Illinois*



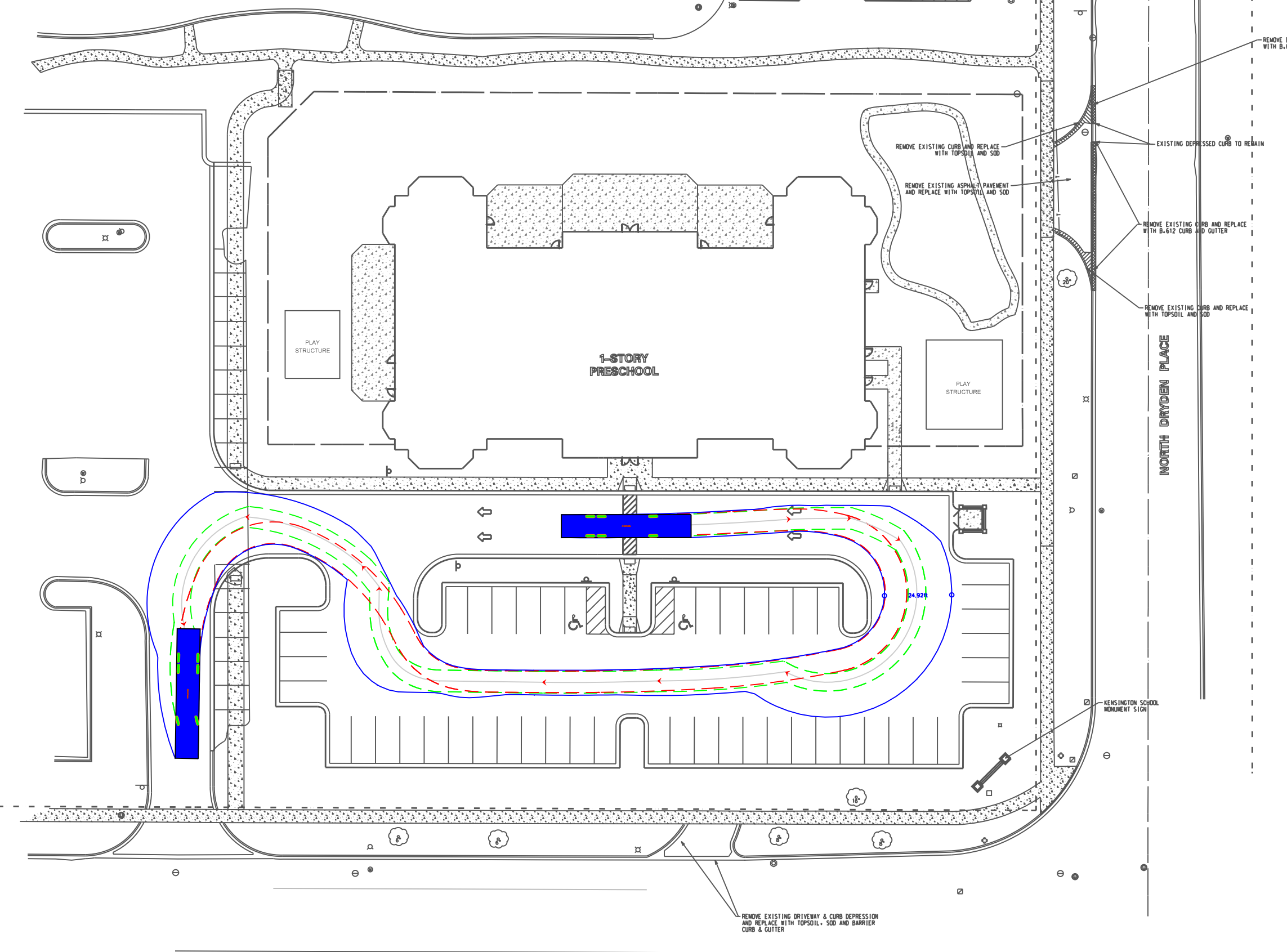


DESIGN VEHICLE

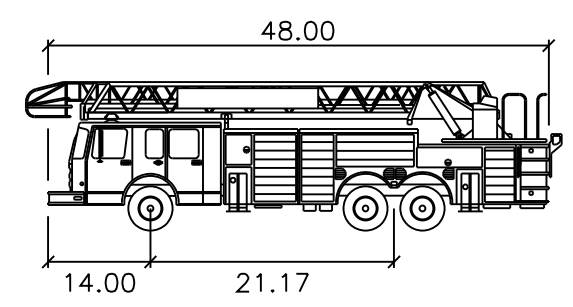


Arlington Hts FT
Tower 131 feet
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 40.0

- BODY OF VEHICLE (OVERHANG)
- FRONT TIRES PATH
- REAR TIRES PATH



DESIGN VEHICLE



Arlington Hts FT
Tower 131 feet
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 40.0

- BODY OF VEHICLE (OVERHANG)
- FRONT TIRES PATH
- REAR TIRES PATH



HAGUE ARCHITECTURE

Tuesday, March 15, 2016

Village of Arlington Heights
Department of Planning
Attn: Bill Enright

RECEIVED
MAR 16 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**RE: Justification for Special Use – Kensington School
840 E Kensington Road, Arlington Heights, Illinois**

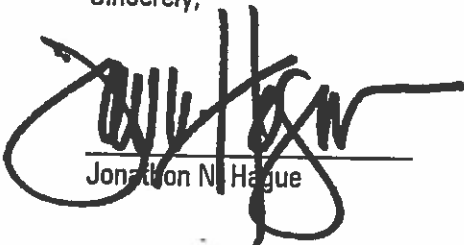
Dear Sir:

In support of our application to build a day care center as a special use in a General Business District (B2), we offer the following arguments:

- The site at Kensington and Dryden is slightly removed from the primary retail corridor along Northwest Highway.
- The land has been vacant for over 7 years
- The land was 9and is) held by a bank for an extended period of time, available for sale - with marginal interest. (No sale)
- The Day Care Center provides a valid use and local amenity to this underutilized property.
- The site exists in a transitional area between a residential district with typical pitched roof form, smaller commercial buildings - both retail and office - and a large "big box" development. There is not a discernible fabric to this transition. The design of the Day care Center provides a bridge in scale, form and detail between these varied elements.
- The market study, attached, indicates that the proposed use will be utilized and benefit both local residents and those who work nearby.
- The site plan for the development provides more green space than a typical retail development with a heavy parking load.
- There will also be less vehicular traffic, except at specific times.

1. That said, special use is deemed necessary for the public convenience at this location.
2. 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.
3. That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

Sincerely,

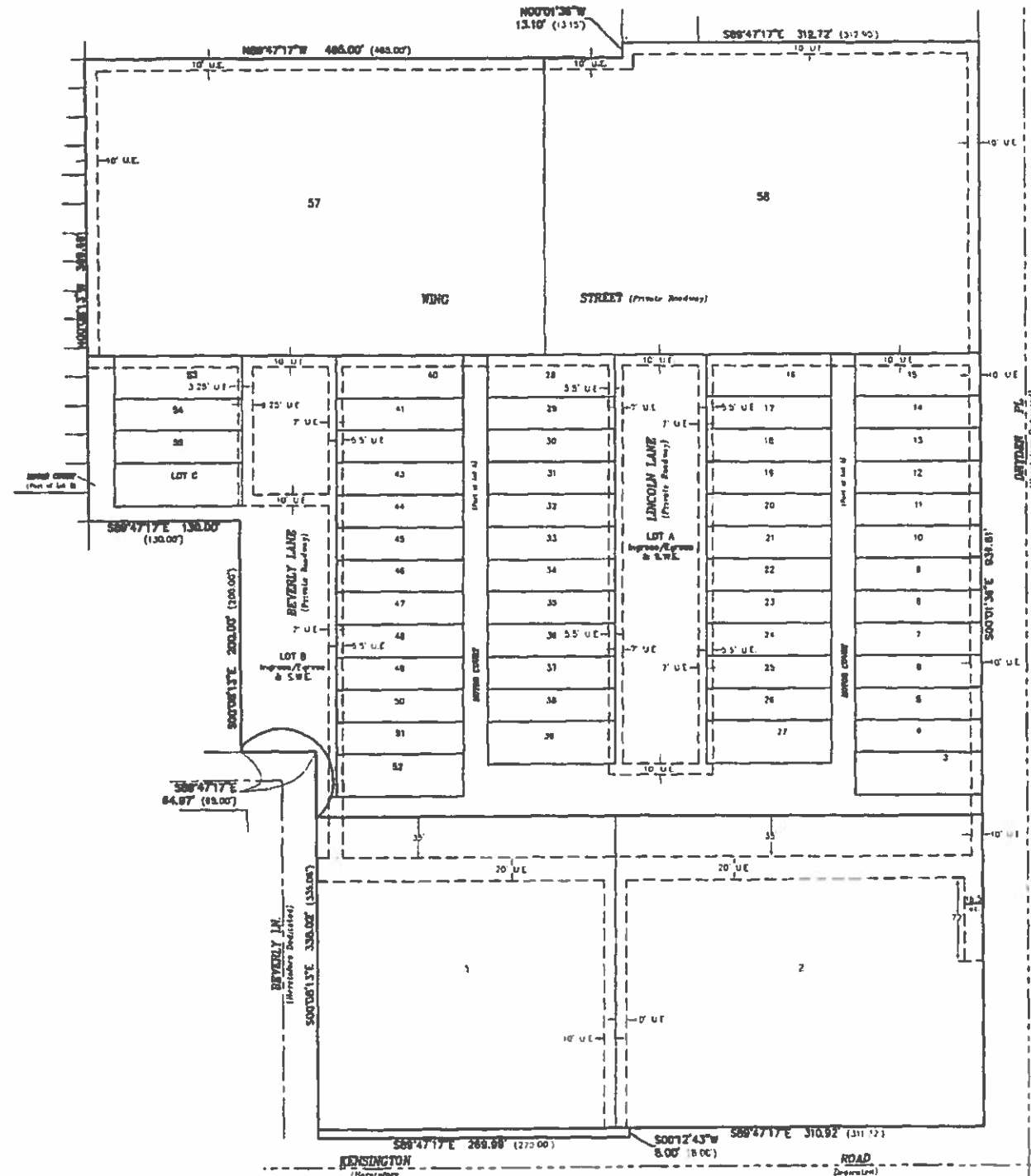


Jonathon N. Hague

PN 03-29-411-008
03-29-411-012
03-29-411-013
03-29-411-015

FINAL PLAT OF SUBDIVISION OF ARLINGTON MARKET

A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF
SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD
PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS



Base of Bearings
North Arrow
Scale 1" = 50'

JACOBS & NEPHER ASSOCIATES, P.C.
SURVEYORS
1001 S. MARYLAND AVE. SUITE 200
CHICAGO, ILLINOIS 60605
(312) 555-5555 FAX (312) 555-5555
ILLINOIS PROFESSIONAL SURVEYOR
LICENSE NO. 100-000000 2/27/99

SURVEY NUMBER	0111
ORDERED BY	The Title Group
DESCRIPTION	Final Plat of Subdivision
DATE PREPARED	December 13, 2000
SCALE	1" = 50'
PREPARED BY	JSB
SHEET NUMBER	3 OF 3
CHECKED BY	GHE
FILED BY	MI
FILED	FILED

PIN: 03-29-411-008
03-29-411-012
03-29-411-013
03-29-411-016

2/19/07 Legal 3
R07-007 2 of 4

Doc# 0705915065, Page 2238.00
Engine "Gene" Moore, PLS, No. 001850
Cook County Recorder of Deeds
Date: 02/28/2007 11:28 AM Pg. 6

FINAL PLAT OF SUBDIVISION OF ARLINGTON MARKET

A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF
SECTION 29, TOWNSHIP 42 NORTH RANGE 11 EAST OF THE THIRD
PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS

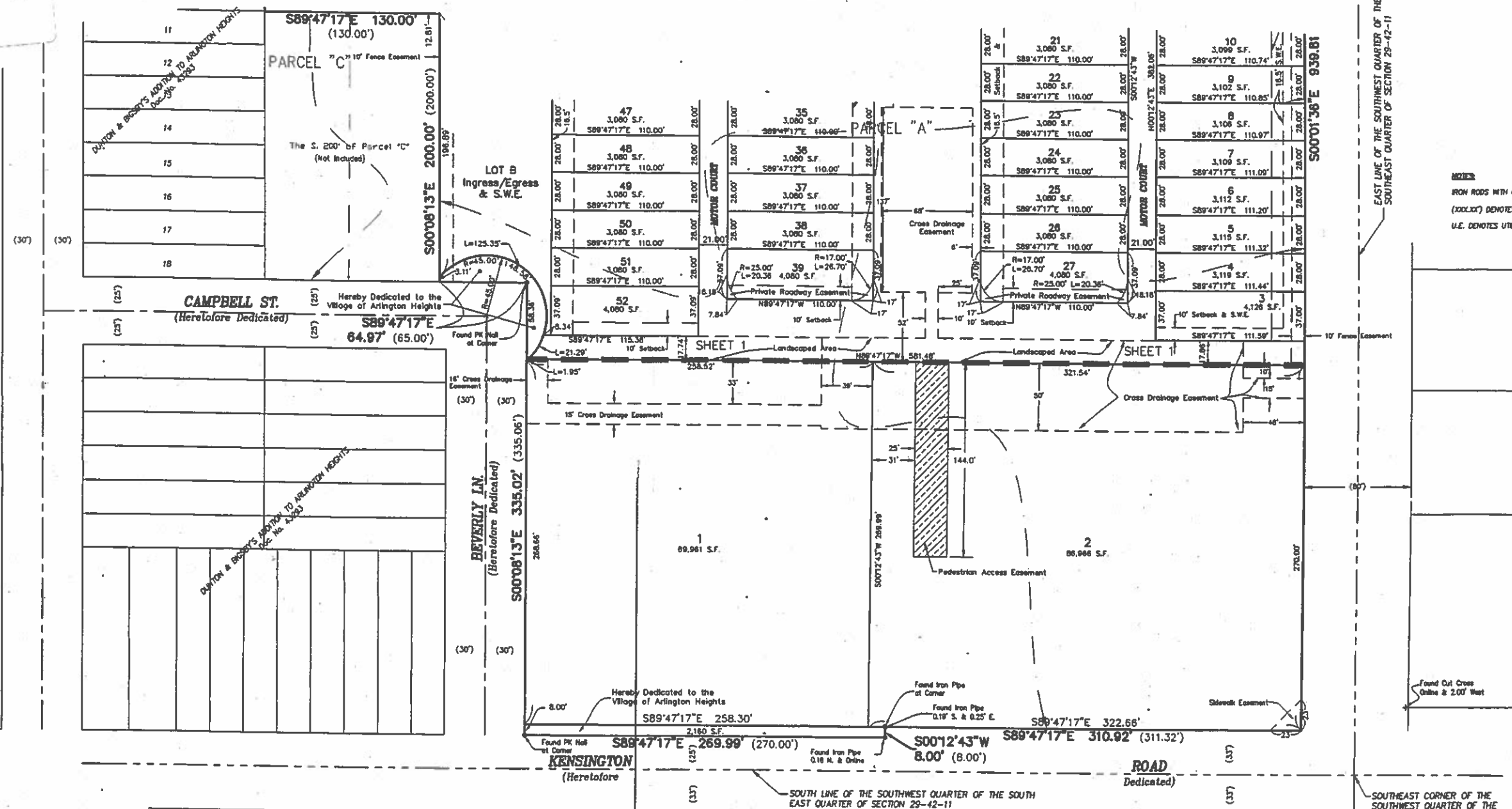
DRYDEN PL.
(Hereinafter Dedicated)

DOCUMENTS
WITH THIS
PLAT

Scale 1" = 40'

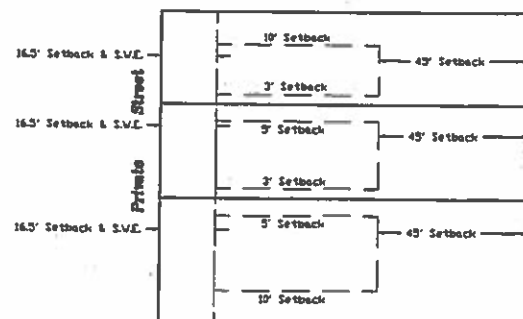
Basis of Bearings
Illinois State Plane Coordinate System
East Zone, NAD83

NOTES
IRON RODS WITH CAPS WILL BE SET AT ALL CORNERS UNLESS NOTED OTHERWISE
(XXX)X DENOTES RECORD DOCUMENT INFORMATION
U.E. DENOTES UTILITY EASEMENT HEREBY GRANTED



Typical Set-Backs Lots 3 - 53

Private Street



Private Street

RETURN TO: Box 111
Village of Arlington Hts.
33 E. Arl. Hts. Rd.
Arl. Hts. IL 60005

JACOB & HEYNER ASSOCIATES, P.C.
ENGINEERS - SURVEYORS
1901 S. Mayfield Road, Suite 200
Oakbrook Terrace, IL 60181
(630) 663-4800 FAX (630) 663-4801
ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000078 EXP. 4/30/07

SURVEY NUMBER	D131		
ORDERED BY	The Elliott Group		
DESCRIPTION	Final Plat of Subdivision		
DATE PREPARED	December 10, 2006		
SCALE	1" = 40'	CHECKED BY	GBE
PREPARED BY	JSD	FIELD CREW	MJ
SHEET NUMBER	2 OF 4	FIELD WORK COMPLETED	June 28, 2006

File: H:\010131\151\Cook\Final\0131Plat.dwg

MEMORANDUM

TO: Sam Hubbard, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building Services
DATE: 3/23/16
RE: 840 E Kensington Rd – Special Use Permit for Day Care
P.C. #: 16- 007 – Round #1

I have reviewed the Round 1 submittal for the address referenced above and offer the following comments:

1. This building will be reviewed as an I-4(Day Care Facility) per the 2009 International Building Code,(I.B.C.) and the 2009 International Fire Code.
2. Full compliance with the 2000 NFPA-101, Life Safety Code, Chapter 16 is required per the Illinois State Fire Marshal's Office.

RECEIVED
MAR 24 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-411-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: ☒ For: <u>Day Care Center</u>
_____	Land Use Variation: _____ For: _____
Contact Person: <u>Charles Marlas</u>	_____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

INSPECTIONAL SERVICES

The most significant concern I would have @ this point would be access by F.D. apparatus (turn lanes, etc) I am confident they will inform you of this as well.

RECEIVED
MAR 22 2013
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Director

3/22/16

Date

Memorandum

To: Sam Hubbard, Planning and Community Development

From: Cris Papierniak, Assistant Director of Public Works

Date: April 6, 2016

Subject: 840 E. Kensington P.C #16-007, Round 1

With regard to the proposed Special Use Permit, I have the following comments:

1. The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility.
2. The proposed water connection is on a private line. The resubmitted plans must reflect a pressure connection within a 60" vault originating on a public water main.
3. All roof drains should collect to one line (loop) and have a single discharge to a manhole, not individual cores into the 72" line.
4. The trees proposed for planting over existing sewers must be moved to other locations that don't present a root hazard for maintenance in the future.
5. All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
6. A 6" compound meter will be required for this building.
7. Separate RPZ's must be installed on the fire and domestic lines within the building. The size will be determined after the architectural plans have been submitted.
8. Tie proposed downspouts to existing catch basins, not direct core into 72".
9. Why are crab trees proposed on Kensington?

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

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-007
 Petitioner: Kensington School
743 McClintock Dr.
Burr Ridge, IL 60527
 Owner: PB and JV LLC. Parkway Bank
 Contact Person: Charles Marlas
 Address: 743 McClintock Dr.
Burr Ridge, IL 60527
 Phone #: 630.990.8000
 Fax #: _____
 E-Mail: _____

P.I.N.# 03-29-411-018
 Location: 840 E. Kensington Rd
 Rezoning: _____ Current: B2 Proposed: B2
 Subdivision: _____
 # of Lots: 1 Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ✓ For: Day Care Center
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Vacant
 Proposed: Day Care
 Site Gross Area: 87,237 sq. ft.
 # 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 _____

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____ X _____4. SITE PLAN ACCEPTABLE? _____ X _____5. PRELIMINARY PLAT ACCEPTABLE? _____ X _____6. TRAFFIC STUDY ACCEPTABLE? _____ X _____7. STORM WATER DETENTION REQUIRED? _____ X _____8. CONTRIBUTION ORDINANCE EXISTING? _____ X _____9. FLOOD PLAIN OR FLOODWAY EXISTING? _____ X _____10. WETLAND EXISTING? _____ X _____

SEE ADDITIONAL COMMENTS

N/A

NOT PROVIDED

PROVIDED IN EXISTING VAULT

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: SPACECO, INC.DATE OF PLANS: 2-12-16

DDM BY: MP
 Director

3-24-16

Date

PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 1

The Engineering Department has no objection to the issuance of a Special Use for the subject project. The following comments are offered as a 'pre-permit' review of the civil site plans:

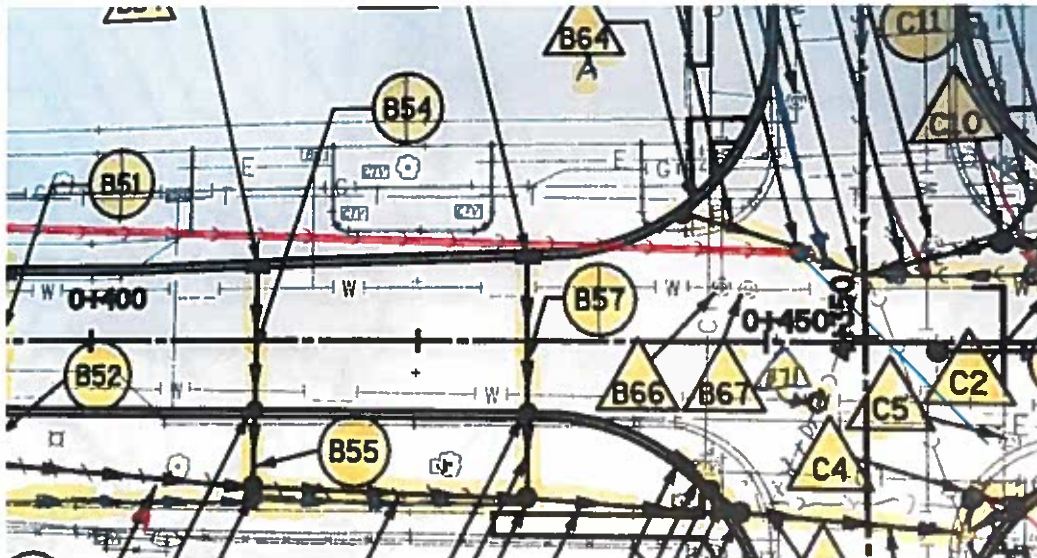
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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 site is serviced by an existing storm water detention facility; therefore no new storm water detention is required.
14. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
15. 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.
16. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.
17. Sheet A-07 Site Plan: Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

18. Sheet A-07 Site Plan: Add sidewalk along the west drive lane to provide a continuous north-south walkway from the northern residential sites to the Kensington Road sidewalk. Also extend the sidewalk east from the garbage corral to the Dryden Place sidewalk.
19. Sheet A-08 Grading: The drainage overflow from the residential site to the north is directed south onto the subject property. This overflow must be maintained. It is suggested the subject site be graded to drain to the east toward Dryden Place. Grading should be carefully adjusted when the existing driveway on Dryden Place is removed, replacing and lowering the public sidewalk as necessary to allow overflow to Dryden Place. The design of landscaping and other site amenities (playground equipment?) shall be mindful of the drainage requirements.
20. Sheet A-09 Utilities: The proposed water service is shown connecting to another service connection. This is not allowed. The proposed water service must connect directly to a public water main, either on Dryden Place, or Kensington Road.
21. Sheet A-09 Utilities: The new sanitary service is shown connecting to a private sanitary sewer system. It is unclear at this time whether or not the subject site is allowed to connect to this sanitary system under the existing CCD's of the Association. Provide documentation if this is allowed. If not, the service line must be connected to a Village sewer, either the 78" combination sewer in Dryden Place or the 24" combination sewer along the north parkway of Kensington Road. This sewer is not shown on the plan documents. Below is a copy of the as-built plans for the Kensington Road reconstruction project completed around 2002 showing the approximate location of the existing 24" combination sewer, highlighted in red.



22. An MWRD permit is required for the new sanitary service.

James J. Massarelli 3-24-16
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Fire Apparatus Tower 131 Specifications (1 page)

FIRE ENGINE TURNING TEMPLATE

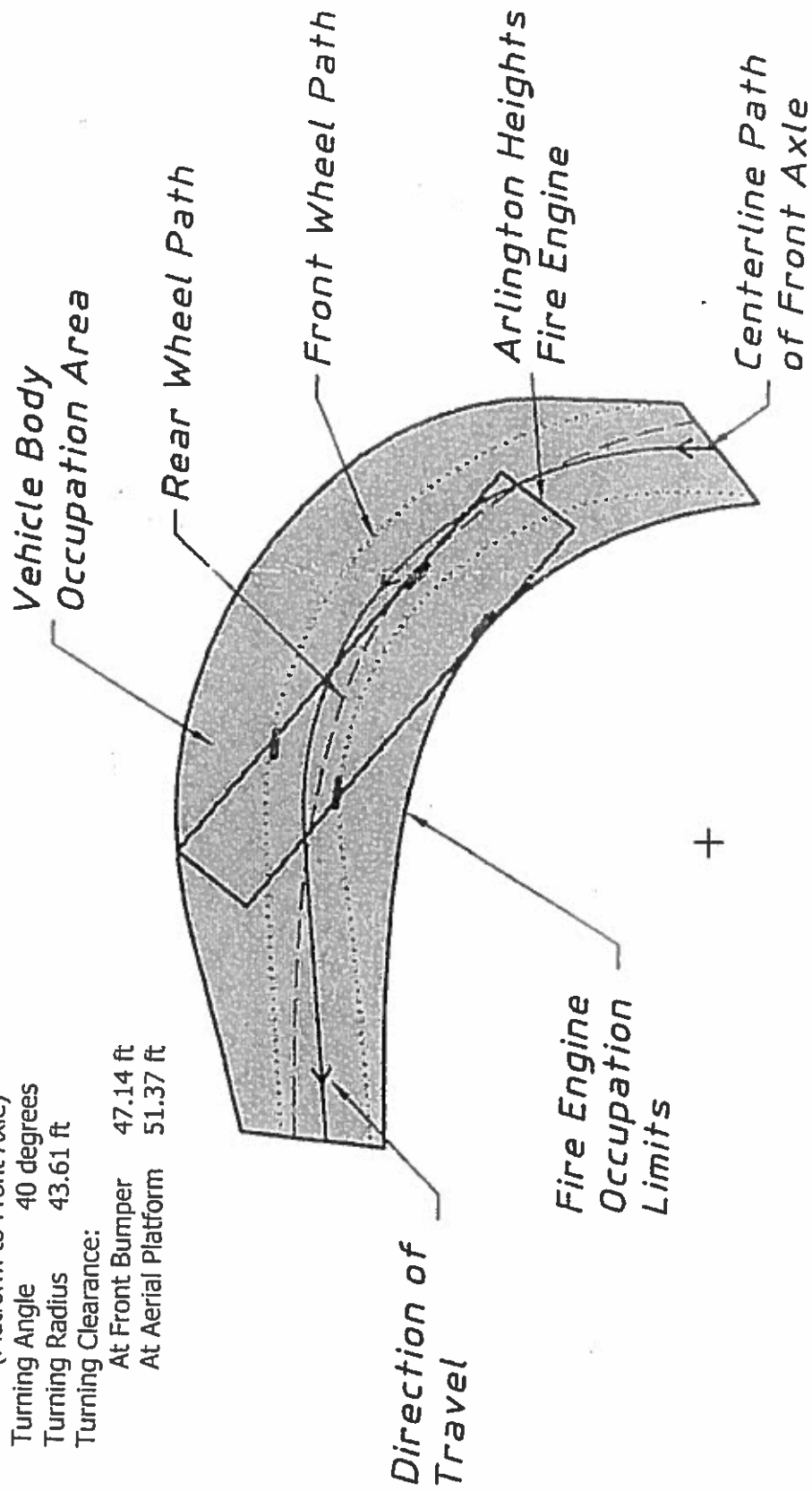
Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height 11 ft - 8 in
Overall Length 48 ft - 0 in
Overall Width 8 ft - 6 in
Overall Wheelbase 21 ft - 2 in
Front Overhang 14 ft - 0 in
(Platform to Front Axle)

Turning Angle 40 degrees
Turning Radius 43.61 ft
Turning Clearance:

At Front Bumper 47.14 ft
At Aerial Platform 51.37 ft



ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 1 Review Comments

03/29/2016

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. There does not appear to be adequate lighting of the exterior of the building, especially the rear(north side) near the concrete patio area. This area should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity. If there is a playground with equipment special attention should be given to illuminating the playground and the surrounding area.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

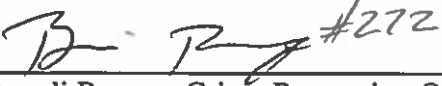
This development may create additional traffic problems especially during drop off and pick up times. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

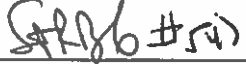
-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

- Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors.
- The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.

 #272
Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #541
Supervisor's Signature

RECEIVED
MAR 29 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Police Department

Emergency Information Card

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

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

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

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

Print Form (To Mail)

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

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

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-411-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: <u>✓</u> For: <u>Day Care Center</u>
Contact Person: <u>Charles Marlas</u>	Land Use Variation: _____ For: _____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	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 _____

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-411-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: <u>✓</u> For: <u>Day Care Center</u>
Contact Person: <u>Charles Maras</u>	Land Use Variation: _____ For: _____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

See the attached accessibility comments.

Sean Freres, LEHP

Environmental Health Officer

3/29/16

Date

Sean Freres

for (ACTING)

3/29/16

Director
Date

Plan Commission Review

Address: Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 1
P.C. #16-007

Submitted to: Sam Hubbard
Planning & Community Development

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

Date: March 29, 2016

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

Sheet A-03

- 1) Provide three (3) Accessible Reserved Parking Spaces per IAC Section 400.310(c)(1).

Sheet A-18

- 2) All Toilet Rooms in the facility shall comply with the requirements covering Toilet Rooms per IAC Section 400.310(n)(1-14).
- 3) Provide a wheelchair accessible route to the Platform per IAC Section 400.310(a)(7) in accordance with IAC Section 400.310(e).
- 4) See IAC Section 400.320(j) - Public Facilities Which Primarily Serve Children.

RECEIVED

MAR 29 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-11-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: <u>✓</u> For: <u>Day Care Center</u>
_____	Land Use Variation: _____ For: _____
Contact Person: <u>Charles Marlas</u>	_____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Comments:

PLEASE SEE ADDITIONAL COMMENTS ATTACHED.

Date

Planning & Community Development Dept. Review

April 4, 2016



REVIEW ROUND 1

Project: Kensington School – Charles Marlas
840 E. Kensington Street

Case Number: PC 16-007

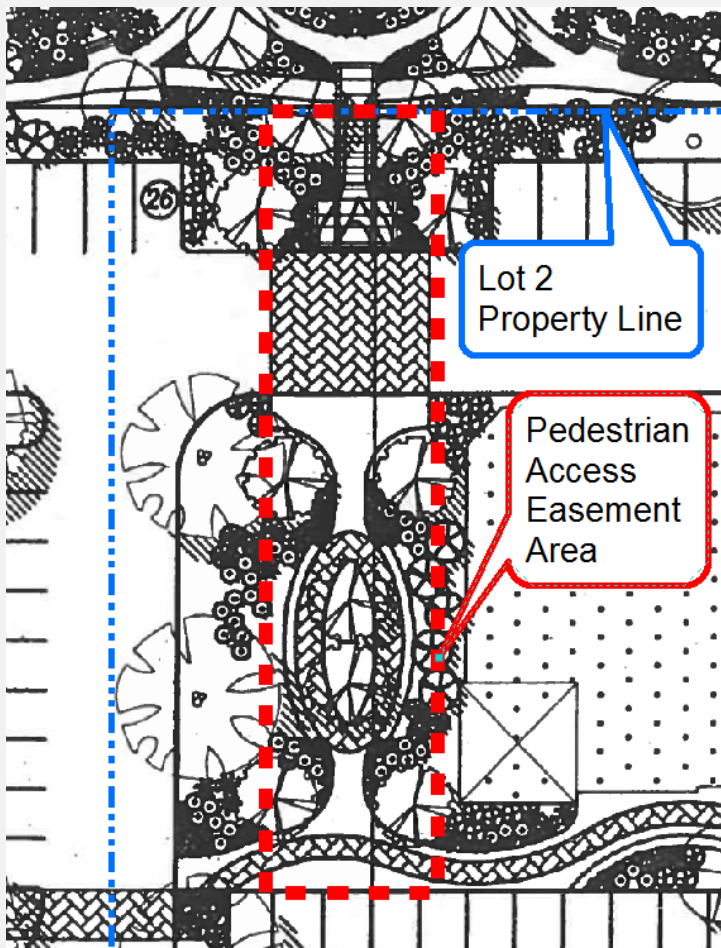
General Notes:

7. Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.
8. The Arch. Site Plan (sheet A-03) and Landscape Plan (sheet A-23) do not match the Civil Plans with regards to the parking areas, patios, and sidewalks etc. Please revise all plans so that they are identical.
9. Please indicate if any mechanical units (generators, AC units, etc.) will be located on the ground (i.e. not on the roof).
10. The market study concludes that “With a current estimated total of 50,000 square feet of Child Care space available in Arlington Heights, it is clear that there is a need for more high quality Child Care.” It is unclear how this conclusion is made. Please provide additional evidence and elaborate on this conclusion to demonstrate why there is a need for additional day care facilities within Arlington Heights.
11. Landscape review comments are included in review #7A.

Site Issues:

12. Clarify/Provide measurement for Exterior Side Yard Setback (setback from building to property line abutting Kensington Road). Please provide this measurement on sheet A-07.
13. The dumpster enclosure is defined as an “Accessory Structure”, and as such, it is required to be located within the rear yard of the property. Currently, the dumpster enclosure is proposed within the front yard. Please analyze alternative locations for the proposed dumpster enclosure, which locations remove the enclosure from the prominent location in the front yard. Additionally, details for the dumpster enclosure (height, materials, etc.) must be provided on the plans. A Variation is needed if the enclosure is located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, would need to be provided.
14. A fence is proposed around the building. Although preliminary conversations have indicated that this fence will be 4' in height, please provide details on the plans indicating the proposed height, materials, style, etc. of the fence. A Variation will be required if the fence is 4' in height and located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, must be provided.

15. Please clarify if the fence represents the boundaries of the outdoor play area, or if this play area will be confined to a different space. Additionally, please provide details on all equipment proposed for the exterior play area.
16. There is an existing Cross Drainage Easement that runs east to west along most of the northernmost 50' of the existing lot. Additionally, there is an existing 20' Utility Easement that runs within this area and extends approx. 5' south of the southern boundary of the 50' Cross Drainage Easement. Together, these easements encumber the northernmost 55' of the property. The existing building is setback only 35.55' from the northern property line, which means that the building encroaches approx. 19.45' into this easement area. Staff must analyze what utilities exist in this area to understand if the easement can be vacated. Any vacation of the easement would require a Plat of Vacation.
17. There is an existing 25' wide Pedestrian Access Easement that begins 31' east from the western property line of Lot 2. The proposed fence and play area in the northwest portion of the site encroaches onto this Pedestrian Access Easement. The original intent of the PUD was to create a semi-public plaza within this easement area that integrates Lot 2 into the northern residential area and provides a link between Lot 2 and the rest of the PUD (please see below for original approval concept). The proposed plan does not include this element and does not conform with the intent of the underlying PUD approval.



Parking/Traffic:

18. The petitioner has not yet provided a traffic study that evaluates access, on-site circulation, parking, trip generation, trip distribution, and pick-ups/drop-offs shall be provided. Additionally, a parking

analysis that evaluates existing parking demand for the shopping center on Lot 1 (including parking counts over a two week time period during the lunch and dinner hours for two weekdays) has not yet been submitted, and shall be provided.

19. The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51 – 75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.
20. Handicap signage must comply with all applicable state, federal, and local regulations.
21. Required number of parking spaces is dependent on maximum number of employees at any one time. As part of the traffic study/parking analysis, please indicate the maximum number of employees that will be present at any one time at this facility.
22. The parking lot does not appear to contain any lighting. Please confirm if any exterior lighting is proposed (i.e. lighting that will not be mounted on the building). If exterior lighting is proposed, a photometric plan is required. Please note that a parking lot light fixture (Cyclone – Historia CY25T4) is depicted on sheet A-22 but its location is not shown on any of the plan sheets.

Original PUD Approval – Granted via Ordinance 06-043:

23. The approved PUD showed ingress/egress off of Dryden Place, but the proposed plan does not provide this. Staff will need to evaluate the viability of eliminating the ingress/egress on Dryden to see if this proposed amendment to the PUD is feasible.
24. The approved PUD included 96 parking spaces on Lot 2. The proposed site plan provides 51 parking spaces on Lot 2. Staff will evaluate this proposed amendment to the PUD when the traffic study/parking analysis is received.
25. Signage will be reviewed during the Design Commission process. However, please note that condition #24 of Ordinance 06-043 allows only one commercial ground sign along Kensington Rd. (to be used by both Lot 1 and Lot 2), and one commercial ground sign along Dryden Pl., subject to compliance with Village sign regulations.
26. Condition #2 of Ordinance 06-043 required a cross-access and cross parking agreement between Lot 1 and Lot 2. Please provide this document. If this document does not yet exist, it must be provided as part of this development.

Justification Criteria for Variation Approval:

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

Prepared by:

Kensington School
840 E. Kensington Road
PC #16-007
March 30, 2016

- 1) The ends of all parking rows must include a landscape island that is equal in area to one parking space, which contains a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Increase the size of the two islands in the center parking row and incorporate 4" caliper shade trees at the end of all parking rows.
- 2) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/ paved areas that are adjacent to the public way. Provide 3' high shrubs along Kensington Road and Dryden Place in order to screen the parking area.
- 3) Evaluate the pedestrian circulation. The north/south walk should align and connect with the existing walk on the property to the north.
- 4) Locate the trash enclosure away from Dryden Place and out of the front yard.
- 5) Overall the landscaping is minimal. The previously approved plan for the site included an abundance of landscaping on each elevation and on the perimeter of the site. Must provide additional landscaping along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer. In addition, the previously approved plan included specialty pavement at the entrances and within the crosswalks.
- 6) At the corner of Dryden and Kensington incorporate a mix of shrubs and perennials.
- 7) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 8) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



HAGUE ARCHITECTURE

Tuesday, June 07, 2016

Sam Hubbard

Village of Arlington Heights

RE: PC #16-008 Kensington School
840 E. Kensington Rd.

Sam:

Please see the following responses to your comments below; additionally see the attached drawings from both SpaceCo and Hague Architecture:

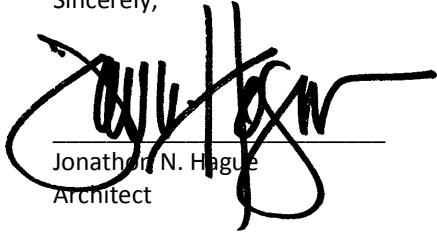
- The required traffic study and parking survey was not included within the application
 - **See attached documents**
- The proposed market study justifying the need for this type of facility at this location was incomplete. Further details and additional clarification is needed within the market study.
 - **See attached revised Market Study**
- Details on the proposed playground equipment and equipment locations were not included within the application.
 - **See attached documents**
- The proposed building encroaches into a drainage and public utility easement. If the location of the building is not altered, the easements as shown on the Plat of Subdivision may need to be modified based on the current plan, should the proposed encroachment be determined acceptable by the Village.
 - **See additional SpaceCo responses attached at the end of this document**
- The original PUD approval for the Arlington Market development included a semi-public plaza area and pedestrian easement area on the west side of the subject property. The current proposal for the daycare facility did not incorporate this feature within their application, which may require this easement on the Plat of Subdivision to be modified.
 - **See revised site plans incorporating a pedestrian area/connection point**
- The proposed site plan included what appeared to be a 4' tall fence in the front yard, which would require variation approval. Additional details were requested on this fence and justification indicating that the criterion for variation approval was not provided.
 - **The design of the fence has been changed to metal, the school requires a fence for the security of the children, A variation is being requested for the front yard.**
- The required Auto Turn Diagram illustrating how emergency vehicles can access and circulate within the proposed site was not provided.
 - **See Auto turns in the attached documents**
- The proposed landscaping was minimal and did not conform to code requirements.
 - **See attached revised Landscape Plans**
- Various utility and engineering issues were identified, such as a sewer connection proposed into a privately owned and maintained sewer line which is not allowed, a water connection connecting into a service line and not a main line which is not allowed, and the need for extension of certain sidewalks within the development.
 - **See additional SpaceCo responses attached at the end of this document**

HAGUE ARCHITECTURE

Lastly we have provided alternate exterior elevations that propose a metal standing seam roof and metal fencing in response to the Design commission and guidelines for Kensington rd.

Thank you again and please don't hesitate to call if you require any additional information.

Sincerely,



Jonathan N. Hague
Architect

P:\Projects\2759_2776 - KensingtonSchool\2776_Kensington_ArlingtonHeights\2776_KensingtonResponseLet001.doc

HAGUE ARCHITECTURE

Below are our responses to the Village of Arlington Heights Engineering Department comment letter dated March 24, 2016, Village of Arlington Heights Health Services Department comment letter dated March 29, 2016, Village of Arlington Heights Planning & Community Development Department comment letter dated April 4, 2016, Arlington Heights Fire Department comment letter dated April 4, 2016, and Village of Arlington Heights Public Works Department comment letter dated April 6, 2016.

VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT LETTER **DATED 03/24/2016:**

COMMENT 13: The site is serviced by an existing storm water detention facility; therefore no new storm water detention is required.

RESPONSE 13: So noted.

COMMENT 16: Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.

RESPONSE 16: This information has been added to the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans. Heavy duty pavement limits are now shown on the Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 18: Sheet A-07 Site Plan: Add sidewalk along the west drive lane to provide a continuous north-south walkway from northern residential sites to the Kensington Road sidewalk. Also extend the sidewalk east from the garbage corral to the Dryden Place sidewalk.

RESPONSE 18: Sidewalk along the west drive has been revised to connect to the existing sidewalk terminus provided by the townhome development to the north and has been extended southerly to the Kensington Road sidewalk. See revised Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 19: Sheet A-08 Grading: The drainage overflow from the residential site to the north is directed south onto the subject property. This overflow must be maintained. It is suggested the subject site be graded to drain to the east toward Dryden Place. Grading should be carefully adjusted when the existing driveway on Dryden Place is removed, replacing and lowering the public sidewalk as necessary to allow overflow to Dryden Place. The design of

HAGUE ARCHITECTURE

landscaping and other site amenities (playground equipment?) shall be mindful of the drainage requirements.

RESPONSE 19: The grading has been adjusted to drain as much of the site as possible toward Dryden Place and to better maintain the existing overflow path. Additionally, notes were added to the grading plan to protect the existing overflow path. See revised Grading Plan sheet G1, page 5 of the revised Site Improvement Plans.

COMMENT 20: Sheet A-09 Utilities: The proposed water service is shown connecting to another service connection. This is not allowed. The proposed water service must connect directly to a public water main, either on Dryden Place, or Kensington Road.

RESPONSE 20: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 21: Sheet A-09: Utilities: The new sanitary service is shown connecting to a private sanitary system. It is unclear at this time whether or not the subject site is allowed to connect to this sanitary system under the existing CCD's of the Association. Provide documentation if this is allowed. If not, the service line must be connected to a Village sewer, either the 78" combination sewer in Dryden Place or the 24" combination sewer along the north parkway of Kensington Road. This sewer is not shown on the plan documents. Below is a copy of the as-built plans for the Kensington Road reconstruction project completed around 2002 showing the approximate location of the existing 24" combination sewer, highlighted in red.

RESPONSE 21: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

VILLAGE OF ARLINGTON HEIGHTS HEALTH SERVICES DEPARTMENT LETTER **DATED 03/29/2016:**

Sheet A-03

COMMENT 1: Provide three (3) Accessible Reserved Parking Spaces per IAC Section 400.310(c)(1).

RESPONSE 1: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

HAGUE ARCHITECTURE

**VILLAGE OF ARLINGTON HEIGHTS PLANNING & COMMUNITY DEVELOPMENT
DEPARTMENT LETTER DATED 04/04/2016:**

COMMENT 7: Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.

RESPONSE 7: This has been done.

COMMENT 19: The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51-75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.

RESPONSE 19: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

COMMENT 20: Handicap signage must comply with all applicable state, federal, and local regulations.

RESPONSE 20: So noted.

ARLINGTON HEIGHTS FIRE DEPARTMENT LETTER DATED 04/04/2016:

COMMENT 1: The fire department requests an auto turn diagram.

RESPONSE 1: These will be submitted by KLOA, Inc.

**VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT LETTER
DATED 04/06/2016:**

COMMENT 1: The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility.

RESPONSE 1: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

HAGUE ARCHITECTURE

COMMENT 2: The proposed water connection is on a private line. The resubmitted plans must reflect a pressure connection within a 60" vault originating on a public water main.

RESPONSE 2: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 3: All roof drains should collect to one line (loop) and have a single discharge to a manhole, not individual cores into the 72" line.

RESPONSE 3: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 5: All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.

RESPONSE 5: This information has been added to note 1.D on the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans.

COMMENT 6: A 6" compound meter will be required for this building.

RESPONSE 6: A compound meter is now shown on the Utility Plan sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 8: Tie proposed downspouts to existing catch basins, not direct core into 72".

RESPONSE 8: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

MEMORANDUM

TO: Sam Hubbard, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building Services
DATE: 6/23/16
RE: 840 E Kensington Rd – Special Use Permit for Day Care
P.C. #: 16- 007 – Round #2

I have reviewed the Round 2 submittal for the address referenced above and offer the following:

The previous comments found below were not addressed:

1. This building will be reviewed as an I-4(Day Care Facility) per the 2009 International Building Code,(I.B.C.) and the 2009 International Fire Code.
2. Full compliance with the 2000 NFPA-101, Life Safety Code, Chapter 16 is required per the Illinois State Fire Marshal's Office.

RECEIVED
JUN 24 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



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

Interoffice Memorandum

To: Sam Hubbard, Development Planner
From: Don Lay, Fire Safety Supervisor
Subject: Kensington School, 840 E Kensington Rd, Day Care Special Use
Date: June 14, 2016

Sam:

Reviewing the proposed plans I have no concerns with the submitted use. Of course the building would be subject to being built under all the current codes for new construction. A full fire suppression (NFPA 13 compliant) and complete fire alarm system would be required.

Should you have any questions or concerns please let me know.

RECEIVED
JUN 14 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 24, 2016
Subject: 840 E. Kensington P.C #16-007, Round 2

With regard to the proposed Special Use Permit, I have the following comments:

1. The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility. Either connect to the 78" combined sewer on Dryden or the 24" combined sewer on Kensington.
2. The trees proposed for planting over existing sewers must be moved to other locations that don't present a root hazard for maintenance in the future.
3. Separate RPZ's must be installed on the fire and domestic lines within the building. The size will be determined after the architectural plans have been submitted.
4. Reduce existing curb cut on Dryden to designed overflow. Existing curb cut is too wide.

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

C: file
LF

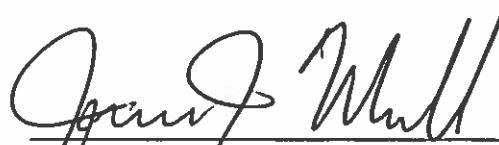
PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 2

23. The responses made by the petitioner to comments #13, 16, 18 & 20 are acceptable.
24. The petitioner did not provide a written response to Comment #11. To reiterate: 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
25. The petitioner did not provide a written response to Comment #12. To reiterate: 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

26. The petitioner did not provide a written response to Comment #14. To reiterate: When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
27. Although the petitioner did not provide a written response to comment #15, the fire truck exhibit provided by KLOA is acceptable.
28. The petitioner did not provide a written response to Comment #17. To reiterate: Sheet A-07 Site Plan: Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
29. The response made by the petitioner to comment #19 is not acceptable. The grades at the sidewalk along the north property line are shown at about 673.6, but the public sidewalk low point on Dryden is shown at 673.8. Adjust grades to maintain overflow path.
30. The response made by the petitioner to comment #21 is not acceptable. The sanitary sewer west of the Dryden Place sidewalk is private and under the maintenance of the Homeowner's Association. Our comment #21 stands.

31. The petitioner did not provide a written response to Comment #22. To reiterate: An MWRD permit is required for the new sanitary service.
32. The existing property limits of this parcel overlap the majority of the driveway into the old Arlington Market site. Verify that there is an ingress/egress easement recorded for the benefit and use by both properties.
33. The encroachment of the public sidewalk at the southeast corner of the lot requires the recording of an easement for public sidewalk.
34. There is no information provided on the size of the site monument sign on the southeast corner of the lot, and there is some discrepancy about the sign shape as indicated between the landscape and other plans. Sight distance clearance for this sign must be verified.
35. The traffic report needs to provide the trip generation values for the proposed use based upon existing traffic counts and projected values. Intersection counts of the driveway with Kensington Road also showing existing traffic into the Mariano's shopping center are required.
36. The traffic report does not discuss the onsite traffic operations and flow in enough detail to explain how the drive aisle south of the building will function. Since the pavement is two lanes wide, is the north curb lane meant to allow drop off and pick up of children? Will parents be allowed to stand or park their cars in this lane to walk their children in? If this activity is not to be allowed, signs indicating 'Student Drop off and Pick up Prohibited' should be posted. If parents only would be able to walk their children in after parking their cars in a striped parking stall only, wouldn't they only proceed back to the west, and not circle all the way to the east to drive back west in the drive aisle in front of the building? Is the first 4-leg intersection north of Kensington Road or the first t-intersection on the school property going to have any traffic control or internal stop signs?

 6/14/16
James J. Massarelli, P.E. Date
Director of Engineering

RECEIVED
JUN 13 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 2 Review Comments

06/15/2016

PLEASE ADDRESS EACH COMMENT- NO RESPONSES RECEIVED FROM ROUND 1 REVIEW

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. There does not appear to be adequate lighting of the exterior of the building, especially the rear(north side) near the concrete patio area. This area should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity. If there is a playground with equipment special attention should be given to illuminating the playground and the surrounding area.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

This development may create additional traffic problems especially during drop off and pick up times. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

-The location of the playground does not appear to be on the plans- please indicate on the plans where the playground will be and address access issues to that area. The playground area will need to have restricted/gated access to deter access/use by non-clients especially during non-business hours.

-Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors. Additional information as to perimeter security, door access, playground access, and visitor check-in procedures and emergency plans are needed before any recommendations can be made.

-The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.

-Consider posting no trespassing signage

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #54

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

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

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

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

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

Print Form (To Mail)

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

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

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name



**Village of Arlington Heights
Department of Building & Health Services**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer *AF*

Date: June 23, 2016

Re: PC#16-007- Kensington School, Round 2

Health Services has no comments at this time. Previous comments have been addressed in the revised plans/comments.

Sean Freres

Sean Freres 6/23/16

James McCalister

James McCalister 6/24/16



Planning & Community Development Dept. Review

June 23, 2016

REVIEW ROUND 1

Project: Kensington School – Charles Marlas
840 E. Kensington Street

Case Number: PC 16-007

General Notes:

7. Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.

Petitioner Response: This has been done.

Staff Response: Comment addressed.

8. The Arch. Site Plan (sheet A-03) and Landscape Plan (sheet A-23) do not match the Civil Plans with regards to the parking areas, patios, and sidewalks etc. Please revise all plans so that they are identical.

Petitioner Response: No response provided.

Staff Response: It appears that all plans are now consistent, with the exception to the proposed ground sign. Please revise the plans to ensure that the architectural, landscape, and civil plans are identical. In addition, the proposed ground sign needs to incorporate landscaping at its base.

9. Please indicate if any mechanical units (generators, AC units, etc.) will be located on the ground (i.e. not on the roof).

Petitioner Response: No response provided.

Staff Response: Please provide a response to this comment as screening of all mechanical units is required.

10. The market study concludes that "With a current estimated total of 50,000 square feet of Child Care space available in Arlington Heights, it is clear that there is a need for more high quality Child Care." It is unclear how this conclusion is made. Please provide additional evidence and elaborate on this conclusion to demonstrate why there is a need for additional day care facilities within Arlington Heights.

Petitioner Response: See attached revised Market Study.

Staff Response: Thank you for revising the market study. However, the study must be further revised to provide clarity on the following items:

- Please define "square foot utilization ratio". It is unclear what this term means.
- The study appears to be making the conclusion that, out of the 7,553 children under the age of 5 years old within the 3-mile radius of the subject property, 15% of these children (1,133 children) are estimated to attend a daycare center (i.e. a daycare not operated out of a home or church). Where does this 15% figure come from? Please provide a study that supports this 15% statistic.
- The study states that there are 9 daycare centers in Arlington Heights, with 5 of these centers located within the 3-mile trade area. The study also provides the licensed occupancy for these 9

centers and concludes that they are licensed for a total of 891 children. Kensington School will provide capacity for an additional 150 children within the trade area, for a total licensed capacity of 1,041 children within the trade area (13.78% of the 7,553 children in the trade area). Is the study making the conclusion that 13.78% is below the 15% estimated capture ratio for daycare centers and thus there is a market for additional daycare centers within the 3-mile trade area? If this is the conclusion, please make sure it is clearly stated as such.

11. Landscape review comments are included in review #7A.

Petitioner Response: No response provided.

Staff Response: No response is necessary.

Site Issues:

12. Clarify/Provide measurement for Exterior Side Yard Setback (setback from building to property line abutting Kensington Road). Please provide this measurement on sheet A-07.

Petitioner Response: No response provided.

Staff Response: The revised plans include this measurement, which is 126.19'. No further response is needed.

13. The dumpster enclosure is defined as an "Accessory Structure", and as such, it is required to be located within the rear yard of the property. Currently, the dumpster enclosure is proposed within the front yard. Please analyze alternative locations for the proposed dumpster enclosure, which locations remove the enclosure from the prominent location in the front yard. Additionally, details for the dumpster enclosure (height, materials, etc.) must be provided on the plans. A Variation is needed if the enclosure is located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, would need to be provided.

Petitioner Response: No response is provided.

Staff Response: Please provide a response. Have other locations been considered? It is noted that details for the enclosure have been provided on sheet A-21. The proposed dumpster enclosure should be of masonry construction utilizing the "New Orleans Brick" to match the proposed building. The gate should be a black decorative gate (example included below) to match the proposed fence. Additionally, the enclosure should be relocated 5' to the south to provide landscaping on all three sides (north, east, south).



Finally, you have not addressed the required variation to allow the proposed location of the dumpster enclosure within the front yard. If a variation is requested, please clarify such and provide a written response to each of the three criteria required for variation approval, specific to the dumpster in the front yard, as summarized at the end of this review.

14. A fence is proposed around the building. Although preliminary conversations have indicated that this fence will be 4' in height, please provide details on the plans indicating the proposed height, materials, style, etc. of the fence. A Variation will be required if the fence is 4' in height and located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, must be provided.

Petitioner Response: The design of the fence has been changed to metal, the school requires a fence for the security of the children, A variation is being requested for the front yard.

Staff Response: Please provide a written response to each of the three criteria required for variation approval, specific to a 4' tall fence in the front yard, as summarized at the end of this review. Staff is supportive of this variation.

15. Please clarify if the fence represents the boundaries of the outdoor play area, or if this play area will be confined to a different space. Additionally, please provide details on all equipment proposed for the exterior play area.

Petitioner Response: See attached documents.

Staff Response: The response is not clear. Please note on the site plan where the proposed equipment will be located. Additionally, please clarify if the single piece of play equipment, as shown on sheet A-23, be the only piece of play equipment for the entire site. Please provide details for all proposed equipment.

16. There is an existing Cross Drainage Easement that runs east to west along most of the northernmost 50' of the existing lot. Additionally, there is an existing 20' Utility Easement that runs within this area and extends approx. 5' south of the southern boundary of the 50' Cross Drainage Easement. Together, these easements encumber the northernmost 55' of the property. The existing building is setback only 35.55' from the northern property line, which means that the building encroaches approx. 19.45' into this easement area. Staff must analyze what utilities exist in this area to understand if the easement can be vacated. Any vacation of the easement would require a Plat of Vacation.

Petitioner Response: See additional SpaceCo responses attached at the end of this document.

Staff Response: There was no additional response from SpaceCo provided. Please provide a response to this comment. It should be noted that, if the location of the proposed building is not modified, amendments to the easements will be required as part of the approval process.

17. There is an existing 25' wide Pedestrian Access Easement that begins 31' east from the western property line of Lot 2. The proposed fence and play area in the northwest portion of the site encroaches onto this Pedestrian Access Easement. The original intent of the PUD was to create a semi-public plaza within this easement area that integrates Lot 2 into the northern residential area and provides a link between Lot 2 and the rest of the PUD. The proposed plan does not include this element and does not conform with the intent of the underlying PUD approval.

Petitioner Response: See revised site plans incorporating a pedestrian area/connection point.

Staff Response: The response is not acceptable. The proposed pedestrian area is not sufficient and does not meet the original intent of the PUD. Staff is comfortable shifting the easement area to the west to preserve as much private play space for the daycare as possible, This adjusted easement location would begin from the edge of the curb of on the west side of the property and would be 25' in width. Please see the attached concept illustrating elements that should be incorporated into the revised plaza and easement location. Additionally, the adjustment to the location of the easement will require an

amendment to the easement.

Parking/Traffic:

18. The petitioner has not yet provided a traffic study that evaluates access, on-site circulation, parking, trip generation, trip distribution, and pick-ups/drop-offs shall be provided. Additionally, a parking analysis that evaluates existing parking demand for the shopping center on Lot 1 (including parking counts over a two week time period during the lunch and dinner hours for two weekdays) has not yet been submitted, and shall be provided.

Petitioner Response: See attached documents.

Staff Response: Thank you for providing the traffic analysis and parking survey. Based on the submitted document, the following items need to be addressed:

- The survey compares the proposed daycare to an existing daycare facility in Elmhurst. Additional information is needed on the Elmhurst facility to confirm that it is a suitable facility for comparison (size of facility, licensed capacity of children, number of employees).
- Parking demand for the proposed facility is based on one day of parking counts at the existing Elmhurst facility (Dec. 9, 2015). Please provide the number of children that attended the daycare on that day, as well as the number of employees that were on site that day. If this information cannot be provided, please survey the facility on an additional day and provide this information.
- Table 8 indicates that the survey was conducted on Dec. 9, 2016. Please revise to reflect correct date.
- The traffic analysis did not evaluate what the effect that trips generated by the proposed daycare will have on the surrounding neighborhood. Please include this analysis.
- The traffic analysis concludes that the site will have “access to the external roadway system via multiple access drives” (one on Kensington Road, one on Beverly Lane), but does not analyze if these two access points are suitable for the projected trips as generated by the proposed school.

19. The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51 – 75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.

Petitioner Response: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

Staff Response: Comment addressed.

20. Handicap signage must comply with all applicable state, federal, and local regulations.

Petitioner Response: So noted.

Staff Response: Comment addressed.

21. Required number of parking spaces is dependent on maximum number of employees at any one time. As part of the traffic study/parking analysis, please indicate the maximum number of employees that will be present at any one time at this facility.

Petitioner Response: No response provided.

Staff Response: The traffic study indicated that the maximum number of employees would be 21-23. We will therefore assume that 23 employees is the maximum number of employees that will be present at any one time at this facility.

22. The parking lot does not appear to contain any lighting. Please confirm if any exterior lighting is proposed (i.e. lighting that will not be mounted on the building). If exterior lighting is proposed, a photometric plan is required. Please note that a parking lot light fixture (Cyclone – Historia CY25T4) is depicted on sheet A-22 but its location is not shown on any of the plan sheets.

Petitioner Response: No response provided.

Staff Response: A response to this comment is required.

Original PUD Approval – Granted via Ordinance 06-043:

23. The approved PUD showed ingress/egress off of Dryden Place, but the proposed plan does not provide this. Staff will need to evaluate the viability of eliminating the ingress/egress on Dryden to see if this proposed amendment to the PUD is feasible.

Petitioner Response: No response provided.

Staff Response: Staff notes that the traffic study only documents existing access points (one along Kensington Road and one along Beverly Drive). As previously noted, please revise the traffic analysis to include an evaluation of the adequacy of these two access point to handle the expected traffic of both the proposed school and existing retail center).

24. Signage will be reviewed during the Design Commission process. However, please note that condition #24 of Ordinance 06-043 allows only one commercial ground sign along Kensington Rd. (to be used by both Lot 1 and Lot 2), and one commercial ground sign along Dryden Pl., subject to compliance with Village sign regulations.

Petitioner Response: No response provided.

Staff Response: The proposed ground sign must incorporate a landscaped base.

25. Condition #2 of Ordinance 06-043 required a cross-access and cross parking agreement between Lot 1 and Lot 2. Please provide this document. If this document does not yet exist, it must be provided as part of this development.

Petitioner Response: No response provided.

Staff Response: A response to this comment is required.

Justification Criteria for Variation Approval:

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

Kensington School
840 E. Kensington Road
PC #16-007
June 23, 2016

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Please replace the proposed evergreen trees within the code required islands with a 4" caliper shade tree. The shade trees should be salt and drought tolerant.
- 2) It is recommended that the trash enclosure be constructed with brick to match the building. Provide an abundance of landscaping adjacent to the enclosure in order to screen/buffer. Also, it is recommended that the enclosure be shifted 5 feet to the south (away from the walkway) to allow for landscaping.
- 3) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/ paved areas that are adjacent to the public way. Provide 3' high shrubs along Dryden Place in order to screen the parking area.
- 4) Incorporate the concept of the plaza that was provided by staff for the north/south walkway.
- 5) Overall the landscaping is still minimal. The previously approved plan for the site included an abundance of landscaping on each elevation and on the perimeter of the site. Provide additional landscaping along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer. In addition, the previously approved plan included specialty pavement at the entrances and within the crosswalks.
- 6) At the corner of Dryden and Kensington incorporate a mix of shrubs and perennials near/adjacent to the ground sign.
- 7) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 8) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



HAGUE ARCHITECTURE

Tuesday, July 19, 2016

Sam Hubbard

Village of Arlington Heights

RE: PC #16-007 Kensington School – Round #2
840 E. Kensington Rd.

Please see the following responses to your comments below; additionally, see the attached drawings from both Hague Architecture & SpaceCo (Drawings will be updated for Final engineering):

DIRECTOR OF ENGINEERING

1. This building will be reviewed as an I-4 (Day Care Facility)
 - o **Acknowledged**
2. Full compliance with the 2000 NFPA-101, Life safety Code, Chapter 16 is required.
 - o **Acknowledged and the building will be fully sprinkled**
24. Written consent #11
 - a. **Acknowledged**
25. Final Engineering Plans shall be georeferenced by using State Plane Coordinate system – Illinois East
 - a. **Acknowledged**
26. The site photometric plan
 - a. **Provided in submittal**
27. N/A
 - a. **See Auto turns in the attached documents**
28. Including Bicycle racks.
 - a. **See attached included in revised Landscape Plans**
29. The grades at the sidewalk along the north property line are shown at 673.6 but the public sidewalk low point on Dryden is shown at 673.8. Adjust grades to maintain overflow path.
 - a. **This has been done.**
30. The sanitary sewer west of the Dryden Place sidewalk is private.
 - a. **So Noted**
31. An MWRD permit is required for the new sanitary service.
 - a. **Acknowledged**
32. The existing property limits of this parcel overlap the majority of the driveway into the Arlington Market site. Verify that there is an ingress/egress easement recorded for the benefit and use by both properties.
 - a. **So noted.**
33. The encroachment of the public sidewalk at the southeast corner of the lot requires the recording of an easement for public sidewalk
 - a. **So noted.**
34. Monument sign
 - a. **See G/A-21**
35. The traffic report
 - a. **See attached KLOA**
36. The traffic report
 - a. **See attached KLOA**

HAGUE ARCHITECTURE

LANDSCAPE COMMENTS

The ends of all parking rows must include a 4" caliper shade tree

- a. **Acknowledged, see Landscape plans**
2. The trash enclosure be constructed with brick
 - a. **Acknowledged, see F/A-21**
3. Per Chapter 28, section 6.15-1.2a, a 3'-0" high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide 3' high shrubs along Dryden Place in order to screen the parking area.
 - a. **Acknowledged, see Landscape plans**
4. Incorporate the concept of the plaza that was provided by staff for the n/s walkway
 - a. **Acknowledged, see Landscape plans**
5. Overall landscape is minimal.
 - a. **Acknowledged, see revised Landscape plans**
6. At the corner of Dryden and Kensington incorporate a mix of shrubs and perennials near / adjacent to the ground
 - a. **Acknowledged, see Landscape plans**
7. Utility meter and mechanical units must be screened with landscaping or appropriate method of screening.
 - a. **Acknowledged, see Landscape plans**
8. A landscape bond in the amount of 30% of the landscaping costs will be required.
 - a. **Noted**

DEPARTMENT PLAN REVIEW SUMMARY

2. Lighting requirements adequate?
 - a. **See Photometric**
5. Traffic problems that may be created by the development
 - a. **See attached traffic study**
6. General Comments
 - a. Emergency contact card on file is up to date.
 - i. **Acknowledged**
 - b. Consider installing a taller fence'
 - i. **A 4'-0" fence is being proposed**
 - c. Landscape should provide open sightlines
 - i. **Acknowledged**
 - d. The location of the playground does not appear on the plans
 - i. **See site plan A-16**
 - e. Access control to the building to be provided
 - i. **Acknowledged**
 - f. The vestibule entrance to the facility needs to be secured and entry gained through buzzer.
 - i. **Acknowledged**
 - g. Consider posting no trespassing signage
 - i. **Acknowledged**

HAGUE ARCHITECTURE

PLANNING & COMMUNITY DEVELOPMENT REVIEW

8. The site plans aren't identical; the proposed ground sign needs to be consistent. In addition, sign needs to incorporate landscape at its base.
 - a. **Acknowledged all plans will be identical.**
9. Please indicate if any mechanical units will be located on the ground.
 - a. **All units are located on the roof**
10. The market study
 - a. **Revised study will be provided by owner**
13. The dumpster location,
 - a. Analyze alternate locations...
 - i. **Acknowledged**
 - b. Provide masonry enclosure
 - i. **Acknowledged**
 - c. Provide a black Metal gate
 - i. **Acknowledged**
 - d. Locate 5'-0" south to provide landscaping on all three sides (N,E,S)
 - i. **Acknowledged**
 - e. Address variation to allow the proposed location
 - i. **Per discussion alternate locations are feasible due to the access and control of the school. The location presents a unique location due to the fence and access from the parking field. There is a control and security factor that prohibits the outside potential of the gate being unlocked; children's safety is compromised at that point.**
14. The proposed fence, provide a written response to all three criteris required for a variation approval specific to a 4'-0" tall fence in the front yard
 - a. **The fence provides a secure environment for the children. The fence is integral to the children being able to play outdoors and encompasses the entire rear yard based on the orientation of the building. A black metal fence is being provided in lieu of the standard "white picket fence". Daycares are required to provide outside secured play areas, this isn't possible without the fence.**
15. Clarify the fence boundaries
 - a. **See notes on site plan A-16**
16. Cross Drainage Easement
 - a. **The easements are being investigated by SpaceCO**
17. Pedestrian Access Easement
 - a. **See revised Landscape and site plans.**
18. Traffic Study
 - a. **See attached KLOA**
21. Number of parking spaces per maximum number of employees incorporated into traffic study, assume 23 employees
 - a. **Acknowledged**
22. Parking lot lighting
 - a. **See Photometric is provided**
23. PUD – traffic study ingress/egress
 - a. **See attached KLOA**

HAGUE ARCHITECTURE

24. Signage to incorporate landscaping
 - a. **See revised Landscape plan**
25. Condition #2 of Ordinance 06-043, provide a cross-access and cross parking agreement
 - a. **Acknowledged, Owner is working on the agreement.**

Justification criteria for Variation Approval

Reasonable return if only conditions allowed

The plight of the owner is due to unique circumstances'

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

FIRE DEPARTMENT

1. Building to be sprinkled
 - a. **Acknowledged**
2. Locate the FDC at the main front door
 - a. **Acknowledged**
3. Locate a fire hydrant within 100'-0" of the FDC
 - a. **This will be included as part of the final engineering submittal.**
4. Locate the Knox Box at the main door
 - a. **Acknowledged**
5. Install a fully operational annunciator panel or alarm panel at the front door
 - a. **Acknowledged**
6. FD needs complete access to the building
 - a. **Acknowledged**
7. No dead end fire lanes, do access agreements exist with property owners to the west?
 - a. **Acknowledged – Owner to provide**

Thank you again and please don't hesitate to call if you require any additional information.

Jonathon N. Hague – ALA
Hague Architecture

P:\Projects\2759_2776 - KensingtonSchool\2776_Kensington_ArlingtonHeights\Village\2776_KensingtonResponseLet002.doc

HAGUE ARCHITECTURE

Below are our responses to the Village of Arlington Heights Engineering Department comment letter dated March 24, 2016, Village of Arlington Heights Health Services Department comment letter dated March 29, 2016, Village of Arlington Heights Planning & Community Development Department comment letter dated April 4, 2016, Arlington Heights Fire Department comment letter dated April 4, 2016, and Village of Arlington Heights Public Works Department comment letter dated April 6, 2016.

VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT LETTER **DATED 03/24/2016:**

COMMENT 13: The site is serviced by an existing storm water detention facility; therefore no new storm water detention is required.

RESPONSE 13: So noted.

COMMENT 16: Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.

HAGUE ARCHITECTURE

RESPONSE 16: This information has been added to the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans. Heavy duty pavement limits are now shown on the Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 18: Sheet A-07 Site Plan: Add sidewalk along the west drive lane to provide a continuous north-south walkway from northern residential sites to the Kensington Road sidewalk. Also extend the sidewalk east from the garbage corral to the Dryden Place sidewalk.

RESPONSE 18: Sidewalk along the west drive has been revised to connect to the existing sidewalk terminus provided by the townhome development to the north and has been extended southerly to the Kensington Road sidewalk. See revised Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 19: Sheet A-08 Grading: The drainage overflow from the residential site to the north is directed south onto the subject property. This overflow must be maintained. It is suggested the subject site be graded to drain to the east toward Dryden Place. Grading should be carefully adjusted when the existing driveway on Dryden Place is removed, replacing and lowering the public sidewalk as necessary to allow overflow to Dryden Place. The design of landscaping and other site amenities (playground equipment?) shall be mindful of the drainage requirements.

RESPONSE 19: The grading has been adjusted to drain as much of the site as possible toward Dryden Place and to better maintain the existing overflow path. Additionally, notes were added to the grading plan to protect the existing overflow path. See revised Grading Plan sheet G1, page 5 of the revised Site Improvement Plans.

COMMENT 20: Sheet A-09 Utilities: The proposed water service is shown connecting to another service connection. This is not allowed. The proposed water service must connect directly to a public water main, either on Dryden Place, or Kensington Road.

RESPONSE 20: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 21: Sheet A-09: Utilities: The new sanitary service is shown connecting to a private sanitary system. It is unclear at this time whether or not the subject site is allowed to connect to this sanitary system under the existing CCD's of the Association. Provide documentation if this is allowed. If not, the service line must be connected to a Village sewer, either the 78" combination sewer in Dryden Place or the 24" combination sewer along the north parkway of

HAGUE ARCHITECTURE

Kensington Road. This sewer is not shown on the plan documents. Below is a copy of the as-built plans for the Kensington Road reconstruction project completed around 2002 showing the approximate location of the existing 24" combination sewer, highlighted in red.

RESPONSE 21: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

VILLAGE OF ARLINGTON HEIGHTS HEALTH SERVICES DEPARTMENT LETTER DATED 03/29/2016:

Sheet A-03

COMMENT 1: Provide three (3) Accessible Reserved Parking Spaces per IAC Section 400.310(c)(1).

RESPONSE 1: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

VILLAGE OF ARLINGTON HEIGHTS PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT LETTER DATED 04/04/2016:

COMMENT 7: Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.

RESPONSE 7: This has been done.

COMMENT 19: The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51-75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.

RESPONSE 19: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

COMMENT 20: Handicap signage must comply with all applicable state, federal, and local regulations.

HAGUE ARCHITECTURE

RESPONSE 20: So noted.

ARLINGTON HEIGHTS FIRE DEPARTMENT LETTER DATED 04/04/2016:

COMMENT 1: The fire department requests an auto turn diagram.

RESPONSE 1: These will be submitted by KLOA, Inc.

**VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT LETTER
DATED 04/06/2016:**

COMMENT 1: The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility.

RESPONSE 1: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

COMMENT 2: The proposed water connection is on a private line. The resubmitted plans must reflect a pressure connection within a 60" vault originating on a public water main.

RESPONSE 2: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 3: All roof drains should collect to one line (loop) and have a single discharge to a manhole, not individual cores into the 72" line.

RESPONSE 3: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 5: All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.

RESPONSE 5: This information has been added to note 1.D on the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans.

COMMENT 6: A 6" compound meter will be required for this building.

HAGUE ARCHITECTURE

RESPONSE 6: A compound meter is now shown on the Utility Plan sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 8: Tie proposed downspouts to existing catch basins, not direct core into 72".

RESPONSE 8: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.



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

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

P. C. Number 16-007 Round 3

Project Name Kensington School

Project Location 840 E. Kensington Rd

Planning Department Contact Sam Hubbard, Planning and Community Development

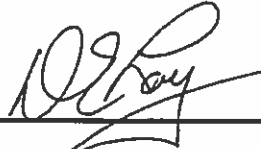
General Comments

Previous reviews requested compliance with the parking lot being tailored to permit negotiation of the Village's Tower/Ladder truck to travel through the parking lot. The revised plan refers to Page No. 4 for this to be addressed however when reviewing page 4 I am unable to determine that this has been achieved. The parking lot shall allow the Ladder/Truck to travel through the parking lot without obstruction.

RECEIVED
JUL 27 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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

Date 07-26-16

Reviewed By: 

**Village of Arlington Heights
Public Works Department**

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: August 03, 2016

Subject: 840 E Kensington, P.C. #16-007 Round 3

With regard to the proposed Special Use Permit, I have the following comments:

- 1) Separate RPZ's must be installed on the fire and domestic lines within the building. The size will be determined after more detailed architectural plans have been submitted.

C. file

PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 3

37. The responses made by the petitioner to comments #24-27, 29-31 & 35 are acceptable.
38. The response made by the petitioner to comment #28 is noted. The landscape plan provided dated 7-18-16 does not appear to show a bicycle rack.
39. The response made by the petitioner to comment #32 is not acceptable. No documents have been provided to verify that there is an ingress/egress easement recorded for the driveway onto Kensington Road.
40. The response made by the petitioner to comment #33 is not acceptable. The comment was noted, but no document has been provided to dedicate a public sidewalk easement at the southeast corner of the lot.
41. The response made by the petitioner to comment #34 is insufficient. The Sheet G/A-21 referenced is not included in the packet.
42. The response made by the petitioner to comment #36 is discussed in the traffic report, however no plan sheet is provided identifying final site pavement markings, crosswalks, signage, or regulatory control for this property, or the intersection between the properties.


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

8/4/16

RECEIVED
AUG 04 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Fire Department Plan Review Sheet



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be 'SF' or similar initials.

Date: July 25, 2016

Re: PC# 16-007 Kensington School- Round 3

Health Services has no comments at this time.

RECEIVED
JUL 25 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 3 Review Comments

08/05/16

1. Character of use:

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

2. Are lighting requirements adequate?

The parking lot lighting appears adequate. There does not appear to be adequate lighting of the exterior of the building, especially the rear (north side) and play structure areas. This area should be illuminated, especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity. If there is a playground with equipment special attention should be given to illuminating the playground and the surrounding area.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

The traffic study was read and acknowledged. However, even though adjustments were made for schools not being in session, there still may be increased traffic and pedestrian congestion during the drop off and pick up times when school begins. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

The original comments in this section are still applicable.

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized

persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

- The location of the playground does not appear to be on the plans- please indicate on the plans where the playground will be and address access issues to that area. The playground area will need to have restricted/gated access to deter access/use by non-clients especially during non-business hours.

- Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors. Additional information as to perimeter security, door access, playground access, and visitor check-in procedures and emergency plans are needed before any recommendations can be made.

- The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.

- Consider posting no trespassing signage

Carrie Regilio, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

Supervisor's Signature



Planning & Community Development Dept. Review

August 3, 2016

REVIEW ROUND 3

Project: Kensington School – Charles Marlas
840 E. Kensington Street

Case Number: PC 16-007

General Notes:

- 7. Comment addressed.
- 8. Comment addressed.
- 9. Comment addressed.
- 10. Comment addressed.
- 11. Comment addressed.
- 12. Comment addressed.

Site Issues:

- 13. Staff is not supportive of a variation to allow the dumpster enclosure in the proposed location. The dumpster enclosure must be moved to the location abutting the eastern side of the building as previously discussed. The fencing in this area can be adjusted to allow access to the enclosure without having to enter into the fenced area.
- 14. Sheet A-07 shows the dumpster enclosure. It is unclear if the gate on the enclosure is just a wrought iron style fence which is "see-through", or if there will be a solid metal panel behind the wrought iron style fence to screen view of the interior of the enclosure area. The gate must be solid to prevent view of the dumpsters. Please clarify/add a note indicating such to the plan.
- 15. Comment addressed.
- 16. Playground equipment is now shown in the front yard along Dryden Place. Per section 6.5-2, all accessory structures are required to be located in the rear yard, and therefore the proposed location requires a Variation. Staff is supportive of this Variation due to the use of the property. However, please provide the required response to the Variation criteria. Additionally, please clarify the height of the playground equipment as all accessory structures are limited to 15' height.
- 17. Your response is "The easements are being investigated by SpaceCO." Information is needed on how this encroachment will be resolved as the building still encroaches on a drainage easement and a utility easement.
- 18. The design of the pedestrian connection is acceptable. However, the existing Pedestrian Easement will need to be relocated to the west to accommodate the relocated pathway.

Parking/Traffic:

19. A Traffic Impact Study has been provided. The study states that projected traffic counts were based on a single survey of the Elmhurst facility on Dec. 9, 2015 and that the Elmhurst facility has “a similar enrollment and operation to that of the proposed that Arlington Heights school”. In order to illustrate that the Elmhurst facility is a comparative example, staff has requested the following information for the facility on the day that the survey was completed, which information has not yet been provided:

- Please provide the size of the Elmhurst facility, the licensed capacity of children, and the number of employees.
- Parking demand for the proposed facility is based on one day of parking counts at the existing Elmhurst facility (Dec. 9, 2015). Please provide the number of children that attended the daycare on that day, as well as the number of employees that were on site that day. If this information cannot be provided, please survey the facility on an additional day and provide this information.

Please provide the requested information.

The following new comments have been generated in response to the recently submitted Traffic Impact Study:

- 18a. The study states that there is shared access between the Kensington School site and the neighboring shopping center to the west. There is no existing shared access agreement between Lot 1 and Lot 2. A Shared access agreement must be provided.
- 18b. The study states that short term parking is available in front of the building to allow parents to park and walk their children into the facility. The area in front of the building is a fire lane and short term parking in this area is therefore not allowed. Sheet L1 must be revised to show the location of the proposed “No Parking Fire Lane” signage.
- 18c. Please remove the “DRAFT” watermark on the study.
- 18d. The Traffic Impact Study, Parking Study, and fire truck auto turn exhibits should all be combined into one consolidated document for presentation to the Plan Commission.
- 18e. There is a “Technical Appendix” in the back of the traffic study, which contains no information. Please provide the technical appendix or remove it from the study.

20. Comment addressed.

21. Comment addressed.

22. Comment addressed.

23. Comment addressed.

Original PUD Approval – Granted via Ordinance 06-043:

24. Comment addressed.

25. Comment addressed.

26. See Comment 18a.

The following new comments have been generated based on the revisions to the plans:

27. A walking path is now shown at the northeast corner of the site. Please clarify what this area is and how it will be used.
28. There was some discussion about a storage shed being proposed. If a storage shed is proposed for the site, please show the proposed location on the plans and provide details on the shed (materials, heights, etc.).
29. A variation is required to allow no shade tree on the western-most portion of the large landscape island within the center of the parking lot. As this location contains the underground storage vault, staff is supportive of this variation, however, justification (per the variation criteria as shown below) must be provided.
30. It is not clear why the drive aisles in the southern parking lot are 34' in width, 30.5' in width, and 35.02' in width. Please reduce the width of the drive aisles to 25' in width to allow more greenspace on the site, which may require the elimination of the western and easternmost parking spaces along the southern parking row. An updated Auto Turn diagram illustrating the fire truck movements will be required.
31. The decorative crosswalks as shown on the landscape plan are not shown on the engineering plans, and only the center decorative crosswalk is shown on the architectural plans. Please revise both plans to include the decorative crosswalks. Additionally, please clarify the material of these decorative crosswalks.
32. A small portion of the public sidewalk at the corner of Dryden and Kensington overlaps onto the Kensington School property. This land must either be dedicated to the Village or an easement must be provided.

Justification Criteria for Variation Approval:

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

Prepared by: 

Department of Planning and Community Development

Kensington School
840 E. Kensington Road
August 3, 2016

- 1) The ends of all parking rows and at the end of every twenty parking spaces must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Due to the detention vault, one of the code required trees at the west end of the north parking row cannot be installed and therefore a variation will be necessary.
- 2) Evaluate the width of the drive aisles. Per code a 24 foot wide drive aisle must be provided and 33.5 feet is proposed. It is recommended that the width of the drive aisles be reduced in order to allow for additional green space.
- 3) It is recommended that groundcover be added within the center island that is parallel with the building.
- 4) Provide 3 foot high shrubs east of the drive aisle (on the west end of the parking lot) between the parking lot and the sidewalk.
- 5) Provide evergreen shrubs on the east (Dryden) elevation of the trash enclosure in order to help buffer the enclosure. In addition to evergreen shrubs provide a mix of perennials.
- 6) At the corner of Dryden and Kensington incorporate a mix of perennials in front of the ground sign. This area is a focal point and must include an abundance of landscaping.
- 7) Consider specialty pavement at the building entrance.



HAGUE ARCHITECTURE

Friday, August 12, 2016

Sam Hubbard

Village of Arlington Heights

RE: PC #16-007 Kensington School – Round #3
840 E. Kensington Rd.

Please see the following responses to your comments below; additionally, see the attached drawings from both Hague Architecture & SpaceCo (Drawings will be updated for Final engineering):

GENERAL COMMENTS

1. Ladder/Truck top travel through parking lot without obstruction.
 - Fire Safety Division General Comments—Response: Please see the enclosed Autoturn exhibits prepared by KLOA, Inc. demonstrating that the Ladder/Truck can travel through the parking lot without obstruction.

DIRECTOR OF ENGINEERING

38. Including Bicycle racks.
 - a. See attached included in revised Civil Drawings located in the Northwest corner of the site
39. The existing property limits of this parcel overlap the majority of the driveway into the Arlington Market site. Verify that there is an ingress/egress easement recorded for the benefit and use by both properties.
 - a. Comment 39 Response: The enclosed ALTA/ACSM Land Title Survey indicates that the drive onto Kensington Road is within the affected area of Document 16937657. Item R 24 B. under “Note From Title Commitment:” states “To use all roadways, streets, and driveways at any time located on the premises for ingress and egress of persons and motor vehicles, over and through the premises and to and from adjacent public streets and highways.
40. The encroachment of the public sidewalk at the southeast corner of the lot requires the recording of an easement for public sidewalk
 - b. Comment 40 Response: Upon Plan Commission approval of the Kensington School project, Spaceco, Inc. will prepare and submit to the Village a Plat of Easement/Vacation granting the requested public sidewalk easement and revising/vacating any existing site easements that are in conflict with the approved site plan.
41. Monument sign
 - c. See A-07 (Elevations of the Monument sign are shown on this sheet)
42. The traffic report
 - d. Comment 42 Response: The requested pavement markings, crosswalks, signage, and regulatory control have been added to sheet L1 of the revised civil drawings

LANDSCAPE COMMENTS

1. 4" caliper trees are shown at the ends of the parking rows except where not possible because of the detention vault.
2. Drive aisles are required to have un-obstructive access with the fire department vehicles.

HAGUE ARCHITECTURE

3. Do not suggest adding ground cover to this island, see note calling for washed river stone to allow for pedestrian use.
4. 3' high row of shrubs added along this edge although not part of previous comments or request.
5. Evergreen shrubs and perennials already exist for this location. Planting shown is more than adequate for screening.
6. A perennial bed was shown for the front of the corner sign but I have added an under-planting of additional material.
7. Stamped asphalt is to be used.

DEPARTMENT PLAN REVIEW SUMMARY

2. Lighting requirements adequate.
 - a. The building has (4) Carriage style lights on the North side of the building, the children do not go outside after sunset or when it is dark outside.
5. Provide traffic control signage.
 - a. Additional traffic control signs will be provided
6. General Comments
 - a. Emergency contact card on file is up to date.
 - i. Contact info will be completed once the
 - b. Consider installing a taller fence'
 - i. A 4'-0" fence is being proposed
 - c. Landscape should provide open sightlines
 - i. See revised Landscape Plan
 - d. The location of the playground does not appear on the plans
 - i. See site plan A-02, there is a fence with locked gate surrounding the entire yard and play areas
 - e. Access control to the building to be provided
 - i. Controls will be provided in the construction documents
 - f. The vestibule entrance to the facility needs to be secured and entry gained through buzzer.
 - i. Controls will be provided in the construction documents
 - g. Consider posting no trespassing signage
 - i. Acknowledged

PLANNING & COMMUNITY DEVELOPMENT REVIEW

13. The dumpster location,
 - a. The location was determined acceptable by staff and the Design Committee
14. Dumpster enclosure
 - i. A metal screen "solid" was discussed and agreed upon with the DC
16. Playground equipment variation

HAGUE ARCHITECTURE

- a. Due to the orientation of the building and the fact it sits on the corner there are limited areas that the equipment can be placed, with that said we have placed the playground equipment in the “front” of the property. The rear yard play areas are designated to be separate areas based on the classrooms. This limits the locations of the play ground equipment to be located on either side of the building. The central area or north side is required to be a clear space based on the programming. The equipment will not be taller than 15’-0” in height. The equipment will not alter or negatively alter the property.
- 17. Cross Drainage Easement
 - a. [Comment 17 Response: Upon Plan Commission approval of the Kensington School project, Spaceco, Inc. will prepare and submit to the Village a Plat of Easement/Vacation granting easements and revising/vacating any existing site easements that are in conflict with the approved site plan.](#)
- 18. Pedestrian Access Easement
 - a. See Comment 17
- 19. Traffic Study
 - a. See updated study from KLOA
- 18 a – e
 - a. See updated study from KLOA
- 27. Walking Path
 - a. The walking path is the required pedestrian access to Kensington Ave.
- 28. Storage Shed
 - a. The storage shed is a prefabricated White 8 x 10 metal shed, See sheet A-09 for image.
- 29. Variation for Shade trees.
 - a. Shade trees have been provided on revised Landscape Plan.
- 30. Drive aisles dimensions
 - a. [Comment 30 Response: Please see the enclosed Autoturn exhibits prepared by KLOA, Inc. demonstrating that the Ladder/Truck can travel through the parking lot without obstruction.](#)
- 31. Decorative crosswalk
 - a. [Comment 31 Response: The civil plans have been revised accordingly.](#)
- 32. Sidewalk at Dryden & Kensington
 - a. [Comment 32 Response: Upon Plan Commission approval of the Kensington School project, Spaceco, Inc. will prepare and submit to the Village a Plat of Easement/Vacation granting the requested public sidewalk easement and revising/vacating any existing site easements that are in conflict with the approved site plan.](#)

Thank you again and please don’t hesitate to call if you require any additional information.

Jonathon N. Hague – ALA
Hague Architecture

P:\Projects\2759_2776 - KensingtonSchool\2776_Kensington_ArlingtonHeights\Village\2776_KensingtonResponseLet003.doc

PLAN COMMISSION PROJECT TIMELINE

Project Name: Kensington School
 PC Number: 16-007
 Location: 840 E. Kensington St.
 Requested Action: PUD Amendment, SUP for Day Care

	Date	# of Business Days
Plat and Sub Committee Meeting	12/09/15	-
Awaiting Petitioner PC Application	03/18/16	68
PC Application Submittal Date	03/18/16	-
1 st Round Department Comments	04/05/16	12
Petitioner's Response	06/09/16	46
2 nd Round Department Comments	06/24/16	11
Petitioner's Response	07/22/16	19
3 rd Round Department Comments	08/05/16	10
Petitioner's Response	08/12/16	5
PC Hearing	08/24/16	106 days from application date
Village Board	09/19/16*	17

Note:
 Legal notice; State Statue requires 15 to 30 days notice.

* PC Minutes weren't ready in time for 09/06/16 Village Board meeting.



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: