



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 9, 2015
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Comprehensive Plan Update - 8/26/15
- B. Regular Meeting - 8/26/15

IV. PUBLIC HEARINGS

- A. Xilin Adult Day Care - 145 E. Algonquin Rd. - PC#15-011
Land Use Variation
- B. Olive-Mary Stitt School - 303 E. Olive St. - PC#15-015
Special Use for a School
- C. Ivy Hill School - 2211 N. Burke Dr. - PC#15-016
Special Use for a School

V. OTHER BUSINESS

- A. Final Plat of Subdivision - Christina Court

VI. 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: Comprehensive Plan Update - 8/26/15

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 8/26/15 DRAFT

Type

Minutes

PLAN

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

COMMISSION

RE: COMPREHENSIVE PLAN UPDATE - PC# 14-020

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
26th day of August, 2015 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

LATIKA BHIDE, Development Planner
BILL ENRIGHT, Deputy Director

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

(Pledge of allegiance.)

CHAIRMAN LORENZINI: So, Bill, can we have the roll call please?

MR. ENRIGHT: Let me get my glasses on. Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. ENRIGHT: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Thank you. The first or next item on the agenda is approval of the meeting minutes from July 22nd, T-Mobile and Verizon Wireless. Do you have any comments or a motion to approve?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Good. The next item on the agenda is the public hearing for the Comprehensive Plan Update, PC# 14-020. Just so the audience knows, Mr. Enright from the Planning Department will make a presentation, Commissioners will ask questions, and then we'll open it up to the audience for questions. With that, Bill, why don't you start?

MR. ENRIGHT: Chairman, the Comprehensive Plan update really consists of three components; the Subcommittee of the Plan Commission which consists of several members that's on the dais tonight, those include Commissioner Warskow, Ennes, Chairman Lorenzini, George Drost, Commissioner Drost who is the chairman of the

Subcommittee, Commissioner Sigalos as well, and Trustee Jim Tinaglia.

Since September of 2014, the Subcommittee has been reviewing an update to our 1997 Master Plan for the Village which is a booklet which includes various sections including the land use map for future land uses in the Village. They are recommending approval to the Plan Commission of the update to the Master Plan Booklet, which we'll get into a little bit later, also recommending approval of several changes to the land use map called the Comprehensive Plan Land Use Map.

With respect to park site reservations, the Subcommittee did not recommend the request of the Park District at the point in time that they held their last meeting in July because they wanted to hear from the property owners. We have since that time receive, and we did serve notice to all the property owners impacted by not only the park site reservation request but the land use map amendments. We've heard from several, mostly those related to the park site reservations. We have three letters that were uploaded on our Novus system, which is the public records system that anybody from the public can view the docket materials as well as obviously the Plan Commission and eventually the Village Board. Those three letters were in opposition to have the reservation on their site. That included St. Viator, High School District 214, and Christian Liberty Academy. I believe they have representatives here tonight.

What I'd like to do is start with, since most of the people here I think are for the reservation request, to start with that versus the Comprehensive Plan booklet because that will take a little bit longer. We need a little more thorough review of that, and the people here may not want to stay for that. So, as a courtesy to everybody, we figured we'd start with the site reservations.

What I first --

CHAIRMAN LORENZINI: Bill, if I could just jump in here, so one of the questions I should have asked is have all proper notices been given. So, obviously we haven't given it to the whole Village. Who got notices for this meeting?

MR. ENRIGHT: Well, we're only required by state law to publish notice in the Daily Herald 15 days prior to tonight's meeting which we did. As a courtesy though, whenever we have amendments to our Comprehensive Plan, which includes the land use map and the reservation request from the Park District, we do send a notice to those property owners. So, the reservations, there were seven or eight property owners, and then the Comprehensive Plan changes, there were probably 40 owners, most of whom are down in that STAR Line area south of Algonquin, just east of Arlington Heights Road. So, we sent notice to all those individuals to make them aware of the proposed changes and have the ability to participate in the process.

Having said that, the Park District has requested

several reservations. I mean, to be, you know, it's a little complicated so I'm just going to give an example of what a park site reservation is and what it is not. It's not the right of first refusal for the Park District to come in and buy property. It is not getting in the way of any private property owner from selling their property. It is a bit of a cloud over the property because it will show up on those title searches if the title company does what they're supposed to do, it will show as a park site reservation which might cause some concern for a potential buyer of a property.

What they really mean though is when there is a reservation on a site, it only comes into employ if there is a residential subdivision being proposed before the Plan Commission and ultimately the Village Board. For instance, when we had a subdivision in 1997, which was the last time since it came up, there was a subdivision for 12 lots adjacent to an existing park. The Park District had a reservation on the site, so we informed the Park District of that. Then they indicated to us within a short time period frame, it didn't slow down the process, that they would rather have the land versus the fee in lieu of.

Now, in most developments, residential developments in the Village, the Park District and the school districts and the Library District just elect to get the impact fee. I mean we call it a contribution, it's an impact fee, I think everybody knows what that is. It's basically the impact of a residential development on these services, and it has to have a rational nexus so it can't be just any number, and it's spelled out in our Village Code in Chapter 29, Subdivision Regulations.

So, in this particular instance, the Park District said they wanted the land. So, the Village Staff calculated the amount of land that would be required pursuant to our Land Dedication Ordinance. The Park District then agreed with that, and the developer had to then modify their subdivision to include a portion of the subdivision for the park site reservation in lieu of each property having to pay a fee when they came in for building permit. It's an equal basis, the money equals the land value, and that's spelled out in our Chapter 29, the Subdivision Regulations.

I think where there is concern is that the state law says that if there is a reservation, the Park District has up until one year to buy the property. That's true if the Village didn't have a Land Dedication Ordinance. The reason I say that is if we did not have land dedication or impact fees in the Village, then what would happen in that same scenario that I put forth with a subdivision, we would inform the Park District of the subdivision, the subdivider would then have to include the portion of land for the Park District that was reserved in their subdivision but not the whole thing, a portion of.

The Park District would then have a year to make a decision on whether or not to buy that land, but the subdivision could go forward with the other properties that are subdivided. It would just be the park that would be set aside for the Park District.

If the Park District after one year decided, or within that year decided that they didn't want to buy that land from the developer, then that land could be used by the developer within the proper zoning district. But since we have a Land Dedication Ordinance, they have to give the land up and that's an impact fee and it's perfectly legal as long as there is a nexus between how much they have to give up and the population created by the particular subdivision.

So, I think there's a little bit, you know, the opposition is understood. But it only really comes into play, and it only really gives us, the reason it helps the process planners is that it tells us whether the Park District thinks they're going to want land so we can work with developers on planning that. But it's not all encompassing. It doesn't stop a developer from coming in and moving forward.

So, if a Park District has a large reservation for a large site like they're requesting on some of these sites tonight, it doesn't mean they have dibs on the whole thing. It does not mean they have right of first refusal. What it means is, per our Land Dedication Ordinance, they can request a portion of that to be dedicated to them for a park as part of our normal subdivision process.

So, if the Park District wanted to buy the whole thing, they would have to be like everybody else, they would have to go out there and make their best offer, and a landowner would have to decide if they want to sell to the Park District for that offer or this developer for this offer. So, you know, with all due respect to the legal opinions we've received, our attorneys don't completely agree with everything in it, but there are certainly valid concerns from the property owners because it does have somewhat of a negative impact on property in terms of perception and that can sometimes, you know, make it difficult to sell property.

So, having said that, there are several reservations that are being requested by the Park District; John Hersey High School; University Drive, there are some industrial property which Staff does not support because at this point we don't feel it's appropriate for a park to be in this industrial park because we have very little industrial land left. Having said that, if the Park District in the future ever has a defined plan for using this acreage and they are able to get it under contract with the property owner, we would certainly be amenable to looking at the possibility down the road.

A reservation is also being requested for St.

Peter's Lutheran Church and School; Forest View Educational Center which is part of District 214's property, their administrative offices; Christian Liberty Academy; there's a property on Rockwell Street, a single-family residential property; St. Viator High School and the Viatorian Novitiate; and 406 East Northwest Highway which is Grandt's Shell which is adjacent to Rec Park.

Having said that, you know, it may be a good idea now to open it up to hear some of the concerns from these property owners, because I know several are represented here, as well as the Park District. We may want to, I don't know if we want to start with that and ask them for their rationale behind their request. But I know there are several property owners represented here and I'll leave it up to the Chairman, you know, how you want to proceed with this portion of the request.

CHAIRMAN LORENZINI: That sounds reasonable, to open it up to the public. But do the Commissioners agree or do we want to ask questions first?

COMMISSIONER DROST: I just have a couple of clarifications, I think this might help in the discussion as the public comes forward. How does a reservation compare to the condemnation powers that the Park District might have? That's number one question. And have we had any studies that analyze the valuation of properties before and after a reservation? Is there anything that we've got that could, you know, demonstration that reservations don't affect property values or do affect property values?

MR. ENRIGHT: We don't because it's been so rare that a reservation has even come into play. In my 26 years, I can only think of a couple of times where we've had a subdivision where this has come up. So, no, we don't have the evidence.

Regarding the first question, you know, you're going to have to ask the Park District about their perspective on eminent domain. It's my understanding that the Park District does not use eminent domain to acquire property. I think that's a policy decision. Honestly, that could change depending upon who's on their board. But it's my understanding that they haven't used it as far as I know since I've been around.

So, as far as eminent domain, I don't think it's directly related to it, but my understanding is that when we, the Village, put reservations on land for future Village facilities like fire stations, police stations, our attorneys have said that that in and of itself does not give us the right to exercise eminent domain. However, if we do have to file a lawsuit in court to acquire property by eminent domain, it certainly helps that we would have put a property owner on notice in advance that we were interested in a property. It doesn't make or break the case, it's not necessary to use eminent

domain, but it certainly is something that's, you know, something that's positive for us if we move forward with eminent domain.

I don't know if the Park District would look upon it the same way. They're a different taxing government agency. Their attorneys may look at it differently.

COMMISSIONER DROST: Thank you.

CHAIRMAN LORENZINI: Do any other Commissioners want to ask questions at this time?

COMMISSIONER JENSEN: Yes, I have a clarifying question. Some of the literature, the language you've got up on that screen and regarding the third bullet, if we look at St. Peter Lutheran Church and School, I guess it's the phrasing there, I want to make sure that I understand what you said, Bill. It says, "This 10 acre site could be developed into a neighborhood park." That suggested to me when I read this that the whole 10 acres could be developed, and there's language like that throughout most of this request. What I understand you to be saying is not the full 10 acres but some portion of it, probably not even, I mean really a significantly smaller amount than the 10 acres that would be developed into a park if that were --

MR. ENRIGHT: Well, that's a good question. I mean, what the Park District is asking for is a lot more than what would be required of a developer in terms of land dedication. Your example here, if for instance, just hypothetically, St. Peter was to sell their property or a portion of it to a single-family developer who wanted to build 40 homes, the Park District could elect to get some of that land but it would be, you know, a 40-lot subdivision might equate to three or four of those lots being set aside but not the whole property. It's really not the whole campus.

So, the Park District's request is more than what would actually be required by the Village during a subdivision process as part of our, as it relates to the Land Dedication Ordinance.

COMMISSIONER JENSEN: Very specifically, do you take that to mean they want the entire 10 acres?

MR. ENRIGHT: That's what they're saying but, you know, again I think what the Park District is doing here really is saying, hey, you know, we have an interest in park land in this area and if it ever became available, they might be interested in buying it, they may not. There's a lot of things that go into that like funds, for one, and need. So, I think they're just kind of showing an idealistic view of the future, but it's not something that the Village could require of a developer.

COMMISSIONER JENSEN: Certainly.

MR. ENRIGHT: The Park District would have to make an offer to buy the 10 acres and the church would have to say, okay, and accept.

COMMISSIONER JENSEN: Well, your explanations notwithstanding, it sounds like the Park District much bigger pieces of land set aside for the parks, if I read this letter correctly. So, they're really asking for something that would be of real concern to the folks we're going to hear from shortly after.

MR. ENRIGHT: Well, again, you know, unless the Park District used eminent domain to acquire the land, the amount of acres that they're asking for is irrelevant with respect to the Village's processes for subdivision because we go by the way of dedication ordinance which says you have to allocate a certain amount of land but not anywhere near all of it. The example that I talked about earlier for 1997 was a 12-lot subdivision and they had to aside the equivalent of one-and-a-half lots. So, it could have been almost 14 lots and it ended up being 12.

COMMISSIONER JENSEN: Okay. So, thank you for the explanation, I appreciate it.

CHAIRMAN LORENZINI: So, just to follow up on that, Bill, so let's say, let's stick with your example and make it 40 lots on this but three have to go for park. But the owner still gets paid for those three lots, right?

MR. ENRIGHT: No. Well, they get paid from the developer who buys it from them, but the developer has to give that land as an impact fee to the Park District.

CHAIRMAN LORENZINI: But he would have to --

MR. ENRIGHT: That's something we do already.

CHAIRMAN LORENZINI: Okay, got you. Okay, all right.

MR. ENRIGHT: Any residential development that goes through the Village has to pay the impact fee, and that impact fee is based on the population of that development and the Village's value of land per acre which is outlined in the subdivision regulations, as well as the desired park acreage in the case of parks for the community. So, it's a mathematical formula laid out in Chapter 29.

COMMISSIONER ENNES: So, this fee in lieu of or partial taking would only, the only time that this would occur would be in the property was going to a residential developer?

MR. ENRIGHT: For a residential subdivision. Usually, I mean the only time that Parks have ever asked for the land is when it's, as far as I can recall, I think it's only been twice in my 26 years here, is when it was adjacent to an existing park, because then it's logical to just add on a little bit of land. If it wasn't adjacent to an existing park, it would be kind of pointless to, you know, unless they did a little tot lot or something, it wouldn't make sense to just take a little bit of acreage unless it's adjacent to an existing park.

CHAIRMAN LORENZINI: Any other questions from the

Commissioners, comments? Okay, maybe just for further explanation, I guess the Park District is here. Would you mind, you don't have to, do you want to shed any more light on this discussion?

MR. SCHOLTEN: Good evening, and thank you. My name is Steve Scholten and I am the executive director of the Park District. I think Mr. Enright has done an outstanding job of laying out the issues and has also talked about the reasons why the Park District is interested in this. Obviously, one of our main responsibilities is to preserve and protect open space in the community. We aggressively seek more land when we can. We certainly are interested in land that's adjacent to property that we currently own, and we view large parcels as opportunities to protect open space for many years to come.

So, that's kind of the basis of our request tonight, and I would be happy to answer any questions or come back at a time that's convenient for you.

CHAIRMAN LORENZINI: Okay, we'll open it up to the rest of the public now and if anybody has any questions, you can, for now you can sit and come back. Okay, let's go to the public now. Let's start on this side of the room. Anybody in the first row, just stand.

QUESTIONS FROM AUDIENCE

DR. WEIR: Do I have to come up to the microphone?

CHAIRMAN LORENZINI: Yes, come up to the microphone.

MR. BAKER: I'm the attorney, so I'll start and then some of the members can then come up.

CHAIRMAN LORENZINI: Okay. Please state your name and spell it for the court reporter, and your address.

MR. BAKER: My name is Rich Baker, fortunately that's an easy one, B-a-k-e-r. I'm with the firm of Mauck & Baker and I do represent Christian Liberty Academy, which is also a part of Christian Liberty Church.

We come before you with an objection, and before we do I'd like to say thanks, which I've appeared before many village and city boards and I usually don't say thanks. But I will say thanks for three reasons. Number one, Mr. Enright has been extremely helpful in working through this process with me, and I really appreciate the openness and the clarity that he has brought to what at one point was a fairly unclear process. Secondly, the Subcommittee held or reserved their decision to allow the public to speak. They didn't have to do that and I really appreciate that you're letting us up here to speak tonight. Finally, as Mr. Enright pointed out, you didn't have to give us notice, and you did.

So, for those three reasons, I really commend Arlington Heights. This is unusual in my practice, and so in starting

out, rather than antagonistic, I'm very grateful to be here.

It seems to me that the issues have been laid out. Mr. Enright has clarified, both in my letter and in the other letters, I said it was tantamount to a right of first refusal. I think Mr. Enright has clarified this, no, that's not true because they don't have a right to the entire property. So, it's not a right of first refusal in that regard.

But Mr. Enright also pointed out that, yes, it does put a cloud on the property. In the previous Subcommittee hearings, we said a black mark or teeth on it. I think that's perhaps the best way to say it, which is the basis for the objection not only of my clients but also the others is we're going to do a balancing act here. If you're going to affect the value of my property and my ability to sell, what is the interest that you have in doing that? In my letter, I went into great detail to kind of explore what the Park District's interests would be. As I looked at it, I think that even the director tonight had said it, whenever we see a big piece of open land, we try to lock it up in that sense of putting up a site request on it. But is that really necessary given the impact that that will have on the various property owners?

I listed a number of things that I was concerned about. Number one, the Park District's request for land is 10 acres per -- am I right? I'm sorry, 10 acres per 1,000 people. The Village Ordinance requires nine. So, then when they say we have a requirement, I believe it was 815 acres, we only have 716, or I think they said 810 and we have 716. If I do my math, they don't, based on the Village Ordinance at nine, they need 746 to meet their need, not 810. Then I also did the math and we saw that they had over 400 acres already reserved.

So, we see a policy here that's not based on actual need but really on essentially locking up all the open space that we can find in the Village right now. There is some logic in that because if there's large open spaces they're vanishing, we all know that. But then let's look at the next issue that comes up in this, and that issue is really one of not just harm but also necessity and need.

When I talked to Mr. Enright, he indicated that this property that we own is already on the map for the Park District. We've already identified it on their own map. The whole purpose as I understand it, Mr. Enright, please correct me if I'm wrong, but the whole purpose of this is to give notice to the Subdivision Committee so that if a property comes up, they can talk to the Park District, and the Park District can say, yes, we are or we are not interested.

But frankly, that can be done without any harm to the property owners simply by looking on the map, because as I understand it, it's already there. Or simply as a matter of course

when a new property, a large property comes on, calling the Park District and saying this one is coming up, do you have an interest. Rather than putting a cloud on the title which means that my buyer is coming in, if I were to sell and in our letter I indicated that we have no intention at this point of selling, we love Arlington Heights and are very pleased with our location, so if you weigh the potential impact to the property owner versus the good that will come and the necessity that the Park District is requesting, I don't think they balance out. I think there's a clear balance in favor of the property owner and against the real need or necessity to burden the property of these things.

We also noticed that this is actually in your code, it's written and I cited the provisions in there. This is an extraordinary measure, not the norm, and yet we see the Park District using this as a norm whenever they see a piece of property. How many times has it actually come up in the years Mr. Enright has been working for the Village?

MR. ENRIGHT: Twice.

MR. SCHOLTEN: So, when we see, when we factored in all those kinds of factors with the potential harm that it has on the property owner, I don't think it's necessary. For that reason, we would ask you to oppose these particular site reservations. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else from the first row?

PASTOR LINDSTROM: I'm sorry?

CHAIRMAN LORENZINI: Anybody else from the first row want to speak?

PASTOR LINDSTROM: I'll just speak briefly.

CHAIRMAN LORENZINI: Okay, your name, spell it, and the address please.

PASTOR LINDSTROM: Yes. Pastor Calvin Lindstrom, and I serve at the Church Christian Liberty and Christian Liberty Academy. I'm thankful for, again, Mr. Enright's letter, and I would just express as the pastor of the church and a role also in the school that we would echo obviously our attorney's comments. We have worked with Arlington Heights for many years on a number of projects so I think we have a good working relationship with the Village, with the community.

We are here to serve. Obviously, our chief goal is to preach the gospel of Jesus Christ, but part of that is being good neighbors. I think this would negatively affect that relationship, or could, and I would recommend not placing our site and other sites on that park site reservation because we want to be good neighbors and we think that could even cloud that. It becomes in a sense a public relations problem for us if we try to explain what this means and not try to over-exaggerate what it might mean, but it puts an extra burden

on us even just in dealing with these things that we would rather not have to continue to deal with to focus on our work and business. So, thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else on this side of the room? Yes, ma'am.

DR. WEIR: Do I go to the microphone?

CHAIRMAN LORENZINI: Yes, come up to the mic, state your name, spell it please, and give your address.

DR. WEIR: Sandy Weir, 816 West St. James, Apartment 2NE.

CHAIRMAN LORENZINI: Could you spell your last name please?

DR. WEIR: W-e-i-r, it's Dr. Weir, Ph.D. I do a lot of research and I am familiar with the expansion of open green space. I'm familiar with the term. I'm not saying, I'm not implying anything but I'll tell you what, this to me looks like a land grab. I pay my taxes, too. The people that, I pay your salaries, all of you. This to me looks like a land grab. You've got 100 acres right there that is for Park District.

Okay, I'm going to tell you what, I'm talking the separation of church and state right here. You have no right to take over my church. You have no, and I'm speaking just as a taxpayer and a person that is paying your salaries, and I do voting and I'm a loyal citizen, I pay my taxes and I'm a good payer, all right. I'm a public school teacher. I teach biology in Lake County, okay, but I'm telling you this to me sounds and looks like a land grab. 100 acres for parks?

Now, about eight years ago, I was doing some research online, and that's when President Bush was talking about Agenda 21. Nobody knew what that was. I went online, I opened that stuff up, I saw what they were doing. This is sustainable environment, sustainable communities. I know what that means, I read Agenda 21. I went to the UN website, I went to the original document because I'm a researcher. They talked about exactly what this looks like to me, take over green space, land grab, put it in the power of the government, this little government here, Arlington Heights government.

Look, look, I mean you want to take 100 acres and you're going to call it for the community parks? How many community parks do we have now? I just, I live right on St. James, right by the post office. We have a beautiful park that you guys, we paid tax, we voted yes, and it's a beautiful park. We need 100 more acres of parks? I say it's a land grab. That's what I see, that's what I talk about.

Okay, I don't mean to keep you awake here, sir, but, I mean I don't mean to be so boring that you're falling asleep but you'll have to be forgive me. I'm not as fun. Okay, so to me it's a land grab. I don't know what you're doing but I know Agenda 21. Are

any of you familiar with that? Because if you're not, go to it, you should know. I know that you do because it's all about sustainable development which is exactly what this is, centralizing people. I know, I read it in the UN thing, we go by it. We voted it in.

So, to me that's what's going on. There is no way in my mind that you're going to step on my church. There is no way because there is a separation. God is higher. Okay, I'm a freeborn American citizen and I claim common law jurisdiction without prejudice. That's higher than statutory law. That's God's law.

That's how I feel and I'm very vocal. I'm not afraid to stand up. With all due respect, I respect God.

CHAIRMAN LORENZINI: Thank you. Anybody else?

COMMISSIONER DROST: You know, for the record, why don't we reveal our salaries? For the record.

CHAIRMAN LORENZINI: It's about three dollars an hour. Anybody else on this side of the room who wants to speak? Okay, on this side of the room, anybody want to speak? Anybody have questions? Yes, sir. Please state your name, spell it for the court reporter and give your address.

MR. GRANDT: My name is Craig Grandt, G-r-a-n-d-t. I live at 302 South Prindle in Arlington here. I own Grandt's Shell, which is your 406 East Northwest Highway properties.

I've been to three of these meetings in about 19 years. Never once at any of these meetings has a Park District board member came to one of the owners of the property and said, you know, we're talking about putting a restriction on the property or anything. Twice when I've been in the meetings, the Board has asked the Park District why they have not done that and maybe they might consider doing that so that you don't have to have citizens at your meetings concerned about keeping their own property. A phone call or just a stop into my business and saying, hi, Craig, we're the Park District and we'd like to talk to you about the future plans of your property. It would be all it would take, not to have something put on my property so that if somebody goes through a title search, there is a little cloud over it.

In my business, we have enough clouds over our property when it comes to the EPA and everything else. We don't need to have something like this and I would prefer not to have it. I would talk to the Park District if I were selling my property and they would want it. I would consider their offer. But I don't believe that we need to do this to get property in Arlington Heights. Thank you very much for your time.

(Applause.)

CHAIRMAN LORENZINI: Thank you. Anybody else from the audience who want to speak? Anybody else from the public? Okay, if

not, we'll close the public portion of this and go back to the Commissioners for further questions. Jay, do you want to start? Any questions?

COMMISSIONER CHERWIN: Sure, thanks. Just for clarification, looking through the Comp Plan draft, if you wouldn't mind, Mr. Enright, clarifying for the Commissioners and the public, what is presented on these nine properties that we have. Those are properties that are simply outside of what the Village has requested and what the Park specifically has requested. There are additional properties that appear in the Comp Plan that are, are they already reserved? Because I see a note on page 48 that says Arlington Heights Park District, approved by Village Board, June 16th, 1997, and then a whole list, two pages worth of properties.

So, am I to understand, am I reading this correct to say those properties have already been put on the list that presumably these properties are now being asked to be put on that same list?

MR. ENRIGHT: That's correct. This request by the Park District was also discussed at that same time 17 years ago, and the Village Board at that time approved only the ones which you're referring to that appear on the draft plan that we have now, that those have existed since '97. The request that you're seeing tonight were not approved by the Village Board in 1997 for a lot of the same reasons we're hearing tonight from the property owners.

The Park District has made a request to the Village, now that we're updating our Comprehensive Plan, to reconsider this request.

COMMISSIONER CHERWIN: So, if we look at the list, what was the, and maybe we don't have minutes or I don't want you to presume, but if a distinction was made between those properties and the properties on the list, because we also have on this list things like, you know, basically every school, just about every school that's on the new list is on this existing list, Christian United Methodist, Our Lady of the Wayside, you know, I guess, do we know what the distinguishing factor is between those properties that were apparently sufficient to go through the process and these properties that the Board decided not to put on? What is it about the properties that made it on the list that's different than the properties that were initially rejected in '97 and are now being asked to be included? Do we know that?

MR. ENRIGHT: All I can say is that it's my recollection that those that were not included were those who came to the meeting in opposition, or wrote a letter in opposition. There may have been other reasons stated at the meeting, but that was 18 years ago, we'd have to look at the minutes. But I do recall that the ones who were left off, I do remember getting either letters in opposition

or testimony at meetings in opposition as we are hearing tonight.

COMMISSIONER CHERWIN: That's it for now, thank you.

CHAIRMAN LORENZINI: John, any questions?

COMMISSIONER SIGALOS: Well, I'm still a little confused with this park site reservation. I understood you, Bill, to say that, you used the example of St. Peter Lutheran Church, the way this is letter by, the letter here from the Park District is that they want the entire 10-acre site. But let's say a developer wished to come in and buy the St. Peter Lutheran Church, the full 10 acres, and develop so many homes on this property, they are required to deed to the Park District X number of acres of park based on the size of that entire development, correct?

MR. ENRIGHT: Yes, that's exactly correct.

COMMISSIONER SIGALOS: So, what does this park site reservation do that's not already in place that require the developer to deed over X number of acres for a park?

MR. ENRIGHT: Well, one thing it does is it alerts Staff and a potential buyer of land that there is a desire for the possibility of land instead of paying a fee in lieu of. But Mr. Baker makes a great point as well that, it is my understanding, and Mr. Scholten, the Park District director, could correct me, but I believe all these reservations are on the Park District Comprehensive Plan. We took or referred to our own documents when, you know, going through the public process. I don't know of any legal distinction on requiring land versus fee in lieu of that would require a reservation. I don't believe that we necessarily have to have a reservation in order to effectuate the land dedication versus cash. Certainly one or the other has to be done because we do have a code that requires that.

So, you know, Mr. Baker is correct, when you add up the total reservations that are existing in addition to this request, it certainly exceeds the acres that the Park District would really want as articulated in their master plan because they're pretty close to that number anyway. We don't know what our population is going to be like 20, 25 years from now, and it's probably not going to be decidedly different from now. You know, we're not going to double or anything. So, but the Park District I don't believe intends on, you know, trying to buy all these properties either.

COMMISSIONER SIGALOS: All right. So, that was my only question for now.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: I was going to ask, Mr. Scholten, if you could come back up and explain and maybe address that, or maybe you want to have an opportunity to address that concern. It seems to me that much of the concern is that the letter seems to imply you want the entire parcel, which to me, I read this letter as just to explain

why you might want the reservation, not saying that you want the whole thing. Could you maybe expand for the audience a little bit more your thought process?

MR. SCHOLTEN: Sure. There are certain parcels that, depending on the size and location, that we would like to have the whole parcel. We're well aware that if this adds up to 100 acres, we cannot afford to buy 100 acres. There are certain parcels up here that if they became available to us, we would not be able to buy today anyway. So, a big portion of what we're doing is trying to just advise potential developers that we do like what the Land Cash Donation Ordinance gives to the Park District in terms of land.

We do need more land. Just because we have some 116 acres doesn't mean that it's accomplishing all of the goals that we would like to accomplish with the acres that we have. We do have a need for some larger sites that can handle more athletic fields. So, it's not just numbers, it's where it's at in the community and the ability to program or to develop that land to what we would like to have.

So, some of these are wonderful pieces of property that if they ever became available, we would like to consider purchasing, or would at least like to have the opportunity to be part of that Land Cash Donation Ordinance. Just as an example, within the last 18 months, there was a parcel that was reserved. The owner contacted the Park District and told us what the developer wanted to do, gave us the price of what they were going to get, asked us if we would be interested, if we would meet that price. We did jointly conduct an appraisal of that property and it was just too expensive for us to buy. So, we told the owner tell the developer thank you very much, it's not something that we can afford to buy right now in comparison to what they could gain in programming the open space for the community, so do with it what you will. They have since done that.

So, this is really just a vehicle for us to be able to engage in the conversation of potential for the whole piece of property, if it's in the right place and the right price, or be engaged in the conversation relative to land cash donation.

COMMISSIONER DAWSON: One of the things that I think you said that may be is interesting, maybe people need to understand is that you said that the developer named their price and you couldn't meet that price and, therefore, did not purchase the property. It wasn't that you were able to reduce the property or say we want the property at a reduced price. It was the developer's price.

MR. SCHOLTEN: We're speaking with, to my recollection, we were speaking with the owner who had a developer who had a price set. We have no legal authority and I don't believe the Village has any legal authority to say you must sell to the Park District at X

price. We do have condemnation ability. I don't believe in the 90-year history of the Park District that we have ever condemned property to acquire it for a public use. So, if an owner has a potential buyer and developer and they offer a price and we can't meet it, there is nothing that obligates that owner to take a lesser amount of money from the Park District.

COMMISSIONER DAWSON: Okay. The other thought I had is I know you've had some difficulty in some of the existing sites, I'm biased with my Rec Park as I'm very vocal about it, can't wait until Rec Park gets redone, but the difficulty there is the expense because of the new facilities that have to be put in place. Whereas I look at this list and your reasoning behind much of it is that you wouldn't have the problems that you'd be faced with a recreation park. There's existing facilities there that would allow you to renovate and put the facilities in that the community needs and it's currently lacking because there's existing buildings in place.

So, that to me, when I was reading the letter, was what I was seeing. That's the reasoning I was seeing behind your descriptions, not that you were trying to take all 100 acres but that you were trying to show your reasoning and logic behind the request.

MR. SCHOLTEN: That's correct. Thank you.

COMMISSIONER DAWSON: Okay. I just have one more comment, which is not really a question. But I don't know that we know any of this, but there has been a lot of focus on the impact of the reservation to property value. However, there is just something else to consider which is that, I'm an attorney and I do real estate deals. When a purchaser comes in with the purchase price, there is due diligence. Sometimes, very frequently, things are discovered during due diligence which causes the property value or the purchase price to drop. So, a reservation, there is a concern that it might cause a property drop, but without the reservation, you're going to have a buyer come in, find out whoops, the Park District wants the property or a portion of the property. The next thing you know, the purchase price drops anyway.

So, to some degree, I understand what's being said is that this is just simply a notice. I'm not going to try to say that every developer and every person out there will understand this. There is clearly confusion, there's clearly lots of people that have not understood this. So, there is something to be weighed there, but with or without the reservation, if the Park District decided they wanted a parcel or a piece of the, a portion of it, your purchase price could very well drop regardless. It was just something I wanted to raise.

CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: Yes, I'm still sensitive about salaries and I want to address that issue. First of all, I think we

had Mr. Enright's explanation of what the Comprehensive Plan Committee did. But we go back about a year and a half when we actually started this process. Guess what, at those meetings, nobody gets paid. It's a volunteer organization, and we do get paid here at \$15 a meeting. Chairman Lorenzini of course gets a premium because of his high task, but I just want to clarify that, that this is essentially a volunteer board and we do the work that we do because we have a passion for this community, maybe in the same vein as others who have come forward today.

That being said, this process that we've gone through, this reservation process, I generally don't like it. I feel that it does impair the marketability of a property. I think there's other tools that the Park District has and I think we all love the Park District. This week in the Tribune, we saw parks generate communities. This is the 606 Trail through Chicago, and parks become anchors for community building and they are very important. But I think the availability of other ways to acquire property and not defeat the interest of the current owners, there can be other avenues that can be found.

One thing that I noticed in the objections that came to this board, they were pretty ecumenical. They came from St. Viator, they came from Liberty Academy, they came from District 214. So, I weigh those very importantly in my decision making and sort of the negativity that I hold with the idea of a reservation just seems like, well, we may do it, we may not, and it just doesn't serve the interest of the owners to be able to deal with their property in an unbridled way. That's it.

CHAIRMAN LORENZINI: Thank you. Commissioner Green?

COMMISSIONER GREEN: Thank God for George Drost because he just explained what I was struggling to explain. Mr. Baker, you had a very convincing argument, for me, and I know more about how things happened here tonight with the information from Bill Enright. So, I agree with George, I think that this is sort of a burden on the property owners and that's all I have to say.

CHAIRMAN LORENZINI: Thank you. Commissioner Ennes?

COMMISSIONER ENNES: Mr. Enright, I have one additional question to clear in my mind. The fee in lieu of the land dedication, whichever one of those would come up will only come up if one of these properties on the reservation was developed as a residential property?

MR. ENRIGHT: Was subdivided for a residential property.

COMMISSIONER ENNES: For a residential property. So, right now the Park District has reservations on about 470 acres of which, if none of them were subdivided for residential, they wouldn't get anything?

MR. ENRIGHT: That's right. They'd only get those if there is subdivision, and then the Park District elects to receive the land instead of the fees.

COMMISSIONER ENNES: From what we heard from Mr. Scholten, this is something that very rarely has occurred. Yet we're talking about adding another 100 acres to 500 acres, which hardly ever occurs, and yet if a residential development where there is a subdivision for residential development, the Park District, the Village would still have the ability to collect a fee in lieu of.

MR. ENRIGHT: That's correct.

COMMISSIONER ENNES: So, we're putting a pretty heavy, with a background in valuation, I see this as a cloud on the property.

That and putting it on all, we're talking about putting it on all these different properties with very little incidence of anything coming up, even though if the situation arises where there is a subdivision for residential development, the Park District would still have its ability to go in and get on the property and/or collect fee in lieu of. So, I agree with a number of my fellow Commissioners, that I really don't see the need for doing this.

I love the park districts, I think we have phenomenal park districts in town. I just think it's an awful lot of weight to put on a property owner. That's all I have.

CHAIRMAN LORENZINI: Thank you, Terry. Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. I don't have any questions, but similar to some of the other Commissioners I have a comment. I am very for open spaces. To address comments made, I think there are reasons for having open spaces in order to preserve health in a community. So, I don't think it's a negative thing to have the decision to want more open space. However, I do agree that this does put a burden on the property owners, and that if there were some other way to accommodate this, to have conversations between all the parties for the Park District still to have the ability to pursue those pieces of property, that's the way that I would agree to go.

CHAIRMAN LORENZINI: Thank you, Mary Jo. Commissioner Jensen?

COMMISSIONER JENSEN: Yes. Just a question. Who decides whether it's land or a fee that is paid? There isn't this kind of an arrangement, but let's suppose one of these properties that doesn't have a reservation on it becomes available and it's going to be subdivided for residential purposes. Who decides whether it's land that the Park District gets or a fee?

MR. ENRIGHT: Well, the Village Board makes that decision. However, we do consult with the Park District. We inform them in writing of the subdivision, and they have to respond in writing

what they are requesting and that response is forwarded to the Village Board. So, when the plat of subdivision goes before the Village Board, they will have the advice, the recommendation from the Park District board on land or fee, and it's up to our Village Board to determine which.

COMMISSIONER JENSEN: Okay. So, they actually can get, the Village and the Park District could get land if they wanted land. They don't have to take the fees from what I hear you say, if that were the decision of the buy?

MR. ENRIGHT: Right.

COMMISSIONER JENSEN: Okay. My other question is somewhat hypothetical and I'm not sure whether I'm addressing it to you or to Mr. Scholten. If there were no reservations on any site, even the ones in the Comprehensive Plan that are listed there or these nine, what would that do to the Park District's ability to, you know, get the open space that they would like to have? I'm trying to understand what happens if this whole process doesn't exist.

MR. ENRIGHT: You know, we still have the ability to have the land dedicated when there is a subdivision. The Park District certainly has the ability, even without a reservation I would assume, to attempt to buy property by making offers to landowners. I mean I believe, I don't think the Park District necessarily has to have a reservation in order to take that action. Mr. Scholten may be getting different advice from their attorneys, but I don't think there is anything that the Village needs to do to allow the Park District to go ahead and try and buy property on the free market.

COMMISSIONER JENSEN: And from what I understand, it doesn't really give the Park District necessarily an edge. It's mainly a communication tool to say, hey, we might have an interest in this property should it be subdivided for residential purposes. It doesn't give them any real benefit beyond that?

MR. ENRIGHT: You know, I don't know how the Park District views this. They don't use eminent domain in the Village of Arlington Heights. If we were to acquire a property for a new police station or a fire station or what, you know, a public facility, you know, we can use eminent domain. We don't need a reservation to do that, but it does help us if we have a reservation on a site, if we ever had to go to court. So, there could be some legal aspect to a reservation, but it's not necessary to exercise those powers. As Mr. Scholten said, it's his understanding and certainly in the 26 years I've been here, I don't work for the Park District but it's my understanding they have never used it.

COMMISSIONER JENSEN: Well, I'm kind of in the same thought as most of the Commissioners here, I don't see any material benefit that the community gets, and it looks like we've got some

potential damage that can be done to the people who own these properties. So, I don't, the balance does not seem reasonable. The Park District can get most of what they want without this entire mechanism being in place. It's been my understanding being in public policy that you don't make public policy based on rare events. You try to do it on the basis of what typically happens.

So, I would agree with Mr. Drost but I think I even have a stronger view. I'm not sure this entire mechanism needs to exist. So, I would not be in favor of adding these nine additional pieces of property.

CHAIRMAN LORENZINI: Thank you, Lynn. Bill, I'm probably going to ask the same question in a little different way. Let's go back to the example of the 40 lots. You've got 40 lots and by some calculation three of them would have to go to the park. So, they would be donated, those three lots would be donated by the developer? Or the Park District has to pay for those lots?

MR. ENRIGHT: They're donated because we have a Land Contribution Ordinance that requires --

CHAIRMAN LORENZINI: Now, what if this property wasn't on the list? They still have to donate the three lots, right? They still have to donate the three lots?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Okay. So, really what this is doing is, what this process does is it puts it on the title a notice that some land has to be given to the Park District. It puts it right on the title. Where, in Susan's case, if it wasn't on the title, it's still the requirement that when you do the investigation it would come up anyways. So, we're putting a cloud on the title but it really doesn't give the Park District any additional benefit. They've got the right anyways. Those three lots would go to the Park anyways whether or not this happens. Am I right?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Okay. All right, that's all I have.

COMMISSIONER DAWSON: Just one clarification, just so everyone knows the process of purchasing real estate. People don't run title until you got a contract in place. So, I'm not saying that I'm generally in favor of or opposed. I just want to make sure everyone understands, everyone is talking about this cloud on title. You get an offer, you get an acceptance, you get a contract. Then at some point thereafter, titles are run during due diligence. So, they would discover it on title at the same time they would discover it in any other situation.

So, the only other time that this would be an impact would be if you're refinancing or doing something else that

would generate or run title. In a purchase scenario, they would discover both of these at the same time. I mean, George, you might disagree with me.

COMMISSIONER DROST: Yes, no. The other point is that if you're refinancing for instance, that may impair the value.

COMMISSIONER DAWSON: That could be a concern.

COMMISSIONER DROST: It would hurt the credit facility.

COMMISSIONER DAWSON: I'm agreeing with you there if it was refinance, yes.

COMMISSIONER DROST: There's all kinds of little implications, you know, I'm going to go and borrow money but it's not as bankable with that reservation.

COMMISSIONER DAWSON: It depends on how the bank would view the reservation.

COMMISSIONER DROST: Yes.

COMMISSIONER DAWSON: The main concern I have is that people don't seem to understand what this is. So, if it was a fairly understood type of thing placed on title that a banker or anyone would understand what it meant, I would be less concerned. But there seems to be so much confusion as to what this even is that I could see a refinance or such a situation, but I want to make sure that everyone understands. In a purchase scenario, this isn't, it's not like you walk in and first when you put an offer on the table is you run title. We're going to find this out at the same time we're running due diligence and we check with the Village and we check with zoning, and the Village is going to say, oh, this might be, check with the Park District.

This will all happen at the same time and it will impact the purchase price at that time. Believe me, whether or not this is on there, when the purchaser finds out, if they didn't know they would have to give part of it to the Park District, it's going to impact the purchase price most likely, which is always part of it when you find issues on title or you find that the Village might have some sort of reservation on a property, in a commercial deal it can impact the purchase price. So, whether or not this is on the title, to me it doesn't seem to be as much of an impact as everyone else seems to have the concern.

But my feeling is if the property owner doesn't want it on their title, fine. The people that are here that said no, fine, because the Park District still has its rights. The Park District hasn't lost anything by not getting this. But many people on this list didn't come and object, don't seem to be bothered by it. Why are we saying or some of you thinking no to the whole thing when we only have a few objectors in front of us?

So, you mentioned earlier, Bill, that in the last

round, the ones that were objected to were not approved. So, it would seem to me if we could split out, I would be comfortable in saying anyone who is not, who isn't opposed to it, I don't see any problem with it being on or not being on because I don't see it as an impact. But the ones who are opposing, I'm fine with it if you don't want it on your title. Park District doesn't need it, doesn't have to have it. Maybe not everybody feels that way, that's fine.

In full disclosure, I was raised by a park director, so I at the dinner table had discussions since childhood of condemnation, eminent domain, site reservations, park usage, you know.

COMMISSIONER DROST: And when you were done, were you listening with your brothers?

COMMISSIONER DAWSON: No, but I'm well indoctrinated into the world of park districts. So, anyway, that's just kind of my thought is I feel that there is this feeling that we're doing these horrible things to the title. I quite frankly don't think that we are. But if people don't want them on title, Park District still has its right, I don't think we should put it on the title.

CHAIRMAN LORENZINI: Bill, let me ask one more question. If this was on the title, if this was recorded as was being recommended, and the land is sold, the Park District, let me finish now, if the land is sold, the Park District gets that notification because they're on the list. But if this is not on the list and the land is sold, the Park District necessarily doesn't get notified? Is that the only difference?

MR. ENRIGHT: That's not, none of that is correct. If the land has a reservation on it and it gets sold from the property owner who owns it now to someone else, we know nothing about it. We only become involved, meaning the Village, if a developer comes in and presents a subdivision plan. That's when we notify the Park District.

CHAIRMAN LORENZINI: If it's on the list.

MR. ENRIGHT: Even if it's --

CHAIRMAN LORENZINI: Whether it's on the list or not?

MR. ENRIGHT: If there's a reservation there, we will notify the Park District. If it's not, we typically don't, but there are other ways for us to monitor that.

CHAIRMAN LORENZINI: But that's my point. If it's not on the list, they don't get that notification. That seems to be the only difference.

MR. ENRIGHT: That's how these have proceeded in the past. But you know, we do have access to Park District's plans, too, to know whether or not they are interested in a site. But that could change over time, I mean people come and go. But you know, it's just a notice to everyone involved, developers, property owners, that the Park District has an interest in either making a fair market value offer for

the whole site or receiving land dedication as part of a subdivision project.

CHAIRMAN LORENZINI: Let me ask one other question. Are we at a point in your presentation where we can take a motion or do you need to make further presentations?

MR. ENRIGHT: No, I think it's okay to split tonight's into three different categories. I think you can make a motion on this one element of your motion sheet, it's the last sentence, to recommend either approval or denial of the park site reservations. I think you can just separate that out so that everybody don't have to stick around if they don't want to for the other two elements.

CHAIRMAN LORENZINI: Any further questions?

COMMISSIONER DAWSON: Can I just clarify what you just said?

MR. ENRIGHT: Yes.

COMMISSIONER DAWSON: This whole evening I thought that I understood that regardless of whether or not there is a reservation, the Park District will get noticed if there is a development. But now what you just said is no, they won't get noticed. They might get notice, we might check with them but there is no requirement to do so.

MR. ENRIGHT: Yes, if there is a reservation, that's when we notify them. If there isn't, they don't necessarily know about it.

COMMISSIONER DAWSON: Then they might not know about it and --

MR. ENRIGHT: Then they get the fee instead of land.

COMMISSIONER DAWSON: Then they don't have the rights. So, they don't have the rights without this is what you're saying?

MR. ENRIGHT: Not necessarily. I mean --

COMMISSIONER DAWSON: Well, yes or no. I mean you might say it's common courtesy.

MR. ENRIGHT: When you say we're taking away the rights, the answer to that is no. But do they know about what's happening if there is no reservation, not necessarily either. But that doesn't necessarily take away their rights. They could know about a project, if you recall the process, like any citizen and write to the Village and say, hey, we're interested in receiving, you know. We let them know when there's a cash contribution involved, we inform them of that, too.

COMMISSIONER DAWSON: So, they will or will not have opportunity before it's too late to speak up? That's what I'm not understanding.

MR. ENRIGHT: Let me answer it clearly, because apparently I haven't. If there is a reservation, we inform them. If there is not, we do not.

COMMISSIONER DAWSON: So, they would be left to monitoring the public process, right, for notices and signs going up?

MR. ENRIGHT: That's right.

COMMISSIONER DAWSON: If there was, at some point you said you would notify them if they were receiving money in lieu?

MR. ENRIGHT: Well, they eventually find out about it because we inform them that they're, because they do a lot of planning, for planning.

COMMISSIONER DAWSON: But at that point, it's too late down the process is what you're saying.

MR. ENRIGHT: Oftentimes, yes.

COMMISSIONER DAWSON: Okay.

COMMISSIONER JENSEN: Well, to follow up on that, it seems to me we could actually put in some kind of a protocol for cooperation that people would, that staffs would follow, the two staffs would communicate without having to go through this unnecessary thing that really doesn't yield as much benefit, and obviously people feel there is some harm there. I just don't see any reason to add a rigamarole, you know, in this process when you could do it, whether it's formally or informally between the two staffs.

MR. ENRIGHT: We could certainly, just as a policy, any subdivision send notice to the Park District. We don't really get that many now these days.

COMMISSIONER JENSEN: If that's the first time they're going to hear about it either way, then why put this in your plan, you've got this plan and allow these sites to be restricted?

COMMISSIONER DAWSON: But the problem is we have to vote tonight without that policy being in place. So, I mean you've been very vocal of your opinion, I don't know that that will sway you, I'm not saying that. But I think we have to be clear that there is currently no policy in place. There might be a suggestion that they will put a policy in place and I don't doubt that they would if we ask them to, absolutely they would, but there isn't one now and we have to vote without one in existence.

COMMISSIONER JENSEN: Well, if this were a very common event happening frequently like once a month or once every six months, I might feel a little differently. But you said it's a rare event. So, I think you'll be able to get a protocol in place before the event occurs would be my guess.

MR. ENRIGHT: Yes, and that's a decision that our department can make. It doesn't require any higher body to tell us to do something, that's correct. Just like we didn't have to notify the public of these reservations, we did, and that was a Staff decision, Planning Department decision. So, that can be easily accommodated.

CHAIRMAN LORENZINI: Does somebody want to make a

motion?

COMMISSIONER DROST: **I'll make the motion, yes, that we deny the park side reservation portion of the Comprehensive Plan.**

COMMISSIONER JENSEN: I'll second.

CHAIRMAN LORENZINI: Okay. How does this work if someone wants to make a comment --

MR. ENRIGHT: You have to call for discussion on the motion, and then you have to either ask for reconsideration or you have to take a vote on the motion. Then if it fails, then someone can make another motion.

CHAIRMAN LORENZINI: All right, so we have a second?

COMMISSIONER JENSEN: I second, yes.

MR. ENRIGHT: We have a motion and a second to deny the park site reservations.

CHAIRMAN LORENZINI: I agree partially, George, but just to exempt the ones that are rejected for this and leave the other ones who have not objected onto the list.

MR. ENRIGHT: I can clarify who has objected in writing. 214, High School District 214 which involves Hersey High School and Forest View Educational Center, the Christian Liberty Academy is not only in writing but present here, St. Viator High School and the Viatory Novitiate who wrote a letter and they may be here, I'm not sure if, who these gentlemen are, and Mr. Grandt from 406 East Northwest Highway, and I believe the president of the Toyota Manufacturing might be here or representatives of, although they didn't testify or write a letter but they are here as well. So, the only entity that's not here for many of these, as far as I know, there may be, is the East Rockwell Property and St. Peter. There is someone?

COMMISSIONER DROST: I think it's a bad idea to exempt people that are here from those that aren't here.

COMMISSIONER JENSEN: I would certainly agree with Commissioner Drost. I think that you either, you know, it's all or nothing and for me it would be nothing.

COMMISSIONER CHERWIN: I have the comment I would actually go a step further. I think, you know, I haven't said much here but, you know, I think that there are processes in place for residential development and subdivisions for Park District to get land dedication or fees and get appropriate notice through processes developed between the District and the development process. I would I think echo a lot of my colleagues here in that I am not in favor of the site reservation and I would agree with Mr. Drost that I'm not in favor of carving out specific sites for folks that may be mis-understanding or lack of wherewithal to, you know, come and attend. I'd probably go a step further and say the sites that have been reserved in the original Comprehensive Plan that are in there that aren't part of

the Park District, I actually, I feel like it's either one way or the other and not just the new properties coming in would I carve out, I would carve out any property in the original list that's not already under the control of the Park District and take that out of the Comprehensive Plan because I think what we're voting on here is, is this the appropriate policy or not. It either is or it isn't for all these properties that aren't under Park District control.

So, I would vote to deny adding them to the site reservation for the District's request, and I would add removing the site reservations that were in the '97 plan that aren't under the Park District's control already.

MR. ENRIGHT: For the maker of the motion, Commissioner Drost would have to accept the amendment.

COMMISSIONER DROST: I would have to amend it to include the '97 reservations.

COMMISSIONER DAWSON: How could we possibly make that decision tonight without any of that information before us?

CHAIRMAN LORENZINI: Right.

COMMISSIONER CHERWIN: It's the same information.

COMMISSIONER DAWSON: No, it's not the same information.

COMMISSIONER CHERWIN: Different sites but --

COMMISSIONER DAWSON: You don't even know the list of the sites.

COMMISSIONER CHERWIN: I have them right here in front of me.

COMMISSIONER DAWSON: I'm very, very much opposed to going back without that discussion.

COMMISSIONER DROST: I think it's simple just to deal with --

COMMISSIONER DAWSON: We can bring that discussion in another time.

COMMISSIONER DROST: Yes.

CHAIRMAN LORENZINI: Let's just vote on George's recommendation.

COMMISSIONER ENNES: I have one comment. I think one thing, Commissioner Dawson, from what you said, one thing that the Park District loses in this is possibly notice when the property goes for sale. But this might not -- like you say if somebody researches the deed and finds out that this is on there. But if they are interested in buying the property, they might lose notice to that. There might be another buyer and you'll have the authority to go and --

COMMISSIONER JENSEN: Does the site reservation give them any other notice?

COMMISSIONER ENNES: I don't know, possibly. But I

think if they're interested in a property, what they should do is go to owners and say if you ever sell this property we'd be interested. So, under that condition --

COMMISSIONER DAWSON: But I think you're talking about two different things. You're talking about we're now going to buy the whole property and be part of the bidding process, or whether or not part of the reservation as been stated earlier is just so that they might get a portion of that. Then they're letting the Village know that they might not want, they want to be asked whether or not they want money or land.

COMMISSIONER ENNES: Whether they have the reservation or not, if there is a subdivision for residence, they're going to get their fee or land one way or the other.

COMMISSIONER WARSKOW: No.

COMMISSIONER DAWSON: Unless, without the reservation, the Village makes that decision for them.

COMMISSIONER WARSKOW: Right, without notifying them.

COMMISSIONER DAWSON: Without telling them until it's too late.

COMMISSIONER JENSEN: But that's handled in the procedure.

COMMISSIONER DAWSON: No, no, that's fine. We're just clarifying what is being said because that's not correct. I mean to me, when you look at this list, these are very high profile places. It would not be surprising to me, I mean it would be very surprising to me if the Park District would miss this, miss that Hersey High School is up for sale, that St. Peter is up for sale, that Forest View is up for sale. These are very high profile. Well, Grandt's, you know, I mean I live right by you, I use you and my children were in your daughter's preschool, so you know. But all I'm saying is that they already have that area under watch because there is already this watch. So, I don't see anything on here that they would miss or that would put an undue burden on the Park District to have to monitor these sites.

If we're going back and we're saying never, ever, ever again any site possible in the entire community, they have to start driving around looking for signs, that to me is too much of a burden for the Park District. But these are high profile sites. Other than this one small little area, I would be surprised if they would miss it if they went up for sale.

COMMISSIONER ENNES: Mr. Enright, correct me if I'm wrong, did I hear wrong that you stated if the property is subdivided for residential, the Park District is going to get its fee in lieu of or its land no matter what if it's subdivided, they're going to get it?

MR. ENRIGHT: That's right. No matter what.

COMMISSIONER ENNES: If that property is sold. So,

they don't have --

MR. ENRIGHT: Not if it's sold, if it's subdivided and that subdivision is approved and houses are built.

COMMISSIONER ENNES: Right, they're going to get that fee in lieu of or land dedication.

MR. ENRIGHT: That's right.

COMMISSIONER ENNES: So, they're not losing that. What they're losing is the possibility of getting notice if the property is for sale and they have an option to --

MR. ENRIGHT: The reservation doesn't give them any notice of a property for sale. They may or may not ever know about that because it's between two private properties.

COMMISSIONER ENNES: So, they actually might not be losing anything.

COMMISSIONER DAWSON: No, not necessarily.

COMMISSIONER SIGALOS: If we're looking at this, I think the only one they would lose would be the East Rockwell property because I don't see a half-acre site being subdivided. So, they wouldn't be notified or the Park District wouldn't gain anything out of that, correct? It's only if it's a subdivided development?

MR. ENRIGHT: Right, and that's largely I think true, what you're saying.

COMMISSIONER DAWSON: But keep in mind, wait, what you're saying is not correct. If you're in the purchase process, if there is a reservation, then before the contract is finalized there is a discussion with the Park District and the Park District is able to come into play. But if there is not a reservation, the Park District might see a sign, they might be able to call the Village and they might need to say we want a piece. But if they had any interest in the parcel itself, they would be too late at that point to engage in that.

Now, that being said, as been stated up here, they could talk to property owners and say, hey, we've always liked your property, if you ever sold we'd like to be a part of that. But they would not be able to, they'd be too late for them to purchase the entire parcel at that point if their reservation is not there under the current.

COMMISSIONER ENNES: I agree.

COMMISSIONER DAWSON: So, just, again, I'm not trying to sway anyone's vote, I just want to make sure everyone understands how the purchase process works.

COMMISSIONER JENSEN: If we could, just for clarification, what is it that they get if the reservation is in place? When do they get notification so they could make a bid for the entire property?

COMMISSIONER DAWSON: Well, if they run the title, if they're waiting until they run the title, if they're not telling them up front when a purchaser comes in or if the potential purchaser before the contract doesn't get finalized hasn't contacted the Village, they wouldn't find out until title process.

COMMISSIONER JENSEN: Which happens after a contract is signed you said earlier.

COMMISSIONER DAWSON: Except that with the reservation, my understanding would be that the Park District could come in and say we'll match your offer and we'll buy that property and would have that right to undermine, that's the wrong word, but they would have that right to be involved in that process.

CHAIRMAN LORENZINI: I think that question is for Bill to answer that question.

COMMISSIONER DAWSON: Is that not correct, Bill?

MR. ENRIGHT: I'd like to restate they do not have the right of refusal.

COMMISSIONER DAWSON: It's not a right of first refusal, it's a right to say can we match this price and can we be part --

COMMISSIONER JENSEN: That's a right of first refusal.

COMMISSIONER DAWSON: No, can we match this price and be part of the conversation. They can't do that under this general due diligence. It's too late.

MR. ENRIGHT: Now, I'm not so sure any government agency is going to get involved when there's a private contract already negotiated between two parties because that can be a problem for legal liability I would think.

COMMISSIONER DAWSON: Well, I don't know, I mean I'm not trying to say that they could force it. I think that the idea is so that they could come in to the conversation at that point, that they would be open to it.

CHAIRMAN LORENZINI: Can we go and take the roll call vote on George's, Commissioner Drost's recommendation?

MR. ENRIGHT: Mr. Drost recommended denial, Commissioner Jensen had seconded just to remind you. So, Chairman, you asked for a roll call vote, so I'll start with Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. ENRIGHT: And Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes.

COMMISSIONER DAWSON: My comment just for the record is that I would ask that you do consider a policy to be put in place, that there be more communication between the Village and the Park District when you become aware of these developments.

MR. ENRIGHT: Absolutely.

CHAIRMAN LORENZINI: Okay, that wraps it up. Thank you.

MR. ENRIGHT: Just as a point of record, this will be forwarded to the Village Board at one of their September meetings, probably September 15th, it might be October, so I don't know for sure. You'll have to contact me a few days prior, the Friday prior to September 15th or the Friday prior to the first Monday in October whenever that is.

CHAIRMAN LORENZINI: This is just a recommendation to the Board of Trustees, the Trustees have final approval.

COMMISSIONER JENSEN: Bill, Commissioner Cherwin made what I think is a, raised a topic that probably deserves some discussion with further development from probably the Staff getting Board additional information. There's been a lot of discussion about this whole process and there's a lot of things on the books, and as I understood it what you would have done is basically put it before us that we could even go back and kind of rescind what had been done earlier in that 1997 Comprehensive Plan. I think whether it's at the upcoming meeting of the Board that takes this up or the subsequent meeting, I really think that topic needs to be addressed, and I would certainly encourage Staff to do the work to focus and frame that issue so the Board can take a look at it whether this policy makes any sense at all.

MR. ENRIGHT: Yes, we will do that.

CHAIRMAN LORENZINI: Don't we have a next presentation you want to make?

MR. ENRIGHT: Yes. Also part of the Village's Comprehensive Plan is the future land use map which is purely an advisory document. It has no force of law whatsoever. It is not a cloud on the title. Basically, a future land use map is what the Village would like to see down the road for parcels of property in the

Village.

There are several parcels where the zoning doesn't quite match up with the Comprehensive Plan. In fact, the Comprehensive Plan in some of these cases shows more restrictive designation which again is just advisory than the zoning which is the force of law, which is how the property is regulated. In my letter to the property owners that could be impacted by these changes, I indicated that there is no change in the zoning, so you could still use the land as is irrespective of the future land use map. In some cases, it's actually a benefit to some property owners that changing the land use map will then indicate that the Village may be interested in these property owners coming to the Village to rezone their property to a higher use.

So, having said that, there is, I'll just quickly go through some of the proposed amendments in the land use map. One is up at the Bob Rohrman site, a lot of that is being developed for auto use. It's zoned currently Manufacturing, that would stay. We're recommending going to Commercial for that middle piece that used to be a warehouse building, it's still there. Then also next to it, there's a daycare center, which more appropriately would be if it became commercial. So, these are just aeriels.

There's a couple of parcels south of Dundee Road where they're commercially developed but are showing Office on the Comp Plan. We'd like to just change that to Commercial to match up the uses. A couple more properties over and by Buffalo Grove High School on Dundee, again they're showing as Office, yet they're developed and zoned for Commercial.

There are some properties on Arthur Avenue, on the east side of Arthur that are Manufacturing on the Comprehensive Plan, which again is just advisory. They are zoned Manufacturing, we're not changing that. We do recommend changing the Comp Plan for these parcels from Manufacturing to Commercial because a lot of the properties in there are auto-related uses which would be allowed in a Commercial Zoning District in addition to other uses beyond auto. It would require the property owners to come in and petition the Village for rezoning so it's not a guarantee, but it could allow for property owners to seek rezoning to a higher use like B-3, which is a commercial use that allows auto repair plus other retail businesses. So, again, the change in the Comp Plan here doesn't change the use of land, but it would require further action initiated by a property owner, and it's still no guarantee.

There's a couple of properties south of Central, the one up here kind of the north portion, it's currently designated as Office, yet it's zoned B-1 Commercial. So, we're recommending just matching the Comp Plan with the underlying zoning. Then further south,

there are some office buildings across from Dryden, former Dryden School, it's 25 administrative building on the east side of Arlington Heights Road. Those are office buildings and zoned that way but they're showing as Commercial on the Comp Plan. We're recommending changing that to Office to reflect the uses.

Then the STAR Line area adjacent to this lot of industrial property, changing that to Mixed Use from Industria, again it's all zoned, for the most part a lot of these properties are zoned Manufacturing. We're not changing that. There's a couple that are zoned Commercial. We're not changing that. There is a Comprehensive Plan that was approved in 2009 for this area to potentially redevelop if there was ever a new Metra train line within the right-of-way of I90, which is now being expanded. It hasn't met the warrants yet in my understanding, and it really doesn't have funding, so it's something that may happen down the road but probably quite a bit down the road.

Hopefully I'm not speaking inaccurately, Chairman Lorenzini, you have a little more knowledge on this, but the idea here is the STAR Line Master Plan that was approved is a vision for the area to redevelop for higher intensity uses. Changing the Comp Plan to Mixed Use would mirror up with that. But the zoning would remain and the uses would be allowed under that current zoning.

CHAIRMAN LORENZINI: As usual, Bill, you are correct.

MR. ENRIGHT: Okay. Then the last piece is the Arlington Downs. It's not part of the Arlington Downs site, it's an office building that's actually zoned Commercial. We're recommending changing that to Mixed Use because a lot of that area is going Mixed Use, which does allow commercial or offices. So, it's to kind of get away from the old plan, which had a lot of spotty Comp Plan designations and make it more cohesive. Again, it doesn't affect how you can use your property because we're not doing anything to the zoning.

COMMISSIONER ENNES: Bill, is that that strip center?

MR. ENRIGHT: No, it's the office building just west of the strip center.

So, if you want to make a separate motion on this as well, you can, and then we'll have maybe a third motion on the whole Comprehensive Plan material we haven't gotten to yet.

CHAIRMAN LORENZINI: Any questions from the audience? Yes, sir. Would you come up, state your name, spell it please, and your address?

QUESTIONS FROM AUDIENCE

MR. OLSON: Yes. My name is Len Olson. I'm the owner of Ageless Furniture Restoration on Arthur Avenue.

CHAIRMAN LORENZINI: S-o-n or s-e-n.

MR. OLSON: O-n, Swedish. And as many people that live out there know, I've been on Arthur for 13 years. I recently moved last year down the block by 53 from that store -- I've been trying to move for about five years. I was looking for a facility that I could move in to. I talked to the Planning. The problem came in because of the old description of a furniture repair facility, I am restricted to the only place I could have my business is on Arthur Avenue. There was one other spot which I forgot where it was, but I believe it was over by 90, by the tollway, which wouldn't work for me anyway. Right now, I kind of enjoy where I'm at.

But if I retired and sold my business, this would be a little bit restriction on me. Now, the zoning regulations for Arlington Heights is anything that has to do with furniture, whether it's cleaning, upholstery, or anything like that is only allowed on Arthur Avenue. So, if you change it to Commercial from Manufacturing, it will eliminate a spot for me in Arlington Heights.

So, I'm getting the indication that that's not true which I'm glad to hear. I wish I would have known five years ago, and they did offer to find me a spot at one point and reusing some of the rules. We did have one location in Arlington that moved an upholstery, but it came after the fact. So, I just wanted to get clarification if you were going to vote on that today to zone me out for future or recommend that, I think to reconsider that.

Arthur Avenue for Arlington Heights has already been the industrial lot for Arlington. Everybody knows Arthur Avenue for that reason. So, thank you.

CHAIRMAN LORENZINI: Bill, do you have any comment on that?

MR. ENRIGHT: We're not changing the zoning, so you won't be zoned out. All this is is a future land use map, which is potential zoning down the road. But that would have to come from you, so you would have to petition us to ask for that zoning change if you thought that made sense for you to allow for more commercial type uses there, say if you did want to sell it. But we're not changing the zoning, so you can continue to operate under the current zoning because that's not changing.

MR. OLSON: But once it gets zoned to Commercial --

MR. ENRIGHT: It's not going to be zoned Commercial. You would have to ask us to do that.

MR. OLSON: But you are recommending that it go to Commercial.

MR. ENRIGHT: Not at this point. We're recommending that the land use plan be changed to allow for the possibility of people coming in to us and asking for it. But it would be a property-

by-property basis. So, if you chose to not rezone your property, then it wouldn't be rezoned. If someone else on Arthur came in and said they wanted to, we can then consider that for their property but not for yours, you would have to ask for it. If you don't, then we won't.

MR. OLSON: Okay. I won't. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else from the public who have a comment? Yes, ma'am. State your name, spell it please, and your address.

MS. KOZINSKI: Nancy Kozinski, K-o-z-i-n-s-k-i, and I am with NLRP, 425 Algonquin. We are the owners of the industrial building that's impacted by kind of the STAR Line right there. I just want to go on record that we're an interested party in this and we'll continue to monitor. Bill has been great keeping us up to date, but you know, we'll certainly monitor to see if it impacts our property. So, that's all. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else from the public? Okay, now we'll close the public comment portion. Commissioners, any comments, questions? Do we have a motion or a recommendation?

COMMISSIONER DAWSON: What's the motion on this one?

MR. ENRIGHT: Well, it would be the second component of the motion that's on your desk, the Comprehensive Plan Land Use Map.

COMMISSIONER WARSKOW: **I make a motion to approve the amendments to the Comprehensive Plan Land Use Map.**

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: Okay. Roll call vote please.

MR. ENRIGHT: Yes. Let me get glasses on again, although I do know who each of you are. Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Okay, again this is a

recommendation to the Board of Trustees, they get final approval of this.

The last part of this, Bill, do you want to make that presentation?

MR. ENRIGHT: Yes. This would be the Comprehensive Plan itself, the document. Let me pull it up here. As Chairman Drost of the Subcommittee mentioned earlier, since September of last year, the Subcommittee has been meeting to discuss the 1997 Comprehensive Plan booklet. Let me just pull this down so you can see the full page. With this, the first five sections include the introduction --

COMMISSIONER DROST: What was the salary?

MR. ENRIGHT: Pardon?

COMMISSIONER DROST: What was the salary for attending the meeting?

MR. ENRIGHT: You didn't get paid for any of that, but I think you get 15 bucks per meeting.

COMMISSIONER DROST: Okay, I'm just want to make sure everybody knows.

MR. ENRIGHT: I get a little more but --

COMMISSIONER ENNES: How many get told before that.

MR. ENRIGHT: Anyway, the first probably five sections are really updates to the statistical sections, the demographics, the housing and populations, the goals and objectives. One thing about the goals and objectives is we did make some modifications to the '97 Plan to reflect other documents where goals and objectives have been updated over the years so everything is consistent.

There have been three sections added for the first time to our Comprehensive Plan that we've never had before. One is on Historic Preservation. This section kind of plays off, the School of Art Institute did a survey of some of the older areas, historical areas of Arlington Heights. We don't have any designated Historic Districts, but the study alluded to the possibility of the Village designating Conservation Districts, and that's outlined on page 55 of the Comprehensive Plan.

So, those Conservation Districts basically, again, they aren't a cloud on the title or anything like that, it's just saying these are special areas in town and we may want to study them further to try and preserve some of these homes or areas of homes. A couple of the areas that we want to do a little more detailed study that weren't done as part of the Art Institute are on page 56 which would be referred to as Stonegate and Scarsdale Subdivisions. There's also some strategies that we'd recommend for the future in terms of our residential neighborhoods. Those are indicated on this page here, 58:

Continue to require Design Commission review of homes within these historic areas. We do that now, although adding in

the Stonegate and the Scarsdale neighborhoods would, not codify it but putting it as a policy document here with the Comp Plan.

Designate these areas as Neighborhood Conservation Districts. If we do that as part of the Comprehensive Plan tonight, then we would further evaluate Stonegate and Scarsdale and have to come back to the Plan Commission to see if you wanted to designate them as well. What that would mean is we would just further review these areas one by one and, you know, look at various options to protect the architecture. If new additions are made, we might want to have specific design guidelines for these areas, or we might want to change some of the zoning regulations to better fit with these specific neighborhoods because as you all know, our zoning districts, one size does not fit all because we have so many different neighborhoods in town.

So, these are the types of things we would want to look at. The Board may also want to discuss the possibility of historic designations although that was discussed a few years ago, and because of the potential impact on staffing, it was decided not to pursue that. But we think it's important and the Subcommittee felt it's important to have our architectural heritage as a major component of the plan.

The other section added in is on Corridors. We have several corridors in town that we'd like to study individually as a separate document from the Comp Plan. But this sets forth these corridors as priority areas to be individual subsequent studies that would come from the Plan Commission and the Village Board in the future. The Subcommittee has prioritized these areas on the maps and one of these areas on Rand Road we've already started to look at, making aesthetic improvements and better visibility and signage and so forth.

Northwest Highway, we're also actually starting to look at for enhanced landscaping because there's pockets where there is either dead or dying landscaping. But the whole idea of the Corridor section is to identify corridors that are important to the Village and identify key issues, and to then subsequently do individual studies for each of these to improve the appearance of the Village. But it will also look at land uses, too, whether or not there should be any land use changes to these corridors in terms of future possible development.

The last new section is on Sustainability. The Village has never had a sustainable section in our Comprehensive Plan. This brings it to everybody's attention that we want to encourage sustainable development. It outlines some of the practices for good sustainable development. It's not a requirement to do sustainable development, but it is a policy that will set forth certain actions to look at trying to achieve more sustainable development throughout the

Village.

There's a series of goals and actions on land use, transportation, and housing on pages 83 and 84 that would set a guide for Staff to start looking into and encourage --

COMMISSIONER DROST: There's no reference to Chapter 21 of the UN resolutions here.

MR. ENRIGHT: Yes, I'm not sure what that is.

COMMISSIONER DROST: All right, just to make that clear. It's not hidden in there, guys.

MR. ENRIGHT: In Chapter 7, we included Public Input where we did a study survey of about 16 questions. I just summarized a few, the key ones here, but the full survey was presented online with our Novus System on the Village website. Anyway, we did a survey in April and sent out a lot of notices, e-mail blasts, Facebook blasts, Twitters, and informed the Park District and the Chamber of Commerce and the Senior Center and the Library. As of a couple of weeks ago, we had 535 responses to the survey, which I thought was really exceptional. Really, what it did is it gave us a good idea or a gauge on what's important to the community.

What's interesting is that sustainability and improving our corridors and historic preservation all rated very highly in people's minds in their responses to the survey because they were given, you know, it could say is this important, somewhat important, very important, not important, and we got a lot of positive feedback and we kind of summarized those results. What's interesting is we say for 535 out of 75,000, it was mostly Arlington Heights residents, so we have 99 percent Arlington Heights residents, which is good. You know, the survey, I monitored it and even, you know, after about 250 surveys versus the 535, the numbers didn't change. So, we got a very good sample size here I think.

So, I think if 20,000 people answered it, I think we can probably find very similar results. So, I think the survey was a good way of garnering public input. We got a lot of comments from people, you know, just additional free comments, and some of them were very appreciative of being able to participate in this manner through an online survey. So, I thought that was very successful, too.

The Comprehensive Plan Subcommittee has recommended approval of this plan to the full Plan Commission. So, I'd open the floor up to the Chairman.

CHAIRMAN LORENZINI: Okay. Do the public have any comments? Yes, sir. Please come forward, state your name, spell it, address please.

MR. JUFFA: My name is Juergen Juffa, J-u-e-r-g-e-n J-u-f-f-a. For the sake of full disclosure, I'm also a Commissioner on the Village's Bicycle & Pedestrian Advisory Commission. First of all,

I would like to congratulate the Village Staff and the Subcommittee on the excellent work on this revised Comp Plan. However, from the perspective of a cycling advocate, I think that some of the transportation goals and policies mentioned in this revised plan could be further enhanced to better reflect other policies and procedures that the Village has set elsewhere.

Chairman Lorenzini, is it acceptable if I just pass out quickly what I have prepared? Because I think that's much easier for you to follow along.

CHAIRMAN LORENZINI: Sure. Bill, while he's doing that, this plan could always be updated because this is a living document, right?

MR. ENRIGHT: To address your question, the transportation, everything that's outlined in this Comp Plan before are simply taken from the recently adopted by the Village Board of Trustees Transportation and Thoroughfare Policy Plan which was done a couple of years ago. That was adopted, it was recommended for adoption by the Plan Commission and the Village Board adopted that document. So, the language that's in this document that you're looking at tonight, the Comprehensive Plan, just mirrors what the Village Board just recently approved.

CHAIRMAN LORENZINI: Go ahead please.

MR. JUFFA: So, to make this more specific, I believe one of the goals for the Village is that we become a bicycle-friendly community. I think the strategic plans of the Comprehensive Plan should mention that as number 10 on the Thoroughfare and Transportation Goals as to achieve bicycle-friendly status as designated by the League of American Bicyclists is one of the goals of the Village.

The Thoroughfare and Transportation policy, the Village has adopted a Complete Streets Policy in June 2013. I would find it extremely appropriate if actually the core sentence from this policy becomes the over-arching theme on the Thoroughfare and Transportation Policy, and it reads, "to create a comprehensive, integrated, and connected network of transportation options for all modes of conveyance designed and operated to enable appropriate access for all users." I think these are the true core proposals that I would like the Commission to consider.

On page 42, Transportation, I believe for a strategic plan and for a visionary community like Arlington Heights, it would be appropriate to include the greater use of public and active transportation as one of the measures how we can achieve our transportation goals.

The corridor plans were of high interest to me. I believe again that in objection 3, it would be appropriate if the complete street policy that was previously adopted by the Village Board

of Trustees be a reference because that best describes how traffic circulation systems in this Village should function in the future.

As far as specific corridors are concerned, I believe it is noteworthy that the Northwest Highway Corridor is a regional bikeway corridor as designated by the Northwest Municipal Conference, which is a conference that the Village participates in and has done substantial planning on.

Lastly, on Public Improvements, page 73, I believe it is once again appropriate to say that the corridors should be redesigned according to the Village's complete streets policy. That concludes my comments.

CHAIRMAN LORENZINI: Okay, thank you. Bill, any comments on this?

MR. ENRIGHT: Well, this is the first I've seen of this, so it hasn't given me any opportunity to really evaluate this to be able to give you any sort of advice on whether or not these things should be incorporated. I will say though that the Thoroughfare and Transportation Plan was vetted through the public process that included review by the Engineering Department. So, and I know that the Bicycle & Pedestrian Advisory Commission has their own policy plan which is kind of an adjunct to the Comprehensive Plan which I believe they're in the process of updating. I don't know if it's been fully updated or not, I think they're still working on it.

But correct me if I'm wrong, has that been approved yet?

CHAIRMAN LORENZINI: Why don't you, if you want to make a comment, please come forward.

MR. SZABO: Sure.

CHAIRMAN LORENZINI: State your name, spell it, your address please.

MR. SZABO: My name is Peter Szabo. I'm also on the Commission, I'm the chairman. My last name is spelled S-z-a-b-o.

The comment I'll make is that, yes, it is still being developed. We have publicized the existing conditions report, which I think would be a great document for the Plan Commission to review if you haven't already. We also, with the help of CMAP, Chicago Metropolitan Agency for Planning, conducted a survey and we had over 1,000 respondents. So, I think that could also reflect on the Comprehensive Plan. I'd also like to echo anything that my colleague Juergen just said.

Did you have questions about the Bike & Pedestrian Plan?

CHAIRMAN LORENZINI: Not at this point, thank you.

COMMISSIONER ENNES: I have one question. What do you mean by all modes of conveyance? Segways, skateboards? I'm being

extreme. That's a pretty all inclusive part.

MR. SZABO: Yes, it is. That's a term that's used often by the League of American Bicyclists, League of Illinois Bicyclists, and other advocacy organizations. But the idea is to, wherever appropriate and legal, make it safe for all these modes of transportation to exist and be used as fairways.

COMMISSIONER DROST: On 606 Trail, that's sort of multi-use there, too.

MR. SZABO: It is.

COMMISSIONER DROST: It uses, you can get in on skates on there.

MR. SZABO: Right, that's a great example of a linear park, and they do have a divided line through the center. They have a sort of softer walking pad to the right and it's separated as mentioned in your Comp Plan from motor vehicle traffic. An example of an opportunity for that which we discussed in our commission is the ComEd right-of-way. It would be entirely separated from motor vehicle traffic, but it only crosses at seven points and it would connect Palatine, Prospect Heights and the Lake Arlington bike trail and the park.

COMMISSIONER DROST: Now, Bill, when we define vehicular, does that include --

MR. ENRIGHT: It doesn't include bicycles. It's motorized other than human power if we're going by the Illinois definition.

CHAIRMAN LORENZINI: Any other questions from the Commissioners? Or anybody else in the audience? Anybody else who has a question? Okay. Commissioners, any questions?

COMMISSIONER CHERWIN: Yes, I just have two. One being having bike-friendly communities, bicycle-friendly community status by the League of American Bicyclists, is that something that's been adopted at all in the Village and is that something you're familiar with?

MR. ENRIGHT: I don't know, I'm not familiar with it.

COMMISSIONER CHERWIN: Yes, because I've seen the whole list of standards right now, but I'm not sure if anyone here is familiar with it.

MR. ENRIGHT: Right.

COMMISSIONER CHERWIN: The second would be in reference to the complete streets as well, which is something that is entitled Village's Complete Streets Policy. Is that something that's enforced right now, Mr. Enright? It says that, all that are effected by applying the Village's Complete Streets Policy. Is that something that we've already agreed to as a village?

MR. ENRIGHT: It's my understanding that, yes, but I'd

have to, you know, double check with Engineering. I think what that means is whenever there's a transportation improvement, you try and accommodate alternate modes of transportation so it's just not vehicular. So, that's built with, you know, safer pedestrian and bicyclists.

COMMISSIONER CHERWIN: Okay. That would be my two points of, you know, uncertainty because it sounds like the complete streets is maybe one that's already been vetted. I'm not sure the bicycle-friendly community would be a new standard that we'd be calling ourselves in that we might not fully understand it.

MR. SZABO: So, the bicycle-friendly community application, it's really just an outside organization that the Village would present itself to essentially. We have applied for it once previously and it's not setting forth any guidelines for the community, but rather they provide examples of other communities that have invested in, you know, separated bike lanes or improvements in pedestrian crossings of major streets. By making those improvements in the community, they would recognize that and publicize Arlington Heights as a community that maybe takes special measures to make the community safe for those other modes of transportation.

The reason we think it's of value is because communities that do attain even the lowest bronze level of recognition do see an improvement in property values and people moving to the community because of, not because of the status necessarily, but because of what gains the status.

COMMISSIONER JENSEN: Can I ask a question? I'm confused as to why this kind of information didn't go to the Subcommittee. This has been in the works for a while, because quite frankly to bring it to the full Plan Commission at this point gives me trouble. I even have trouble voting on it even though I want to go on the record saying I am in favor of letting us be a bicycle-friendly community. I am not in favor of that being the rationale for imposing a tax on people who come before us and petition things, and I've spoken at length about that.

I think we should do everything to be bicycle-friendly. But you're asking us to basically approve things referencing other documents that we've never seen. We have no idea what the standards are as Commissioner Cherwin pointed out. So, I'd have trouble taking any action on this, and I come back to what I opened with, why wasn't the material given earlier? We have an 11-month process going on to redo the Comprehensive Plan. It's kind of a huge imposition to try to bring it here tonight as we're trying to deal with something we've actually had a chance to read.

MR. SZABO: Sure. The Complete Streets Policy was adopted by the Village Board in 2013. So, that's been on the books

for --

COMMISSIONER JENSEN: That's not the question. That may have been on the books but we have a Subcommittee that was working on that and this material, probably all good, maybe it should all be included just the way that you brought it up before the Commission. However, to bring it before a commission and ask us when we haven't had a chance to actually review it and Staff hasn't gone through and seen where all the references are is really not an appropriate thing at this point. I have trouble voting on that.

MR. SZABO: I apologize. Had there been other public hearings before this?

COMMISSIONER WARSKOW: Bill, were all the other commissions notified of this process and given a chance to input?

MR. ENRIGHT: No, because this process is the Plan Commission.

COMMISSIONER WARSKOW: I'm sorry, that just clarifies for --

COMMISSIONER JENSEN: I'm just trying to understand why because I have trouble dealing with something that --

COMMISSIONER WARSKOW: Yes, but I don't think --

CHAIRMAN LORENZINI: Well, anyway, I think, we appreciate you coming. This is great stuff, I'm glad we have it. Maybe it didn't work out right, but there's nothing that says we can't add this in the future. We don't have to vote on it now. So, let's give Bill a chance to look at it. This is a living document, it's not like this is the end forever, so let's let Bill look at it and go from there.

Now, does anybody else have any specific questions about his presentation?

COMMISSIONER WARSKOW: I'm sorry, I just want to speak on, a question on that. Do we have to wait for the next complete round? Or can we as a Plan Commission, say two meetings from now, we would like to discuss and add this to the Comprehensive Plan?

MR. ENRIGHT: Yes, we can do it any time, we don't have to wait 17 years. Just for the record, I was looking at my phone to look up if we have Complete Streets on our website, so I wasn't texting someone or anything. Yes, this could be taken up at any time by the Plan Commission as an amendment to the Comprehensive Plan.

I think what I'd like to see is, you know, what happens first with the Bike Commission's Plan that they're working on and see what happens with that through the Village Board. If the Village Board approves that plan and it includes some of these items, then we can follow up with our Comprehensive Plan and mimic that.

MR. SZABO: So, the Complete Streets Plan which the Board did approve, is that something that could be considered added to,

or could be considered to be added to the Comprehensive Plan at this point?

MR. ENRIGHT: At some point but, if they want to add it tonight they can but --

COMMISSIONER DAWSON: Well, just to clarify, if we were to approve this as is, no. But if we were to wait, have comments, have more --

MR. ENRIGHT: I'm highly recommending that we review their request for the future. It won't wait 17 years. I don't know all these elements because I haven't had a chance to look at it until tonight and it doesn't get me an opportunity to review this and discuss it with Engineering and to also review what they are going through the process right now through their committee.

CHAIRMAN LORENZINI: So, does anybody else --

COMMISSIONER DAWSON: So, we would not then approve at this time, correct?

COMMISSIONER WARSKOW: No, we can approve the Comprehensive Plan but not make an amendment to include these items to that Comprehensive Plan.

COMMISSIONER DAWSON: But we would potentially amend it further --

COMMISSIONER WARSKOW: In the future, yes.

COMMISSIONER DAWSON: -- in the future, which could be two months from now.

COMMISSIONER WARSKOW: Correct.

CHAIRMAN LORENZINI: Or it could be next week.

COMMISSIONER DAWSON: I have other questions about the plan not related to the Bicycle also.

CHAIRMAN LORENZINI: Well, let's close the public portion and then we'll go, thank you, Mr. Szabo. So, let's go for the questions from the Commissioners. Jay, were you done?

COMMISSIONER CHERWIN: Well, if we're talking about the plan as a whole, I guess I have two points of questions that I'll start with. One was about the historic preservation. Is that something through the process that, I don't live in the area on the south side, Bill, but is it the HANA, the Historical Association in Arlington Heights? Is that what they call it?

MR. ENRIGHT: Yes.

COMMISSIONER CHERWIN: Okay. Has that group, because I think that's really where their focus is, exactly where you're looking to put this. Is that group involved in this process and what has been the general cooperation?

MR. ENRIGHT: Not at this point because there is, you know, this is just guidance to start the process. So, what we want to do is if the Village Board ultimately approves this, we would then

start working with these neighborhoods on ideas to potentially preserve their neighborhood or changes or there may be specific design guidelines for these neighborhoods because they're all a little different.

COMMISSIONER CHERWIN: Okay. The other question I guess I had generally was, this has been brought up in the last few meetings and I know I've been beating on it probably a little bit and making it maybe sound that worse, but just on when we talk about infrastructure improvements and everything, you know, the issue around data and cell towers and developments like that. Not that we have to come up with a map but I know one of the things I've been saying is I'd like to see some thought, maybe a goal or two in terms of what the balancing would be in building out information infrastructure potentially. Not specifics but just so that it could come up as an understanding that, you know, what are the goals and what we have to balance when we look at land use decisions on information infrastructure. Because I think, it's not that it's going to be evolving so quickly, we probably can't get many details around this is exactly what we're going to do, but it's going to be coming up more and more.

If you look at sort of the intended build-out of that industry, those types of requests that we've seen over the last few months I think are just going to escalate. I would like to have some discussion about it and maybe some general guidance that would give us some framework to make those decisions.

COMMISSIONER DROST: If I can pipe in, those are good points. In fact, what we tried to do is, on looking at these corridors, to look at sort of the aesthetics and to, for instance, the utility lines that you see and the towers, you know, sort of that visual blight to find ways to remedy that.

COMMISSIONER CHERWIN: Yes.

COMMISSIONER DROST: I think we had a good exercise in the last meeting with Verizon, that's going to be a big part of an overall plan. I believe that's what we're also recommending.

COMMISSIONER CHERWIN: Yes.

COMMISSIONER DROST: Coordination of those particular uses and with data.

COMMISSIONER CHERWIN: Yes, I would appreciate it, and that's why I think you guys are doing a great job thinking through how to improve our corridors, and it's all for naught if, you know, a 75 or 100-foot monopole goes up in the middle of a corridor that you're trying to improve with landscaping. That's all I have at this time. Thank you. Nice work.

COMMISSIONER ENNES: In the Chair's absence, Commissioner Sigalos, do you have any questions?

COMMISSIONER SIGALOS: I really don't have any questions. I was part of the Subcommittee for this Comprehensive Plan and I just want to commend the Deputy Director, Bill, you've done a tremendous job with this. I think the whole process of preparing this and explaining it tonight, explaining it to everybody, and I really commend all your efforts. So, thank you.

MR. ENRIGHT: Thank you.

COMMISSIONER ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: So, I'm very, very concerned about the Historic Neighborhood Preservation which I'm sure is not going to be very favorable opinion on them because I live in one of those areas. When we were going through construction on our home, the entire process, the Village tried to stop because they tried to claim that I lived in a historic area and that I had to go through various proceedings and approvals and all of this such. Then when I find out that there is in fact no historic area designated currently in the Village of Arlington Heights, it finally dropped. But there was a significant delay, and I see this and I wonder what's happening.

So, I'm a little concerned only because I've been through it. We just went through this public hearing and everyone up here was very concerned about this cloud on title which it wasn't a cloud on title, is it or isn't it. But yet laying down historic neighborhoods, that impacts what you can and can't do with your house.

You have to get approvals, the rights, and it's very concerning to me.

So, I don't know that I understand, but you're saying that all you're doing is looking at it. But now we're saying there's going to be potential historic areas and, you know, you're going to go out and talk to these neighborhoods as well. I don't know if you are or aren't, I don't know how that's going to happen. No, but I don't, I mean I honestly don't know what's going to happen next because, again, when we went through the process to put an addition on our home, we were told by the Planning Department that we were in a historic neighborhood. It wasn't a historic neighborhood and we had to fight that battle. Now, quite frankly, if I was going through it, you could tell me I was in a historic neighborhood.

So, just with this, you could say we adopted this Comprehensive Plan and you're in a historic neighborhood and we have to investigate this further. I feel like there hasn't been any public input, no residential input. Tonight, all of those people didn't have to get noticed, they all got notice and got to come here and voice their opinion but these people did not. So, that's just very concerning to me that we're making this decision without any input.

It may be that after input we would decide to vote in favor of it, and clearly I would have to abstain because I'm biased. But there has been no public commentary on this historic neighborhood

and it does in fact impact homeowners. So, that's a big concern of mine.

COMMISSIONER ENNES: That was addressed quite a bit, and a process is what would have to happen. That would have to come out of the process on how this evolves. That was a huge concern of mine because to me a property owner should have to decide he wants his property to get it, not that it's being put on him, oh, we like your property so you'll have to abide by all this.

COMMISSIONER DAWSON: You're talking about a historic designation on a specific house. I'm talking about just designating an area generally as potentially historic, which is what I was told when I went through process that my neighborhood Rec Park was a historic area and that I was going to have to put up public signs and go through increased scrutiny on what I was and wasn't doing, okay? Through that, and finally, we were under lots of time pressure, we had as everybody who's going through construction, financial pressure, my husband's father was dying of cancer and we were trying to get it done in time so I can get my mother-in-law so she can live there. There was lots of things going on and there was, you know, this was just going to be an added burden to the process.

So, what's concerning to me is, from what I see is now if I went to the Planning Department and said there is no designation of Rec Park as a historic area, the answer could be, well, in the Comprehensive Plan we have in fact designated this as potentially being a historic neighborhood so you have to go through a special scrutiny. So, I do see how this could cause an impact and there hasn't been any public commentary or any allowance of the public to contribute in this process.

COMMISSIONER GREEN: I would just like to add to Susan's comment there, as an architect I've been involved with housing projects that are in these types of areas and I agree with her a hundred percent. We have to be careful that we're not taking away people's ability to do anything they want to do with their property because they might be designated in one particular area or another. So, I'm in total agreement with Commissioner Dawson on this issue.

I would have to know a lot more about what it would do and how it would impact the people in these areas, whether they choose to be part of it or not that it just, that's a concern that I have as well.

CHAIRMAN LORENZINI: Commissioner Dawson, any other comments?

COMMISSIONER DAWSON: No, that was it.

CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: Yes. I want to thank Bill Enright for putting up with us, shepherding the whole process because it was

page-by-page, chapter-by-chapter, and I think, you know, the compliments go to the Commissioners that served on it and also Trustee Tinaglia who is an architect by the way.

COMMISSIONER GREEN: That's what I hear, George.

COMMISSIONER DROST: He has input into this. But, you know, thank you, Bill, and thanks for all that effort, a lot of research and a lot of work that went into it.

I personally think that the additions of these different pieces, and maybe we can, you know, talk about the historic preservation aspect of it, I don't think it was meant to put a cloud on these areas but basically to start this discussion. And that was the idea, and let the public get full notice, to talk about this and say is there any housing stock that's worth saving. I think I was around for the 2004 Art Institute when they came up with almost a zero. So, you know, there's no Frank Lloyd home here. There's no Robert A.M. Stern, Mies van der Rohe didn't get a chance to put his Tugendhardt home in here, you know, he had to find some other place.

CHAIRMAN LORENZINI: There are some Bruce Greens though.

COMMISSIONER DROST: There are, there are.

COMMISSIONER GREEN: But they started to look for, you know, the Chicago bungalow.

COMMISSIONER DROST: Yes, the bungalow row and all that stuff. We talked about a lot of that.

COMMISSIONER DAWSON: It also opens it up to public commentary to provide all your neighbors with notice of what you're doing. They have the right to come to a meeting, object to anything in your plans.

COMMISSIONER DROST: If you're changing that shingle.

COMMISSIONER DAWSON: Right. I mean it does become, and now then the Design Commission could, you know, change your plans or give into, I mean there is to some degree a design approval.

COMMISSIONER DROST: But there's a plan to try to get the dialogue. It wasn't trying to put a brick on anything.

COMMISSIONER DAWSON: I just, I foresee it as it's going to be, basically it was already attempted to be used on me without this being in place. So, I see this being used.

CHAIRMAN LORENZINI: Commissioner Drost, anything else?

COMMISSIONER DROST: No.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I would just like to say good job, Bill.

MR. ENRIGHT: Thank you.

CHAIRMAN LORENZINI: Commissioner Ennes?

COMMISSIONER ENNES: My compliments to the Subcommittee

for all their work and to Bill. I agree with Sue on her comments, I wouldn't want to see this become, the historic preservation put an onus on these property owners. But other than that, I think, and that was discussed at the, during our discussions on this. That's all I have.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Also another thank you to Bill. You did a fantastic job of guiding us through the process, keeping us focused on our task and being very open-minded to our suggestions and our discussion points, and putting a lot of work to get all of that, just verbal dialogue put into an actual document that looks as professional as this does. So, thank you very much.

In terms of the points on historic preservation, I just want to read a paragraph from the historic preservation. It says, "The stated goals and policies serve as a guidance; however, they do not control the use of land unless supplemented with enacted codes such as a Preservation Ordinance." So, I think we're stating right here in the plan that this is just something of interest to us and it has no teeth whatsoever.

COMMISSIONER DAWSON: I just want to make sure the Planning Department, I mean the average resident doesn't read this and doesn't see this. So, I was fortunate enough to be very involved and know that this isn't there. But do you see what I'm saying?

COMMISSIONER WARSKOW: Yes, and if we can have the Planning Department --

COMMISSIONER DAWSON: There was a discussion where they flat out told me our house was in a historic neighborhood and I went back to them and said, no, I'm not, and there was a debate and an argument that went back and forth as to whether or not it was in a historic neighborhood. If I wasn't who I am who is involved in the Village, who is able to read, research and look into things, I would have had to go through the process, because the average resident is very much at the mercy of the Planning Department.

MR. ENRIGHT: Well, let me comment on that.

COMMISSIONER DAWSON: So, I just want to make sure that, I mean I'm not, I'm very much in favor with what's going on, with the research and the investigation. I just want to make sure that this isn't going to be used by the Planning Department in that way.

MR. ENRIGHT: Chairman, can I go ahead please?

CHAIRMAN LORENZINI: Yes, Bill.

MR. ENRIGHT: Mercy of the Planning Department. With respect to Design Commission, what properties have to go to Design Commission or not, that was directed from the Village Board to the Planning Department. So, at one point, every single house in Arlington Heights had to go to Design Commission for review. That was onerous. So, the Village Board backed off on that policy and directed Staff to

just look at certain neighborhoods when new houses were being built. Some of those neighborhoods were ranch areas where you have the McMansions being built and they were, you know, out of sync with the size of the homes in the area. Other areas were areas that had some homes that were more of historic nature, not necessarily designated by the National Register of Historic Districts or the Village for that matter.

So, anything that the Planning Department is doing with respect to whether or not we send a petitioner who wants to build a new house to Design Commission or just administratively approved, that was a direction from the Village Board. So, we're implementing their policy.

CHAIRMAN LORENZINI: Thank you, Bill. Commissioner Warskow, anything else?

COMMISSIONER WARSKOW: No, that was it. Thank you.

CHAIRMAN LORENZINI: Commissioner Jensen with an E.

COMMISSIONER JENSEN: Yes, that's Danish, not Swedish, not Norwegian. Just a question about this. So, I'm actually looking at the same thing that the others have been looking at. So, nothing here is really binding in these new sections that you've added at this point. You'd need additional action to be taken.

MR. ENRIGHT: Right. This is similar to corridors. We're saying these are the areas that we want to look at and work with the property owners through a process to establish what things we may want to do or not do with these neighborhoods in a future development.

COMMISSIONER JENSEN: Yes, I should have opened that by also giving you my commendations. Kudos to both the Subcommittee and the Staff. I think it's a very good document and, you know, I think the Village will be well served.

I assume at some point though you will put an action plan together to actually take pieces of this like the corridors, historic areas, and you will begin to develop those and bring the materials before the appropriate commissions? I assume that's your intent?

MR. ENRIGHT: Absolutely.

COMMISSIONER JENSEN: The only area I have a question about is your survey. Was your survey, were the people sort of selected to take the survey?

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Yes. I mean they were given several options.

COMMISSIONER JENSEN: Right. I mean if the people were to go on and say --

COMMISSIONER WARSKOW: Yes. So, it's not a real statistically relevant kind of --

COMMISSIONER JENSEN: So, what it really is is an electronic focus group?

COMMISSIONER WARSKOW: Yes.

COMMISSIONER JENSEN: And you get a lot of great ideas out of this, and I think the focus group serves a very, very good purpose. The number of people responding means nothing because the people who respond can have a real bias, you could have respondent bias. So, I would not put very much stock in the percentages in a sense. I would put stock in what is identified as things that people are interested in. If you're going to do anything further based on this, you really actually need to do a representative sample on things that you care about knowing.

So, I think it's good to have this in here. It suggests areas of interest. But I would not oversell this as a survey because it truly isn't. As I said, it's an electronic focus group of a fairly large size. But it's vastly different than what a real representative sample survey would be.

CHAIRMAN LORENZINI: Thank you, Lynn. I, too, would like to thank Bill for an excellent job, and Chairman Drost of the Subcommittee. Just some comments. On the Historic District issue, it certainly wasn't the intention to make it an official Historic District, it was just to start the discussion. But I've got to agree with Commissioner Dawson. If the last issue put a cloud on it, this certainly does, you know. But that was certainly wasn't the intent.

Anyways, I think it's a great --

COMMISSIONER SIGALOS: Joe, can I just interject here? If you look at the very first sentence under Historic Preservation, it says that the area surveyed was further broken down into seven potential Neighborhood Conservation Districts. I think that's all it's really saying. These are potential, it's not designated these are Historic Districts.

COMMISSIONER DAWSON: I think we all understand what this document is trying to do. Everyone here understands, the Village understands, everyone understands. I'm just trying to make sure everyone else understands that without even this piece of paper it could happen, okay? So, that's all. I just want to make sure that everyone understands and that it's on public record that this is not going to be used in any type of permit process for additions or construction and all that in these areas unless further steps are taken which would, I would assume, involve public commentary. Correct?

MR. ENRIGHT: You know, this document says that, no, I can't make that assertion that if there is a house in one of these areas, that the Planning Department may or may not send it to the Design Commission for review. Because there's houses that are being built in these areas that are colored A through E and H and I, that if

there is a house on these, houses do go to Design Commission. So, I can't sit here and say that they won't go until some further action is taken because --

COMMISSIONER DAWSON: No, no. They would go to Design Commission for other reasons, they wouldn't go to Design, what I'm saying is they wouldn't be told they're in a Historic Neighborhood and, therefore, need to follow processes associated with what a Historic Neighborhood would be. That's all I'm saying.

MR. ENRIGHT: Well, I guess, does the Plan Commission view this, does the Subcommittee view this as designating these areas as Conservation Districts or do you want further study before that designation is done, which has very little meaning quite frankly because it's not an official designation of a historic district. That's a whole other process that the Village Board has looked at but decided not to go down that route. So, I mean if this is in the Master Plan, I would think we would pay special attention to tear-downs in this area or additions.

COMMISSIONER CHERWIN: Can I just ask a question?

MR. ENRIGHT: That was your question I believe, right?

COMMISSIONER DAWSON: Yes, so you've answered it.

COMMISSIONER CHERWIN: So, what would be, so the Design Review, does it have particular criteria? I should, I haven't looked at the criteria that it uses, but would it have particular criteria for this historic district that's different from any other neighborhood?

MR. ENRIGHT: Not at this point unless we further redefined our design guidelines, which are more Village-wide.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Because they're not specific to neighborhoods. But many neighborhoods are different, so, but the gist of the design guidelines is, and you may not even touch those, is that you're supposed to build additions or even houses that, you know, pick up some of the characteristics and fit in with your surroundings no matter where it is. So, it's contextual.

COMMISSIONER CHERWIN: So, would the Design Review Committee do that regardless of what was in the Comp Plan --

MR. ENRIGHT: That's right. They do that, yes, they do that right now.

COMMISSIONER DAWSON: I haven't been to Design Commission. Maybe Commissioner Green can speak to it, about what that process is like. But it would require a notice. So, there is already a design review without going to Design Commission.

MR. ENRIGHT: Staff, right.

COMMISSIONER DAWSON: Right, there's a Staff design review in process without this. So, it does get reviewed by Staff and there is Staff commentary and they certainly frequently request

adjustments. Okay, so what this does then is potentially allows the Staff to say you're in a historic area and, therefore, you must go to Design Commission. Is that the proper term?

MR. ENRIGHT: That's correct.

COMMISSIONER DAWSON: And you have to put a sign and allow public commentary to come in and get involved with your process, which would not necessarily be required if you didn't meet the other criteria which requires, there are other criteria which automatically puts you in Design Commission. A tear-down would go to Design Commission.

MR. ENRIGHT: Not necessarily, no.

COMMISSIONER DAWSON: Not necessarily, no? Okay.

MR. ENRIGHT: No, that's not the policy.

COMMISSIONER DAWSON: But there are other criteria that require that you go to Design Commission. So, outside of those criteria, again I'm not an architect so I'm looking at it through a one-house construction, so I'm looking at Commissioner Green, so this would potentially then require homes that would not have had to go to Design Commission to go to Design Commission.

COMMISSIONER GREEN: My experience with the Design Commission has always been that there is, how can you say it? Some of the lesser designs, some of the lesser looking additions on homes go to the Design Commission because they need some help. In other words, you've seen some things around town that here is the house, here is the addition, and it's a horrible mesh between the two. Unfortunately, these things get pushed through.

I think there is an attempt here by the Design Commission to have a more compatible design, whether it's an addition to a home or if it's a new home, they want some kind of input on it. I can tell you from an experience where I tore down a house some years back and put up a new house. I went to the Design Commission and I said no matter what you think, I don't want my house, this house, to look like any of the other houses in the neighborhood. It was an awful-looking neighborhood to me. It had no architectural style or design of any kind that you'd ever want to repeat. They all kind of chuckled but they agreed, so the house went in. It did not fit the neighborhood in that the neighborhood is awful, if I could be very frank about it.

So, you know, it's not just that you're going to force you to do this or force you to do that. The design speaks for itself I think is what I'm trying to say.

COMMISSIONER DAWSON: I'm not trying to say the Design Commission will do anything inappropriate or force your design.

COMMISSIONER GREEN: No, that's not what I'm saying.

COMMISSIONER DAWSON: No, no, I'm just trying to

clarify. I'm just saying it would then add another layer, which allows for public commentary and your neighbors to come in and be part of the process in the design of your home when there is already a design review process in place. So, it's just my concern that we have a Subcommittee decide what areas should be designated as historic and it will in fact now it seems impact or could be used to impact those homeowners and they had no ability to participate in that. We just went through a whole process where people were notified when they didn't have to be notified and everybody commended the Village for notifying them and everyone was worried about a cloud on the title and impact on property, you know, and now we're saying but in this situation the homeowner shouldn't have any say into whether or not the area they live in is designated as a potentially historic neighborhood.

So, it's a concern of mine and it doesn't really need to go into any more dialogue. I think everyone understands where I stand. But it's significant, other than, everything else I think it's wonderful. I think the idea of historic neighborhoods are wonderful. I just know that I would like to have some say if I was going to live in one, I would like to have some input, that's all. And I might agree with everyone, I might say, hey, I think we want this, we want more review of the characteristics in our neighborhood. I just think that I should have that input.

COMMISSIONER GREEN: And I think what Bill had said is that there's more, if they pursue this, there would be more information coming forward before it.

COMMISSIONER DAWSON: No, what he just said is this could be used by the Planning Department once approved by the Village to make you go through the design review process.

MR. ENRIGHT: We can do that now. Any property being built with a house in any platted lot in Arlington Heights comes to the Planning Department, and the Board has authorized us to use our judgment on whether or not it has to go to design review. Of course there are property owners that aren't happy about having to go to design review, we understand that. But that's as judgment call that we've been directed to make by the elected officials in the community. We make judgment decisions everyday on everything involving the community. So, that authority rests with us right now as public officials to be able to require that.

CHAIRMAN LORENZINI: Bill, you know, I kind of see the item that Susan is making. By putting this designation on the area, you know, five years, 10 years from now when you're president somewhere and you're gone, the next person may say, oh, it's a historic area and automatically sends it to design review.

MR. ENRIGHT: That's, you know, if you look at page 58, it says, "Continue to require Design Commission review of designated

homes within historic areas." Now, do you want to clarify what that means? Do you want to say that these, only if these areas are designated but, you know, through a formal Historic Preservation process? Or is the intent to say these are areas that are unique to the Village and we should look at new development in these areas to make sure the new development is consistent with what's there?

I mean some property owners, you know, might like that because, certainly I can understand why people building houses don't want to have an added review of the Design Commission, they'd rather just have Staff do it administratively. But there are neighbors that often appreciate the ability to participate in what's going up in their neighborhood.

COMMISSIONER JENSEN: Could I ask a question of you, Bill? Do you feel this document, especially the section we've been talking about, gives you additional authority, power or whatever, that you didn't have or wouldn't have before the Board, or if the Board approves this, does this give you anything you don't already have?

MR. ENRIGHT: It gives us more clarity in these neighborhoods, but you know, we could still, you know, if there was something coming in in one of these color neighborhoods, we still have the judgment to decide whether or not it has to go to design review or not. I mean that is a, you know, Staff does have leeway on that and it's the Village Board policy to be, you know, before like I said they made everybody go and there were complaints. So, they said, Staff, you're professional planners, you can make these judgments on behalf of Village Board to decide if you think something needs to go or not.

So, I think these areas, we would have, you know, more clarity on scrutinizing them but it doesn't, it's not absolute that it would have to go if it fits in with the neighborhood. That's what we're doing now throughout the --

COMMISSIONER JENSEN: That's the point that Commissioner Dawson and Lorenzini are making in this, by actually declaring these as even, you know, on the radar as historic areas, historic neighborhoods, it almost encourages the additional review, and I see your point in making it.

MR. ENRIGHT: Yes, I would agree with that. So, if the Plan Commission doesn't want to recommend that just because these are, show these as areas for further study but not necessarily, you know, impact the policy of the Village with respect to Design Commission, so if you look at page 58, you might want to just delete number one and that takes away any extra scrutiny I would think because it gets rid of that verbiage.

COMMISSIONER GREEN: Bill, just for clarity, okay, it's not the fact that they're going to the Design Commission because they're from the neighborhood, I think the question is does Design

Commission have more criteria that they would put on that house because it's in a designated area. In other words, if I am in a designated historical area and I want to tear my house down and put up another house, is it harder for me to get through the Design Commission because I'm in a designated historic area and tear down a house?

MR. ENRIGHT: No, because they're looking at how houses fit in with neighborhoods, period, all over the Village. So, whether it's, you know, up north, down south, or in the middle of town, when they review something, they review it within the context of the neighborhood. So, if you want to build a pink elephant anywhere in the Village, they're probably going to have some comments about it and maybe not approve it.

COMMISSIONER DAWSON: But if you live in a bungalow in one of these areas and you have a potential buyer who wants to change the house, you could lose the buyer because some of the bungalows are dilapidated and he would just want the lot. I'm not saying I'm in favor of that, I'm not. I like the characteristics of my neighborhood a lot and I would not want some crazy house to go up in that area. I'm just saying that if this is in place, it could impact the buyer or the resident and we've done it without talking to them, that's all.

COMMISSIONER GREEN: Right. But then you do have the freedom to put up any kind of house you want. That's --

COMMISSIONER DAWSON: Not necessarily.

COMMISSIONER GREEN: Why not?

COMMISSIONER DAWSON: Not if Design, if the buyer for your house wants to tear it down and put something else up that doesn't fit in characteristics of the neighborhood, but is it necessarily, I mean there's plenty of areas where there's a house that doesn't fit in, there's plenty of them. But if you've got now a historic neighborhood, you have that kind of added layer of saying, no, no, no, in these areas we actually need the houses to fit in with the criteria, and you can potentially impact the home, the resale.

COMMISSIONER GREEN: Well, this to me seems to be bringing me back a few years to the argument about if you live in an area where there's a ranch next door you can't put up a ranch house next to a ranch, or a two-story next to a ranch.

COMMISSIONER DAWSON: A huge two-story.

COMMISSIONER GREEN: And that was awful. I think that was one of the worst things we ever went through here in the Village. If this is something like that, I would be totally against it. If there is anybody that, I just don't think these kinds of restrictions, I can see going to the Design Commission to hit the basic guidelines, we have design guidelines that are issued and I'm all for that. It's just that if you live in a bungalow neighborhood and you want to tear down the bungalow and put up a two-story or something, that should be

allowed and it shouldn't be just because you live with other bungalows that you can't put up a two-story home.

MR. ENRIGHT: This designation doesn't mean that at all.

COMMISSIONER GREEN: It doesn't mean that at all.

MR. ENRIGHT: No.

COMMISSIONER GREEN: Then I'm fine with it.

COMMISSIONER DAWSON: I don't think it means that. I just don't know what kind of, I just don't know what it means and I don't know what kind of slippery slope and I don't know that anyone has really thought through what does it mean. Now is it going to give the Design Commission that feeling that, I don't know and it just, it makes me nervous because I've been somewhat through it and I'd like to better understand what it is we're doing.

So, you had stated that there is a way that we could approve this but we could put the requirement that this can't be used without further designation? There was another sort of statement, not that it can't be used but there was something you said, that we could say that it requires further designation.

MR. ENRIGHT: I think it's getting a lot more complicated than it actually is. Designating, showing these areas as potential study areas and areas of interest to the Village has no impact on your ability to develop your property. However, if the Village Board says that these are important areas, then in some of these areas we already do send people to Design Commission already. We have that authority. Like it or not, we do have that authority. We try to be fair and consistent, and that authority was vested by the Village Board to the Planning Department.

So, we do make these judgment calls all the time on the house is going to design review or not which is about a 30-day extra process because we can get them on fairly quickly. It doesn't mean they're going to get approved that night. But having this area designated, I think we would look at this and if there is a house there of interest, we hear about it, they send it to Design Commission. But the way to solve this is just get rid of, on page 58, number one because that's saying continue to require Design Commission review of designated homes within historic areas. If you take that out, then we're just, you know, it doesn't give us any more guidance on this. We just go by the policy Village-wide that we have been which is certain areas we're going to send which we do already.

COMMISSIONER DAWSON: Okay.

MR. ENRIGHT: For better or worse.

COMMISSIONER DAWSON: Okay.

CHAIRMAN LORENZINI: Does somebody want to make a motion? Go ahead, Sue.

COMMISSIONER DAWSON: A motion? Okay. I don't even know what the motion is at this point.

COMMISSIONER GREEN: Minus that.

COMMISSIONER DAWSON: Okay. So, but a motion to recommend to the Village Board of Trustees approval of PC# 14-020, the 2015 -- I don't think I can do this motion because I just want to make a comment with my vote. I think someone else has to make this motion because I still have reservations about it in general even though I will approve it.

COMMISSIONER SIGALOS: I'll make the motion. **I'll make a motion to recommend to the Village Board of Trustees approval of PC# 14-020, the 2015 Comprehensive Plan.**

COMMISSIONER DAWSON: But we've asked for a modification on page 58.

COMMISSIONER SIGALOS: **With the modification that we delete item one to require Design Commission review on page 58 of the Comprehensive Plan.**

COMMISSIONER DROST: I'll second the motion.

CHAIRMAN LORENZINI: Roll call vote.

MR. ENRIGHT: Let me start it this way. Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes, with comment.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

MR. ENRIGHT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Aye, with comment.

MR. ENRIGHT: And Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Comments?

COMMISSIONER CHERWIN: So, yes, my comment would be, you know, very much in line with what the other concerns have been about putting this into the record. That's why the first question I asked had to do with the involvement of the historic owners association. I do feel that, you know, we do have some protections in here, that this is not a final designation on this property. I think we've been very clear with the comments here.

I would like to see some more involvement from maybe those citizens as we go forward and maybe a consideration that they be more actively involved in this process so that we do want to get more rigor around the historic neighborhood, that we make every effort we can to involve those people very thoroughly in the process before we put any level of restrictions against them.

COMMISSIONER DAWSON: My comment is simply that I feel that we need more public commentary before impacting these areas. I think that the residents should have the ability to give input before a decision is made that impacts their neighborhood.

COMMISSIONER DROST: Yes, my comment is to start the process of making Arlington Heights a bicycle-friendly community and to incorporate some of the comments that the Bicycle Commissioners had presented to us and to see if we can incorporate these, after study, that they become part of the Comprehensive Plan.

CHAIRMAN LORENZINI: Anybody else have comments? Okay. All right. I guess congratulations, Mr. Enright.

COMMISSIONER DROST: Yes, congratulations.

MR. ENRIGHT: Well, to the Subcommittee, they did all the work.

(Whereupon, the above public hearing was concluded at 9:54 p.m.)

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

RONALD LeGRAND, SR.

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF _____

_____, A.D. 2015.

NOTARY PUBLIC



Item: Regular Meeting - 8/26/15

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 8/26/15 DRAFT

Type

Minutes

PLAN

REPORT OF THE PROCEEDINGS OF THE OTHER BUSINESS ITEMS
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: 2016 BUDGET REQUEST

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
26th day of August, 2015 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

LATIKA BHIDE, Development Planner
BILL ENRIGHT, Deputy Director

CHAIRMAN LORENZINI: We have one item left.

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MR. ENRIGHT: Budget approval.

CHAIRMAN LORENZINI: Budget approval.

COMMISSIONER DROST: Could we raise our salary? Because I think we're getting, you know --

COMMISSIONER DAWSON: Well, clearly the residents feel that we should have more of a salary because --

COMMISSIONER DROST: Yes.

COMMISSIONER WARSKOW: They assume we do, so we might as well.

MR. ENRIGHT: I guess it depends on who's paying your salary.

COMMISSIONER DROST: That certainly might get voted down by --

COMMISSIONER GREEN: We could take it out of George's pay.

CHAIRMAN LORENZINI: I was for it but she said she was a teacher.

MR. ENRIGHT: Is there a motion to approve this?

COMMISSIONER DROST: Motion to approve.

CHAIRMAN LORENZINI: Second?

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Anything else, Bill? Next meeting?

MR. ENRIGHT: Yes, I believe it's the 9th. I think we have three meetings coming up.

COMMISSIONER DROST: Yes.

MR. ENRIGHT: Projects all of a sudden being bunched up. So, yes, the 9th I guess is the next one. Let me get a calendar.

COMMISSIONER JENSEN: 16th and 30th.

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Do we have any other items, Bill?

MR. ENRIGHT: No.

COMMISSIONER DROST: Motion to adjourn.

CHAIRMAN LORENZINI: Second?

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: We're adjourned.

(Whereupon, the above meeting was concluded)

at 10:00 p.m.)

STATE OF ILLINOIS)
) SS.
 COUNTY OF K A N E)

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

 RONALD LeGRAND, SR.

SUBSCRIBED AND SWORN TO

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

 NOTARY PUBLIC



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

Department: Planning & Community Development Department

Requested Action

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

Recommendation

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

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

ATTACHMENTS:

Description

Staff Report
Legal Notification
Location Map
Plat & Sub Minutes 7/8/15
Plat of Survey
Floor Plans
Building Usage
Justification

Type

Board or Commission Report
Correspondence
Exhibits
Minutes
Exhibits
Exhibits
Correspondence
Correspondence

Business Plan
Traffic Study
Department Comments
Response to Department Comments

Correspondence
Exhibits
Correspondence
Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

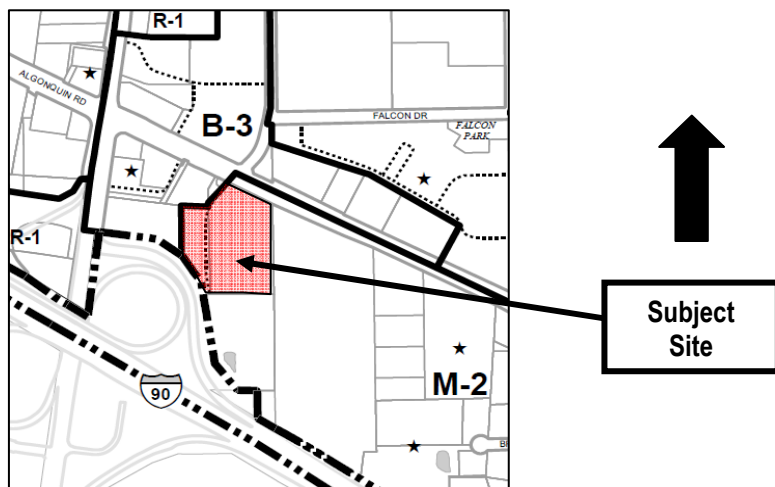
To: Plan Commission
Prepared By: Latika Bhide, Development Planner
Meeting Date: September 9, 2015
Date Prepared: September 4, 2015
Project Title: Xilin Adult Day Care Facility
Address: 145 E. Algonquin Road

BACKGROUND INFORMATION

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

Requested Action:

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

**Surrounding Zoning**

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

Background

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

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

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

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

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

Zoning and Comprehensive Plan

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

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

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

Plat and Subdivision Committee Meeting

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

STAR line Master Plan

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

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

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

Building, Site and Landscape Related Issues

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

Traffic & Parking Issues

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

Trip Generation

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

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

Table 1: Trip Generation Analysis

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

Parking

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

Table 2: Parking Code Analysis

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

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

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

RECOMMENDATION

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

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

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

____ September 4, 2015

Bill Enright, AICP
Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
SEPTEMBER 9, 2015 AT
7:30 P.M. in the Municipal
Building, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 15-011, A Land
Use Variation for a Day
Care, Adult in the M-2 dis-
trict OR a Rezoning to the B-
2 district from the M-2 dis-
trict and a Comprehensive
Plan Amendment from R &
D, Mfg., Warehouse to
Commercial.
The subject site is generally
located on the south side of
Algonquin Road, east of Ar-
lington Heights Road at 145
E. Algonquin Road, Arling-
ton Heights, IL and legally
described as:
Lincoln Executive Plaza
Sub., part of Lot 2 in August
Busse's Division (August
Busse's Div. of parts of the
E. 1/2 of Sec. 16-41-11. Rec.
May 13, 1928 Doc. 10023115)
Rec. Nov 12, 1981 Doc.
26056020.
The petitioner is requesting
any other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
August 25, 2015 (4417499)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published August 25, 2015 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Paula Baltz
Authorized Agent

Control # 4417499

RECEIVED

AUG 27 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTIFICATION AFFIDAVIT

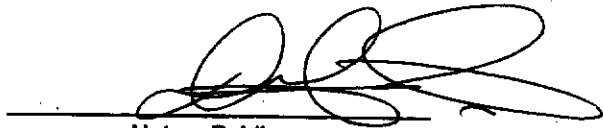
I, An Fei hereby certify as follows:

1. That on the 11th day of August, 2015, affiant caused to be mailed in the Post Office of Arlington Heights IL, copies of the attached Notice of Public Hearing to all listed taxpayers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..
2. That the parties to whom said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.



Signature

Subscribed and Sworn to before me
this 11th day of August, 2015.


Notary Public

OFFICIAL SEAL
DILEK IDRIZ
Notary Public - State of Illinois
My Commission Expires Jan 11, 2017

RECEIVED

AUG 25 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT 11



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

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

July 8, 2015

Project Title: Xilin Adult Day Care Facility
Address: 145 E. Algonquin Road
Petitioner: Ann Fei
Xilin Associates
1163 E. Ogden Avenue, Suite 301
Naperville, Illinois 60540

Requested Action:

A Land Use Variation Amendment to allow an approximately 12,831 square feet expansion of an adult day care facility in an M-2, Limited Heavy Manufacturing District.

Attendees: Ann Fei, Xilin, Petitioner
Linda Wang, Xilin, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Latika Bhide, Development Planner

Project Summary

The subject site is 6.25 acres and there is an existing one-story, light industrial office building that is 68,043 square feet and divided into three tenant areas. The northern two thirds of the building (125 and 135 E. Algonquin Road) is occupied by office related uses, while Xilin occupies 13,012 square feet within the southern third tenant area (145 E. Algonquin Road). The remaining 12,832 square feet within the southern third tenant area is currently vacant. In 2013, a land use variation was approved for an adult day care facility for Xilin at this location. The existing parking, which is located along the south and west building elevations as well as on the west side of the private access drive, has a total of 279 parking stalls. Access to the site is via one driveway along Algonquin Road and two driveways along the private access drive that is located along the west property line and serves both the subject site and the Daily Herald building to the south.

The proposed action, if approved would allow the Xilin Associates to acquire and expand the existing day care facility into the 12,832 square foot vacant tenant space at the southeast corner of the building (145 E. Algonquin) along with an in-home Care service office, general social services, a Chinese language learning and test center and Chinese performing art and music learning classes. Xilin Associates is a not for profit organization that is located in Naperville, Illinois and works with various Human Services departments and organizations (i.e. Catholic Charities) for financial assistance and program enrollment. The existing daycare has an enrollment of 80 adults. The facility is expected to have an additional enrollment of 80 adults following expansion, for a total of 160 adults. The daycare is for adults want to remain in the community but cannot remain home alone during the day due to a physical, social, and/or mental impairment. Although the business plan focuses primarily on the Asian community, the proposed facility will be open to the general public. The petitioner has indicated that there are 19 employees employed by Xilin at this time. With the proposed expansion a maximum of 28 employees are anticipated and the hours of operation are expected to be Monday through Friday from 7:00 AM to 7:00 PM and on Saturday and Sunday from 9:30 AM to 5:00 PM. The Petitioner has indicated that staff normally leaves around 6:00 PM to 7:00 PM whereas the patrons typically leave around 3:00 PM.

Meeting Discussion:

L. Wang stated that Xilin was a non-profit organization and headquartered in Naperville. She said the organization had four major programs – children's education, cultural programming, social service programs and public health program. She said that they (Xilin) help local government connect with Asian communities. **L. Wang** stated that they started the

Asian Community Center in Naperville in 2003. She stated that Adult day care and Social Services are needed in the North Cook county region area. She stated that Xilin runs a senior nutrition program, started 2004, in Arlington Heights and Schaumburg. In 2012, they found property at 145 E Algonquin, which had vacant for 6 years. The total available space was 28,000 SF, but the board made decision to buy half of the building and received a land use variation for an adult day care for that space. They started the adult day care in June 2014 and the program got a really good response from community. He stated that 150 seniors had signed up and the daily attendance is approximately 50-60 adults. She said that during the last process they told the (Village) trustees that they would be buying the other half when financially viable.

L. Jensen asked if they would lease or buy the space. **L. Wang** answered that they would be buying the property. **J. Sigalos** confirmed that they own the property where the day care is currently located. **L. Bhide** clarified that the building was in 3 parts, 125, 135, and 145 E, Algonquin Road and that Xilin currently owns the property where the care is located. **L. Jensen** asked about the staff recommendation on changing the zoning of the property in line with the existing uses. **L. Bhide** said that the property is zoned M2 and as part of the formal process, it was recommended that the possibility of rezoning the property be evaluated. A Comprehensive Plan Amendment to be more in line with the Starline Master Plan and existing uses is recommended. **L. Jensen** asked if this request would be processed at the same time as the land use variation request. **L. Bhide** said that it would. **L. Jensen** asked if the petitioner is aware that some kind of transit system could be built there. **L. Bhide** answered that there is language within the report regarding the property being in the Starline Redevelopment area and that the petitioner would agree to work with the Village. She stated that the property was within the gateway area of the Starline development plan which calls for moderate high density mixed use. She stated that there is no funding to implement the Plan at this point. **B. Green** stated that they should be aware that in the future development could occur here. He explained the Starline project to the petitioner. He said that if the rail was brought along I-90 in the future, Arlington Heights was designated as a stop. He explained the possible redevelopment. **L. Jensen** said that the proposed use would be compatible with the proposed future plan.

L. Jensen asked if the program was relocating from Naperville. The petitioner answered no. **J. Sigalos** asked how the clients arrive at the location. **L. Wang** said that the seniors are picked up in vans at their home. **A. Fei** said that their vans were ADA compliant. **L. Jensen** asked about funding. **L. Wang** said that 85% of their funding was through government contract. **J. Sigalos** asked if their programs would be affected by State budget cuts. **L. Wang** said that their program falls under community care which is to keep seniors in the community rather than in an institution and the budget for their programs was not reduced. She said that the other program that was available was in-house services. She said that the level of house condition to enter the program was raised. Therefore, some seniors would lose their service. She said that 40% of the program was funded by the State and the rest was through Medicaid. **J. Sigalos** said that he thought it was an excellent project. He asked why they are required to come back. **L. Bhide** said that it was because they were expanding the area.

RECOMMENDATION

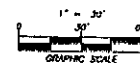
The Plat & Sub Committee said the feedback was positive and that the Petitioner should move forward through the process.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Latika Bhide, Recorder

PLAT OF SURVEY

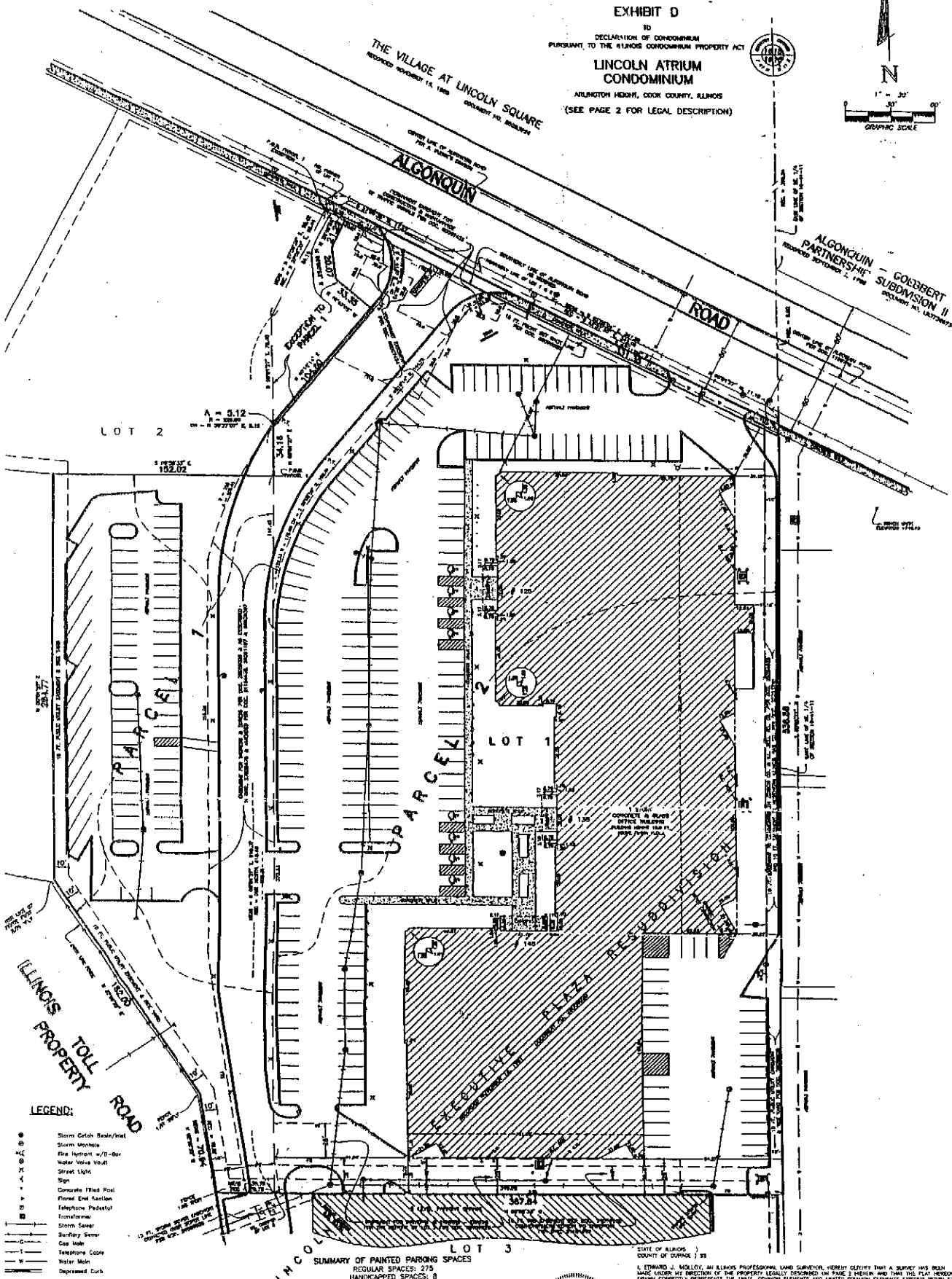
EXHIBIT D

TO
DECLARATION OF CONDOMINIUM
PURSUANT TO THE ILLINOIS CONDOMINIUM PROPERTY ACT
**LINCOLN ATRIUM
CONDOMINIUM**
ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS
(SEE PAGE 2 FOR LEGAL DESCRIPTION)



THE VILLAGE AT LINCOLN SQUARE
RECORDED NOVEMBER 14, 1998 DOCUMENT NO. 885949

ALCONQUIN PARTNERSHIP - GOLDBERT SUBDIVISION II
RECORDED NOVEMBER 2, 1998 DOCUMENT NO. 885949



- LEGEND:**
- Storm Catch Basin/Inlet
 - Storm Manhole
 - 15" Diameter 42" Deep
 - Water Valve Vault
 - Street Light
 - Sign
 - Concrete Flood Post
 - Flashed End Section
 - Telephone Pedestal
 - Transformer
 - Storm Saver
 - Sanitary Sewer
 - Gas Main
 - Telephone Cable
 - Water Main
 - Depressed Curb

SUMMARY OF PAINTED PARKING SPACES
REGULAR SPACES: 278
HANDICAPPED SPACES: 8
TOTAL: 286

AREA SUMMARY OF TRACT SURVEYED
PARCEL 1 = 61,707 SQUARE FEET OR 1.417 ACRES
PARCEL 2 = 210,689 SQUARE FEET OR 4.838 ACRES
TOTAL = 272,396 SQUARE FEET OR 6.255 ACRES

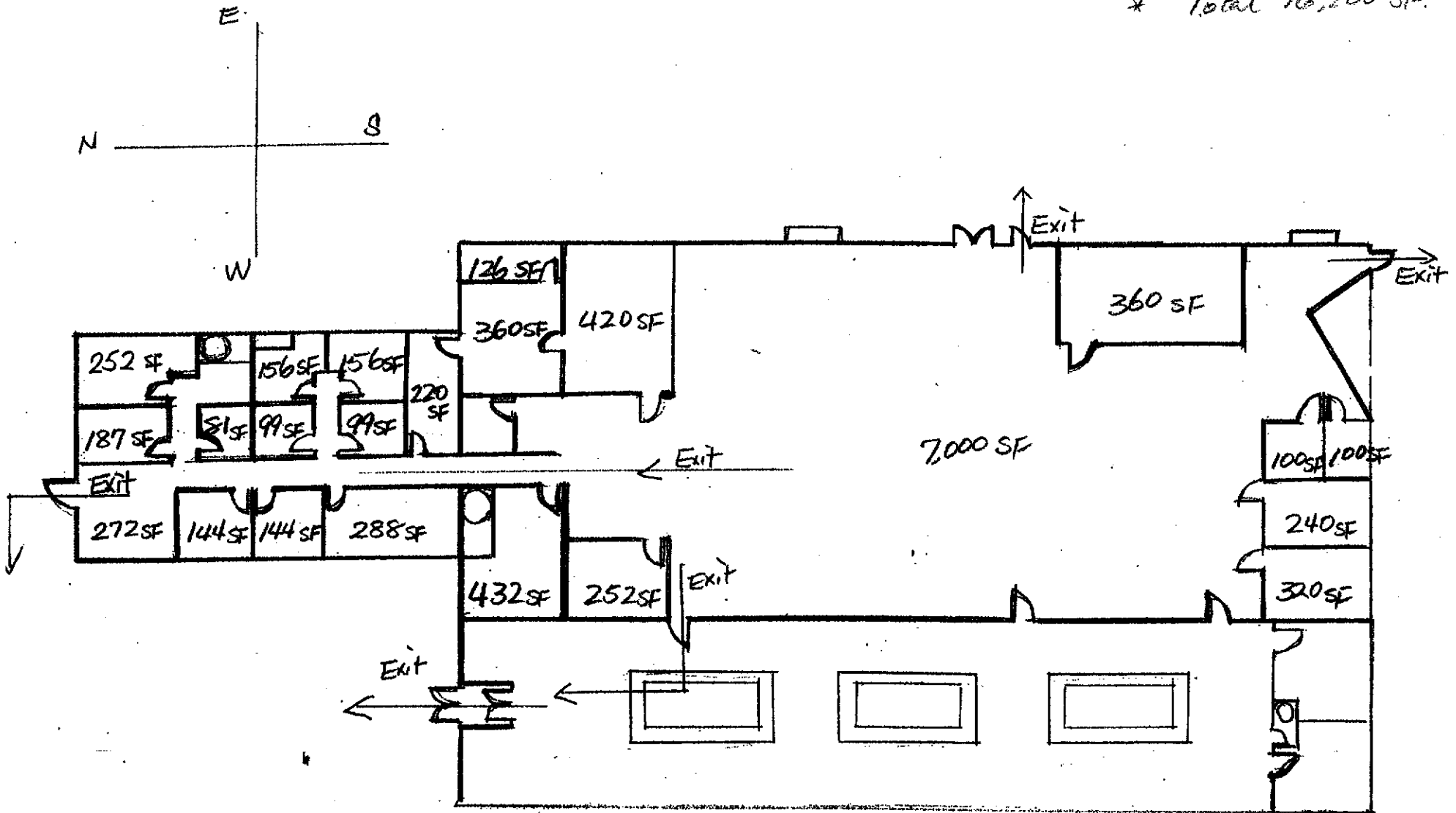


I, EDWARD J. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED ON PAGE 2 HEREIN AND THAT THIS PLAT HEREON CORRECTLY REPRESENTS THE LAND, COMMON ELEMENTS AND LIMITED COMMON ELEMENTS WITHIN SAID PROPERTY FOR PURPOSES OF THE ILLINOIS CONDOMINIUM PROPERTY ACT. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

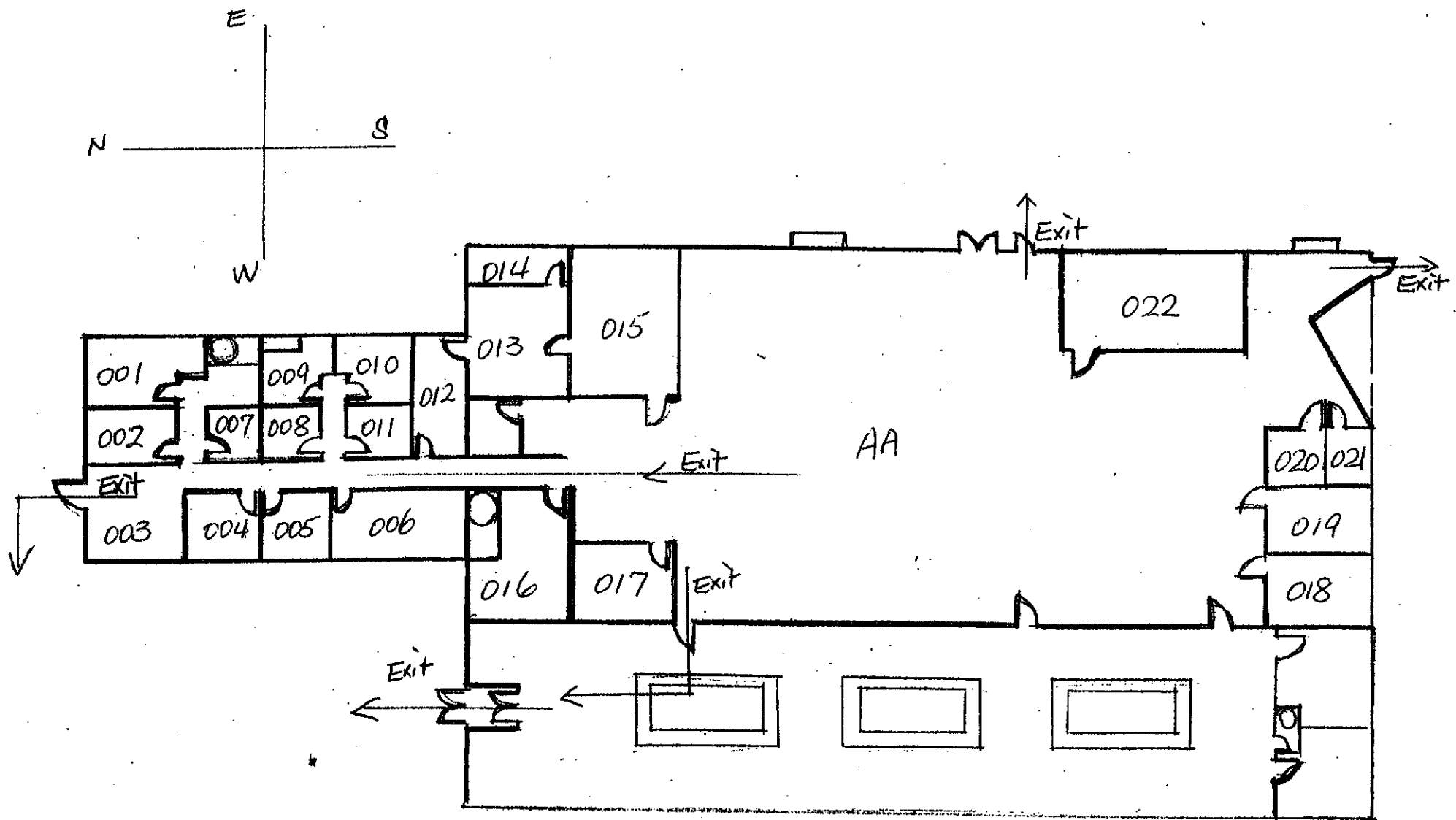
DATED AT BENSENVILLE, ILLINOIS, THIS 14TH DAY OF FEBRUARY, A.D. 2004.
Edward J. Molloy
EDWARD J. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 1811
MY LICENSE EXPIRES NOVEMBER 30, 2004 AND IS RENEWABLE

Attachment I

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



145 E. Algonquin Rd
Arlington Heights, IL 60005



145 E. Algonquin Rd
Arlington Heights, IL 60005

Building Layout and Occupancy Analysis

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

Xilin Organization Mission and New Building Usage Plan

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

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

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

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

The potential objectives are as follows:

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

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

July 1st, 2015

From: Linda Yang, Executive Director

Xilin Association

145 E. Algonquin Rd. Arlington Heights, IL 60005

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

To: Latika Bhide, Planning and Community Development

Village of Arlington Heights

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

Dear Latika:

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

- 1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.**

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

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

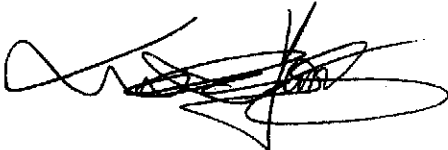
The economic downturn of the past few years has been unique... this area has never encountered price reductions in commercial property that we have seen in the last seven years. "Never seen before" drops in prices make these times unique.

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

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

Sincerely,

Linda Yang



RECEIVED

JUL 08 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Xilin Association Community Service Center Business Plan



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

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

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- 1.2 A One-Stop Multi-Social Service Center
- 1.3 Purchasing Facility and Modification to the Building
- 1.4 Goals and Objectives
- 1.5 Critical Success Factors
- 1.6 Xilin Association's Governing Body
- 1.7 Xilin Association's Operating Chart
- 1.8 Exit Strategy

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- 2.2 In-Home Care Service
- 2.3 General Social Services
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3. Absence of a comprehensive non-profit social services organization in the area

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1. Business Description

1.1 About Xilin Association

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

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

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

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

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

1.2 Building One-Stop Multi-Social Service Center

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

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

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

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

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

1.3 Purchasing Facility and Modification to the Building

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

1.4 Goals and Objectives

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

The objectives are to:

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

1.5 Critical Success Factors

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

1.6 Xilin Association's Governing Body

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

1.7 Xilin Association's Operating Chart

Please see attachment.

1.8 Exit Strategy

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

2. Services

2.1 Adult Daycare Service

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

2.2 In-Home Care Service

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

2.3 General Social Services

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

2.4 Chinese Language Learning and Test Center

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

2.5 Chinese performing Art and Music Instruments Learning Classes

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

3. Building A Comprehensive One-Stop Social Service Organization

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

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

3.2 In-Home Care Service

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

3.3 A New Service Model of Adult Day Service Center

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

4. Marketing and Outreach Plan

4.1 Reach out current clients in Xilin Association

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

4.2 Outreach to Churches, supermarkets, restaurants and others

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

4.3 General Marketing Plan

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

5. Program Development

5.1 Development of the program

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

5.2 Development timeline

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

6. Operations

6.1 Daily Activities

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

6.2. Emergency

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

6.3 Book Keeping

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

6.4 Inventory and Supplies

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

8. Financials

8.1 Start-up Funds

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

8.2 Lender – Illinois Financial Fund

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

8.3 Financial Forecast

See attached Xilin Association Budget 2014

9. Appendix

Traffic Impact and Parking Study

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

Copy: Ms. Ann Fei – Xilin Association

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

Date: June 3, 2015

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

Part I. Project Context

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

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

Part II. Summary Statement

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

Part III. Background Conditions

Site Context and Photo Inventory

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

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

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

Existing Traffic Counts

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

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

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

Existing Parking Observations

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

Based on our observations, Lincoln Atrium is approximately 2/3 occupied. The offices of 125 E Algonquin appear completely occupied by a single tenant. The majority of the 135 E. Algonquin building also appears occupied (the proposed Xilin space and a few other offices are vacant). Lastly Xilin occupies ½ of the 145 E. Algonquin building and proposes to occupy the balance of it. Nonetheless, based on our observations the existing parking demand peaked at 69 spaces (25% of the available parking) at 11:00 am, indicating that more than sufficient parking is available at the site.

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

Part IV. Proposed Development

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

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

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

Part V. Traffic Evaluation

Traffic Assignments

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

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

Capacity Analysis

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

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

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

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

Parking Discussion

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

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

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

Part VI. Conclusions and Recommendations

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

Part VII. Technical Addendum

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

Exhibits

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

Appendices

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

TECHNICAL ADDENDUM



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



Looking north along site access approaching E. Algonquin Road intersection



Approaching main entrance to Xilin Center



The south from site access approaching Daily Herald Building



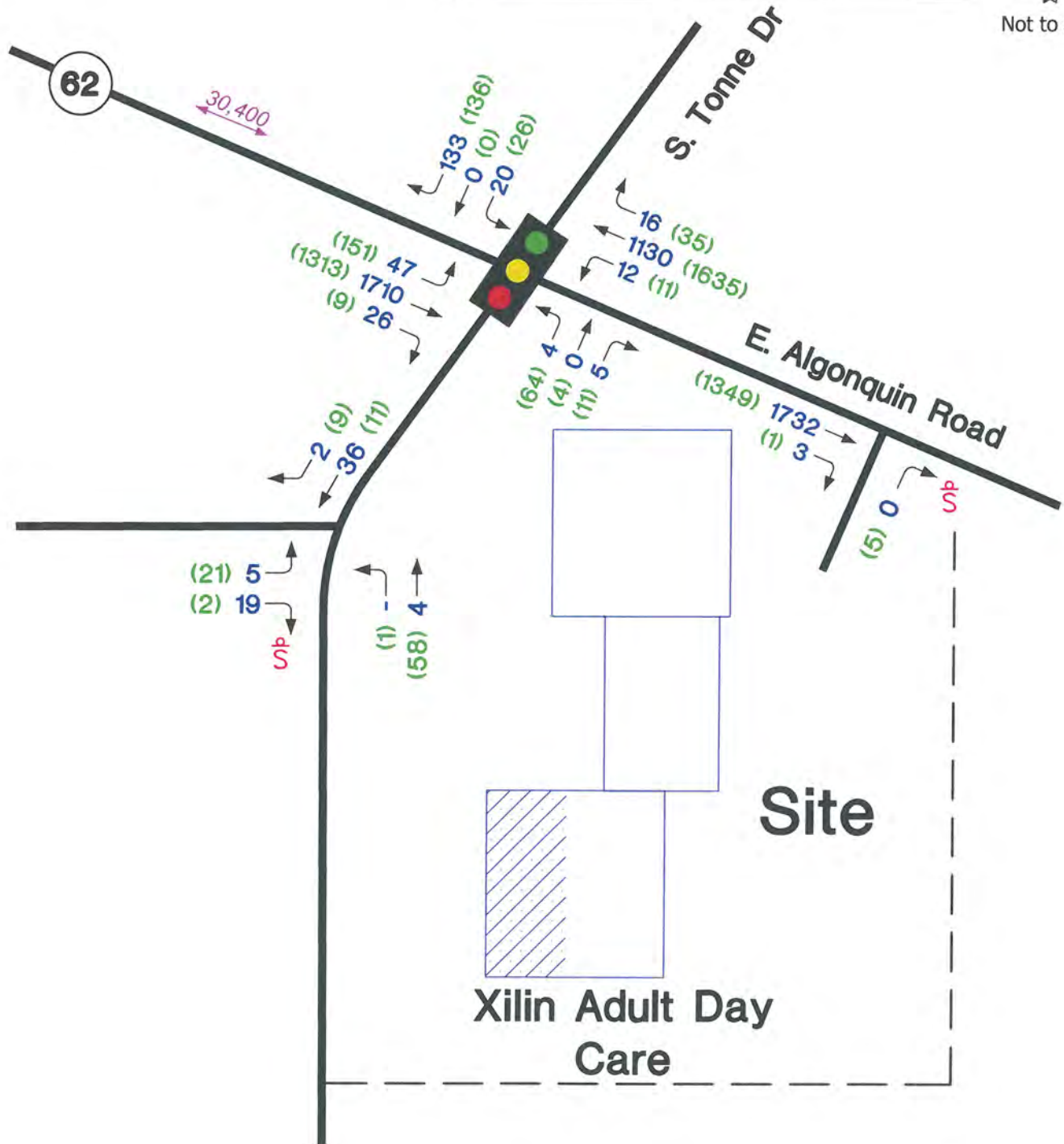
Parking lot along the face of 135 & 125 E. Algonquin Road

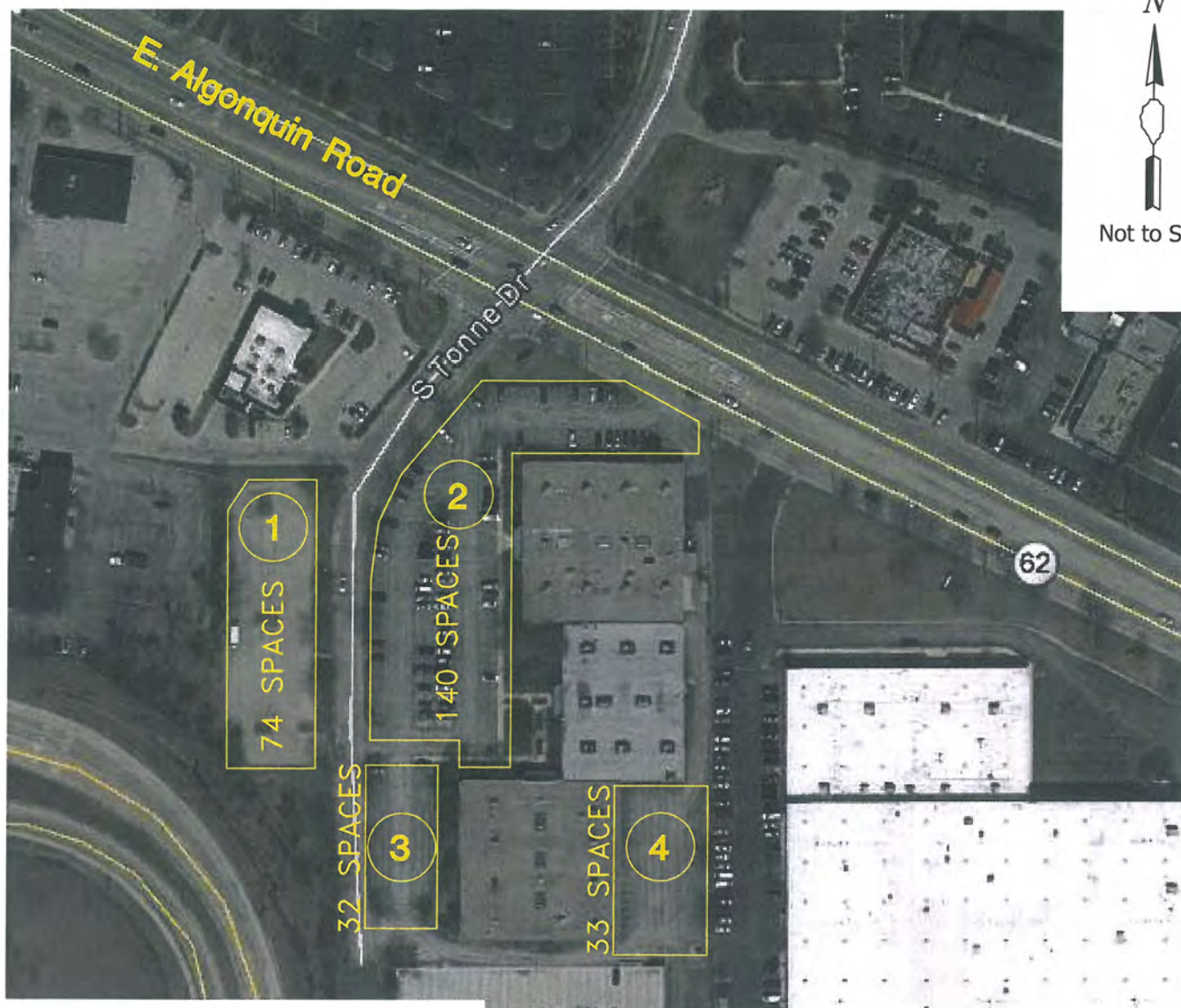
Legend:

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



Not to Scale





Parking Summary

Area 1 – 74 Spaces
 Area 2 – 140 Spaces
 Area 3 – 32 Spaces
 Area 4 – 33 Spaces

Total Parking: 279 Spaces

Occupied Spaces

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

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

Part A. Trip Generations

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

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

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

Part B. Trip Distribution

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

Legend:

XX — AM Peak Hour 7:30–8:30

(XX) — PM Peak Hour 4:30–5:30



Not to Scale

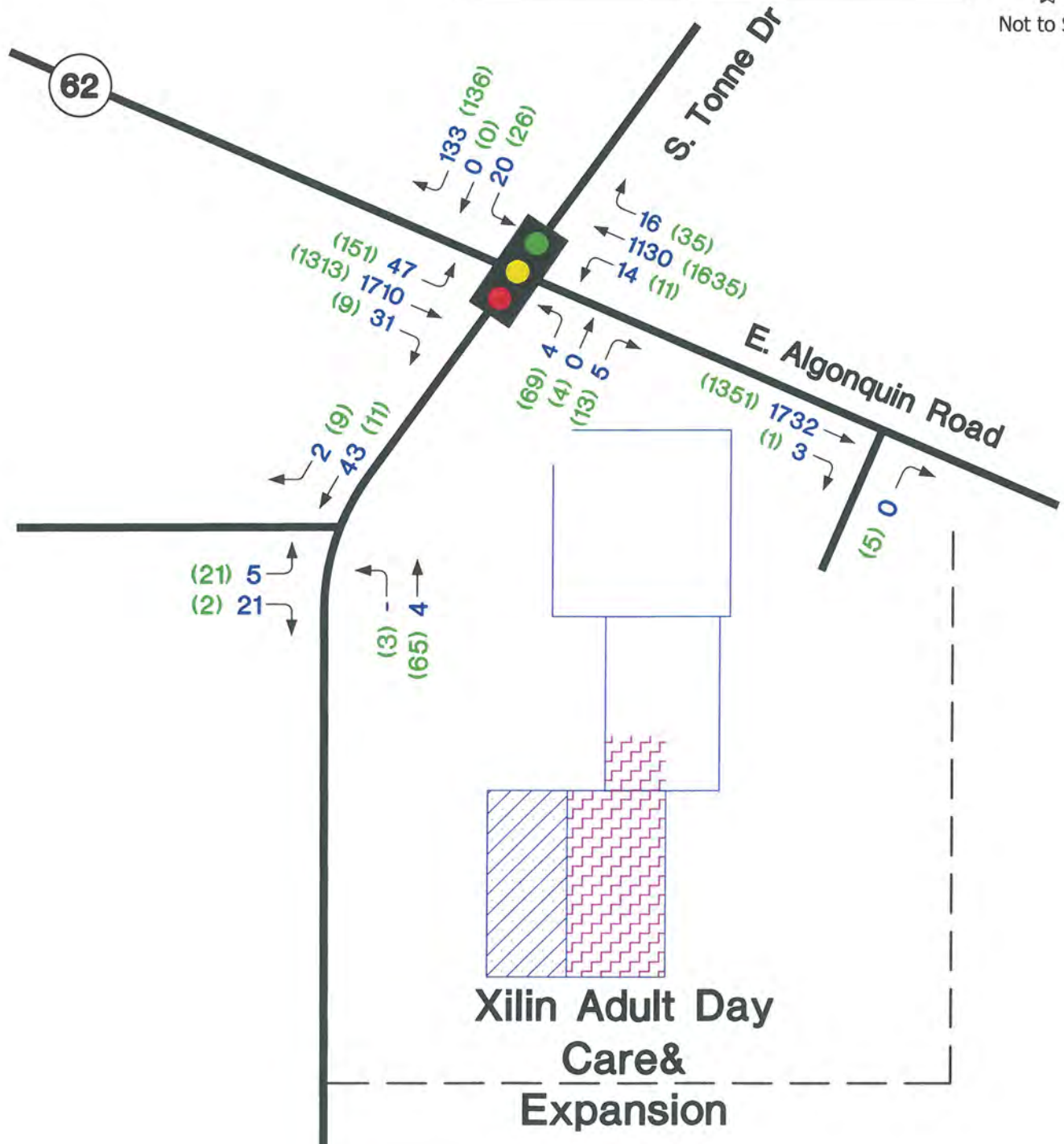


Exhibit 8 Intersection Capacity Analyses

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

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

I. Traffic Signals

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

Part B. Results

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

Exhibit 9
Parking Calculations

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

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

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

Part B. Estimated Additional Demand of Xilin Adult Day Care

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

Part C. Lincoln Atrium Total Demand

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

APPENDICES

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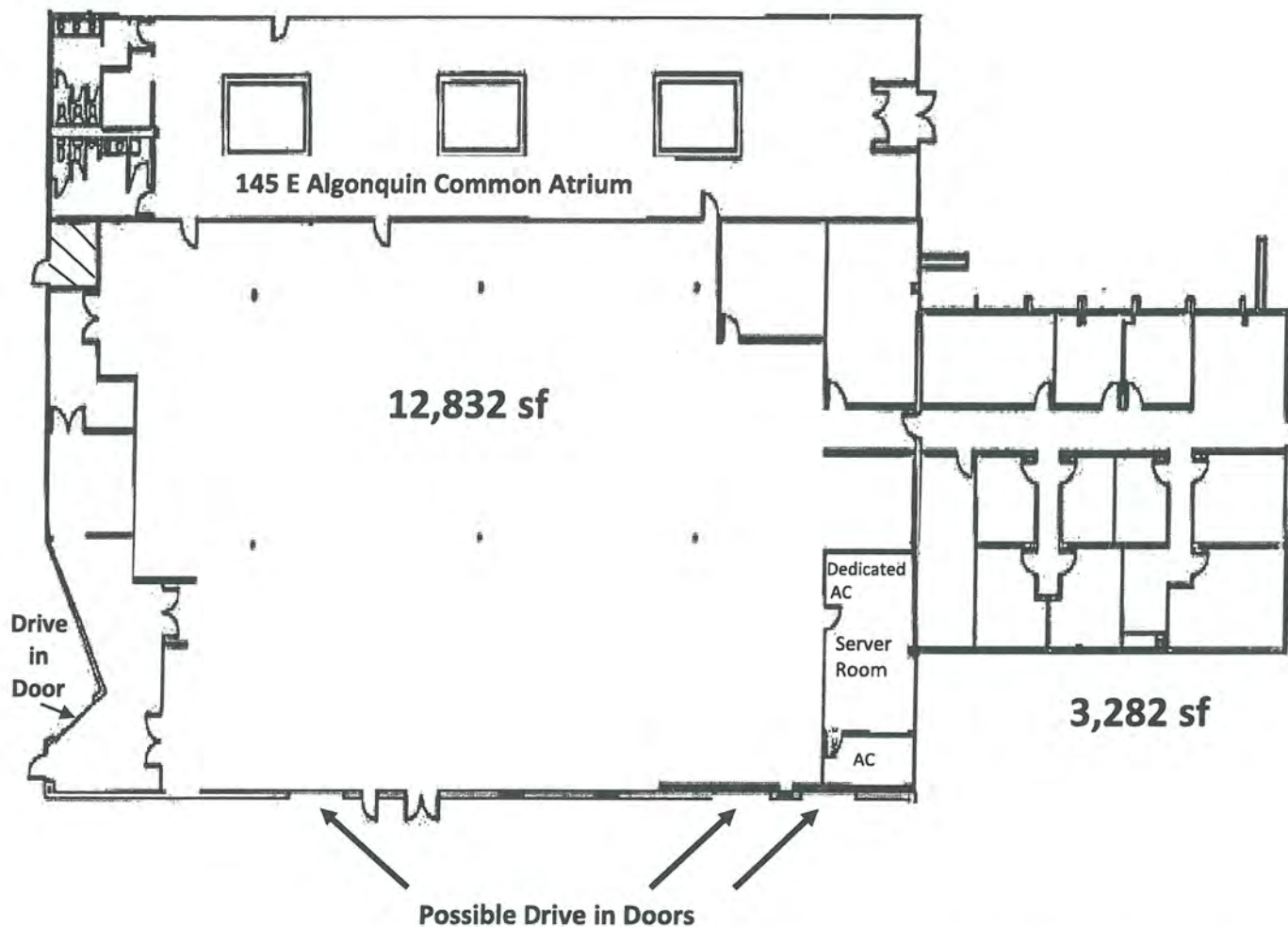
BANK OWNED FOR SALE OFFICE / FLEX

135-145 E Algonquin Road

Arlington Heights, IL 60005



3,282 sf contiguous to 16,114 sf



Appendix A - Real Estate Flyer

For More Information Please Contact:

LESLIE WEBBER

847.359.5557

Lwebber@newlondonassoc.com

New London Associates

1605 Colonial Parkway

Inverness, Illinois 60067

www.newlondonassoc.com

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

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

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

Turning Movement Data

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

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

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Count Name: Algonquin and Tonne
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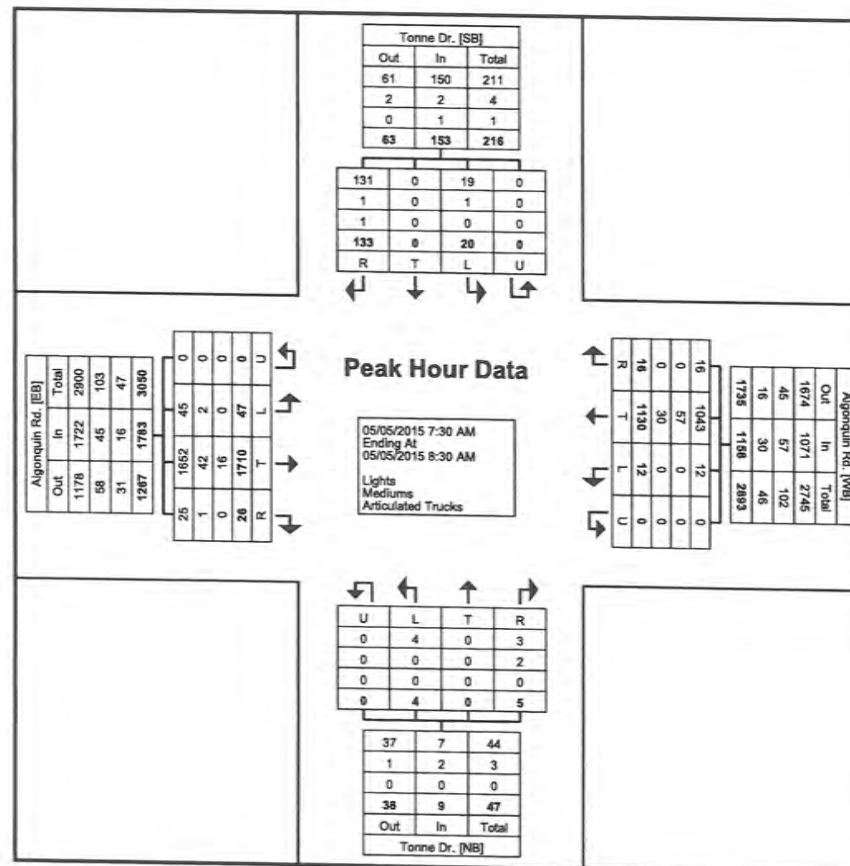
Turning Movement Peak Hour Data (7:30 AM)

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

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Count Name: Algonquin and Tonne
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Turning Movement Peak Hour Data Plot (7:30 AM)

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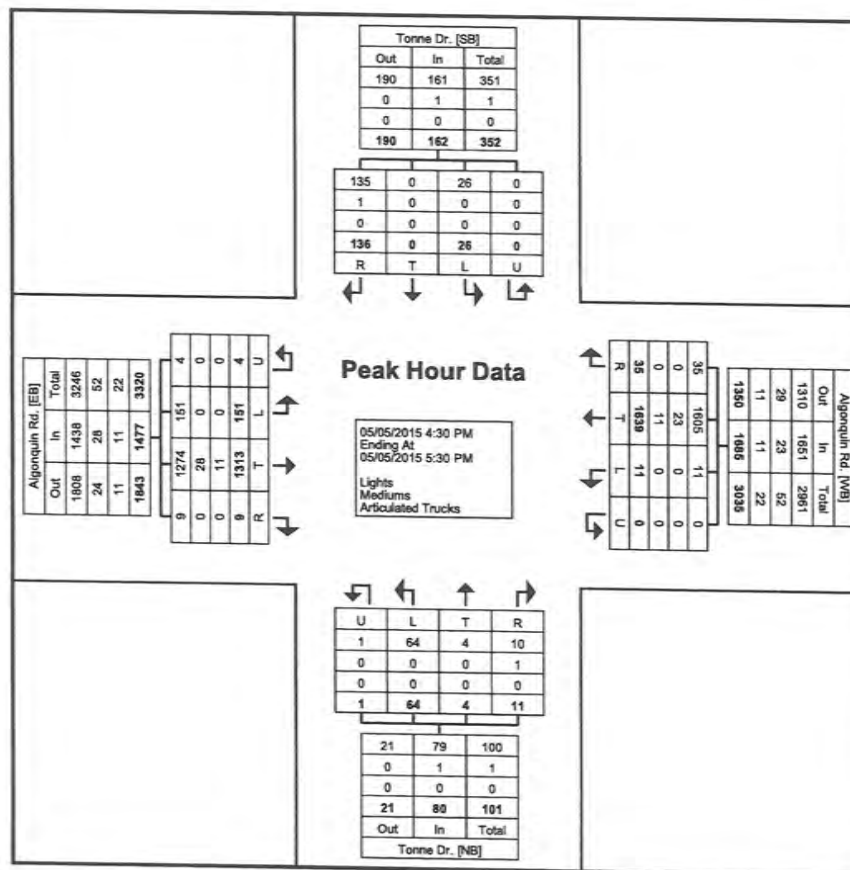
Turning Movement Peak Hour Data (4:30 PM)

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

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

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

4679.905 Xilin Expansion
Tonne Drive @ Internal
6-9 & 4-7
GHA MIO

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Count Name: Tonne and Parking Lot South of
Algonquin
Site Code:
Start Date: 05/05/2015
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Turning Movement Data

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

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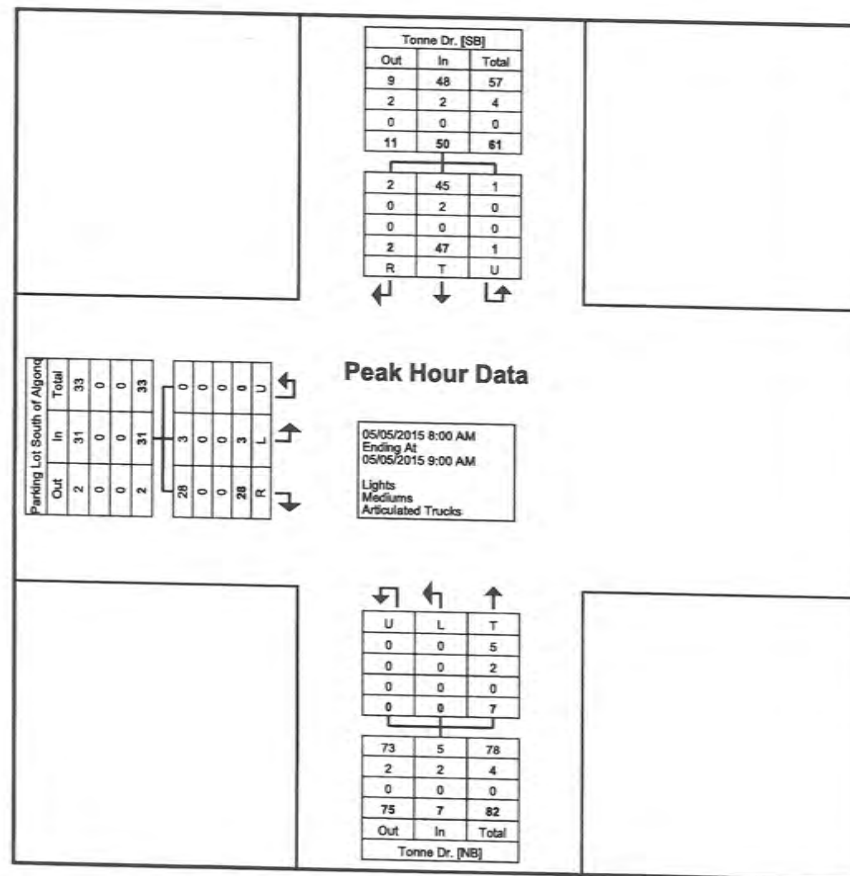
Turning Movement Peak Hour Data (8:00 AM)

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

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Turning Movement Peak Hour Data Plot (8:00 AM)

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Count Name: Tonne and Parking Lot South of
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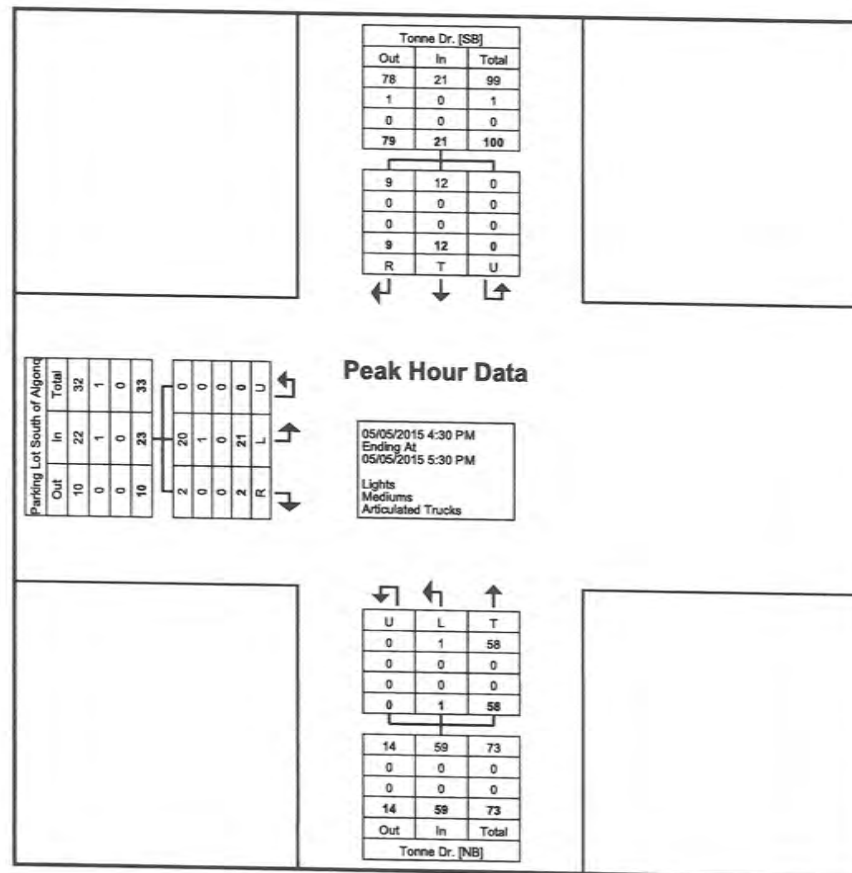
Turning Movement Peak Hour Data (4:30 PM)

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

4679.905 Xilin Expansion
 Tonne Drive @ Internal
 6-9 & 4-7
 GHA MIO

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

Count Name: Tonne and Parking Lot South of
 Algonquin
 Site Code:
 Start Date: 05/05/2015
 Page No: 6



4679.905 Xilin Expansion
Algonquin @ RIRO Access
6-9 & 4-7
GHA MIO

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Vernon Hills, Illinois, United States 60061
(847) 478-9700 dbrinkman@gha-engineers.com

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

Turning Movement Data

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

4679.905 Xilin Expansion
 Algonquin @ RIRO Access
 6-9 & 4-7
 GHA MIO

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

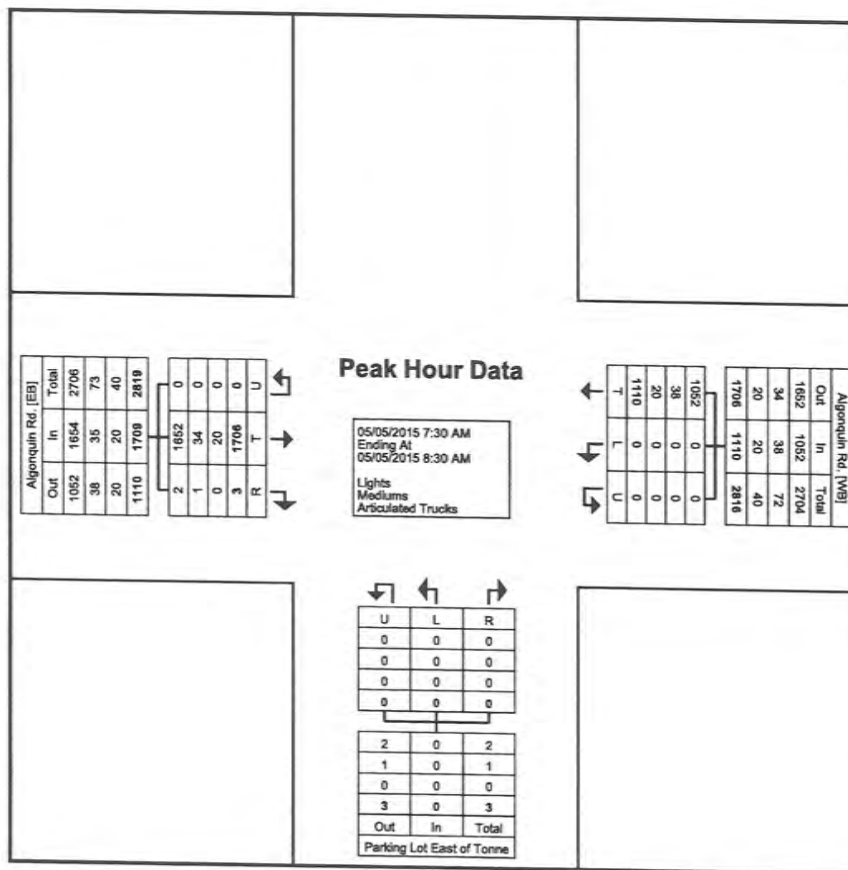
Turning Movement Peak Hour Data (7:30 AM)

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

4679.905 Xilin Expansion
Algonquin @ RIRO Access
6-9 & 4-7
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Count Name: Algonquin and Parking Lot East of
Tonne
Site Code:
Start Date: 05/05/2015
Page No: 4



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

4679.905 Xilin Expansion
 Algonquin @ RIRO Access
 6-9 & 4-7
 GHA MIO

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 625 Forest Edge Drive
 Vernon Hills, Illinois, United States 60061
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Count Name: Algonquin and Parking Lot East of
 Tonne
 Site Code:
 Start Date: 05/05/2015
 Page No: 5

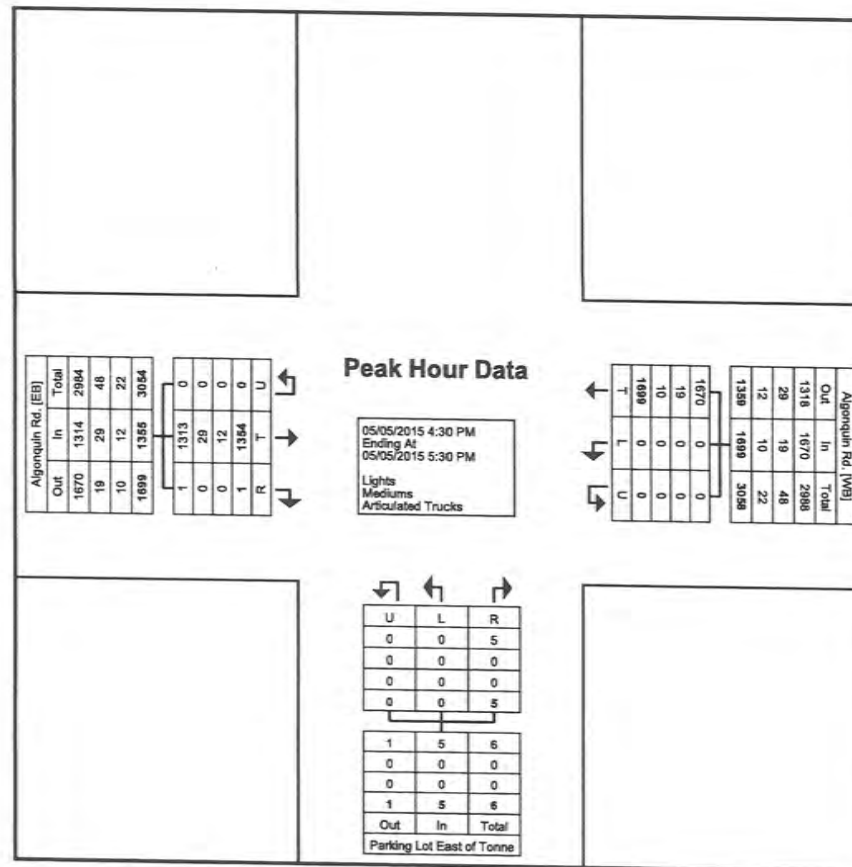
Turning Movement Peak Hour Data (4:30 PM)

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

4679.905 Xilin Expansion
 Algonquin @ RIRO Access
 6-9 & 4-7
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Count Name: Algonquin and Parking Lot East of
 Tonne
 Site Code:
 Start Date: 05/05/2015
 Page No: 6



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

Appendix C - Parking Observations

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

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

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

HCS 2010 Signalized Intersection Input Data Appendix D - HCS Summaries

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

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

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

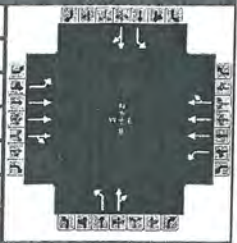
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				47	1710	26	12	1130	16	4	0	5	20	1	133
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (f)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft				120	0		200	0		100	0		100	0	
Grade (Pg), %				0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h				35	35	35	35	35	35	35	35	35	35	35	35

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

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50	No		0.50

HCS 2010 Signalized Intersection Results Summary

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



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

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

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

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		6.0		6.0
Phase Duration, s	6.6	123.4	5.2	122.0		21.4		21.4
Change Period, (Y+R _c), s	4.0	6.0	4.0	6.0		6.0		6.0
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0		3.3		3.3
Queue Clearance Time (g _s), s	2.9		2.2			15.7		15.2
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.87		0.41			0.33		1.00
Max Out Probability	0.00		0.00			0.04		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	49	1221	606	13	806	400	4	5		21	141	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1848	1774	1863	1849	1242	1579		1405	1580	
Queue Service Time (gs), s	0.9	0.0	0.8	0.2	0.0	0.4	0.5	0.5		2.1	13.2	
Cycle Queue Clearance Time (gc), s	0.9	0.0	0.8	0.2	0.0	0.4	13.7	0.5		2.5	13.2	
Green Ratio (g/C)	0.79	0.78	0.78	0.78	0.77	0.77	0.10	0.10		0.10	0.10	
Capacity (c), veh/h	435	2916	1446	256	2882	1430	66	162		188	162	
Volume-to-Capacity Ratio (X)	0.114	0.419	0.419	0.049	0.280	0.280	0.064	0.033		0.112	0.872	
Available Capacity (ca), veh/h	601	2916	1446	439	2882	1430	121	232		250	232	
Back of Queue (Q), veh/ln (50th percentile)	0.3	0.2	0.5	0.1	0.1	0.3	0.2	0.2		0.7	6.1	
Queue Storage Ratio (RQ) (50th percentile)	0.06	0.00	0.00	0.01	0.00	0.00	0.04	0.00		0.19	0.00	
Uniform Delay (d1), s/veh	3.4	0.0	0.2	3.6	0.0	0.2	73.1	60.6		61.8	66.4	
Incremental Delay (d2), s/veh	0.0	0.4	0.9	0.0	0.2	0.5	0.1	0.0		0.1	16.5	
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	3.4	0.4	1.1	3.6	0.2	0.7	73.3	60.7		61.9	82.9	
Level of Service (LOS)	A	A	A	A	A	A	E	E		E	F	
Approach Delay, s/veh / LOS	0.7	A		0.4	A		66.3	E		80.1	F	
Intersection Delay, s/veh / LOS	4.7						A					

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

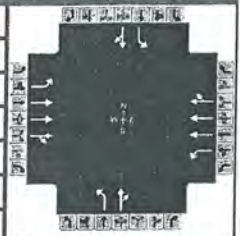
HCS 2010 Signalized Intersection Intermediate Values

General Information

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

Intersection Information

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



Demand Information

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

Signal Information

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

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.992			0.992			0.847			0.848	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5490		1774	5496			0			12	
Proportion of Vehicles Arriving on Green (P)	0.02	1.00	0.78	0.01	1.00	0.77	0.10	0.00	0.10	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.14	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	6.0	4.0	6.0		6.0		6.0
Green Ratio (g/C)	0.79	0.78	0.78	0.77		0.10		0.10
Permitted Saturation Flow Rate (s_o), veh/h/ln	462	0	254	0		1242		1405
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	116.0	0.0	116.0	0.0		15.4		15.4
Permitted Service Time (g_u), s	115.6	0.0	114.6	0.0		2.2		14.9
Permitted Queue Service Time (g_{os}), s	0.1		0.1			0.5		2.1
Time to First Blockage (g_l), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.051	0.000	0.054	0.000	0.164	0.000	0.164
Pedestrian M_{comer} / M_{cw}								
Bicycle c_b / d_b	1565.63	3.54	1547.09	3.85	204.67	60.44	204.67	60.44
Bicycle F_w / F_v	-3.64	1.03	-3.64	0.67	-3.64	0.02	-3.64	0.27

--- Messages ---

No errors or warnings exist.

--- Comments ---

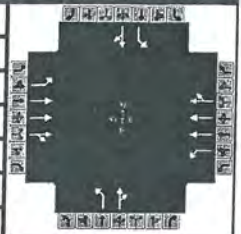
HCS 2010 Signalized Intersection Input Data

General Information

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

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95



Demand Information

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

Signal Information

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

Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1710	31	14	1130	16	4	0	5	20	0	133
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	120	0		200	0		100	0		100	0	
Grade (Pg), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information

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

Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

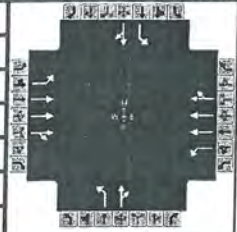
HCS 2010 Signalized Intersection Results Summary

General Information

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

Intersection Information

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



Demand Information

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

Signal Information

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

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

Timer Results

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

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	49	1225	607	15	806	400	4	5		21	140	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1845	1774	1863	1849	1244	1579		1405	1579	
Queue Service Time (gs), s	0.9	0.0	1.0	0.3	0.0	0.4	0.5	0.5		2.1	13.1	
Cycle Queue Clearance Time (gc), s	0.9	0.0	1.0	0.3	0.0	0.4	13.6	0.5		2.5	13.1	
Green Ratio (g/C)	0.79	0.78	0.78	0.78	0.77	0.77	0.10	0.10		0.10	0.10	
Capacity (c), veh/h	435	2915	1443	257	2884	1431	66	161		187	161	
Volume-to-Capacity Ratio (X)	0.114	0.420	0.421	0.057	0.280	0.280	0.064	0.033		0.113	0.871	
Available Capacity (ca), veh/h	602	2915	1443	438	2884	1431	122	232		250	232	
Back of Queue (Q), veh/ln (50th percentile)	0.3	0.2	0.6	0.1	0.1	0.3	0.2	0.2		0.7	6.0	
Queue Storage Ratio (RQ) (50th percentile)	0.06	0.00	0.00	0.01	0.00	0.00	0.04	0.00		0.19	0.00	
Uniform Delay (d1), s/veh	3.4	0.0	0.2	3.6	0.0	0.2	73.1	60.7		61.8	66.4	
Incremental Delay (d2), s/veh	0.0	0.4	0.9	0.0	0.2	0.5	0.1	0.0		0.1	16.2	
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	3.4	0.4	1.1	3.6	0.2	0.7	73.3	60.7		61.9	82.6	
Level of Service (LOS)	A	A	A	A	A	A	E	E		E	F	
Approach Delay, s/veh / LOS	0.7		A	0.4		A	66.3		E	79.9		E
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results

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

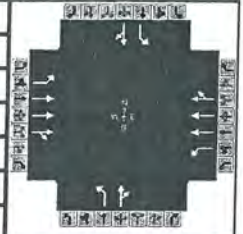
HCS 2010 Signalized Intersection Intermediate Values

General Information

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

Intersection Information

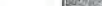
Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



Demand Information

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

Signal Information

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

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.990			0.992			0.847			0.847	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5471		1774	5496			0			0	
Proportion of Vehicles Arriving on Green (P)	0.02	1.00	0.78	0.01	1.00	0.77	0.10	0.00	0.10	0.10	0.00	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.14	

Signal Timing / Movement Groups

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

Multimodal

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

--- Messages ---

No errors or warnings exist.

--- Comments ---

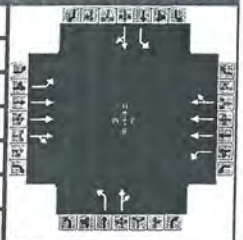
HCS 2010 Signalized Intersection Input Data

General Information

Agency	GHA
Analyst	DPB
Jurisdiction	IDOT
Intersection	IL 62 @ S Tonne Drive
File Name	62-Ton PME.xus
Project Description	

Intersection Information

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



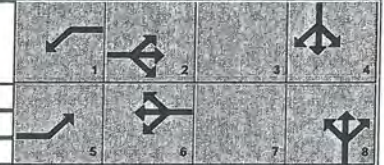
Demand Information

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

Signal Information

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

Green	1.1	0.7	105.9	22.3	0.0	0.0
Yellow	3.0	3.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	2.0	2.0	0.0	0.0



Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	151	1313	9	11	1635	35	64	4	11	26	0	136
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	120	0		200	0		100	0		100	0	
Grade (P _g), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

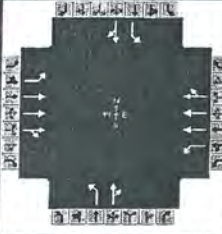
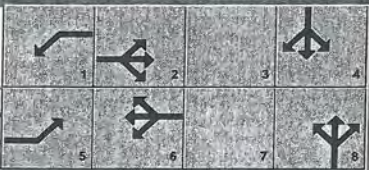
Phase Information

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

Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency	GHA					Duration, h	0.25										
Analyst	DPB		Analysis Date	May 20, 2015		Area Type	Other										
Jurisdiction	IDOT		Time Period	PM PEAK		PHF	0.95										
Intersection	IL 62 @ S Tonne Drive		Analysis Year	EXISTING		Analysis Period	1> 7:00										
File Name	62-Ton PME.xus																
Project Description																	
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						151	1313	9	11	1635	35	64	4	11	26	0	136
Signal Information																	
Cycle, s	150.0	Reference Phase	2														
Offset, s	0	Reference Point	End														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
						Green	1.1	0.7	105.9	22.3	0.0	0.0					
						Yellow	3.0	3.0	4.0	4.0	0.0	0.0					
						Red	1.0	1.0	2.0	2.0	0.0	0.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						5	2	1	6		8		4				
Case Number						1.1	4.0	1.1	4.0		6.0		6.0				
Phase Duration, s						9.8	116.5	5.1	111.9		28.3		28.3				
Change Period, (Y+R _c), s						4.0	6.0	4.0	6.0		6.0		6.0				
Max Allow Headway (MAH), s						3.0	0.0	3.0	0.0		3.3		3.3				
Queue Clearance Time (g _s), s						5.6		2.3			22.7		14.7				
Green Extension Time (g _e), s						0.2	0.0	0.0	0.0		0.3		0.4				
Phase Call Probability						1.00		0.38			0.97		1.00				
Max Out Probability						0.00		0.00			0.08		0.00				
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h						159	929	463	12	1176	582	67	16		27	143	
Adjusted Saturation Flow Rate (s), veh/h/ln						1774	1863	1856	1774	1863	1842	1240	1646		1392	1579	
Queue Service Time (g _s), s						3.6	1.0	1.3	0.3	4.8	6.0	8.1	1.2		2.6	12.7	
Cycle Queue Clearance Time (g _c), s						3.6	1.0	1.3	0.3	4.8	6.0	20.7	1.2		3.8	12.7	
Green Ratio (g/C)						0.76	0.74	0.74	0.71	0.71	0.71	0.15	0.15		0.15	0.15	
Capacity (c), veh/h						297	2745	1367	334	2629	1300	128	245		244	235	
Volume-to-Capacity Ratio (X)						0.534	0.338	0.338	0.035	0.447	0.448	0.527	0.064		0.112	0.609	
Available Capacity (c _a), veh/h						543	2745	1367	506	2629	1300	183	318		306	305	
Back of Queue (Q), veh/ln (50th percentile)						1.3	0.4	0.6	0.1	1.4	1.9	2.6	0.5		0.9	5.2	
Queue Storage Ratio (RQ) (50th percentile)						0.27	0.00	0.00	0.01	0.00	0.00	0.66	0.00		0.23	0.00	
Uniform Delay (d ₁), s/veh						5.4	0.4	0.5	6.2	1.4	1.9	69.4	54.9		56.5	59.7	
Incremental Delay (d ₂), s/veh						0.6	0.3	0.7	0.0	0.6	1.1	1.3	0.0		0.1	1.0	
Initial Queue Delay (d ₃), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh						5.9	0.7	1.1	6.2	2.0	3.0	70.7	54.9		56.5	60.7	
Level of Service (LOS)						A	A	A	A	A	A	E	D		E	E	
Approach Delay, s/veh / LOS						1.4		A	2.3		A	67.7		E	60.0		E
Intersection Delay, s/veh / LOS						6.2						A					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.2		B	2.2		B	3.3		C	3.3		C
Bicycle LOS Score / LOS						1.3		A	1.5		A	0.6		A	0.8		A

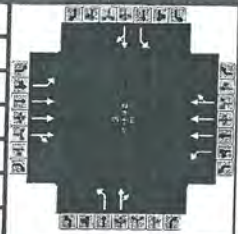
HCS 2010 Signalized Intersection Intermediate Values

General Information

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

Intersection Information

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



Demand Information

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

Signal Information

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

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_o)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.996			0.989			0.883			0.847	
Left-Turn Pedestrian Adjustment Factor (f_{Lob})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rob})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5543		1774	5451			439			0	
Proportion of Vehicles Arriving on Green (P)	0.04	0.98	0.74	0.01	0.94	0.71	0.15	0.15	0.15	0.15	0.00	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	6.0	4.0	6.0		6.0		6.0
Green Ratio (g/C)	0.76	0.74	0.71	0.71		0.15		0.15
Permitted Saturation Flow Rate (s_o), veh/h/ln	272	0	387	0		1240		1392
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_o), s	107.8	0.0	105.8	0.0		22.3		22.3
Permitted Service Time (g_u), s	99.7	0.0	105.8	0.0		9.7		21.1
Permitted Queue Service Time (g_{os}), s	11.5		0.0			8.1		2.6
Time to First Blockage (g_r), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.066	0.000	0.075	0.000	0.160	0.000	0.160
Pedestrian M_{corner} / M_{Cw}								
Bicycle c_b / d_b	1473.80	5.19	1411.59	6.49	297.55	54.34	297.55	54.34
Bicycle F_w / F_v	-3.64	0.85	-3.64	0.97	-3.64	0.14	-3.64	0.28

--- Messages ---

No errors or warnings exist.

--- Comments ---

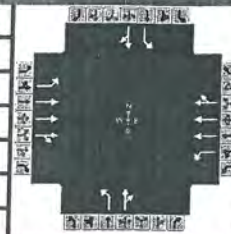
HCS 2010 Signalized Intersection Input Data

General Information

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

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95



Demand Information

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

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
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	151	1313	9	11	1635	35	69	4	13	26	0	136
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	2	2		2	2		2	2		2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	120	0		200	0		100	0		100	0	
Grade (Pg), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

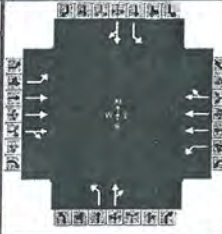
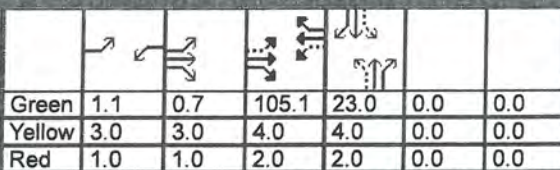
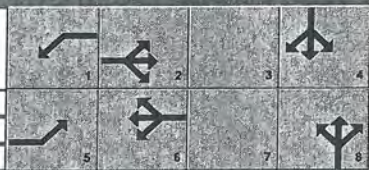
Phase Information

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

Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS 2010 Signalized Intersection Results Summary

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

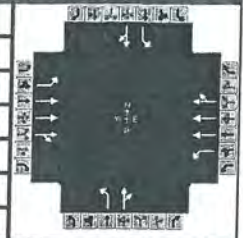
HCS 2010 Signalized Intersection Intermediate Values

General Information

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

Intersection Information

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



Demand Information

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

Signal Information

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

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000			0.000			0.000	
Right-Turn Adjustment Factor (f_{RT})		0.996			0.989			0.879			0.847	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	5543		1774	5451			385			0	
Proportion of Vehicles Arriving on Green (P)	0.04	0.98	0.73	0.01	0.93	0.70	0.15	0.15	0.15	0.15	0.00	0.15
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups

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

Multimodal

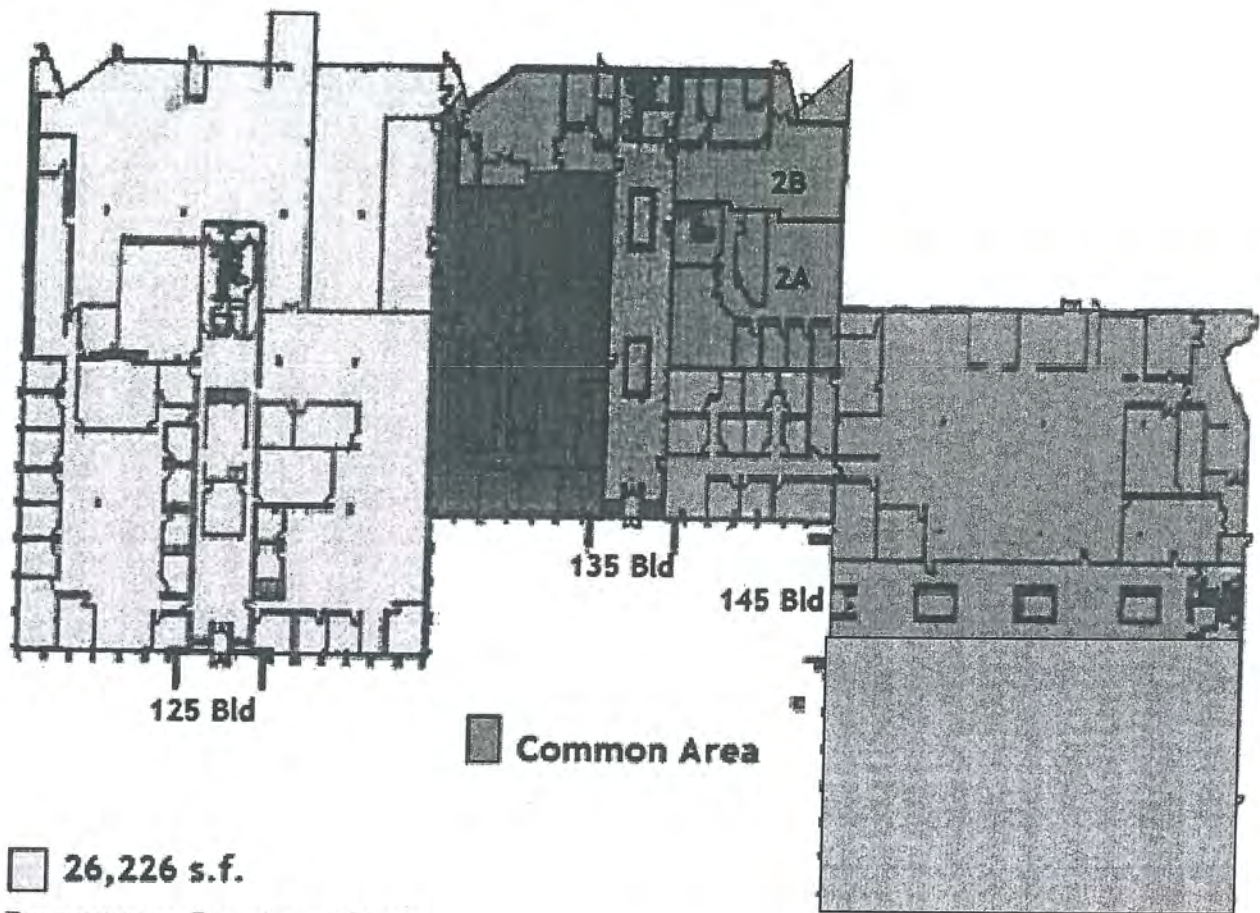
	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	2.545	0.00	2.545	0.00
Pedestrian F_s / F_{delay}	0.000	0.068	0.000	0.076	0.000	0.160	0.000	0.160
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1464.18	5.38	1401.06	6.73	307.18	53.73	307.18	53.73
Bicycle F_w / F_v	-3.64	0.85	-3.64	0.97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

--- Messages ---

No errors or warnings exist.

--- Comments ---

Lincoln Atrium Condominium Association



26,226 s.f.

Programmers Investment Corp.

2,020 s.f.

AXA Advisors

7,586 s.f.

REO VACANT)

2A - 3,480 s.f.

ThinFastMD

2B - 2,786 s.f.

iPure Med Spa

1A - 13,113 sf

Xilin Association

1B - 12,832 sf

American Midwest Bank (VACANT)

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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

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

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

YES NO

- | | | | | |
|----|---------------|---------------|-------------|---------------|
| 1. | <u> </u> | <u>✓</u> | VILLAGE | BUILDING CODE |
| 2. | <u> </u> | <u> </u> | PRESENT | ZONING USE |
| 3. | <u> </u> | <u> </u> | REQUESTED | ZONING USE |
| 4. | <u> </u> | <u> </u> | SUBDIVISION | REQUIRED |
| 5. | <u> </u> | <u> </u> | SIGN | CODE |

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

6. GENERAL COMMENTS:

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

DAB PIERCE 7-20-15
Director PLAN REVIEWER Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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<u>145 E. Algonquin Rd. Arlington Hts, 60005</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
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E-Mail: <u>LindaYang@xilin.org</u>	# of Units Total: <u> </u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

INSPECTIONAL SERVICES

REFER TO ATTACHED

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Paul Butta
Director

7/21/15

Date

MEMORANDUM

TO: Latika Bhide - Development Planner
FROM: Paul Butt – Fire Safety Plan Reviewer
DATE: 7/22/15
RE: Xilin Adult Day Care Center
145 E. Algonquin Rd
PC#15-011 – Round 1

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

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

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-011

Petitioner: Linda Yang

145 E. Algonquin Rd. Arlington Hts. 60005

847-607-6555 Fax 847-621-2863

Owner: National Realty Holdings, LLC

1985 DeKalb Ave. Sycamore, IL 60178

763-458-9542

Contact Person: _____

Address: _____

Phone #: _____

Fax #: _____

E-Mail: LindaYang@xilin.org

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

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

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: ☒ For: Expanding

Adult Day Care Center and other services

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: 16,114sf

of Units Total: _____

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

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

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


 Assn Director _____ Date 7-14-15
 See memo dated 7-14-15

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: July 14, 2015

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

Cris,

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

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

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

C. file

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-011

Petitioner: Linda Yang
145 E. Algonquin Rd. Arlington Hts, 60005
847-607-6555 Fax 847-621-2863

Owner: National Realty Holdings, LLC
1985 DeKalb Ave. Sycamore, IL 60178
763-458-9542

Contact Person: _____
 Address: _____
 Phone #: _____
 Fax #: _____
 E-Mail: LindaYang@xilin.org

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

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

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

b. Surface Improvement

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

c. Easements

Utility & Drainage _____ X _____Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

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

GENERAL COMMENTS ATTACHED

No ADDITIONAL COMMENTS AT THIS TIME.

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

Matthew Zanger 7/24/15
 Acting Director Date

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

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

Round 1 Review Comments

7/13/2015

1. Character of use:

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

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code.

3. Present traffic problems?

There are no apparent traffic problems at this location.

4. Traffic accidents at particular location?

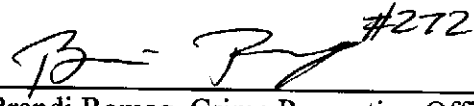
This is not a problem area in relation to traffic accidents.

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

This development should not create any additional traffic problems.

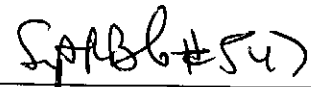
6. General comments:

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



Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:



Supervisor's Signature

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

POLICE DEPARTMENT

5

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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

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

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

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

2. ARE LIGHTING REQUIREMENTS ADEQUATE?

3. PRESENT TRAFFIC PROBLEMS?

4. TRAFFIC ACCIDENTS AT PARTICULAR LOCATION:

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

6. GENERAL COMMENTS:

Chief

Date

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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

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

1. GENERAL COMMENTS:

No comments at this time.

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JUL 14 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

7/14/15

Date

James McCalister

Director

7/14/15

Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Linda Yang _____
 145 E. Algonquin Rd. Arlington Hts, 60005
 847-607-6555 Fax 847-621-2863
 Owner: National Realty Holdings, LLC _____
 1985 DeKalb Ave. Sycamore, IL 60178
 763-458-9542
 Contact Person: _____
 Address: _____
 Phone #: _____
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 Land Use Variation: ☒ For: Expanding
 Adult Day Care Center and other services
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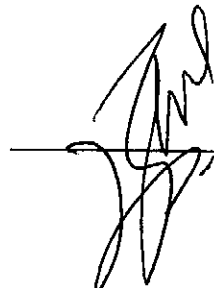
(Petitioner: Please do not write below this line.)

YES NO

1. ☒ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. ☒ SUBDIVISION REQUIRED?
6. ☒ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

Please see attached

 7/23/15
 Date

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

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

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

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

It appears that there is adequate parking on site.

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

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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847-607-6555 Fax 847-621-2863
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1985 DeKalb Ave. Sycamore, IL 60178
763-458-9542
 Contact Person: _____
 Address: _____
 Phone #: _____
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 E-Mail: LindaYang@xilin.org

P.I.N.# 08-16-401-021
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 Land Use Variation: ✓ For: Expanding
Adult Day Care Center and other services
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 16,114sf
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

LANDSCAPE & TREE PRESERVATION:

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

Comments:

NO COMMENTS

[Signature] 7/24/15
 Coordinator Date

Responses to all the Comments in Petitioner's Application

Building Department Form 1

1. Provide proposed occupant load.

Answer: 100 clients in the proposed area

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

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

3. Indicate location and number of exits.

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

Building Department Form 1A

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

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

Public Works Department Form 2

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

Answer: Yes, we will.

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

Answer: Yes, we will.

Engineering Department Form 3

No additional comments at this time.

Fire Department Form 4

No comments at this time.

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DEVELOPMENT DEPARTMENT

Police Department Form 5

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

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

Health Services Department Form 6

No comments at this time.

Planning & Community Development Department Form 7

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

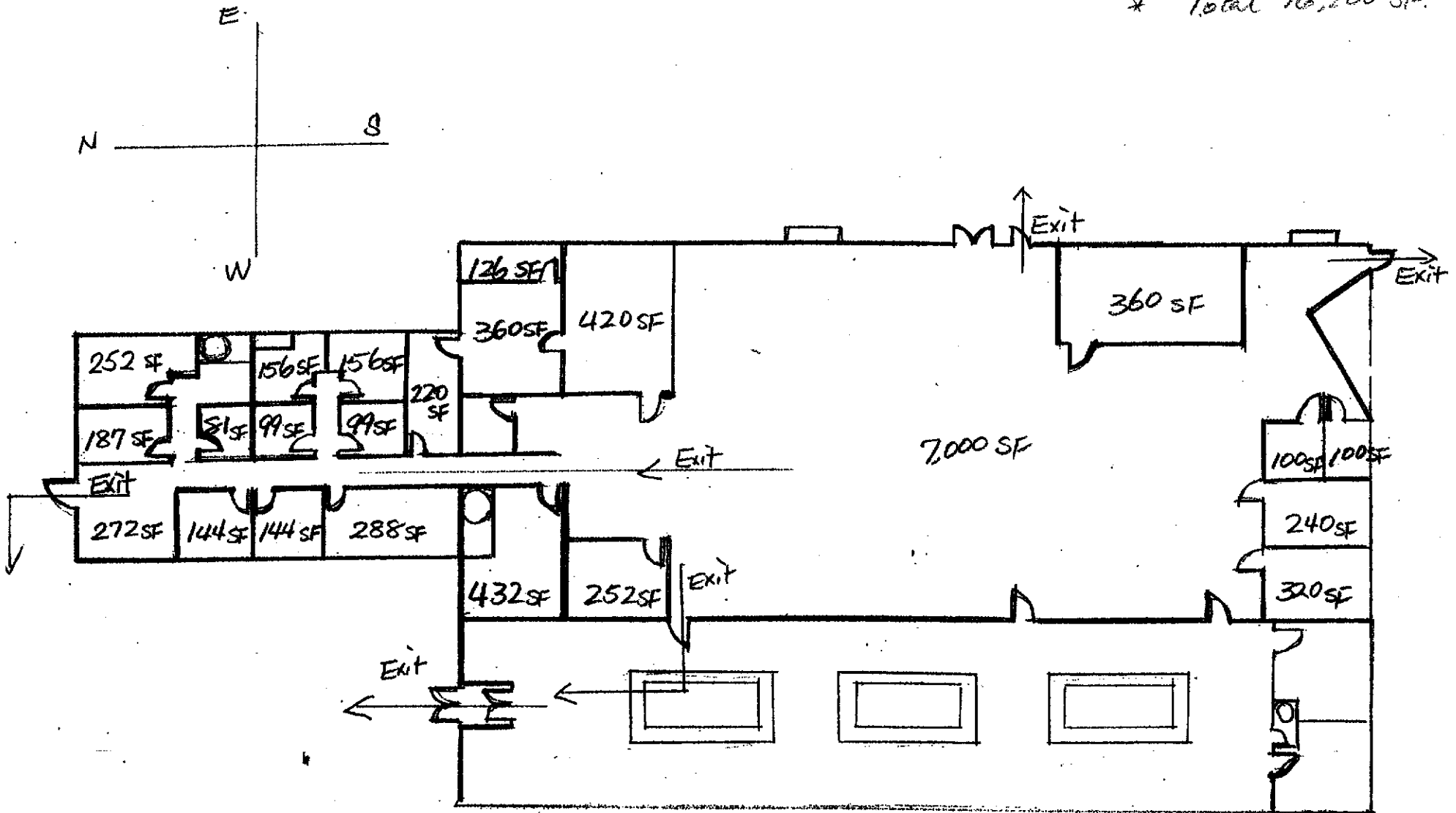
Answer: Yes, we will work with the building association.

Planning & Community Development Department Form 7A

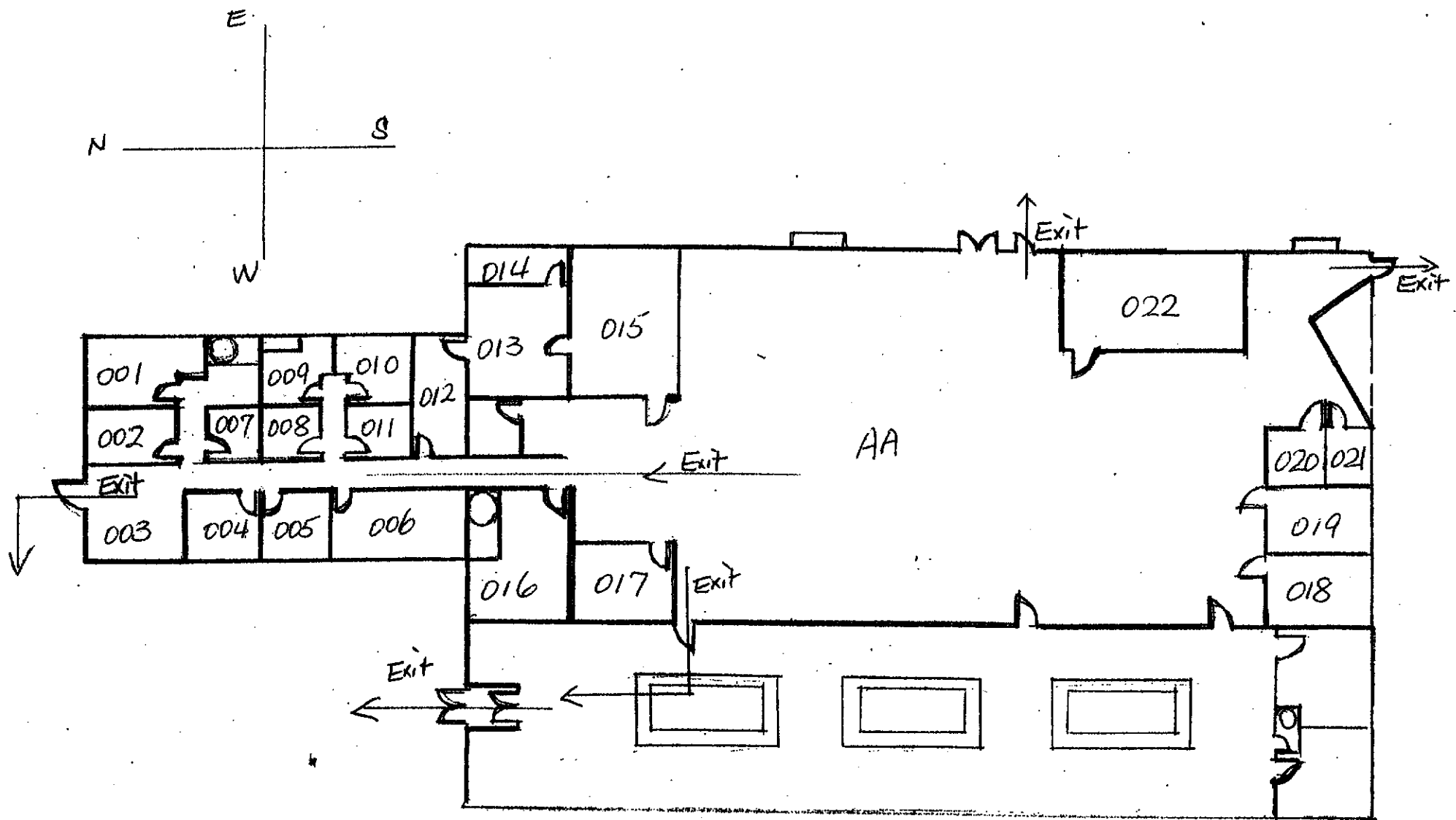
No comments

Attachment I

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



145 E. Algonquin Rd
Arlington Heights, IL 60005



145 E. Algonquin Rd
Arlington Heights, IL 60005

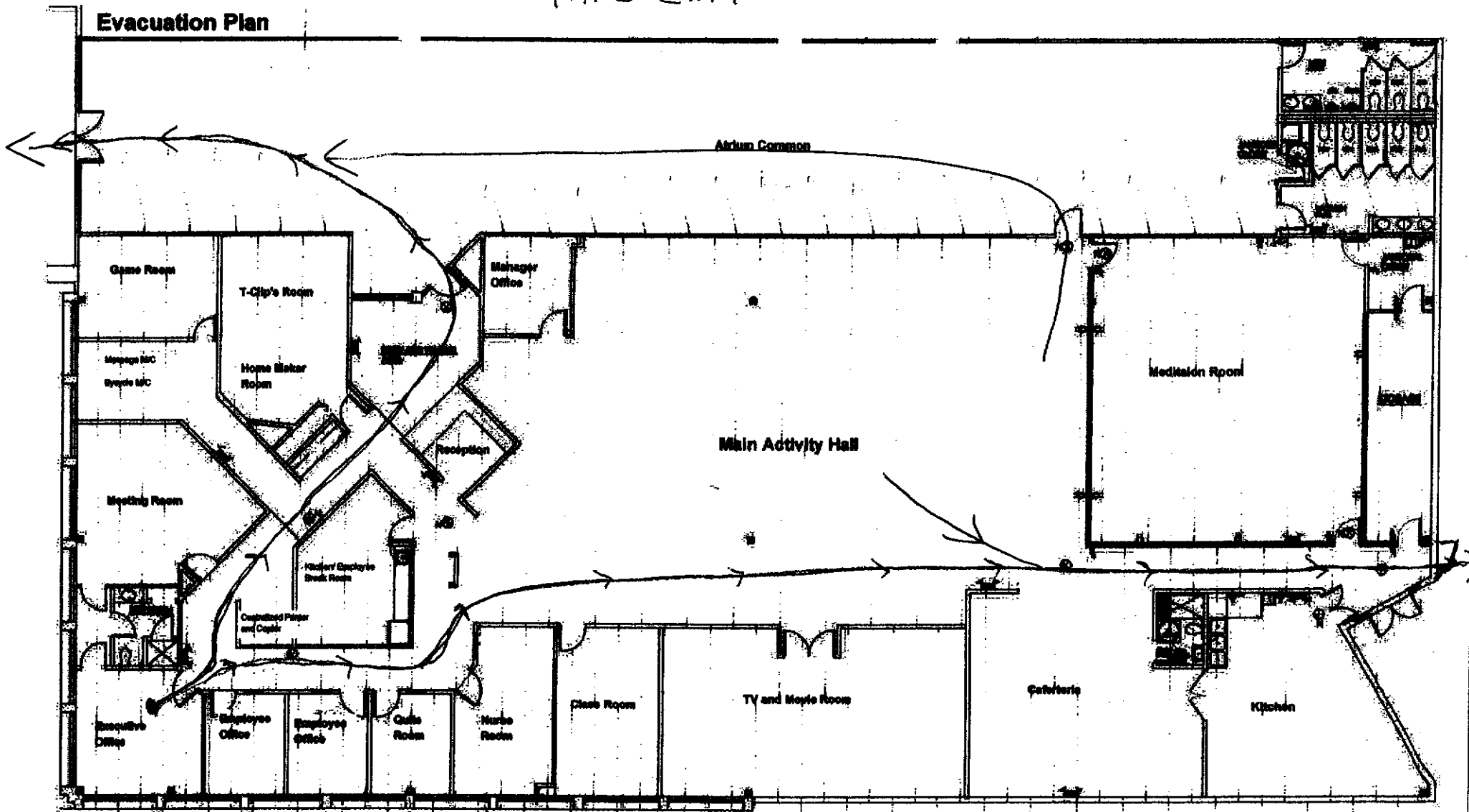
Building Layout and Occupancy Analysis

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

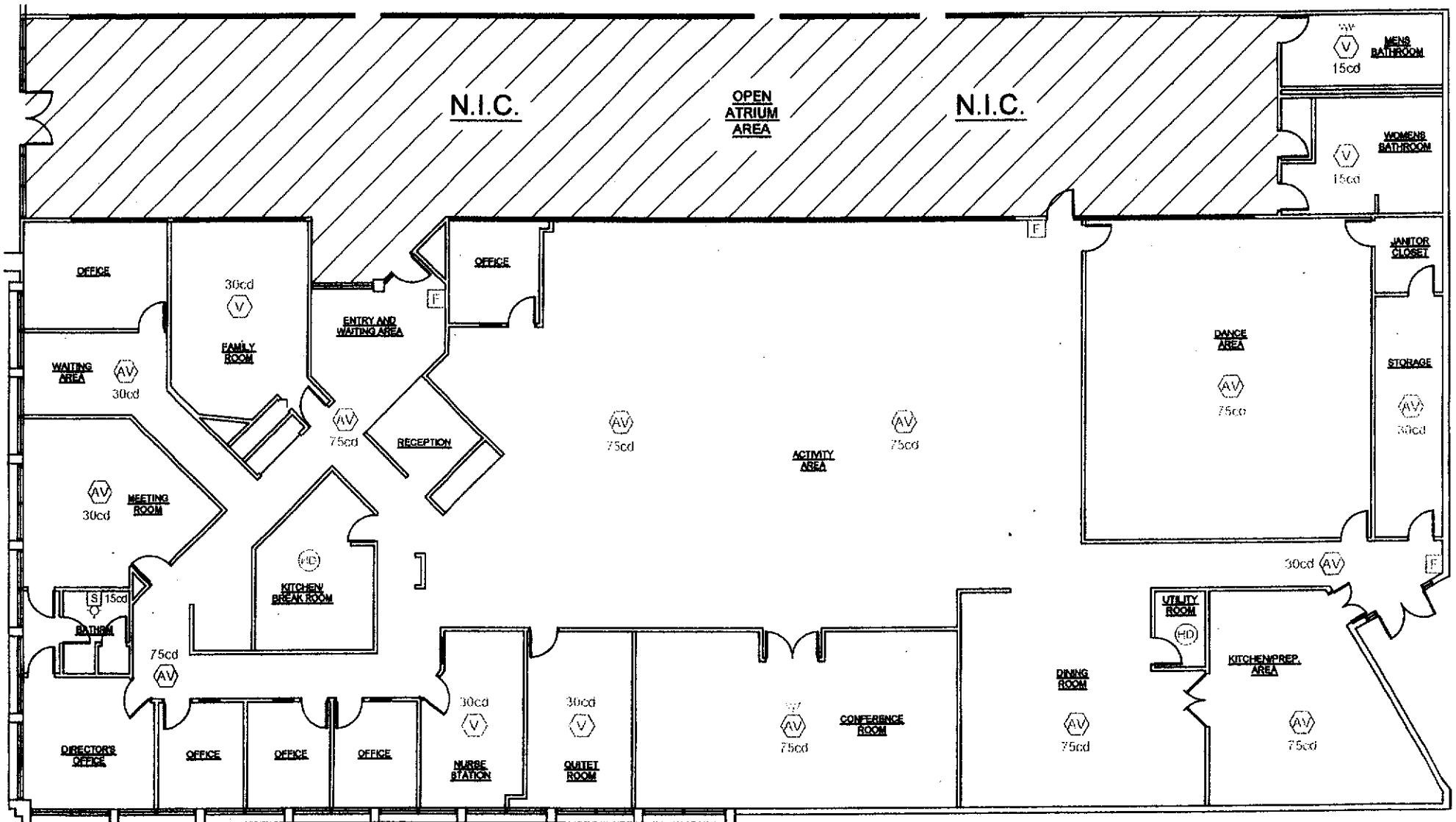
Attachment II

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

Evacuation Plan



145 E. ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL 60005



FIRE ALARM PLAN



Item: Olive-Mary Stitt School - 303 E. Olive St. - PC#15-015

Department: Planning & Community Development Department

Requested Action

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

Variations Required

1. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 81 spaces, a variation of 86 spaces.
2. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.
3. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.

Recommendation

The Staff Development Committee recommends approval of a Special Use for Olive Mary-Stitt School at 303 E. Olive Street. This approval shall be subject to the following conditions:

1. Consistent with the Design Commission recommendation, the quantity of the landscaping along the south property line adjacent to the classroom addition and gymnasium addition must be doubled.
2. Prior to Village Board, provide a revised landscaping plan addressing Design Commission and staff comments.
3. At building permit, the petitioner shall provide revised civil and stormwater plans verifying the changes agreed to by the petitioner.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

ATTACHMENTS:**Description**

Staff Report
Legal Notification
Location Map
Plat & Sub Minutes - 6/10/15
Plat of Survey
Engineering - Architecture - Part A
Engineering - Architecture - Part B
Landscape - Tree Presevation
Justification
Traffic Study
Department Comments
Petitioner Response to Department
Comments

Type

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

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Latika Bhide, Development Planner
 Meeting Date: September 9, 2015
 Date Prepared: September 3, 2015
 Project Title: Olive-Mary Stitt School
 Address: 303 E. Olive Street

Background Information

Petitioner: Don Hansen
 Address: STR Partners LLC
 350 W. Ontario Street, Suite 200
 Chicago, Illinois 60654

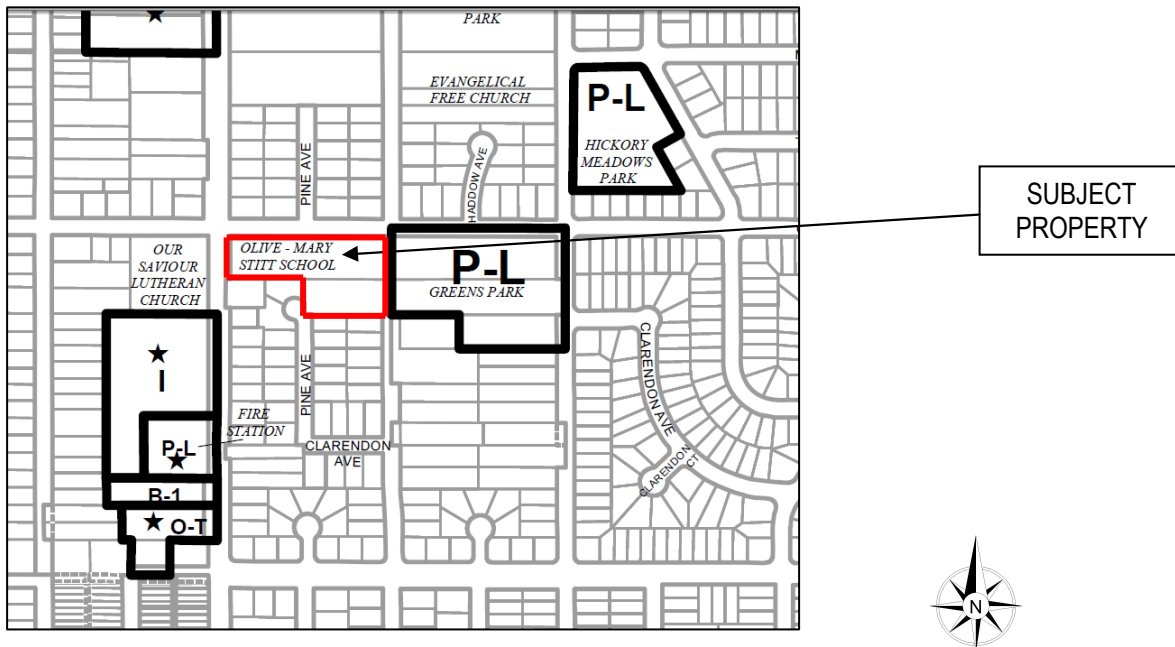
Existing Zoning: R-3, One Family Dwelling District

Requested Action:

- Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required:

- Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 49 spaces, a variation of 118 spaces.
- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.
- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.



Surrounding Properties:

	Zoning	Use	Comprehensive Plan
North	R-3, One Family Dwelling District	Residential	Single-Family Detached
South	R-3, One Family Dwelling District	Residential	Single-Family Detached
East	R-3, One Family Dwelling District	Greens Park	Parks
West	R-3, One Family Dwelling District	Our Savior Lutheran Church	Institutional

Project Summary

The subject site is 7.9 acres in area (this includes the parcels where the school is located and the parcels where the parking lot and Greens Park are located) located on the south side of Olive Street and the east side of Arlington Heights Road. Olive-Mary Stitt Elementary School is located on this site. The petitioner is proposing an addition to the school building. The addition includes classrooms, toilets, an expanded commons area and a new gymnasium with storage and toilet facilities.

Elementary Schools, both public and private, are permitted with the approval of a Special Use Permit in the R-3 district. There is no existing Special Use approved for the school. However, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Zoning and Comprehensive Plan

The Village's Comprehensive Plan designates the property as 'Schools' which is consistent with the use. The area where the parking area is located is designated as 'Parks' in the Comprehensive Plan.

The property is zoned R-3, One-Family Dwelling District. For the property in question, the front yard is along Arlington Heights Road.

The side along Arlington Heights Road (narrowest side) is considered the front. The sides along Olive Street and Douglas Avenue are considered Exterior Side. The south property line is considered as Side. A side yard of 10% of the lot width – 16.5 feet is required. The existing building is 16 feet from the south property line. Therefore the following variation is necessary:

- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.

Staff supports the variation as this is for an existing building.

A minimum exterior side setback of 10% of the lot width – 16.5 feet is required. The existing building is 12 feet from the property line along Olive Street. Therefore the following variation is necessary:

- Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.

Staff supports the variation as this is an existing building.

The addition will not encroach into the front yard setback.

Per the information provided by the petitioner, the current floor area of 62,643 square feet translates to a floor area ratio for this site of 19%. With the proposed additional 17,213 square feet, the floor area ratio will be 24% which is less than the maximum allowable floor area ratio of 50%. Currently, the building coverage is 18%. With the proposed addition, the building lot coverage will increase from 18% to 23% which is less than the maximum allowable building lot coverage of 35%.

Neighborhood Meeting

A Neighborhood Meeting was held by the School District on August 19 for additions to both Ivy Hill and Olive-Mary Stitt Elementary Schools. Floor Plans and Site Utilization Plans along with compatibility of materials and project logistics were presented for both schools. Around a dozen community members attended the Neighborhood Meeting. The School District has indicated that the majority of attendees live near Olive-Mary Stitt Elementary School. Questions from neighbors pertained to traffic, drop-off and pick-up operations and logistics during construction. The District has indicated that conversations in response to the questions were consistent with the floor plans and site utilization plan presented and with information that has been submitted to the Village.

Plat and Subdivision Committee Meeting

The Plat and Subdivision Committee reviewed the project at the June 10, 2015 meeting. The Committee had no concerns with this request and asked the petitioner to move forward.

Design Commission

The Design Commission reviewed the project at their meeting on August 25, 2015. The Commission approved the project with several conditions including adding a dark bronze coping to match existing building, doubling the quantity and size of the

landscaping along the south property line adjacent to the classroom addition and gymnasium addition, requiring a meeting with the neighbors to review the final landscape plans and ensuring that exterior building lighting will not impact neighbors. Staff recommends that a revised Landscape Plan be submitted prior to Village Board to address the Design Commission motion regarding additional landscaping.

Building, Site, and Landscape Related Issues

The proposed addition will abut the single-family residences along Belmont Avenue on the south side. The addition will be approximately 19 feet from the south property line, which meets the side yard setback requirement. The design of the new classroom wing is proposed to be a seamless extension of the existing building architecture, using the same materials, window spacing and massing. The proposed Gymnasium addition is also designed to blend in with the existing building architecture and materials. As part of the project, the petitioner will be removing 18 trees from this site - including 4 Ash trees. The petitioner is proposing to add 19 trees - 4 inches in caliper to the site. The Design Commission recommended doubling the quantity of the landscaping along the south property line adjacent to the classroom addition and gymnasium addition.

The existing parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping (there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Olive Street) and is considered non-conforming. The petitioner has stated that additional shade trees have been provided at the east and west ends of the parking row along East Olive Street. Similarly, the petitioner has stated that 3' high shrubs will be provided along East Olive Street in order to screen the parking area. Plans verifying the changes must be provided at building permit.

Stormwater Management

The existing stormwater management facility will be improved in order to comply with the Village of Arlington Heights Stormwater Management Ordinance and accommodate the increased runoff volume created by the additional proposed impervious area within the project area. The existing storm sewer conveyance network will be redesigned and reconfigured in order to direct water into the basin prior to discharging to the existing combined sewer. In response to staff comments, the petitioner has provided written confirmation regarding the required changes. The petitioner must submit revised plans verifying the changes at building permit.

Traffic & Parking Issues

Per Chapter 28, Section 11.4, Schedule of Parking Requirements, Elementary Schools require 2 parking spaces per employee plus one space per classroom. Per the information provided by the petitioner, there will be 31 classrooms and 68 staff following the expected growth. Therefore, a total of 167 parking spaces are required for this use.

The existing on-site parking supply provides a total of 50 parking spaces. With the proposed changes to the parking lot, there will be a net loss of 1 space for a total of 49 spaces. Additional off-site parking is provided through an agreement with the Orchard Evangelical Free Church parking lot (32 spaces) at the northeast corner of Olive Street and Belmont Avenue. A total of 82 off-street parking spaces are currently available to the school. It should be noted that the school's parking agreement with Orchard Evangelical Free Church is not perpetual – the agreement is until 2023, with an automatic renewal for 5 years.

Therefore, the following variation is needed:

- Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 49 spaces, a variation of 118 spaces.

Olive-Mary Stitt School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015. Parking counts after the morning arrival period found 63 vehicles parked on-site - within both parking lots - including staff and visitors. Per the traffic study, no on-street parking near the school was observed. The school currently has 68 staff members but they are not all present on-site at the same time. Per the traffic study, sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day within the two parking lots. Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school on the south side of Olive Street, Belmont Avenue, and Douglas Avenue. The traffic study concludes and staff agrees that the proposed parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Special event parking is available on-street near the school.

Olive-Mary Stitt School currently serves 599 students and uses one school bus for transportation. Only two small areas of the school are eligible for busing. With the expansion, the school can accommodate up to 642 students for a net increase of 43 additional students over the next several years. Additional school buses are not expected to be needed.

The parking lot is located east of the school building along Olive Street. A drop-off and pick-up lane is located around the parking, east of the school building. The parking lot circulation is proposed to be modified by closing the existing exit by Belmont Avenue and relocating it next to the parking lot entrance. Student loading is proposed to be reversed from the current loading on the driver's side of the vehicle to loading on the passenger side of the vehicle. This will double the amount of internal queuing space within the parking lot (400 feet to 800 feet) for the afternoon dismissal and decreases the frequency of back-up onto Olive Street. During the peak periods, only right-turns out are proposed to be permitted from the parking lot.

Recommendation

The Staff Development Committee recommends **approval** of a Special Use for Olive Mary-Stitt School at 303 E. Olive Street. This approval shall be subject to the following conditions:

1. Consistent with the Design Commission recommendation, the quantity of the landscaping along the south property line adjacent to the classroom addition and gymnasium addition must be doubled.
2. Prior to Village Board, provide a revised landscaping plan addressing Design Commission and staff comments.
3. At building permit, the petitioner shall provide revised civil and stormwater plans verifying the changes agreed to by the petitioner.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

September 4, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
SEPTEMBER 9, 2015 AT
7:30 P.M. in the Municipal
Building, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 15-015, a Special
Use Permit for an Element-
ary School and Variations.
The subject site is generally
located on the south side of
Olive Street, and east side of
Arlington Heights Road, at
303 E. Olive Street, Arling-
ton Heights, IL and legally
described as:
The east half of Lot 31 (ex-
cept the north 33 feet, and
except the east 33 feet
hereof) in Allison's Addi-
tion to Arlington Heights,
being a subdivision of the
southwest quarter of Section
10, Township 42 North,
Range 11, East of the Third
Principal Meridian (except
the west half of the south-
west quarter thereof, and
the south acres of the east
half of the southwest quar-
ter thereof) according to the
Plat of the said addition re-
corded October 9, 1906, in
Book 92 of Plats, Page 42, as
document 3941663, in Cook
County, Illinois.
As part of said request the
petitioner is requesting the
following variations from
the Municipal Code:
1. Chapter 28, Section 11.4,
Schedule of Parking Re-
quirements from the re-
quirement to provide 167
parking spaces to allow 81
spaces, a variation of 86
spaces.
2. Chapter 28, Section 5.1-3.6
Required Minimum Yards
from the required 16.5 feet
side yard setback to allow 16
feet for the existing build-
ing.
3. Chapter 28, Section 5.1-3.6
Required Minimum Yards
from the required from the
required 16.5 feet exterior
side setback to allow 12 feet
or the existing building.
And any other variations as
determined necessary by
the Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
68-5760, TDD# (847) 368-
794.
Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
August 25, 2015 (4417410)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published August 25, 2015 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baitz
Authorized Agent

Control # 4417410

RECEIVED

AUG 27 2015

DEPARTMENT OF COMMUNITY
DEVELOPMENT DEPARTMENT

NOTIFICATION AFFIDAVIT

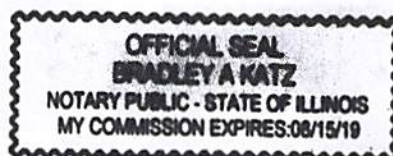
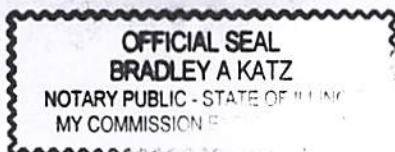
I, Ryan Schulz hereby certify as follows:

1. That on the 13th day of August, 2015, affiant caused to be mailed in the Post Office of Arlington Heights, copies of the attached Notice of Public Hearing to all listed taxpayers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..
2. That the parties to whom said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Ryan Schulz
Signature

Subscribed and Sworn to before me
this 13 day of August, 2015.

[Signature]
Notary Public





Olive Mary-Stitt
303 E Olive St.
Prepared by: Planning & Community
Development Department
September 2015

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

June 10, 2015

Project Title: Olive-Mary Stitt School
Address: 303 E. Olive Street
Petitioner: Don Hansen
STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, Illinois 60654

Requested Action:

- Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required:

1. A variation from Chapter 28, Section 5.1-3.7, Maximum Floor Area, from the requirement that the maximum floor area ratio for all other uses in the R-3 district is 50% to allow 54%
2. A variation from Chapter 28, Section 5.1-3.8, Maximum Building Lot Coverage, from the requirement that the maximum building coverage for lots greater than 6,000 SF be 40% to allow 52%
3. A variation from Chapter 28, Section 5.13-3.8, Maximum Impervious Surface Coverage, from the requirement that the maximum impervious surface coverage or lots greater than 6,600 SF not exceed 50% to allow 68%.

Attendees: Lori Bein, Superintendent, District 25
Don Hansen, Architect, STR Partners, LLC
Mike Henderson, Architect, STR Partners, LLC
Lynn Jensen, Plan Commissioner
Bruce Green, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Latika Bhide, Development Planner

Project Summary

The subject site is 3.3 acres in area and located on the south side of Olive Street and the east side of Arlington Heights Road. Olive-Mary Stitt Elementary School is located on this site. The petitioner is proposing an addition to the school building. The addition includes classrooms, toilets, an expanded commons area and a new gymnasium with storage and toilet facilities. Elementary Schools, both public and private, are permitted with the approval of a Special Use Permit in the R-3 district. There is no existing Special Use approved for the school. However, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Meeting Discussion:

L. Bein provided a summary of the project. She stated that the District is proposing additions to two schools during the 2015-2016 school year. She stated that the District is intending for the project to start in October 2015 and end in August the following year. She stated that one of the schools was the Ivy Hill Elementary Schools, located at the north end of district boundary. She stated that they were planning on 10 classrooms, expanding the gymnasium and common space. She stated that both the projects were in response to significantly increasing enrollment at both schools. She said that Olive Mary-Stitt is located in the center of the district boundary. **L. Bein** stated that a smaller addition was proposed at Olive Mary-Stitt with the addition of 5 classrooms, boys, girls and adult restrooms and

expansion of larger spaces - the gymnasium, commons area and cafeteria.

D. Hansen stated that intent with the addition is to keep with the character and architectural expression of the existing building. He stated that they are trying to be good neighbors and keeping distance from the property lines while trying to make the circulation within the buildings flow as well as possible. He stated that the big volume of the projects is taking over existing gymnasiums to expand the commons space and cafeteria and building new gymnasiums. He said that they took a look at the zoning standards for R-3 district and from their preliminary plans it appears that all setbacks and the maximum lot coverage will be met.

M. Henderson stated that they have looked over the records to determine where the property lines are located. He stated that when they had met with staff initially, there were not sure about the ownership of Green Park. They have since found the documentation about the transfer to the School district. He stated that therefore they would not need the variations from the maximum floor area, maximum building coverage and maximum impervious coverage for Olive Mary-Stitt School.

L. Jensen asked to clarify who owned Greens Park and if there was adequate drainage available there. **L. Bein** stated that they have discovered that the district owns the property where Greens Park is located. She stated that the play facility was a Park District facility. **B. Green** asked whether it was one (zoning) lot or two lots. **M. Henderson** said that he was not sure. **D. Hansen** stated that if considered as one lot, then they would not need the variations.

J. Sigalos asked if they no longer needed the variations for floor area ratio, building coverage and impervious surface coverage. **D. Hansen** stated that if the entire property was considered then they would not need the variations. **L. Bhide** said that staff would have to look into it a little deeper. She stated that the properties were in two different districts, the park was zoned P-L and the school was zoned R-3. She said that Mr. Hansen was indicating that the contiguous property would meet the standards.

D. Hansen stated that they would be submitting their full application as the next step. He stated that they would be coherent with the existing brick and limestone material. He said that they will be adding to back of both schools and look to keeping with the character and materials of the existing building.

B. Green asked about the grades at both schools. **L. Bein** stated that they were 1st to 5th grades at both schools. She stated that Olive school currently has just under 600 students and the expected enrollment in the next 3 years is expected to be 640 students. She stated that that was before the district knew about the recently approved housing development on the far end of Olive Street or the 45-unit apartment building (on Dunton) that is within the Olive boundaries.

J. Cherwin asked if staff had any concerns with the requests. **L. Bhide** stated that they did not have any concerns and the reason they need an SUP was because there was not one previously approved. Because the schools were proposing an expansion, an SUP would be required at this time. She stated that with the Plan Commission application, staff had asked that information be provided regarding stormwater and how it would be managed as well as traffic studies, particularly addressing how drop-off and pick-up will be handled. **J. Cherwin** stated that his biggest concerns were impervious surface coverage and stormwater (management). He asked if the parking requirement of 2 parking spaces per employee plus 1 per classroom was realistic. **L. Bhide** stated that was the requirement in the Code and if adequate parking was not available on-site, then the traffic study and parking analysis would analyze the (actual) parking need on site. **L. Bein** stated that they leased parking space from the Orchard Church and so there was adequate parking at Olive Mary-Stitt. She stated that they would have to look at the parking requirement at Ivy Hill, however they were not adding staff, just spreading out.

L. Jensen asked whether they are not adding any staff with the enrollment increasing from 585 to 640 (at Olive Mary-Stitt). **L. Bein** stated that they would probably add 1-2 new teachers. She stated that there are currently 2 classrooms (at Olive Mary-Stitt) that are under under-sized and they will be moving those (classrooms) into new ones and returning the classrooms to their old use. Of the other 3 classrooms they would likely need additional music and art rooms. **L.**

Jensen asked about the available parking. **L. Bein** stated that there was adequate parking at Olive Mary-Stitt as the school leased the Orchard Church parking. She stated that there is only bus at Olive Mary-Stitt bussing 10 kids, the rest are walkers or car traffic. **L. Jensen** asked if a traffic study and parking analysis was needed. **L. Bhide** stated that a traffic study and parking analysis was needed to analyze drop-off and pick-up operations as well as provide information about the required and available parking. **L. Bein** said that the district had already completed the study. **L. Jensen** stated the given the populations of the school this (the additions) seemed reasonable.

B. Green and **J. Sigalos** stated that they did not have any further questions.

RECOMMENDATION

The Plat & Sub Committee said that the feedback was positive and agreed that the Petitioner should move forward through the process.

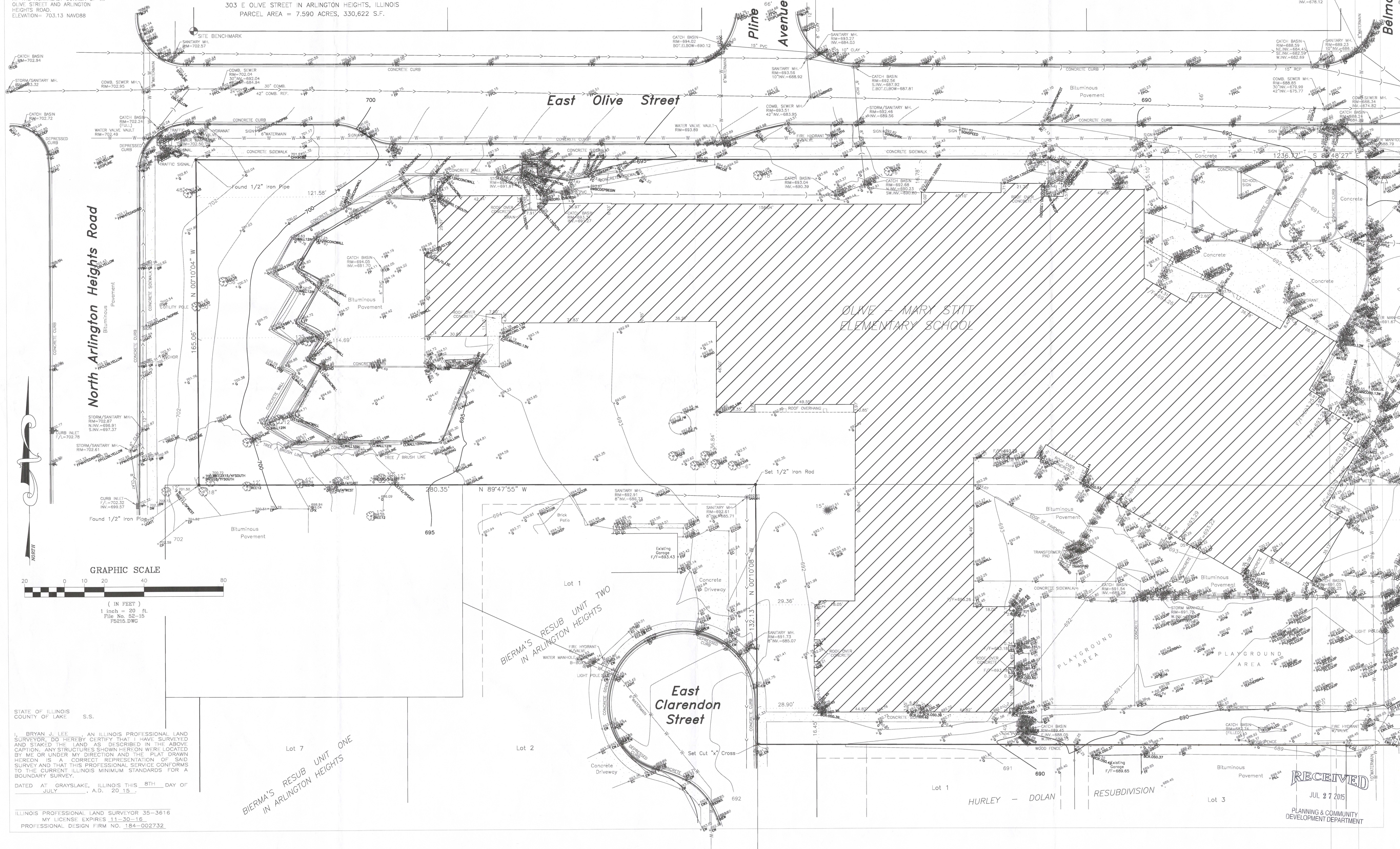
Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Latika Bhide, Recorder

PLAT OF SURVEY OF OLIVE-MARY STITT ELEMENTARY SCHOOL

THE PREMISES COMMONLY KNOWN AS:
303 E OLIVE STREET IN ARLINGTON HEIGHTS, ILLINOIS
PARCEL AREA = 7.590 ACRES, 330,622 S.F.

THE EAST HALF OF LOT 31 (EXCEPT THE NORTH 33 FEET, AND EXCEPT THE EAST 33 FEET THEREOF) IN ALLISON'S ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST HALF OF THE SOUTHWEST QUARTER THEREOF, AND THE SOUTH 4 ACRES OF THE EAST HALF OF THE SOUTHWEST QUARTER THEREOF) ACCORDING TO THE PLAT OF SAID ADDITION RECORDED OCTOBER 9, 1906, IN BOOK 92 OF PLATS, PAGE 42, AS DOCUMENT 3941663, IN COOK COUNTY, ILLINOIS.

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



STATE OF ILLINOIS
COUNTY OF LAKE S.S.

I, BRYAN J. LEE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND STAKED THE LAND AS DESCRIBED IN THE ABOVE CAPTION. ANY STRUCTURES SHOWN HEREON WERE LOCATED BY ME OR UNDER MY DIRECTION AND THE PLAT DRAWN HEREON IS A CORRECT REPRESENTATION OF SAID SURVEY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED AT GRAYSLAKE, ILLINOIS THIS 8TH DAY OF JULY, A.D. 2015.

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-16
PROFESSIONAL DESIGN FIRM NO. 184-002732

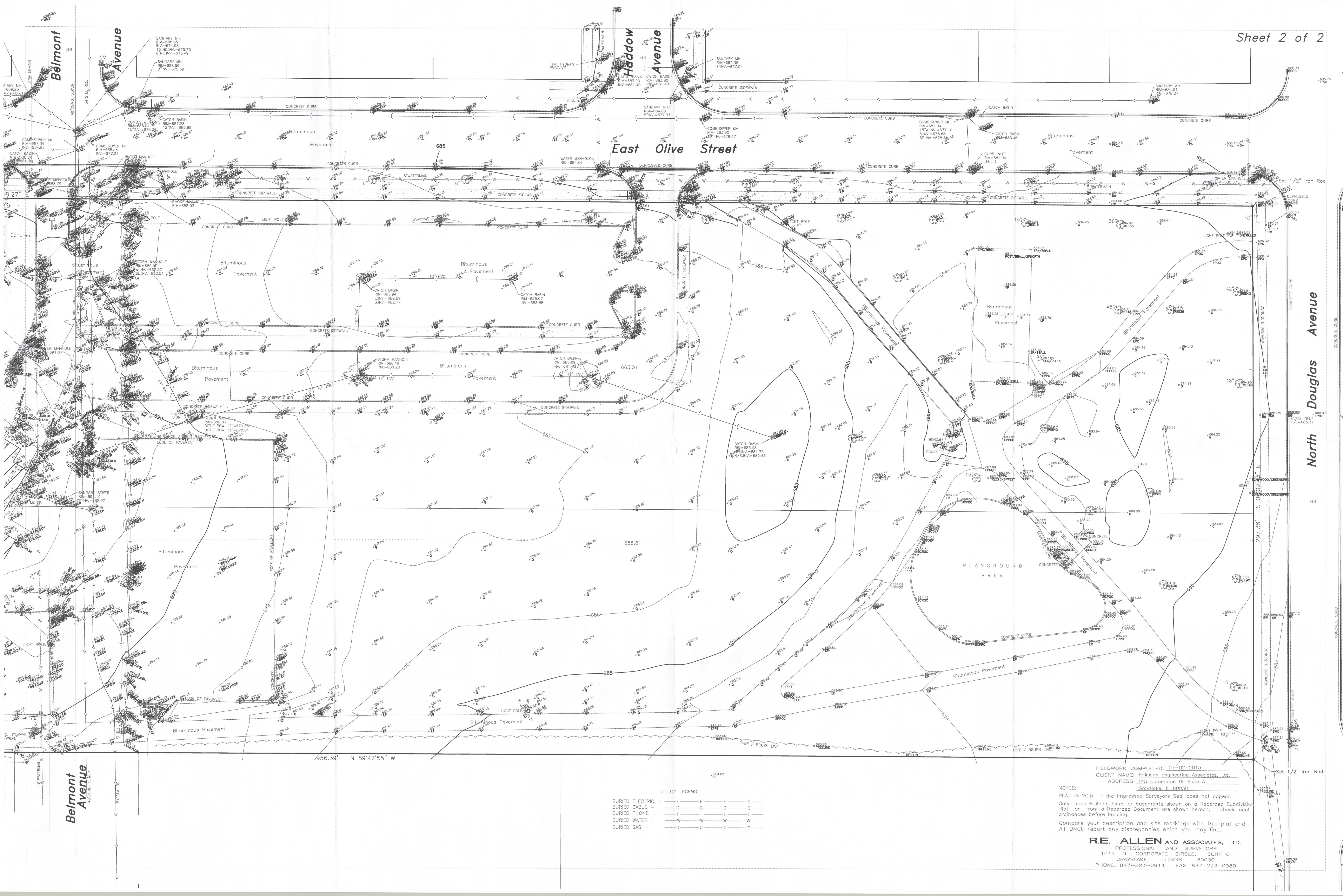
Lot 7
BIERMA'S RESUB UNIT ONE
IN ARLINGTON HEIGHTS

Lot 2

Lot 1

Lot 3

RECEIVED
JUL 27 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



East Olive Street

North Douglas Avenue

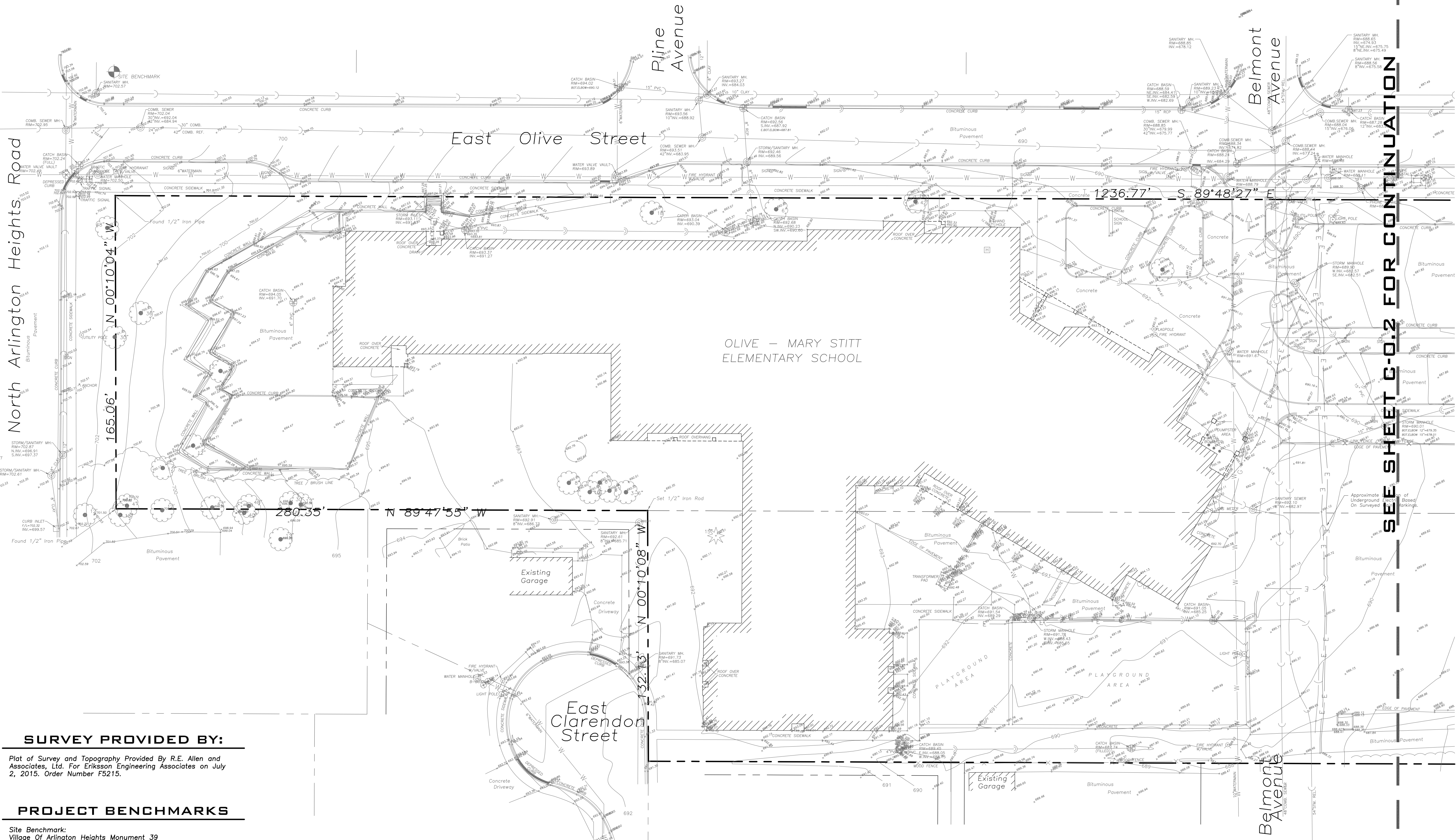
UTILITY LEGEND:
 BURIED ELECTRIC = E E E E
 BURIED CABLE = C C C C
 BURIED PHONE = T T T T
 BURIED WATER = W W W W
 BURIED GAS = G G G G

FIELDWORK COMPLETED: 07-02-2015
 CLIENT NAME: Erickson Engineering Associates, Ltd.
 ADDRESS: 145 Commerce Dr Suite A
 Grayslake, IL 60030

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

R.E. ALLEN AND ASSOCIATES, LTD.
 PROFESSIONAL LAND SURVEYORS
 1015 N. CORPORATE CIRCLE, SUITE C
 GRAYSLAKE, ILLINOIS 60030
 PHONE: 847-223-0914 FAX: 847-223-0980

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive Mary-Stitt Addition NEW.dwg
Plotted: 7/09/15 @ 2:43pm By: jcap



SURVEY PROVIDED BY:

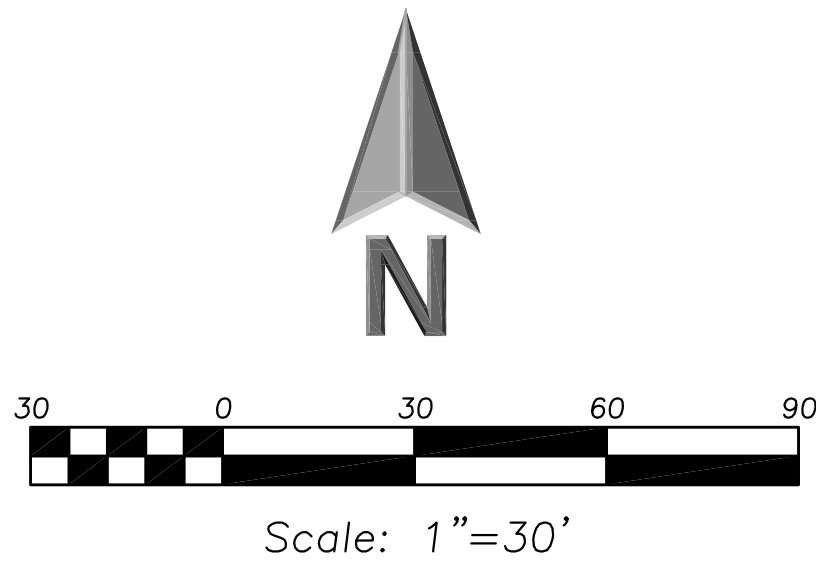
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

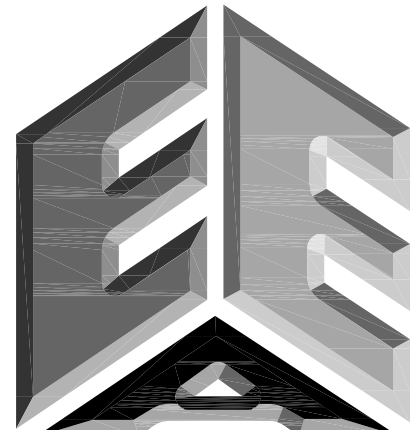


LEGEND

- | | |
|----------|---------------------------------|
| EXISTING | Manhole |
| | Catch Basin |
| | Area Drain |
| | Clean Out |
| | Flared End Section |
| | Storm Sewer |
| | Sanitary Sewer |
| | Combined Sewer |
| | Water Main |
| | Gas Line |
| | Overhead Wires |
| | Electrical Cable (Buried) |
| | Telephone Line |
| | Fire Hydrant |
| | Valve Vault |
| | Buffalo Box |
| | Downspout |
| | Gas Valve |
| | ComEd Manhole |
| | Hand Hole |
| | Light Pole |
| | Utility Pole |
| | Telephone Pedestal |
| | Telephone Manhole |
| | Sign |
| | Fence |
| | Accessible |
| | Parking Stall |
| | Curb & Gutter |
| | Depressed Curb |
| | Curb Elevation |
| | Gutter Elevation |
| | Pavement Elevation |
| | Sidewalk Elevation |
| | Ground Elevation |
| | Top of Retaining Wall Elevation |
| | Swale |
| | Contour Line |
| | Deciduous Tree |
| | Coniferous Tree |
| | Brushline |
| | Tree Protection |
| | Fencing at Drip Line |

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
- Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
- All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
- These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
- Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
- The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.



**ERIKSSON
ENGINEERING
ASSOCIATES, LTD.**

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

**OLIVE-MARY STITT SCHOOL
2015 BUILDING ADDITION**
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description

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Design By:	JC	Date: 06/06/15
Approved By:	KC	Project No.

Sheet Title:

**EXISTING
CONDITONS**

Sheet No:

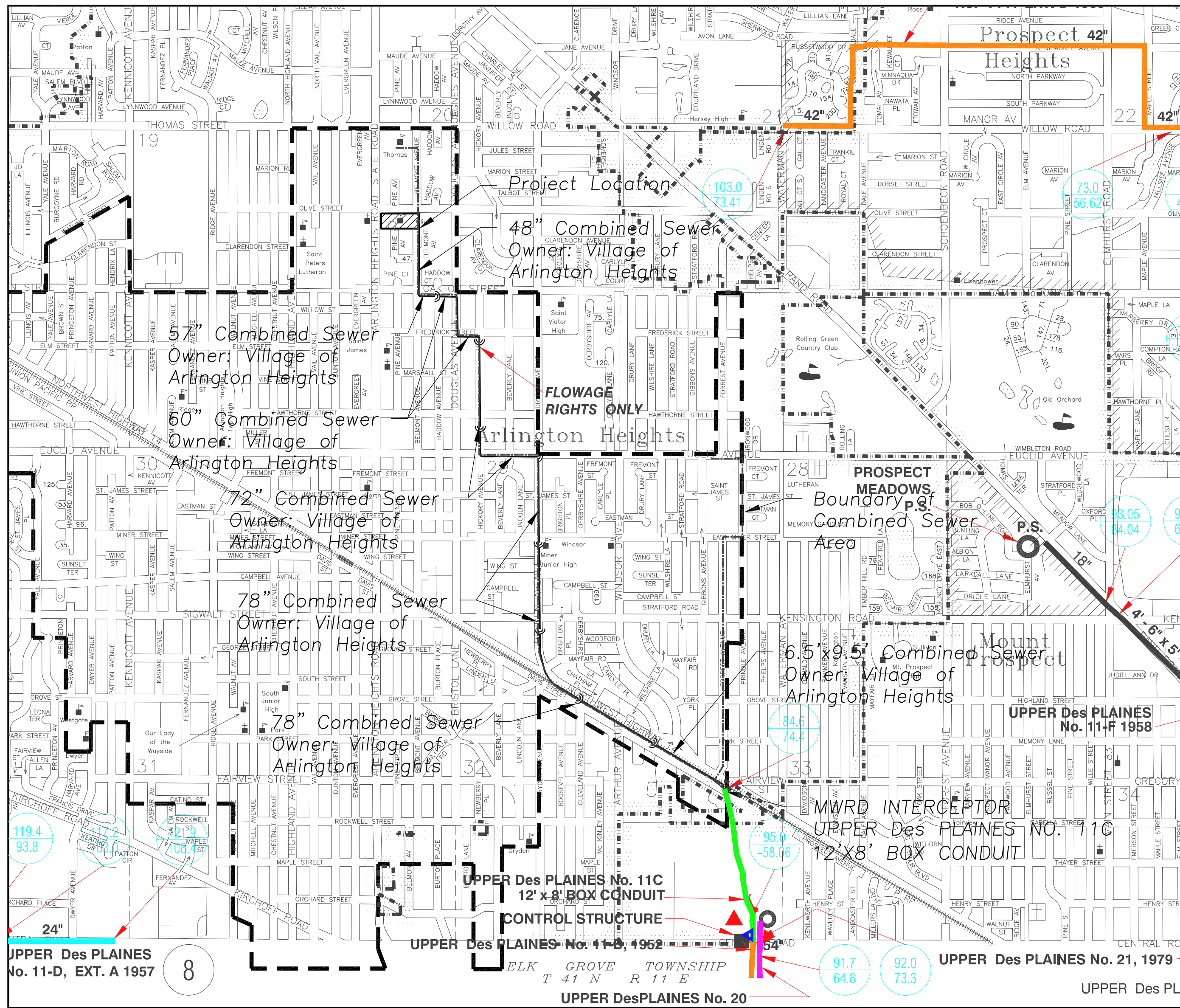
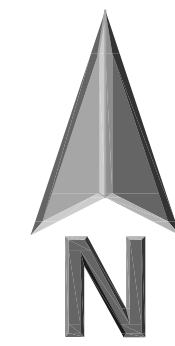
C-0.1

OLIVE-MARY STITT SCHOOL

ADDITION AND RENOVATIONS

303 E Olive St.

Arlington Heights, IL 60004



SHEET INDEX

- C-0.0 Cover Sheet
- C-0.1 General Notes
- C-1.1 Site Demolition Plan
- C-1.2 Site Demolition Plan
- C-2.1 Site Geometry Plan
- C-2.2 Site Geometry Plan
- C-3.1 Site Utility Plan
- C-3.2 Site Utility Plan
- C-4.1 Grading and Paving Plan
- C-4.2 Grading and Paving Plan
- C-5.1 Soil Erosion and Sediment Control Plan
- C-5.2 Soil Erosion and Sediment Control Plan
- C-5.3 Site Details
- CX-7.1 Autoturn Exhibit
- CX-7.2 Project Disturbance
- TP100 Tree Preservation Plan
- TP200 Tree Preservation Plan
- L100 Landscape Plan
- L200 Landscape Plan

SURVEY PROVIDED BY:

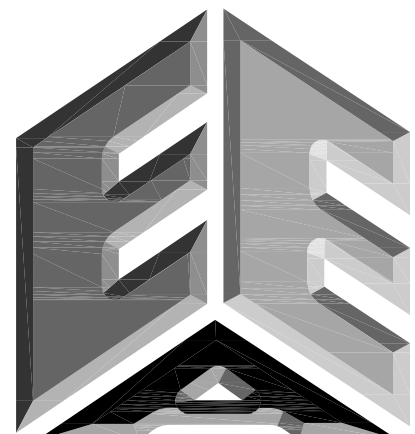
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



ERIKSSON

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ASSOCIATES, LTD.

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PHONE (847) 223-4804
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PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL

ADDITION AND RENOVATIONS

303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By: JC	Date: 06/06/15
Approved By: KC	Project No.:

Sheet Title:

COVER SHEET

Sheet No:

C-0.0

To The Best Of Our Knowledge And Belief, It Is Our Professional Opinion That The Proposed Improvements On The Property Are Not Within One-Hundred (100) Feet Of A Known Flood Protection Area. The Drainage Of The Surface Waters Will Not Be Changed By The Construction Of This Development Or Any Part Thereof, Or That If Such Surface Water Drainage Will Be Changed, Reasonable Provisions Have Been Made For The Collection And Diversion Of Such Surface Waters Into Public Areas Or Drains Which The Property Owner Has A Right To Use. And That Such Surface Waters Will Be Planned For In Accordance With Generally Accepted Engineering Practices So As To Reduce The Likelihood Of Damage To The Adjoining Property Because Of The Construction Of The Development.

Dated This _____ day Of _____, A.D., 20____

Owner Or Agent _____ Engineer _____

E:\E - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:51pm By: jcap

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
6. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
9. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
10. Provide Tree Protection Fencing Prior to Construction Operations. Maintain Throughout Construction.

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

GRADING NOTES

1. The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
2. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
3. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
4. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% In Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.

UTILITY NOTES

1. Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
4. Coordinate the Relocation Of Any Utilities Encountered And Replacement Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
5. All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended
7. Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
8. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah RA340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
4' Diameter Structure- 4"
5' Diameter Structure- 6"
6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbside, Unless Specifically Stated Otherwise, It Is Intended That the Frame of the Structure Is To Fall Within the Flowline of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
8. All Sanitary Manholes Shall Include a Chimney Seal.

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

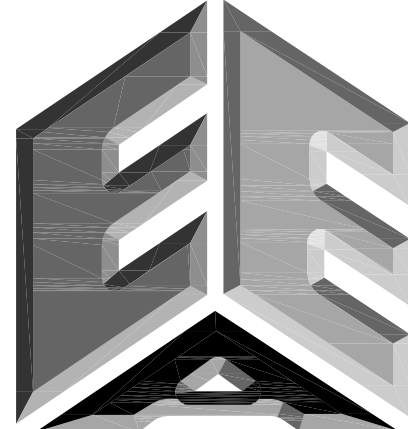
1. Install Stabilized Construction Entrance
2. Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
3. Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.
4. Cover and Stabilize Disturbed Areas As Soon As Possible.
5. When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.
6. Perform Grading Operations and Installation of Site Infrastructure and Pavement.
7. Install Permanent Seeding and Plantings.
8. Remove Accumulated Sediment From Basins and Along Silt Fence.
9. Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.
10. Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
3. Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
6. All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
7. Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
8. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use "Catch-All" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal) In Paved Areas To Prevent Siltation.
9. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Park Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge into Waterways.
10. All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable IEPA-NPDES Phase II And Lake County DECI Requirements.
11. Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.
12. Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.
13. Contractor Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services In Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days Or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Copied on Inspection Logs.
14. The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.
15. Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
16. Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur In Accordance with IEPA NPDES Requirements.
17. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
18. If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.
19. Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water into Storm Sewers Tributary to Open Water.

MWRDGC GENERAL NOTES

1. The MWRDGC Local Sewers Field Office Must Be Notified At Least Two (2) Working Days Prior To The Commencement Of Work. Call (708) 586-4055.
2. Elevation Datum Is NAVD88.
3. All Floor Drains Shall Discharge To The Sanitary Sewer System.
4. All Downspouts And Footing Drains, Shall Discharge To The Storm System.
5. All Sanitary Sewer Pipe Materials (And Storm Sewer Pipe Material In Combined Sewer Areas) And Joints Shall Conform To:
A. Ductile Iron Pipe (DIP): Pipe Shall Conform To ANSI-21.51 CL52 Cement Lined Per ANSI A-21.4
1) Joints: C-Ring, ANSI-21.11
B. Vitrified Clay Pipe (VCP): Pipe Shall Conform To ASTM C-700.
1) Joints Shall Conform To ASTM C-425.
C. Reinforced Concrete Pipe (RCP): Pipe Shall Conform To ASTM C-76
1) Joints Shall Conform To ASTM C-443
D. Polyvinyl Chloride Pipe (PVC 6"-15"dia.-sdr 26): Pipe Shall Conform To ASTM D-3034
1) Joints Shall Conform To Astm D 3212.
E. Polyvinyl Chloride Pipe (PVC-C900): Pipe Shall Conform To AWWA C-900-97
1) Joints Shall Conform To ASTM D-3139.
6. All Sanitary Sewer Construction (And Storm Sewer Construction In Combined Sewer Areas): Requires Stone Bedding 1/4" To 1" In Size, With A Minimum Bedding Thickness Equal To 1/4 The Outside Diameter Of The Sewer Pipe, But Not Less Than Four (4) Inches Nor More Than Eight (8) Inches. Material Shall Be CA-11 Or CA-13 And Shall Be Extended At Least 12 Inches Above The Top Of The Pipe When Using PVC.
7. "Band Seal" Or Similar Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipe Of Dissimilar Materials .
8. When Connecting To An Existing Sewer Main By Means Other Than An Existing Wye, Tee, Or An Existing Manhole, One Of The Following Methods Shall Be Used:
A. Circular Saw-Cut Of The Storm Sewer Main By Proper Tools ("Sewer-Tap" Machine Or Similar) And Proper Installation Of Hub-Wye Saddle Or Hub-Tee Saddle.
B. Remove An Entire Section Of Pipe (Breaking Only The Top Of One Bell) And Replace With A Wye Or Tee Branch Section.
C. With Pipe Cutter, Neatly And Accurately Cut Out Desired Length Of Pipe For Insertion Of Proper Fitting, Using "Band-Seal" Or Similar Couplings To Hold It Firmly In Place.
9. Whenever A Sanitary/combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Water Main Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 10 Feet Between Sanitary/combined Sewers And Water Mains Shall Be Maintained Unless: The Sewer Is Laid In A Separate Trench, Keeping A Minimum 18" Vertical Separation; Or The Sewer Is Laid In The Same Trench With The Water Main Located On The Opposite Side On A Bench Of Undisturbed Earth, Keeping A Minimum 18" Vertical Separation. If Either The Vertical Or Horizontal Distances Described Cannot Be Maintained, Or The Sewer Crossed Above The Water Main, The Sewer Shall Be Constructed To Water Main Standards. All Sanitary Sewers Shall Be Tested In Keeping With All MWRDGC Requirements.
10. All Existing Septic Systems To Be Abandoned. Abandoned Tanks To Be Filled With Granular Material Or Removed.
11. All Sanitary Manholes, (and Storm Manholes In Combined Sewer Areas), Shall Have A Minimum Inside Diameter Of 48 Inches, And Shall Be Cast In Place Or Pre-cast Reinforced Concrete, Resilient Connectors, Conforming To ASTM C-923, Shall Be Used Between Manhole And Pipes.
12. Except For Foundation/footing Drains Provided To Protect Buildings, Drain Tiles/field Tiles/underdrains/perforated Pipes Are Not Allowed To Be Connected Or To Be Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers In Combined Sewer Areas. Construction Of New Facilities Of This Type Is Prohibited; And All Existing Drain Tiles And Perforated Pipes Encountered Within The Project Area Shall Be Plugged Or Removed And Shall Not Be Connected To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.
13. All Abandoned Sewers Shall Be Plugged At Both Ends With A Minimum Of Two (2) Foot Long Non-shrink Concrete/Mortar Plugs.



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EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS

303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date:_____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

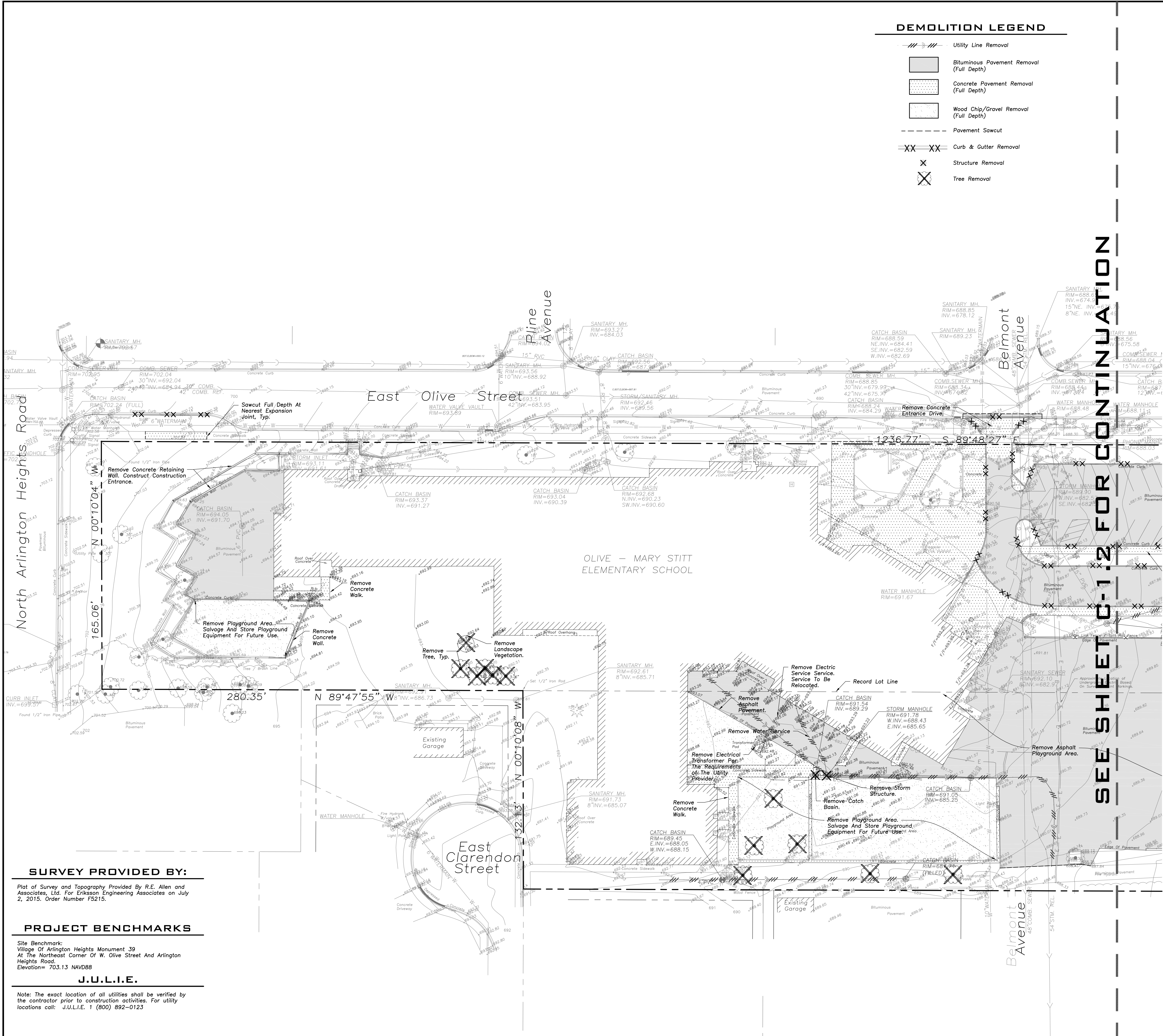
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GENERAL NOTES

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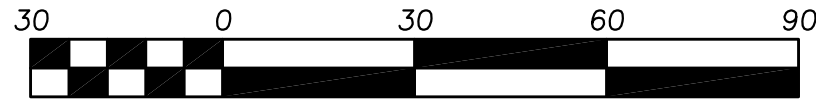
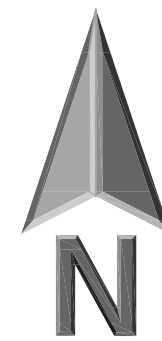
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E:\A - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:52pm By: jcap



DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Wood Chip/Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal



Scale: 1"=30'

LEGEND

- EXISTING
- Manhole
- Catch Basin
- Area Drain
- Clean Out
- Flared End Section
- Storm Sewer
- Sanitary Sewer
- Combined Sewer
- Water Main
- Gas Line
- Overhead Wires
- Electrical Cable (Buried)
- Telephone Line
- Fire Hydrant
- Valve Vault
- Buffalo Box
- Downspout
- Gate Valve
- ComEd Manhole
- Hand Hole
- Light Pole
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Sign
- Fence
- Accessible
- Parking Stall
- Curb & Gutter
- Depressed Curb
- Curb Elevation
- Gutter Elevation
- Pavement Elevation
- Sidewalk Elevation
- Ground Elevation
- Top of Retaining Wall Elevation
- Swale
- Contour Line
- Deciduous Tree
- Coniferous Tree
- Brushline
- Tree Protection
- Fencing at Drip Line

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- The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
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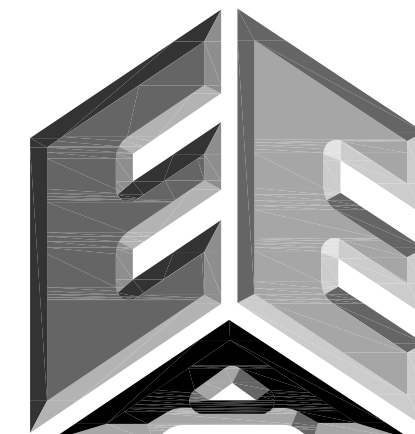
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



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OLIVE-MARY STITT SCHOOL ADDITION AND RENOVATIONS

303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.	

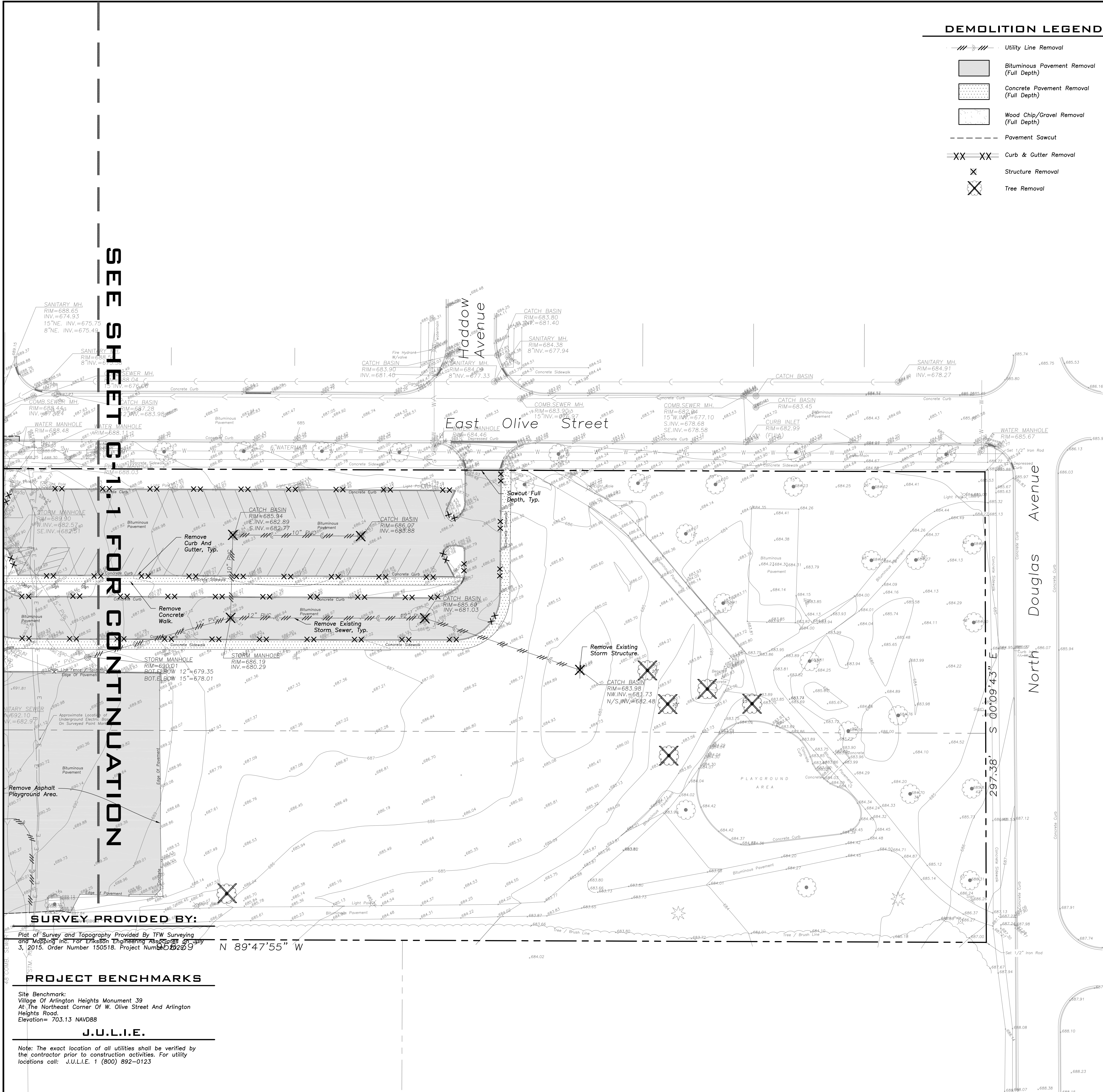
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SITE DEMOLITION PLAN

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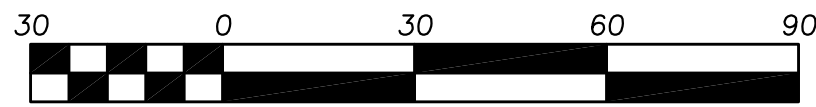
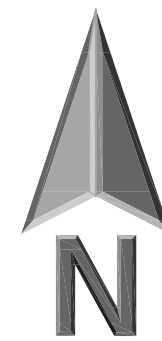
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Plotted: 7/23/15 @ 4:54pm By: jcap



DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
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- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal



Scale: 1"=30'

LEGEND

- | EXISTING | PROPOSED |
|--------------------------------------|--------------------------------------|
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Clean Out | Clean Out |
| Flared End Section | Flared End Section |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Combined Sewer | Combined Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Wires | Overhead Wires |
| Electrical Cable (Buried) | Electrical Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Buffalo Box | Buffalo Box |
| Downspout | Downspout |
| Gas Valve | Gas Valve |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation | Curb Elevation |
| Gutter Elevation | Gutter Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Brushline | Brushline |
| Tree Protection Fencing at Drip Line | Tree Protection Fencing at Drip Line |

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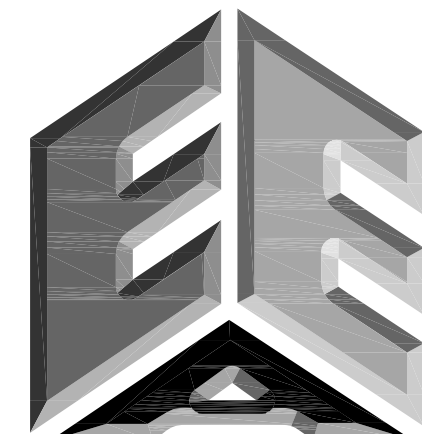
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PROJECT BENCHMARKS

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Village Of Arlington Heights Monument 39
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Elevation= 703.13 NAVD88

J.U.L.I.E.

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OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

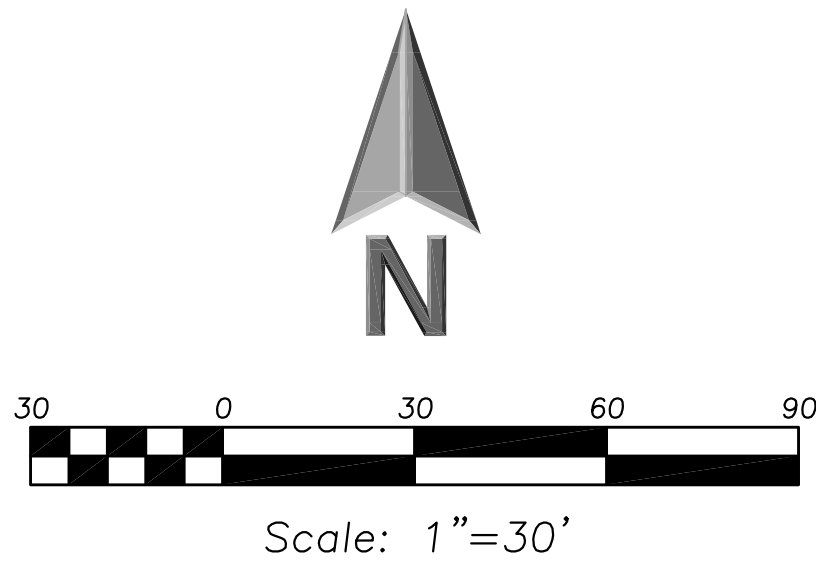
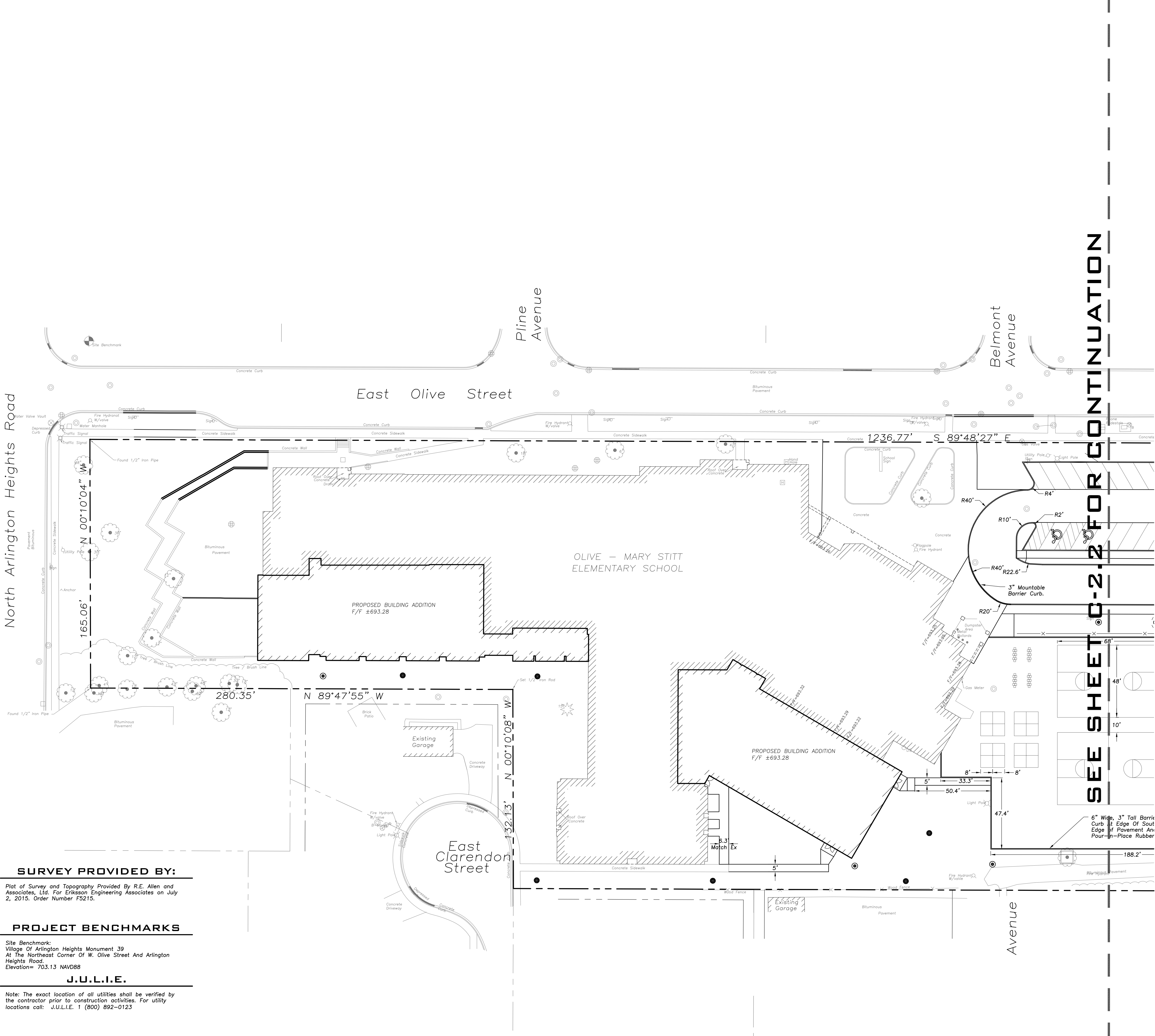
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SITE
DEMOLITION
PLAN

Sheet No:

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Plotted: 7/23/15 @ 4:53pm By: jcap



LEGEND	
EXISTING	
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	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
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DESIGN BY: JC		DATE: 06/06/15	
APPROVED BY: KC		PROJECT NO.:	

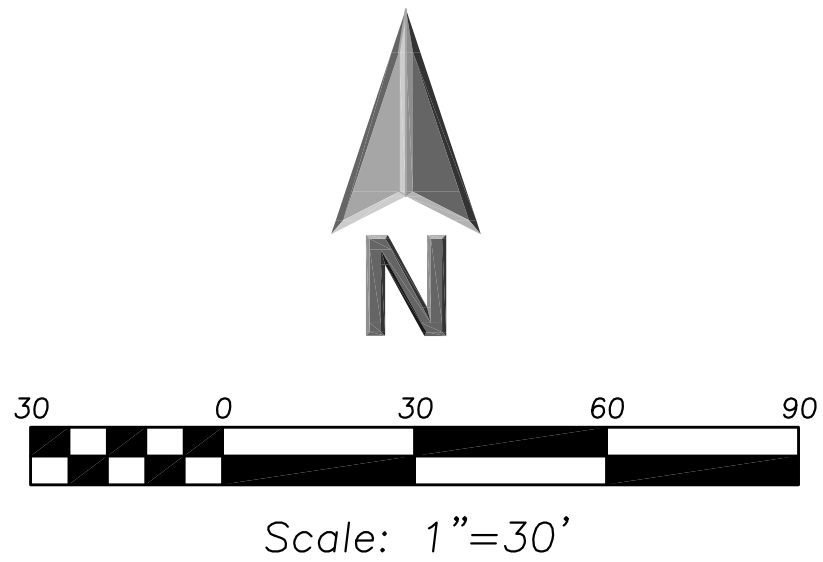
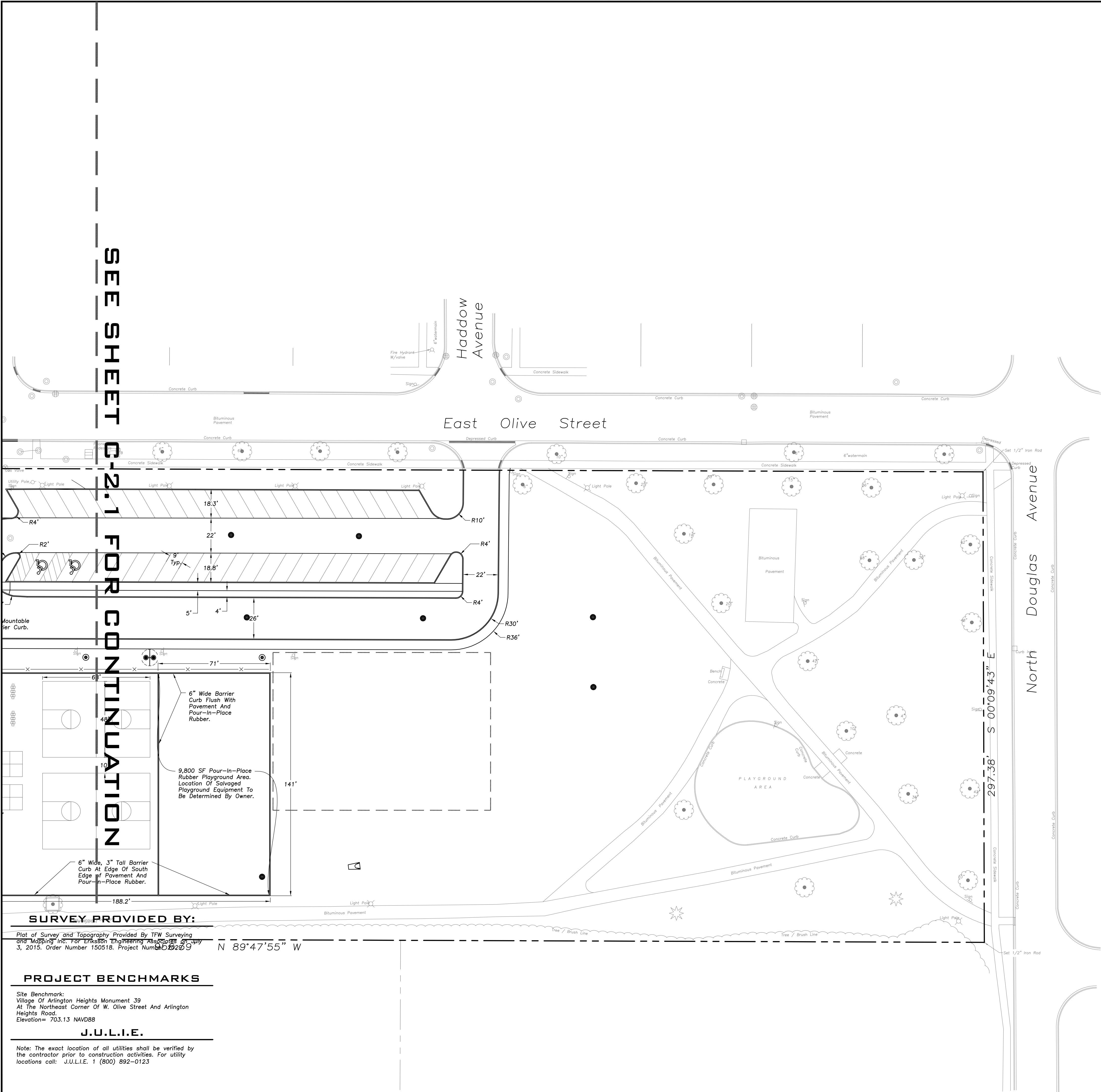
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PLAN**

Sheet No:

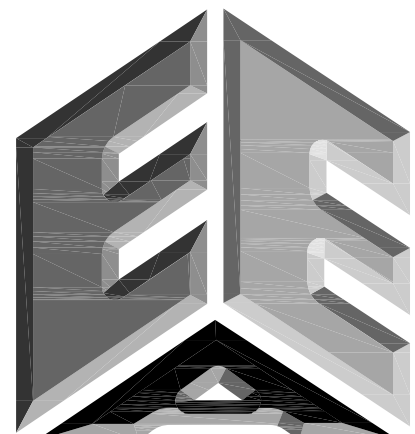
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LEGEND	
EXISTING	PROPOSED

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**OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS**
303 E Olive St.
Arlington Heights, Illinois

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Design By: JC	Date: 06/06/15
Approved By: KC	Project No.

Sheet Title:

**SITE GEOMETRY
PLAN**

Sheet No:

C-2.2

SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By TFW Surveying
and Mapping Inc. For Eriksson Engineering Associates on July
3, 2015. Order Number 150518. Project Number 02209

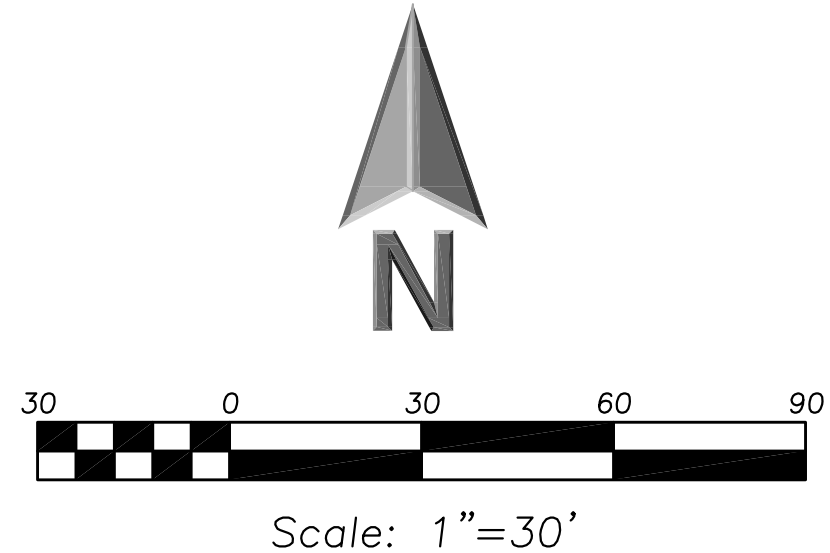
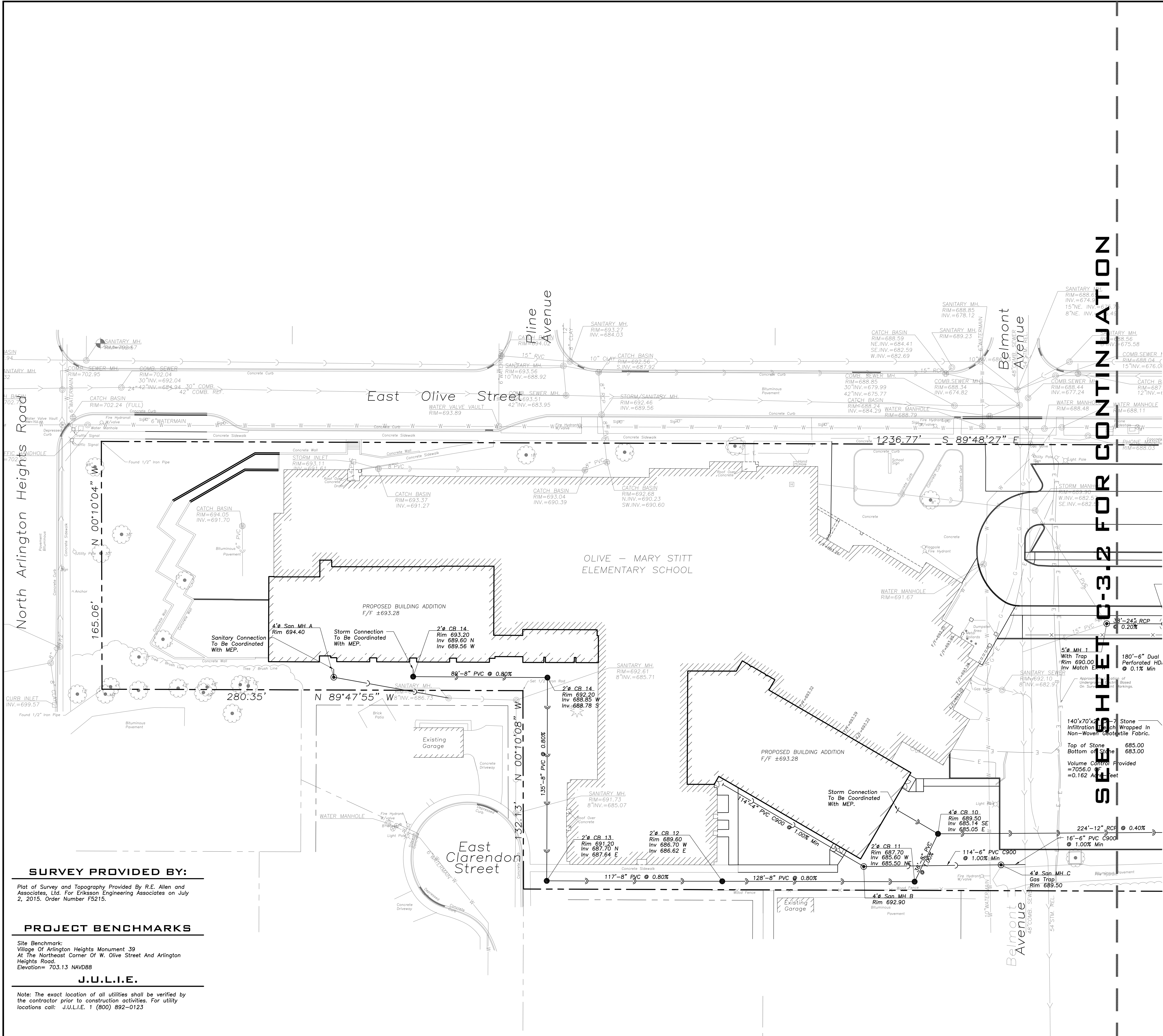
PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
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Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by
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EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:53pm By: jcap



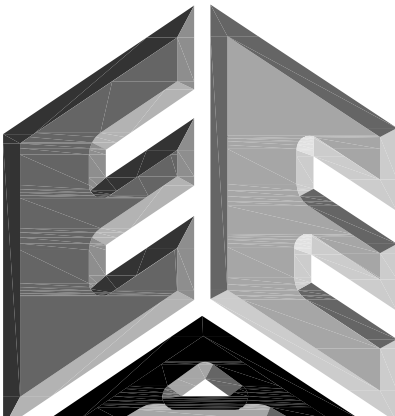
LEGEND	
EXISTING	
	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
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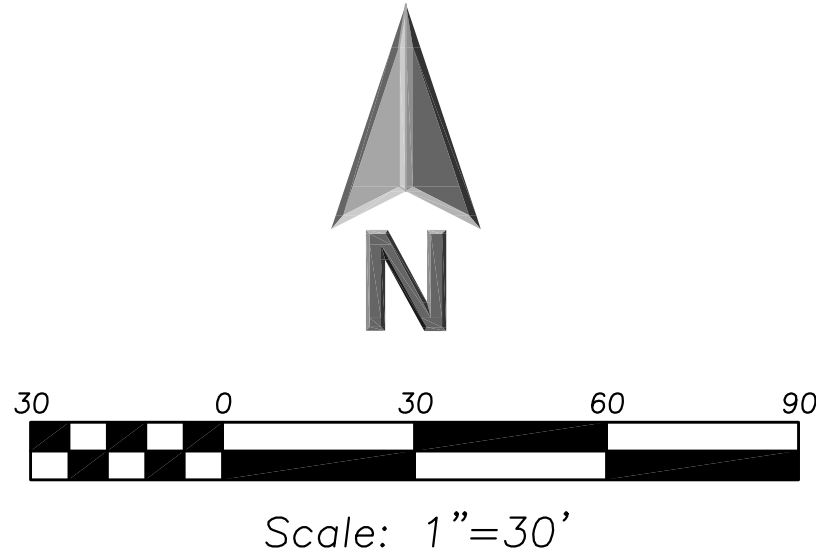
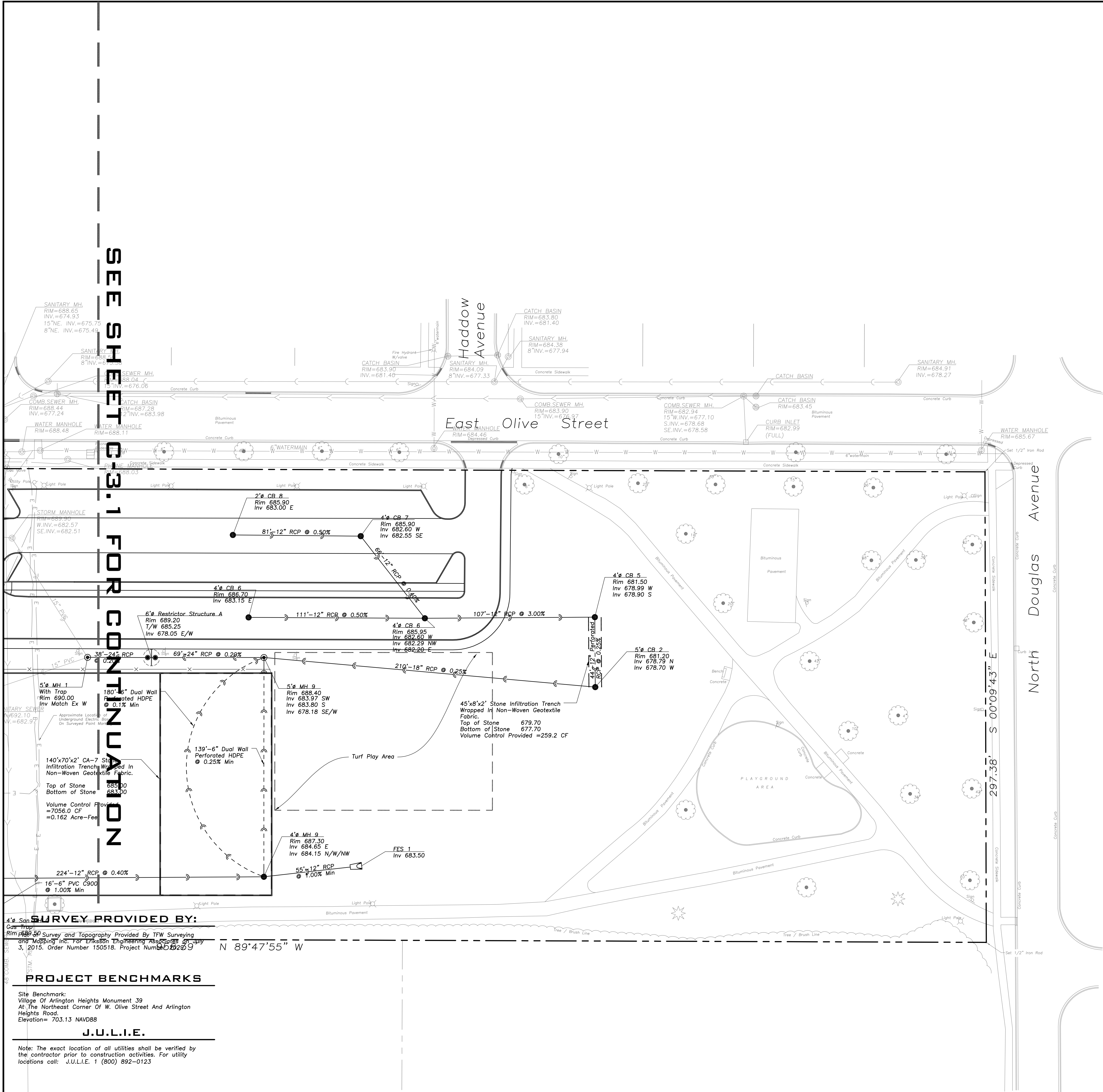
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OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
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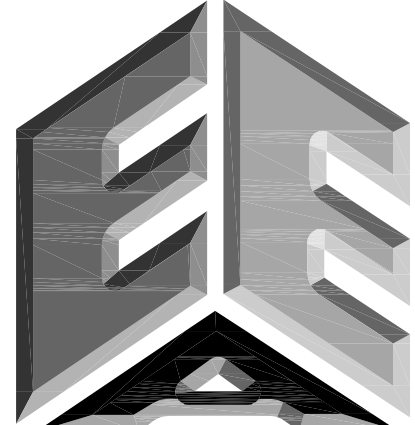
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Design By:	JC	Date: 06/06/15
Approved By:	KC	Project No.
Sheet Title:		
SITE UTILITY PLAN		
Sheet No:		
C-3.1		

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Plotted: 7/23/15 @ 4:54pm By: jcap



LEGEND	
EXISTING	PROPOSED

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:

**SITE
UTILITY
PLAN**

Sheet No:

C-3.2

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Survey and Topography Provided By TFW Surveying
and Mapping Inc. For Eriksson Engineering Associates, Inc.
July 3, 2015. Order Number 150518. Project Number 150518

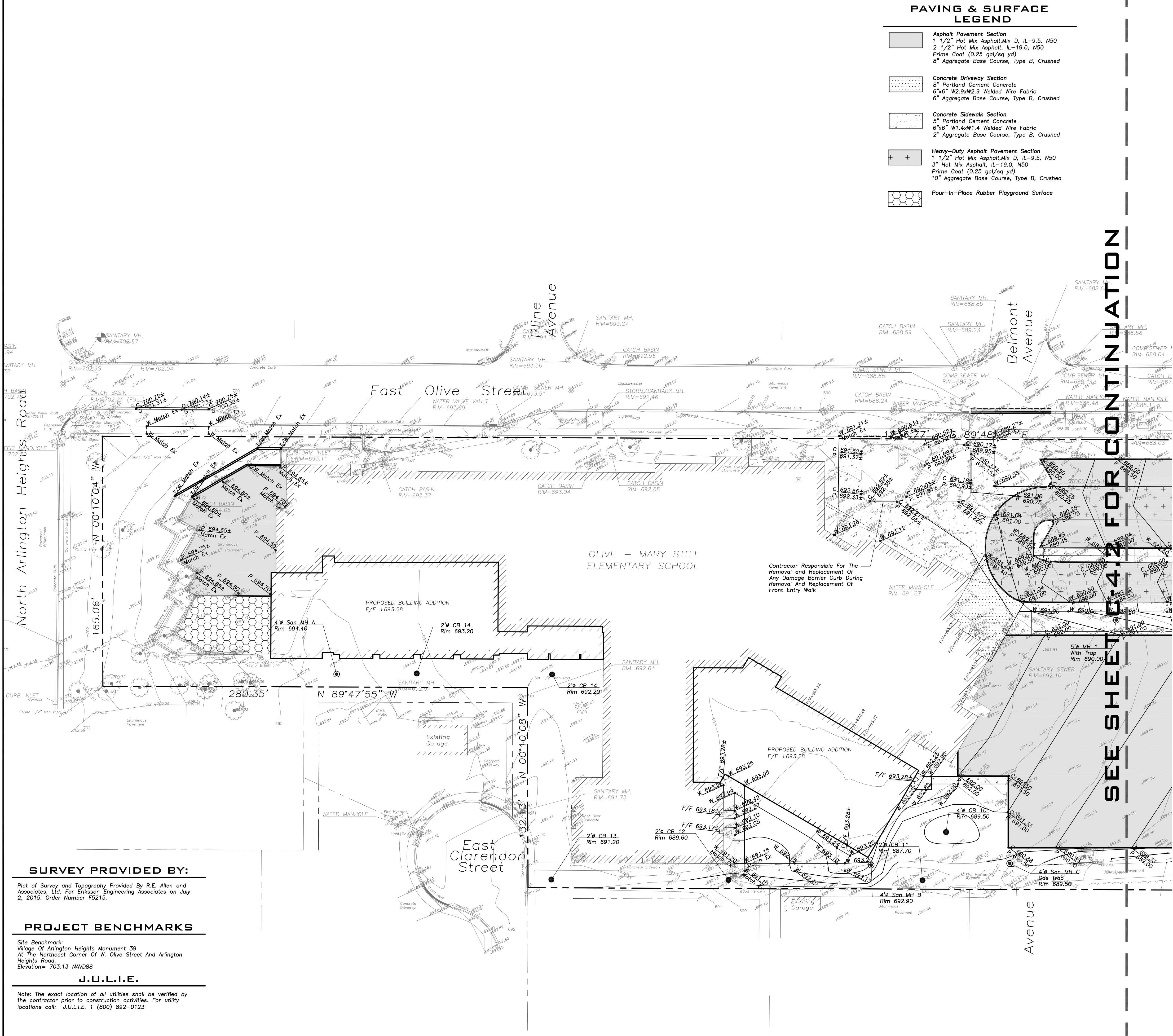
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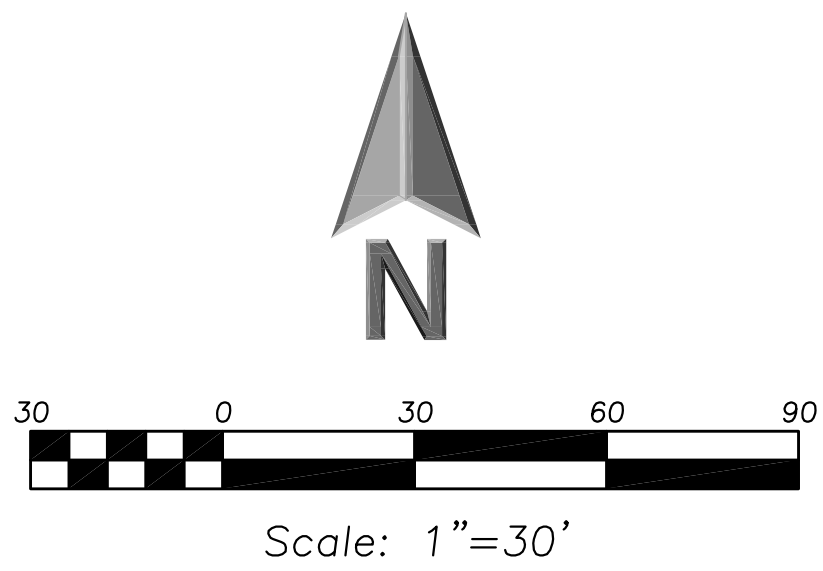
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Plotted: 7/23/15 @ 4:53pm By: jcap



- PAVING & SURFACE LEGEND**
- Asphalt Pavement Section**
1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
8" Aggregate Base Course, Type B, Crushed
 - Concrete Driveway Section**
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
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 - Concrete Sidewalk Section**
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10" Aggregate Base Course, Type B, Crushed
 - Pour-in-Place Rubber Playground Surface**



- LEGEND**
- Manhole
 - Catch Basin
 - Area Drain
 - Clean Out
 - Flared End Section
 - Storm Sewer
 - Sanitary Sewer
 - Combined Sewer
 - Water Main
 - Gas Line
 - Overhead Wires
 - Electrical Cable (Buried)
 - Telephone Line
 - Fire Hydrant
 - Valve Vault
 - Buffalo Box
 - Downspout
 - Gas Valve
 - ComEd Manhole
 - Hand Hole
 - Light Pole
 - Utility Pole
 - Telephone Pedestal
 - Telephone Manhole
 - Sign
 - Fence
 - Accessible Parking Stall
 - Curb & Gutter
 - Depressed Curb
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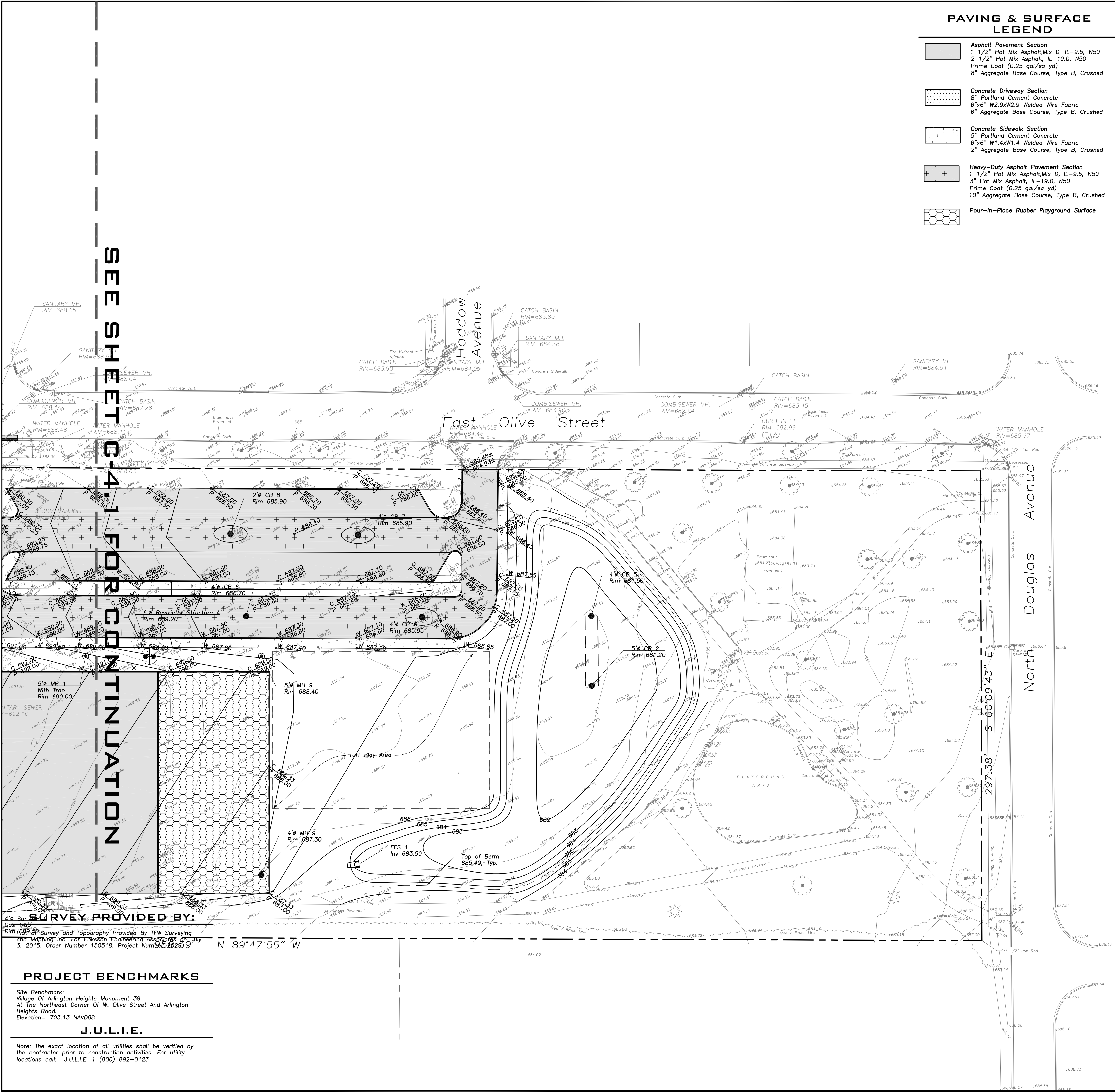
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Approved By: KC	Project No.:

Sheet Title:
**GRADING AND
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PLAN**

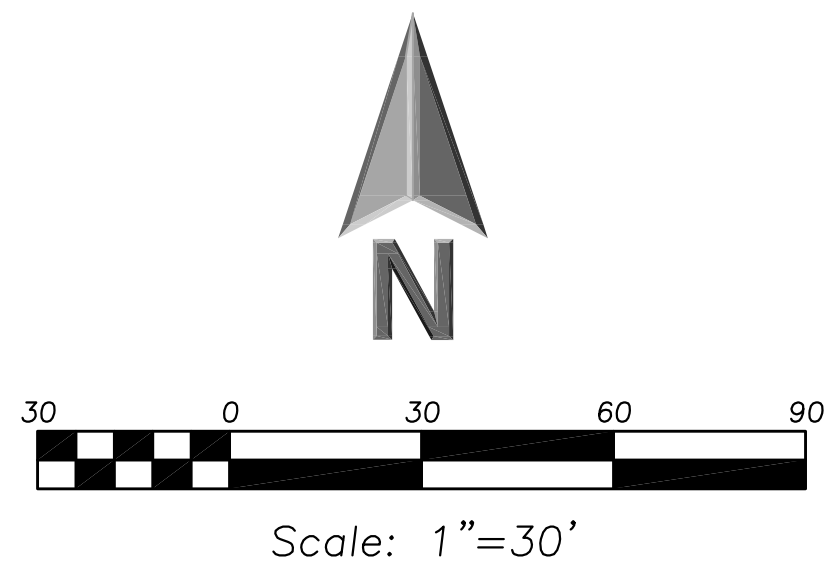
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Plotted: 7/23/15 @ 4:54pm By: jcap



PAVING & SURFACE
LEGEND

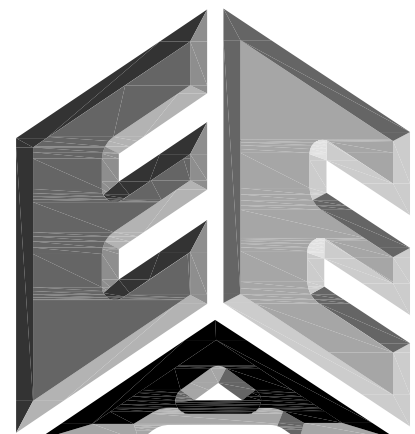
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Approved By: KC	Project No:

Sheet Title:

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Sheet No:

C-4.2

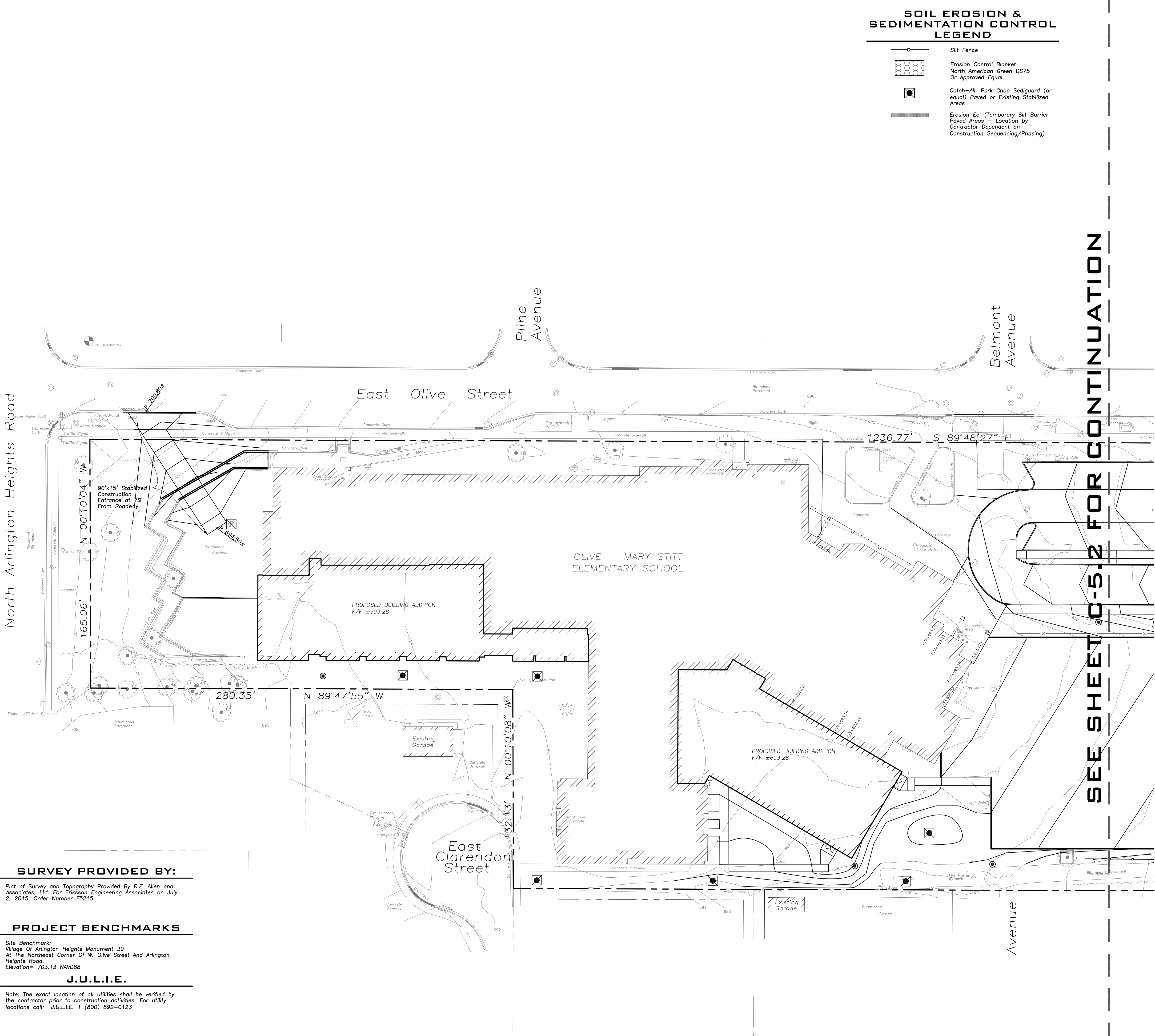
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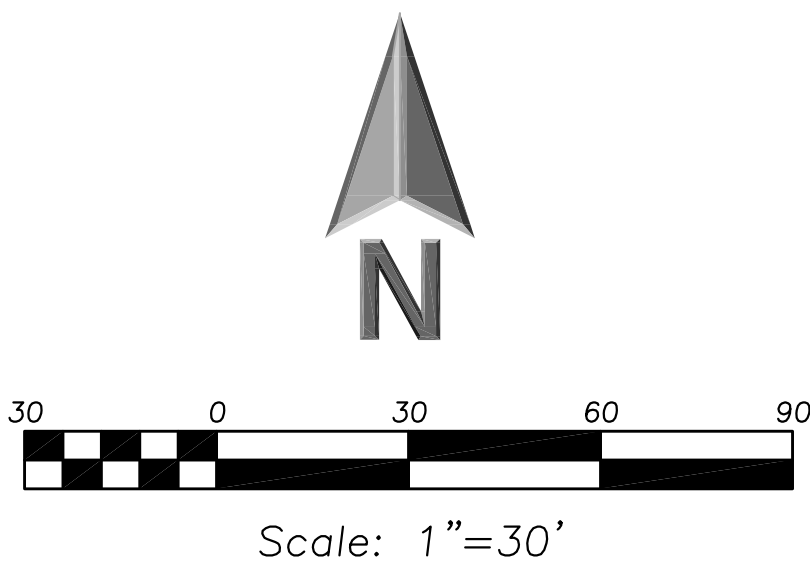
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SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket
North American Green DS75
Or Approved Equal
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier)
Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing



LEGEND

- EXISTING
- Manhole
- Catch Basin
- Area Drain
- Clean Out
- Flared End Section
- Storm Sewer
- Sanitary Sewer
- Combined Sewer
- Water Main
- Gas Line
- Overhead Wires
- Electrical Cable (Buried)
- Telephone Line
- Fire Hydrant
- Valve Vault
- Buffalo Box
- Downspout
- Gas Valve
- ComEd Manhole
- Hand Hole
- Light Pole
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Sign
- Fence
- Accessible
- Parking Stall
- Curb & Gutter
- Depressed Curb
- Curb Elevation
- Gutter Elevation
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SURVEY PROVIDED BY:

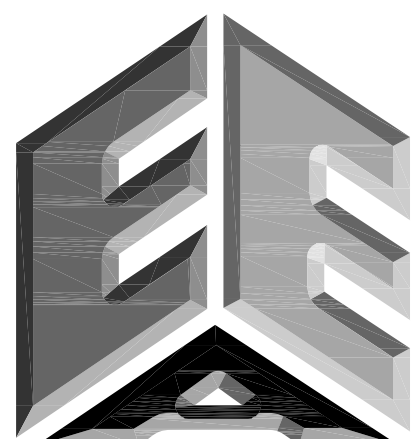
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



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PROFESSIONAL DESIGN FIRM
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OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS

303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

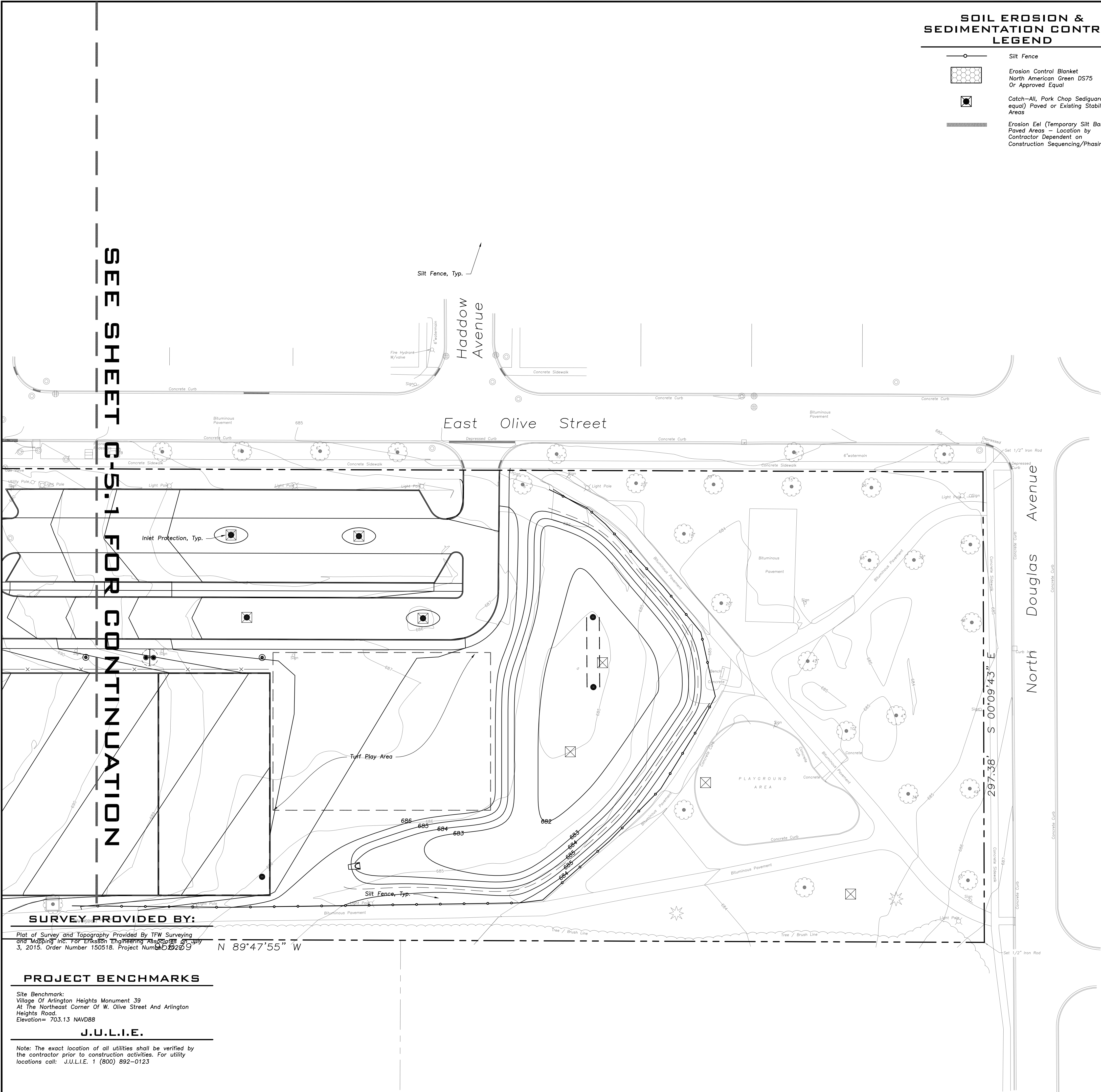
Sheet Title:

SOIL EROSION & SEDIMENT CONTROL PLAN

Sheet No:

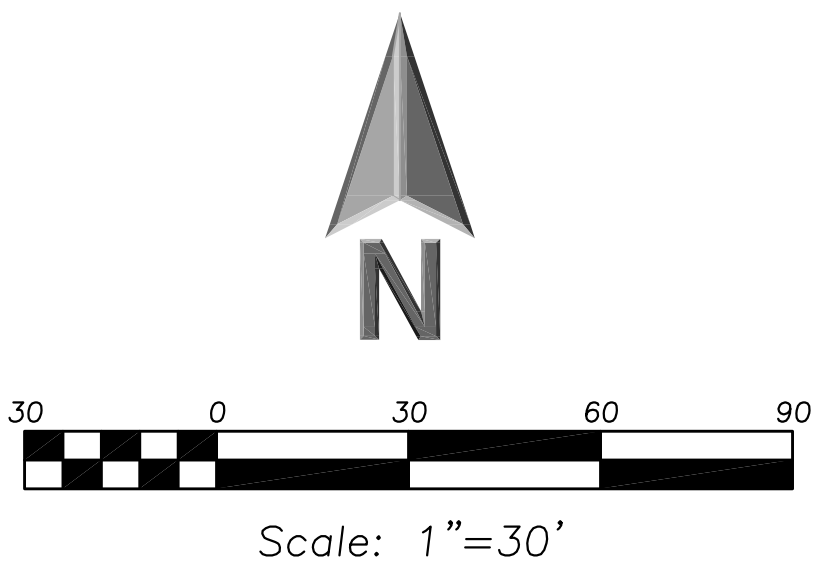
C-5.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:55pm By: jcap



SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket
North American Green DS75
Or Approved Equal
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing)



LEGEND

- | EXISTING | PROPOSED |
|---------------------------------|---------------------------------|
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Clean Out | Clean Out |
| Flared End Section | Flared End Section |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Combined Sewer | Combined Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Wires | Overhead Wires |
| Electrical Cable (Buried) | Electrical Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Buffalo Box | Buffalo Box |
| Downspout | Downspout |
| Gas Valve | Gas Valve |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation | Curb Elevation |
| Gutter Elevation | Gutter Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Brushline | Brushline |
| Tree Protection | Tree Protection |
| Fencing at Drip Line | Fencing at Drip Line |

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
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SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 02209

PROJECT BENCHMARKS

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Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
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J.U.L.I.E.

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OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
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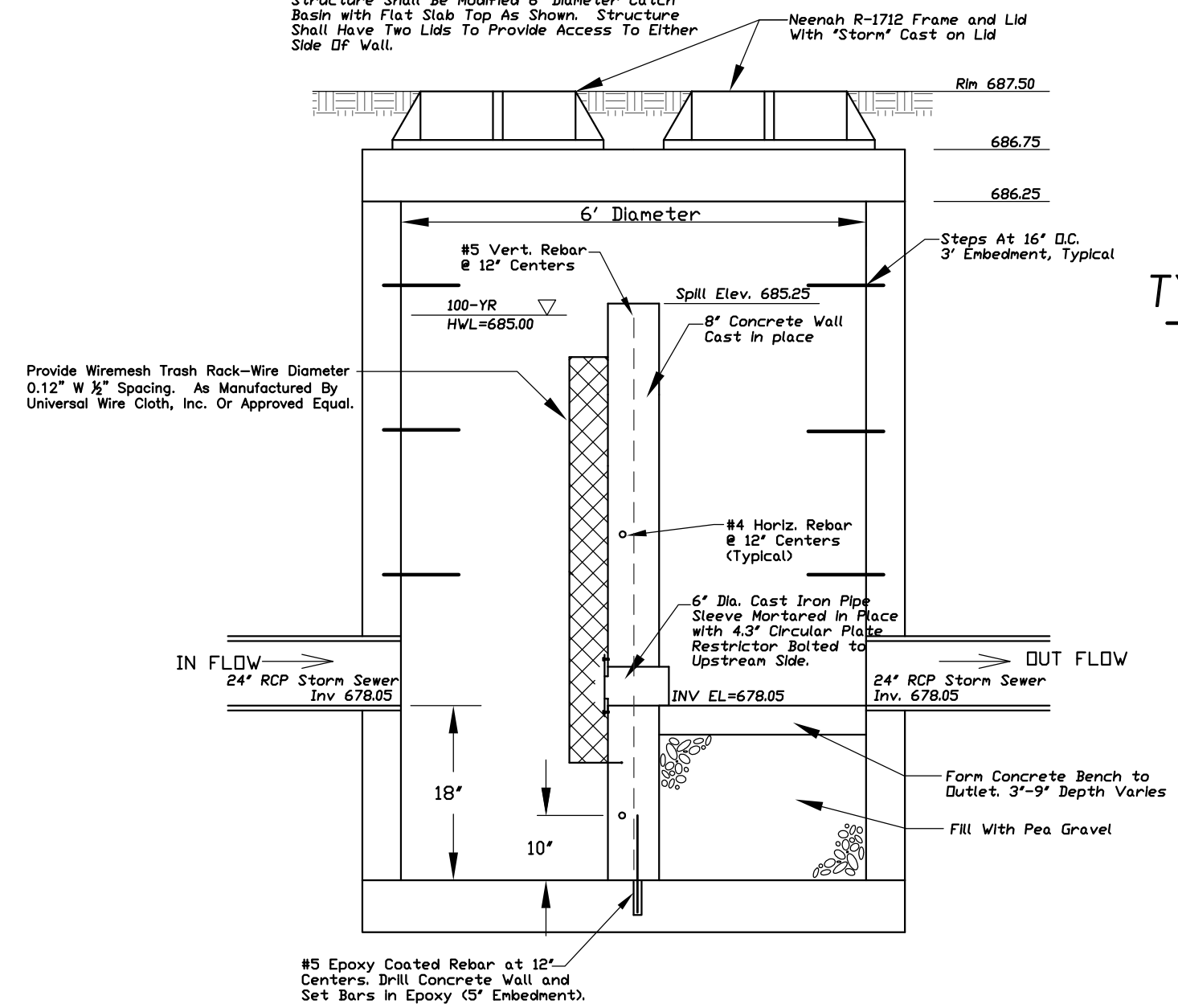
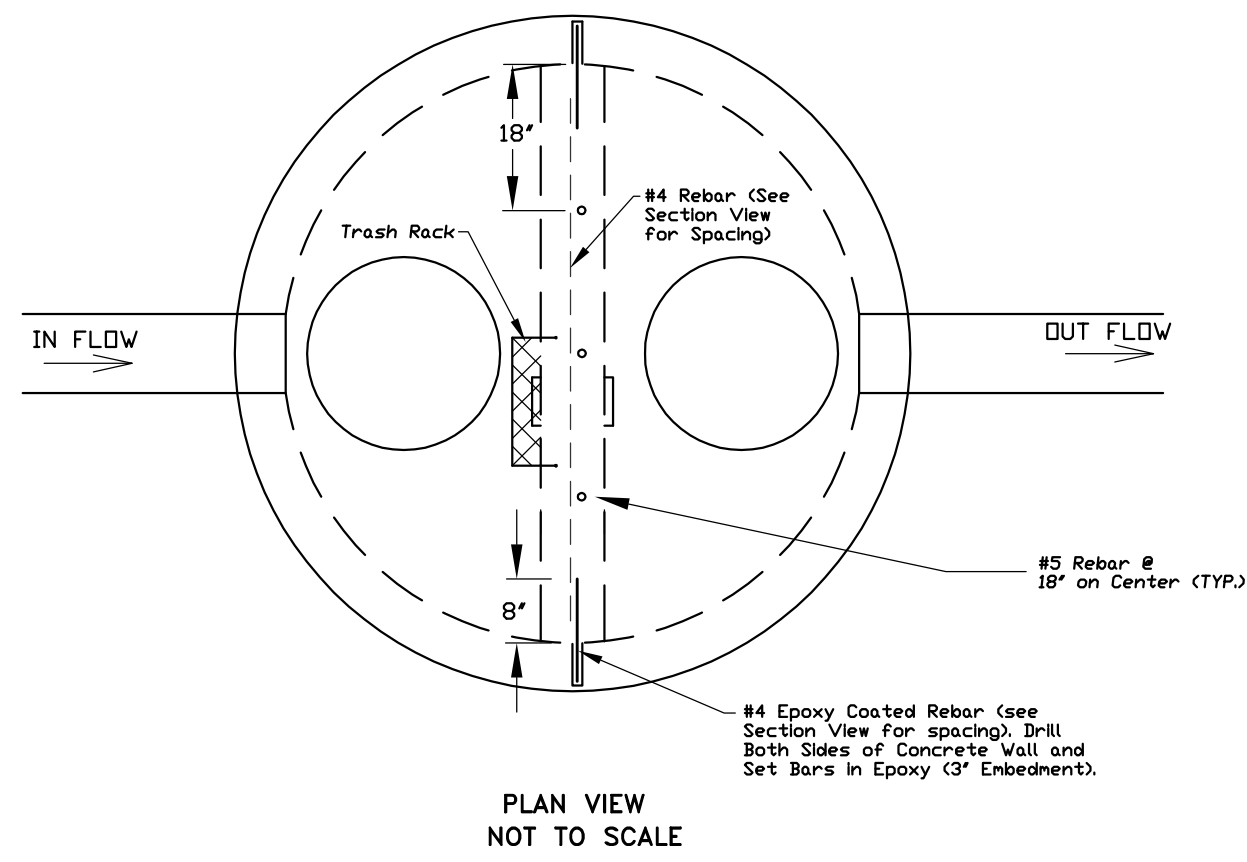
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Design By: JC	Date: 06/06/15
Approved By: KC	Project No.:

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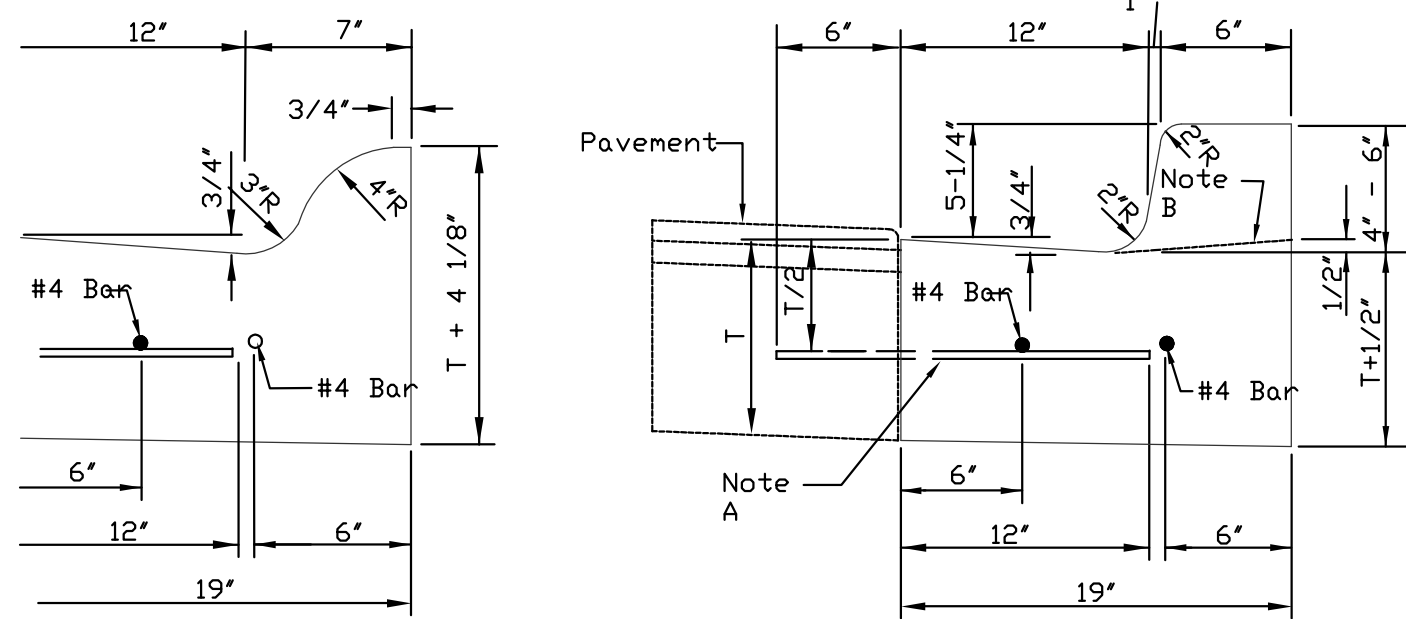
SOIL EROSION & SEDIMENT CONTROL PLAN

Sheet No:

C-5.2



RESTRICTOR STRUCTURE A



ROLL TYPE CURB

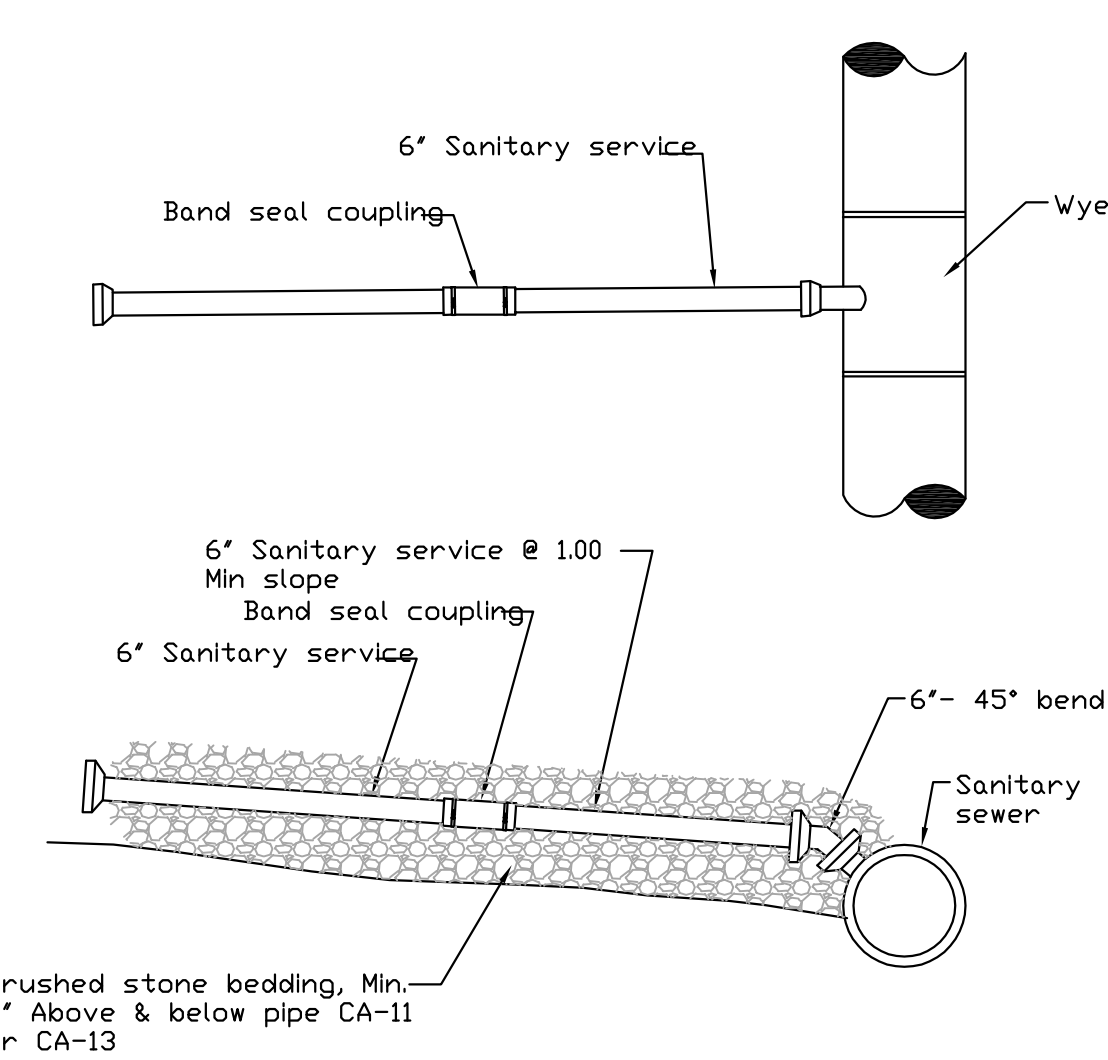
BARRIER TYPE CURB

- Notes:**
- 2-#4 longitudinal bars 20 feet in length with 12" overlaps, at 60' intervals, except at expansion joints.
 - Expansion joints shall be a minimum of 3/4" preformed expansion material and shall be provided with a 1" dia. x 18" coated smooth dowel bar fitted with a cap that will allow a minimum of 1" of expansion.
 - Construction joints shall be template formed or saw-cut (within 24 hours of placement of the curb) to 1/5th the depth of the gutter flag at 20ft. intervals or at the joints depth of the gutter flag at 20ft. intervals or at the joints in an adjacent concrete pavement.

Note "A"
For Easy
Profile For depressed
curbs & driveways and
ramps

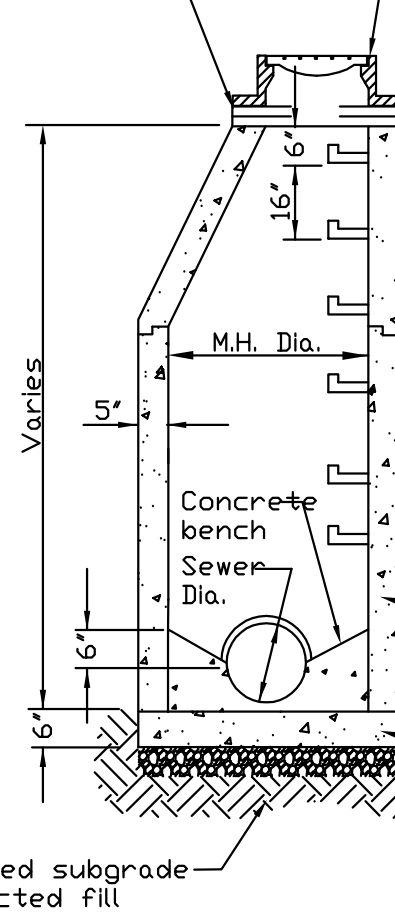
Note "B"
Profile For depressed
curbs & driveways and
ramps

TYPICAL SANITARY SEWER SERVICE CONNECTION



Adjusting rings as
required with a
maximum
adjustment of 8"
using one or two
rings

Cast iron frame and
cover for storm and
sanitary sewer manholes,
Cat. No. EJIW 1051-3HD
frame and cover with
small diameter lifting hole
for storm sewer. Storm lid
to be EJIW ND 102244.
use EJIW ND 102238 lid
for sanitary sewer
applications when no
gasket is required and
EJIW ND 102245 lid when
gasket is required.



TYPE A - MANHOLE

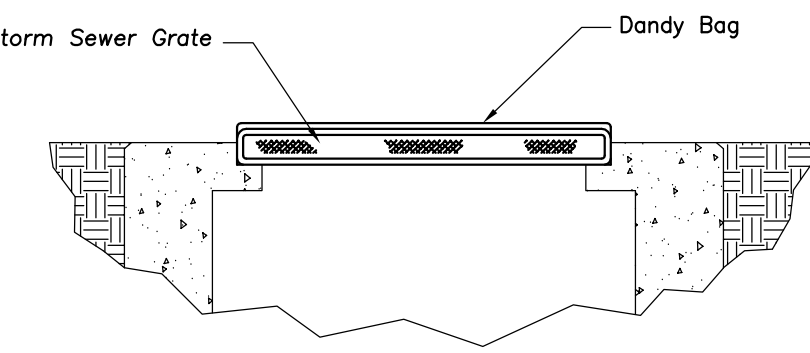
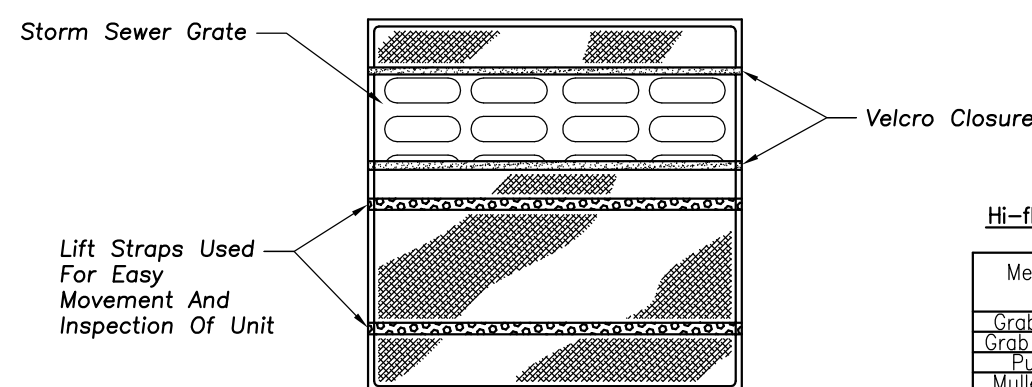
Notes:
When preparing for street
subgrade
removal of compacted
stone subgrade
shall be included with
earth ex. removal

No separate payment will
be made for
fittings required for
diverting sanitary
sewer lines around
proposed sewers,
this cost of fittings will
be incidental
to the cost of the storm
sewer pipe.

Cost of stone bedding
material as shown shall be
incidental to sewer pay
items

SANITARY SEWER TRENCH DETAIL

Dandy Bag

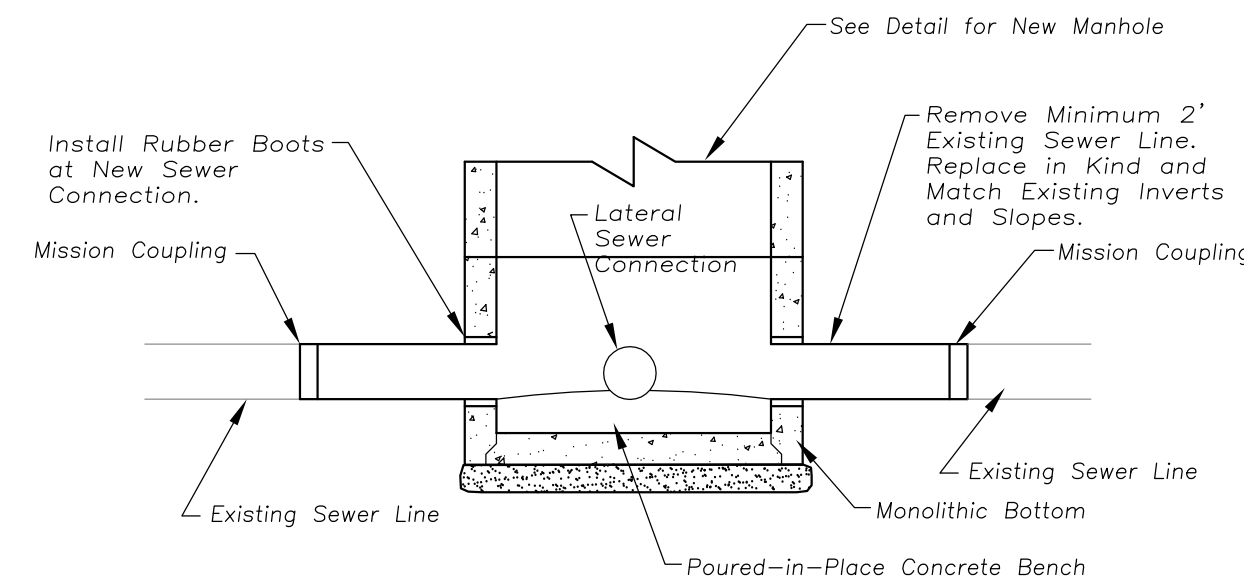


DANDY BAG INLET SEDIMENT CONTROL DEVICE

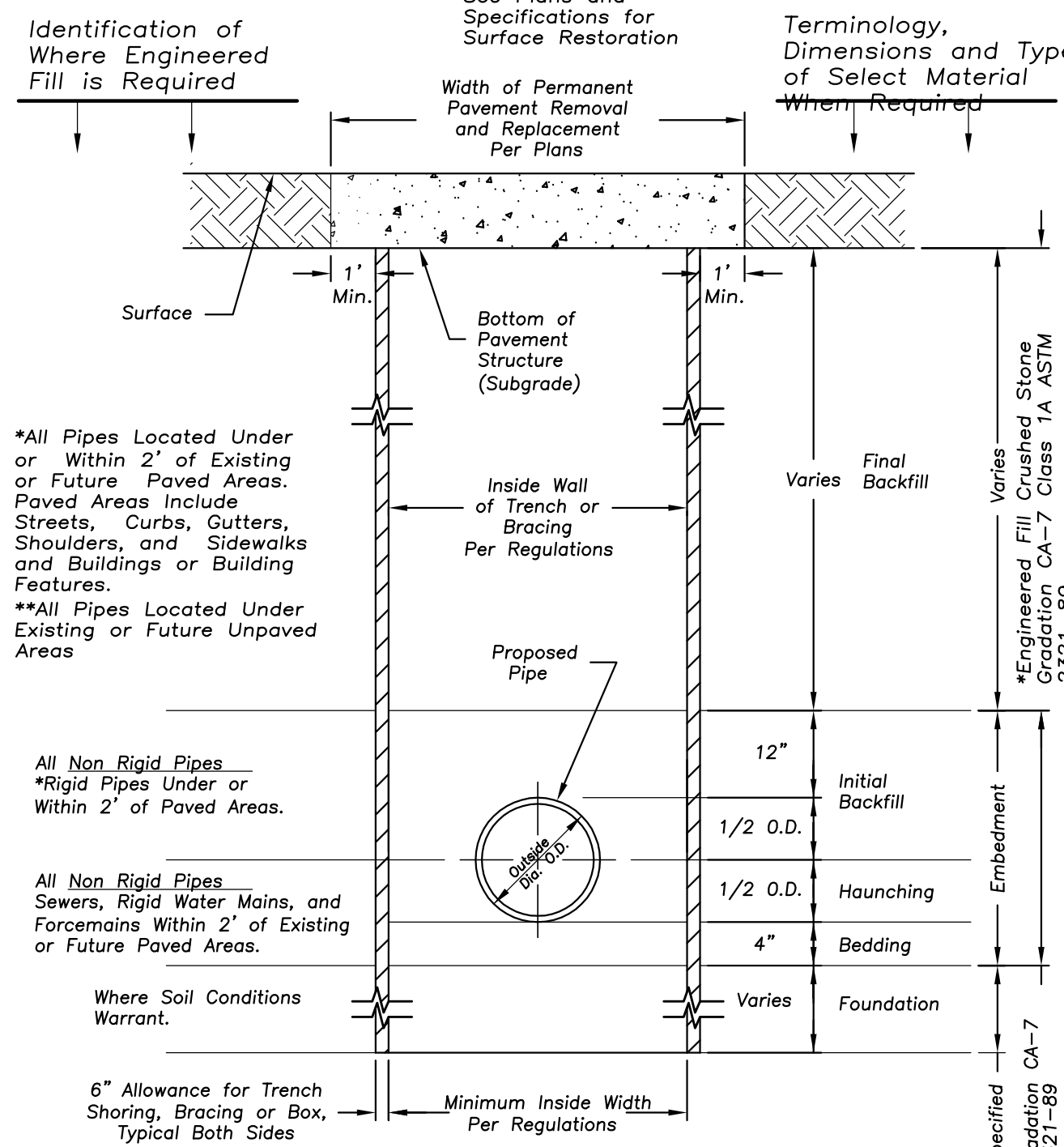
Note: The Dandy Bag Will Be
Manufactured in The Usa From A Woven
Monofilament Fabric That Meets Or Exceeds
The Following Specifications:

Mechanical Properties	Test Method	Units	Min
Grab Tensile Strength	Astm D 2432	Kn (lps)	1.62 (365) X 0.89 (200)
Grab Tensile Elongation	Astm D 2432	%	25 X 10
Puncture Strength	Astm D 4533	Kn (lps)	0.240 (50)
Multi-Punch Strength	Astm D 4533	Kn (lps)	0.240 (50)
Resistance to Abrasion	Astm D 2432	Kn (lps)	0.51 (115) X 0.43 (75)
UV Resistance	Astm D 2432	%	0.42 (40)
Apparent Opening Size	Astm D 2432	Mm (up Std Sieve)	0.42 (40)
Flow Rate	Astm D 4491	l/min/m ² (gal/min/ft ²)	59.07 (125)
Permeability	Astm D 4491	Sec	2

Note: All Dandy Bags Can Be Ordered With Our
Optional Oil Absorbent Pillows

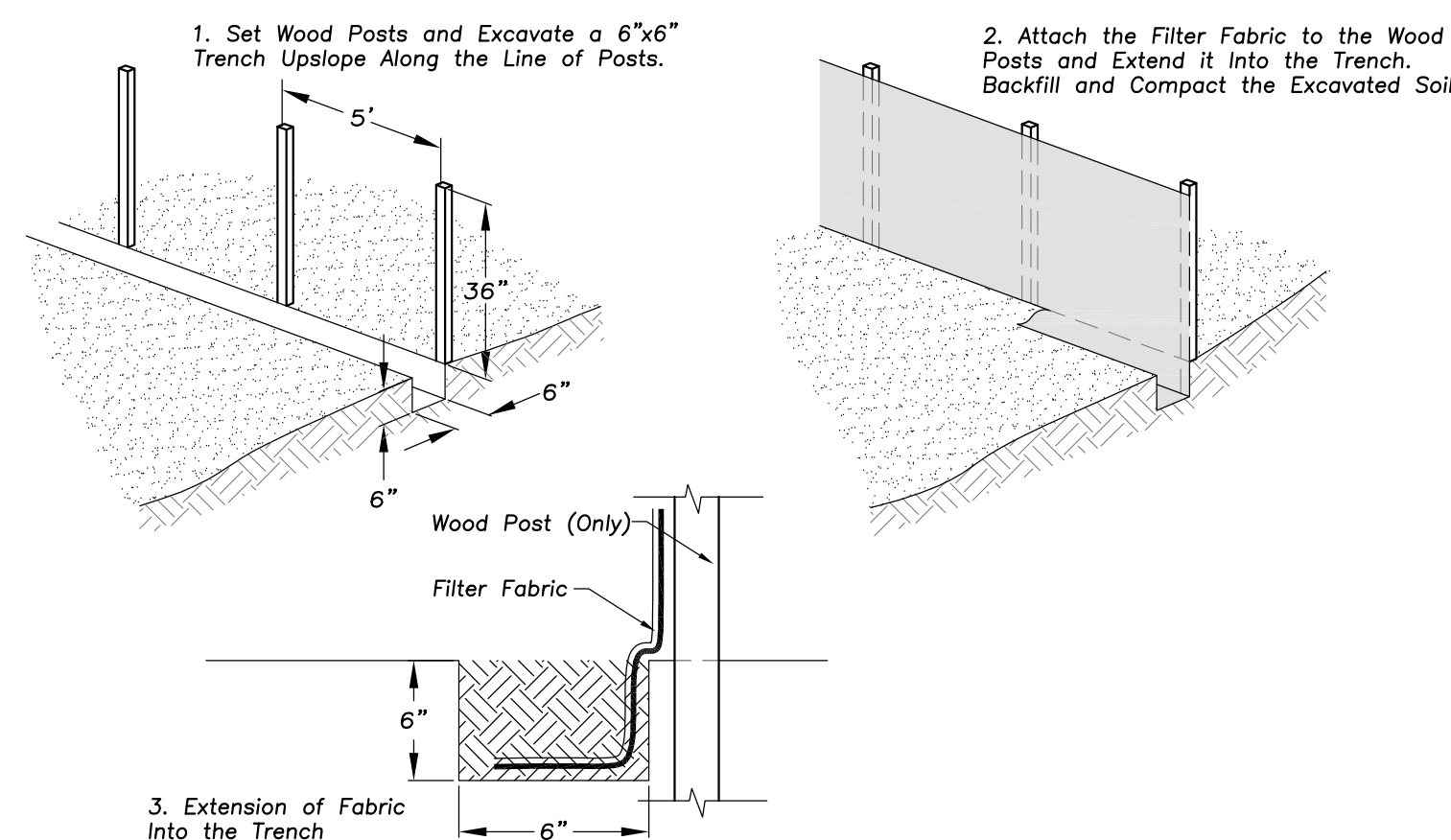


NEW MANHOLE ON EXISTING SEWER LINE

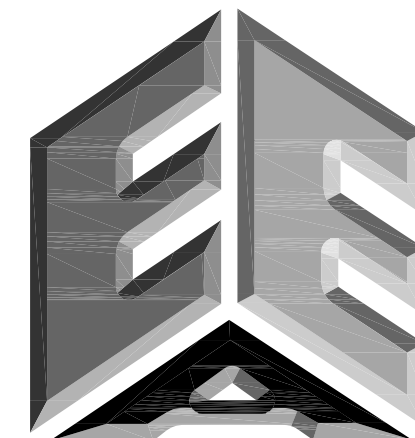


Notes:
For Rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12".
For Non-rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12" for Pipe up to 48" Diameter and 18" For Pipe Over 48" Diameter. Non-rigid Pipe is Defined as Flexible Thermoplastic Pipe and/or Corrugated Metal Pipe.

STANDARD SEWER AND WATER TRENCH SECTION



SILT FENCE CONSTRUCTION (AASHTO 288-00)



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LICENSE NO. 184-003220
EXPIRES: 04/30/2017

**OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS**
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

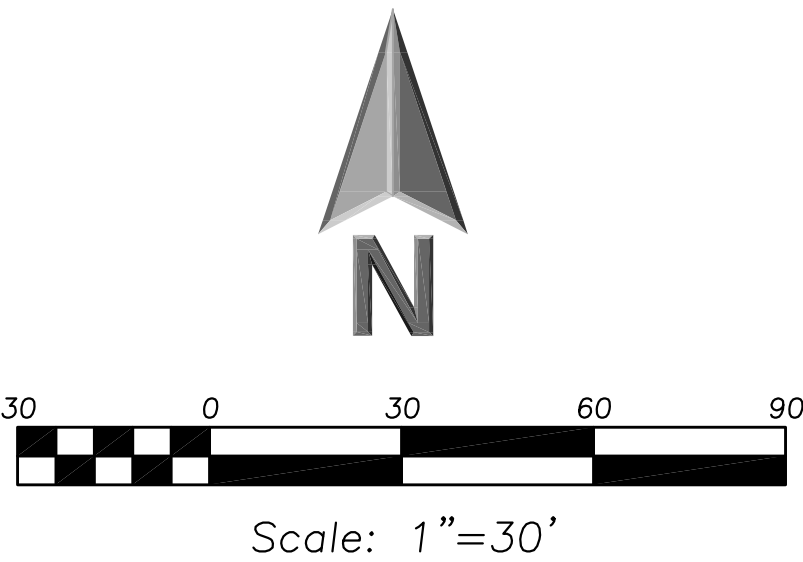
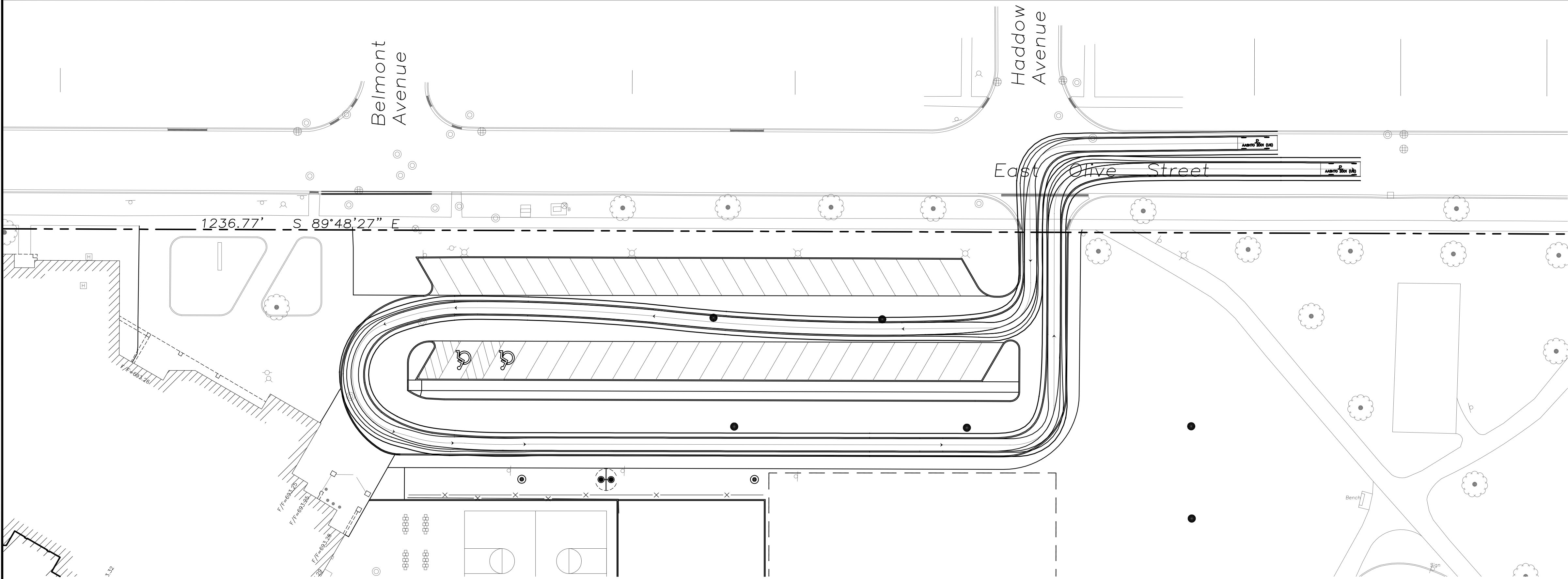
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SITE DETAILS

Sheet No:

C-6.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:56pm By: jcap



LEGEND	
EXISTING	
Manhole	
Catch Basin	
Area Drain	
Clean Out	
Flared End Section	
Storm Sewer	
Sanitary Sewer	
Combined Sewer	
Water Main	
Gas Line	
Overhead Wires	
Electrical Cable (Buried)	
Telephone Line	
Fire Hydrant	
Valve Vault	
Buffalo Box	
Downspout	
Gas Valve	
ComEd Manhole	
Hand Hole	
Light Pole	
Utility Pole	
Telephone Pedestal	
Telephone Manhole	
Sign	
Fence	
Accessible	
Parking Stall	
Curb & Gutter	
Depressed Curb	
Curb Elevation	
Gutter Elevation	
Pavement Elevation	
Sidewalk Elevation	
Ground Elevation	
Top of Retaining Wall Elevation	
Swale	
Contour Line	
Deciduous Tree	
Coniferous Tree	
Brushline	
Tree Protection	
Fencing at Drip Line	

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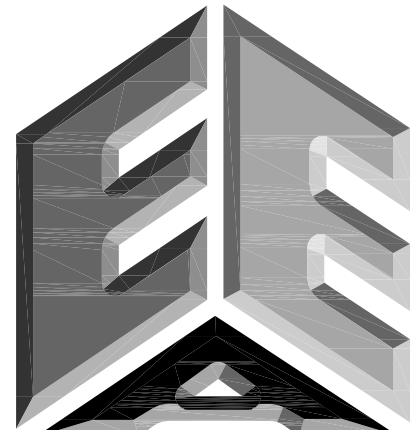
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OLIVE-MARY STITT SCHOOL ADDITION AND RENOVATIONS

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Design By:	Date: 06/06/15
Approved By: JC	Project No.
KC	

Sheet Title:

**AUTOTURN
EXHIBIT**

Sheet No:

CX-7.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basing.dwg
Plotted: 7/23/15 @ 4:55pm By: jcap

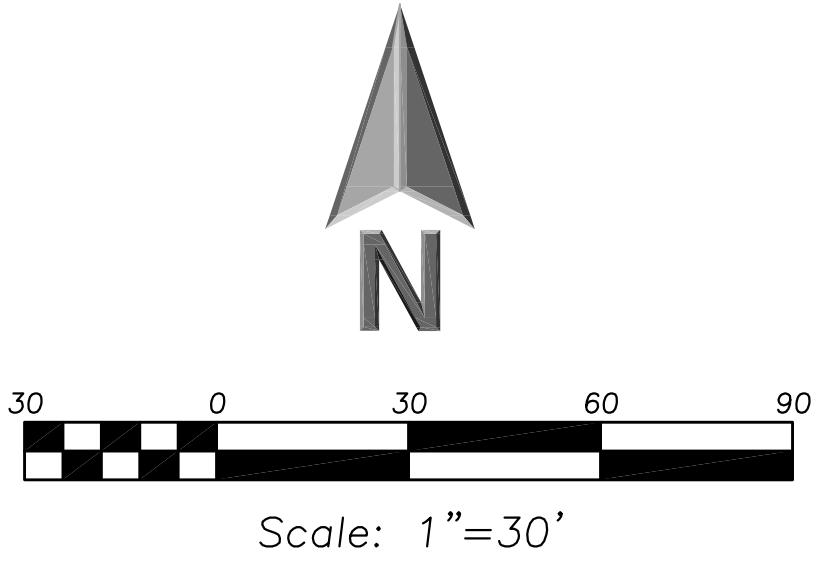
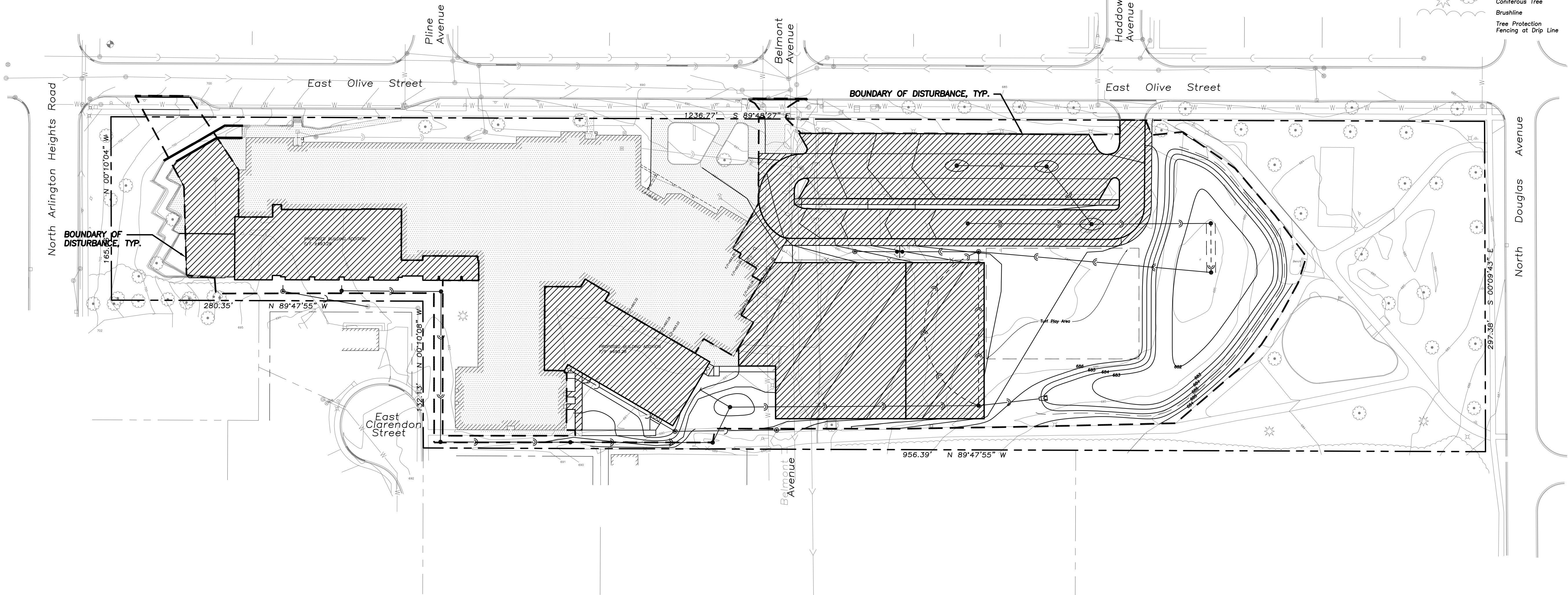


EXHIBIT LEGEND

- Project Disturbance
162566.58 SF
3.73 Acres
- Existing Impervious To Remain
68225.87 SF
1.57 Acres
- Proposed Impervious
89837.76 SF
2.06 Acres

LEGEND

- | EXISTING | PROPOSED |
|---|---|
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Clean Out | Clean Out |
| Flared End Section | Flared End Section |
| Storm Sewer | Storm Sewer |
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| Combined Sewer | Combined Sewer |
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| Downspout | Downspout |
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| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation
x C 782.50 | Curb Elevation
x C 782.50 |
| Gutter Elevation
x G 782.00 | Gutter Elevation
x G 782.00 |
| Pavement Elevation
x P 783.25 | Pavement Elevation
x P 783.25 |
| Sidewalk Elevation
x W 782.10 | Sidewalk Elevation
x W 782.10 |
| Ground Elevation
x 784.0 | Ground Elevation
x 784.0 |
| Top of Retaining Wall Elevation
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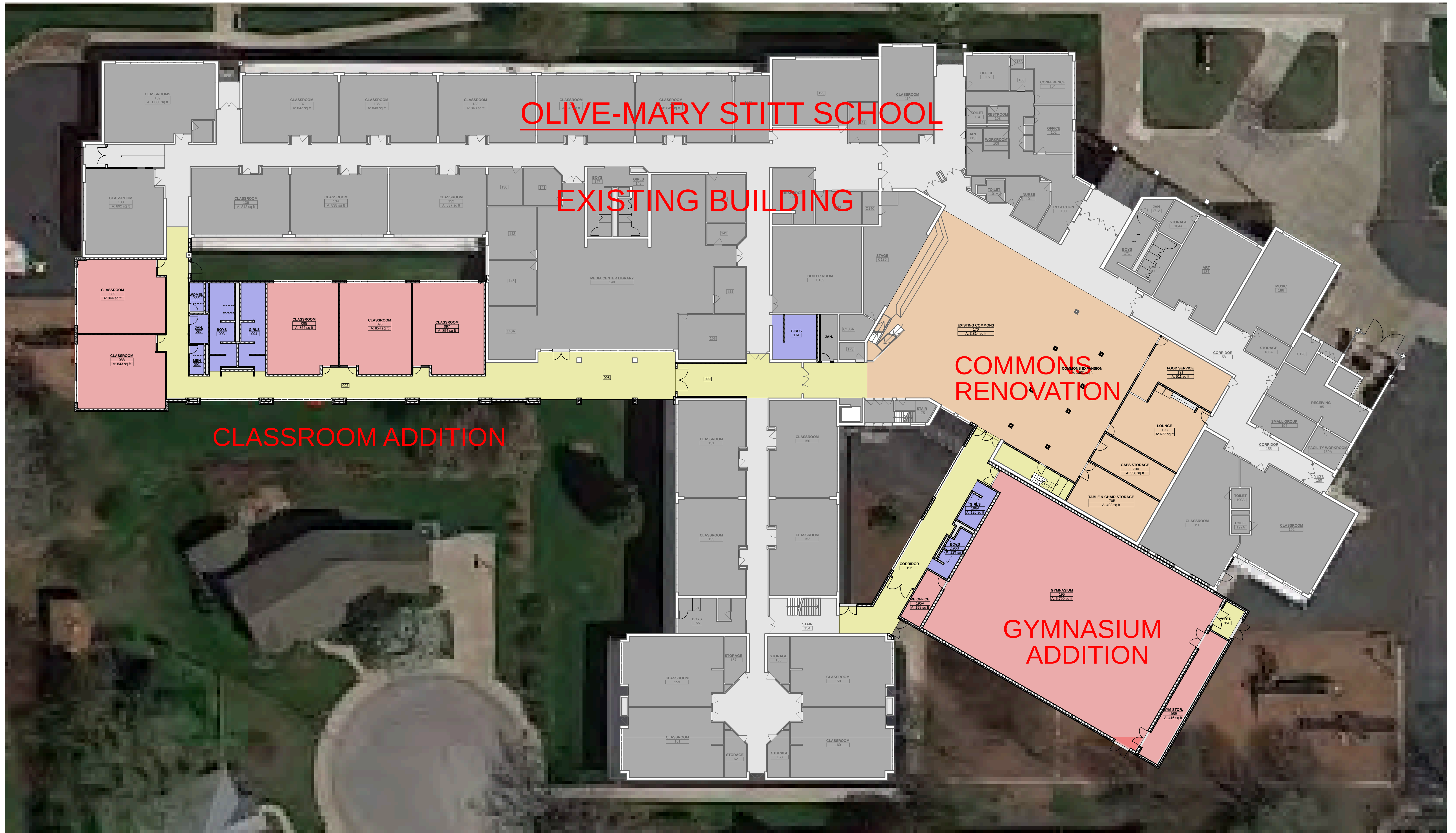
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PROJECT
DISTURBANCE

Sheet No:

CX-7.2

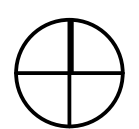




1 FIRST FLOOR PLAN

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

N



STR

STR Partners LLC
350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

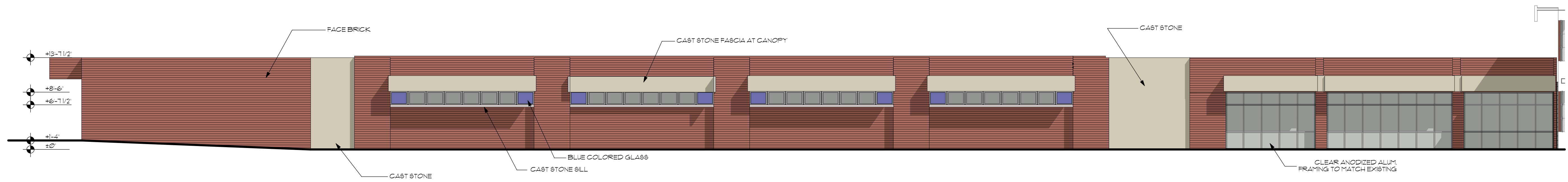
1ST FLOOR PLAN

OLIVE-MARY STITT ELEMENTARY SCHOOL ADDITIONS AND RENOVATIONS

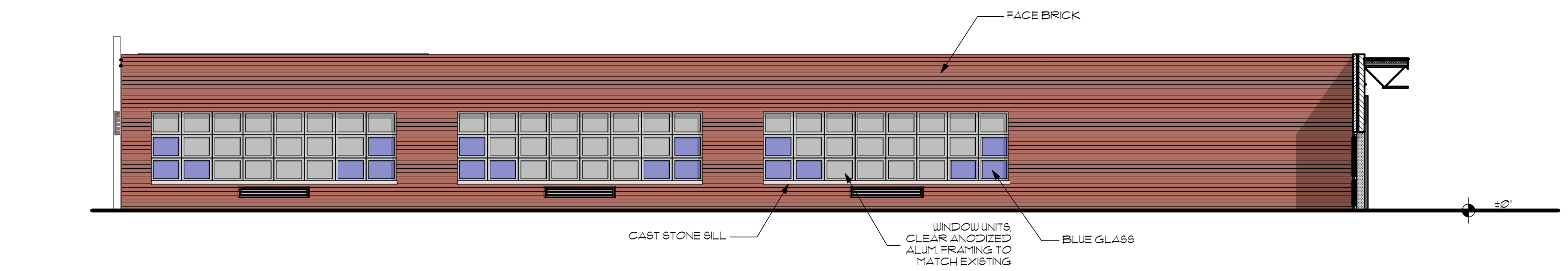
303 EAST OLIVE STREET, ARLINGTON HEIGHTS, ILLINOIS 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25

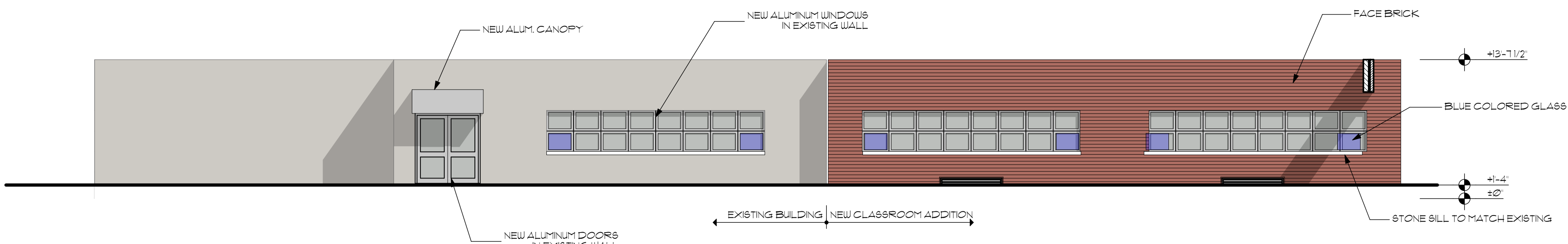
July 27, 2015



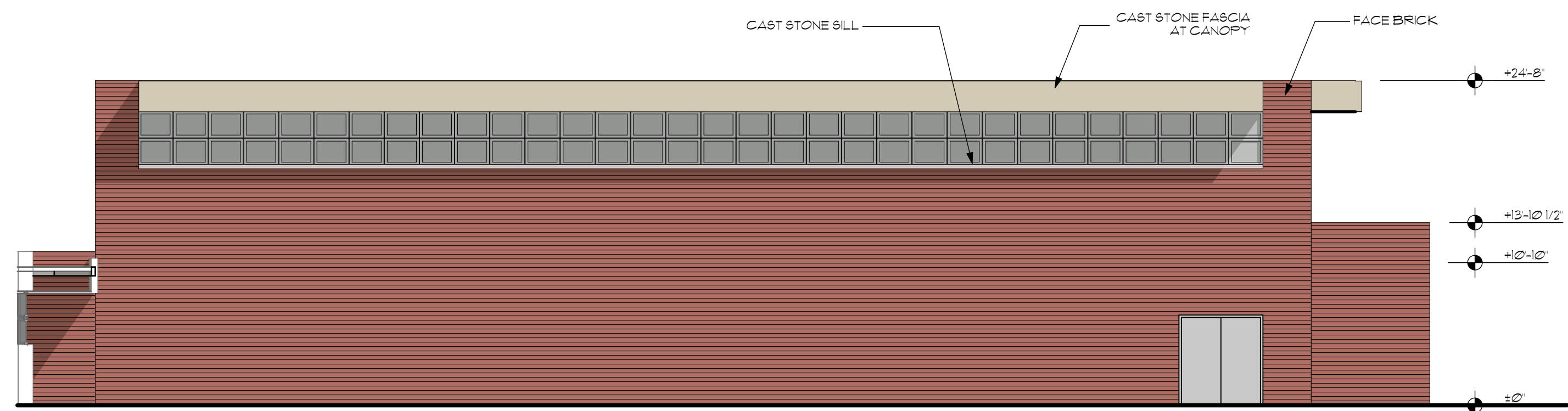
1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION -- COURTYARD
SCALE: 1/8" = 1'-0"



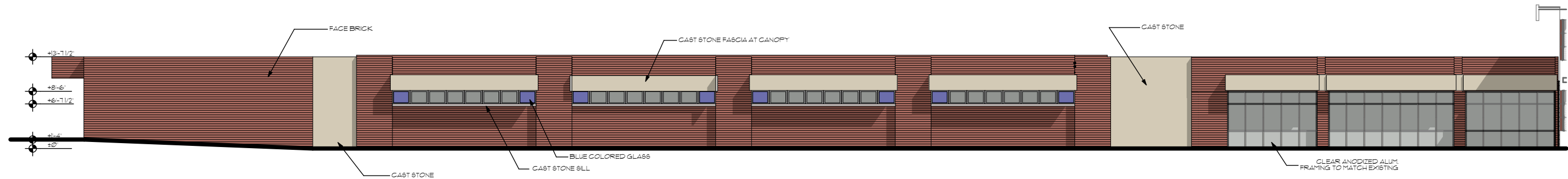
3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 SOUTHWEST ELEVATION -- GYMNASIUM
SCALE: 1/8" = 1'-0"

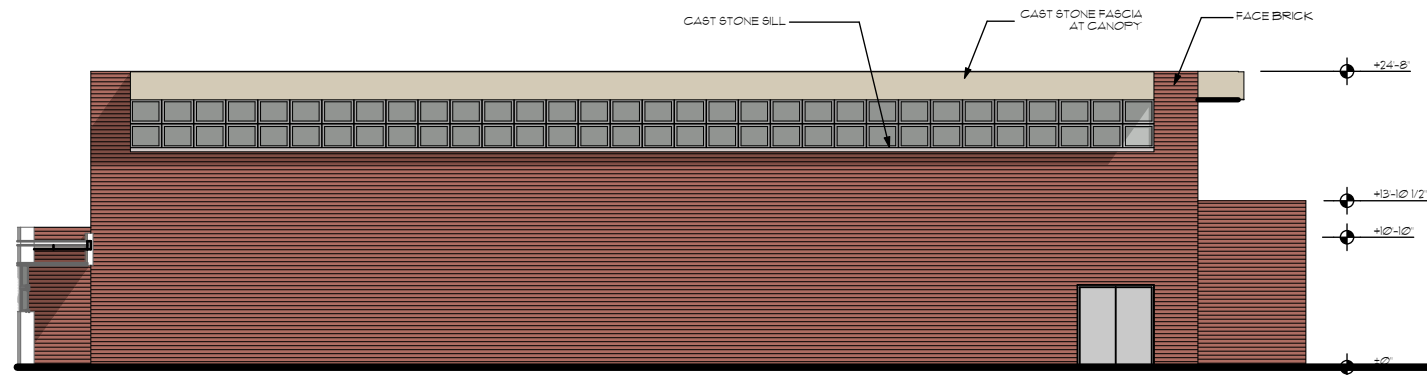


5 SOUTHEAST ELEVATION -- GYMNASIUM
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

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



SOUTHWEST ELEVATION -- GYMNASIUM

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



SOUTHEAST ELEVATION -- GYMNASIUM

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

EXTERIOR ELEVATIONS

STR

350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

OLIVE-MARY STITT ELEMENTARY SCHOOL ADDITIONS AND RENOVATIONS

303 EAST OLIVE STREET, ARLINGTON HEIGHTS, ILLINOIS 60004

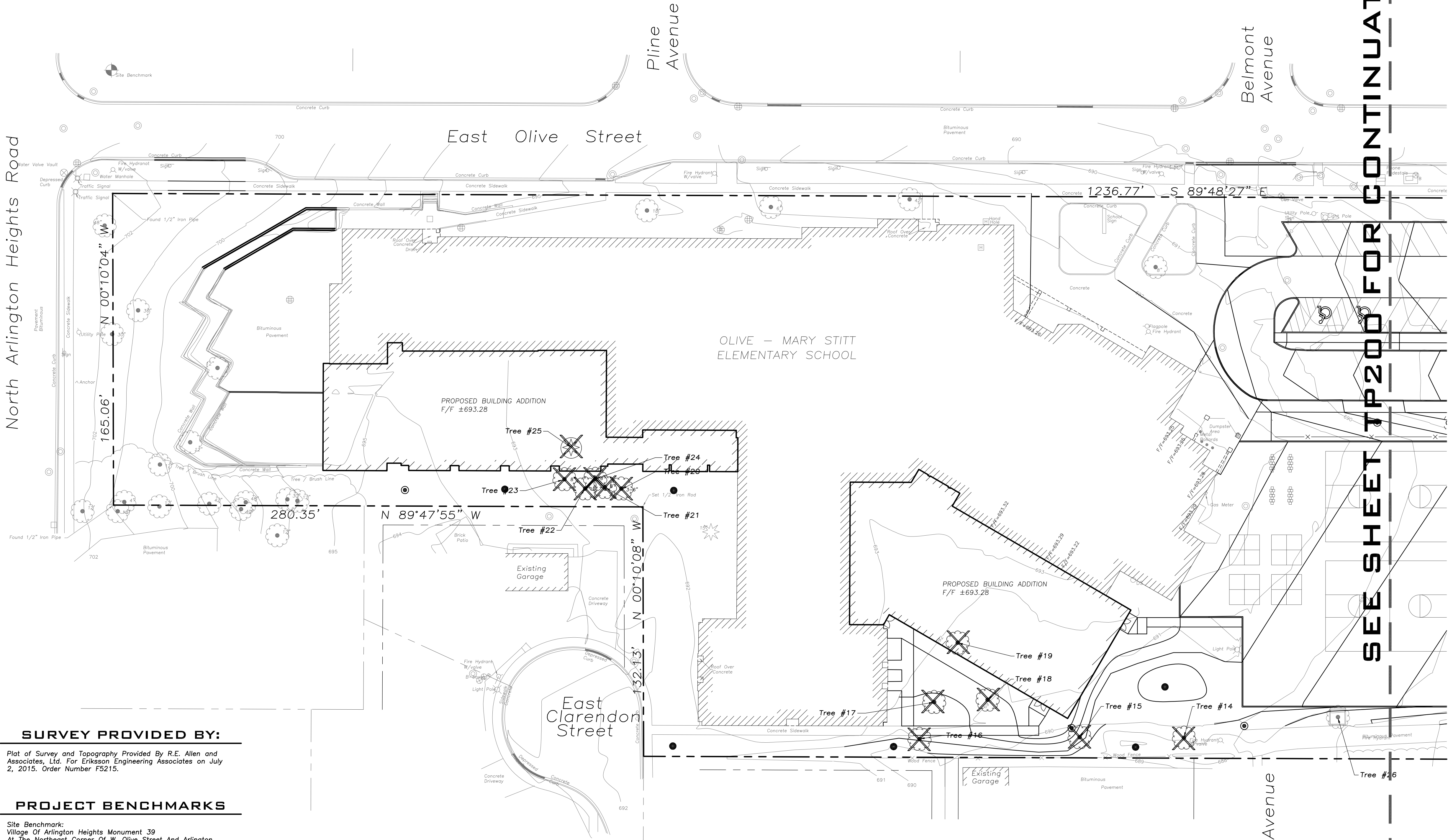
ARLINGTON HEIGHTS SCHOOL DISTRICT 25

7/27/15

Existing Tree Survey Data:

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Acer platinoides	Norway Maple	10" Cal.	Far	Upper canopy die out
2	Quercus alba	White Oak	14" Cal.	Good	
3	Quercus bicolor	Swamp White Oak	20" Cal.	Good	
4	Acer x freemanii	Freeman Maple	20" Cal.	Good	
5	Robinia pseudoacacia	Black Locust	20" Cal.	Good	
6	Quercus bicolor	Swamp White Oak	6" Cal.	Good	
7	Fraxinus pennsylvannica	Green Ash	15" Cal.	Poor	Dieing - Ash Should be Removed
8	Catalpa speciosa	Northern Catalpa	3" Cal.	Good	Recently Planted - Gator bag - To Be Relocated On Site
9	Acer platinoides	Norway Maple	14" Cal.	Poor	Half of upper canopy is dead
10	Pinus nigra	Austrian Pine	16" Cal.	Good	
11	Acer platinoides	Norway Maple	2" Cal.	Good	Recently Planted - Gator bag
12	Pinus nigra	Austrian Pine	8" Cal.	Poor	A lot of die back very thin canopy
13	Betula nigra	River Birch	3 @ 3" Cal.	Good	Multi-trunk form
14	Fraxinus pennsylvannica	Green Ash	12" Cal.	Far	Ash - Looks ok now but should be removed
15	Fraxinus pennsylvannica	Green Ash	16" Cal.	Far	Ash - Looks ok now but should be removed
16	Taxus cuspidata	Upright Yew	4 @ 3" - 4" Cal.	Far	Old upright Multi-trunk Yew with few lower branches
17	Fraxinus pennsylvannica	Green Ash	14" Cal.	Far	Ash - Looks ok now but should be removed
18	Gleditsia triacanthos inermis	Thornless Honeylocust	16" Cal.	Good	
19	Acer platinoides	Norway Maple	16" Cal.	Good	
20	Malus sp.	Flowering Crabapple	2 @ 8" - 12" Cal.	Far	Multi-trunk Crowded
21	Malus sp.	Flowering Crabapple	10" Cal.	Far	Crowded
22	Malus sp.	Flowering Crabapple	2 @ 8" - 10" Cal.	Far	Multi-trunk Crowded
23	Prunus x cerasifera	Flowering Plum	8" Cal.	Far	Crowded no lower limbs
24	Malus sp.	Flowering Crabapple	2 @ 6" - 2" Cal.	Far	Multi-trunk Crowded
25	Thuja occidentalis	Upright Arborvitae	15' Height	Good	
26	Acer saccharinum	Silver Maple	20"	Good	

NOTE:
Existing trees to be removed are indicated on the plan with and "X" and shaded in the table.



SURVEY PROVIDED BY:

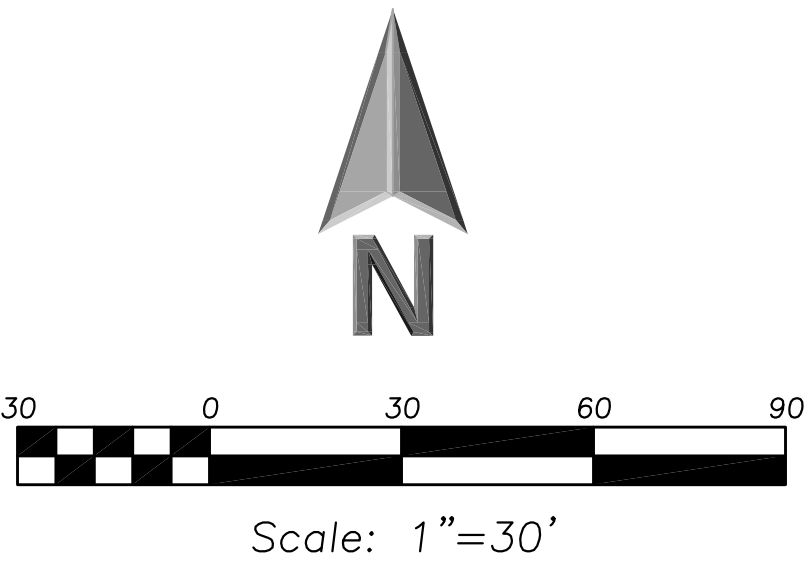
Plot of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on July 2, 2015. Order Number FS215.

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

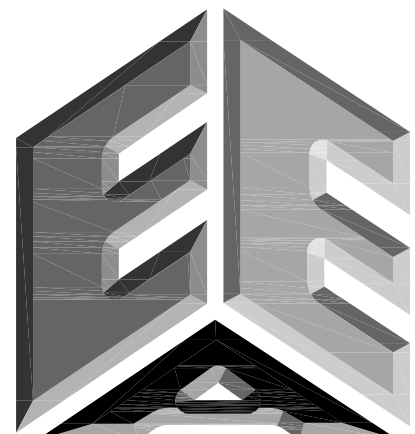


LEGEND

EXISTING	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible
	Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection
	Fencing at Drip Line

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
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- Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
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- The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.



ERIKSSON

ENGINEERING

ASSOCIATES, LTD.

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PHONE: (847) 223-4864
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EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

TREE
PRESERVATION
PLAN

Sheet No:

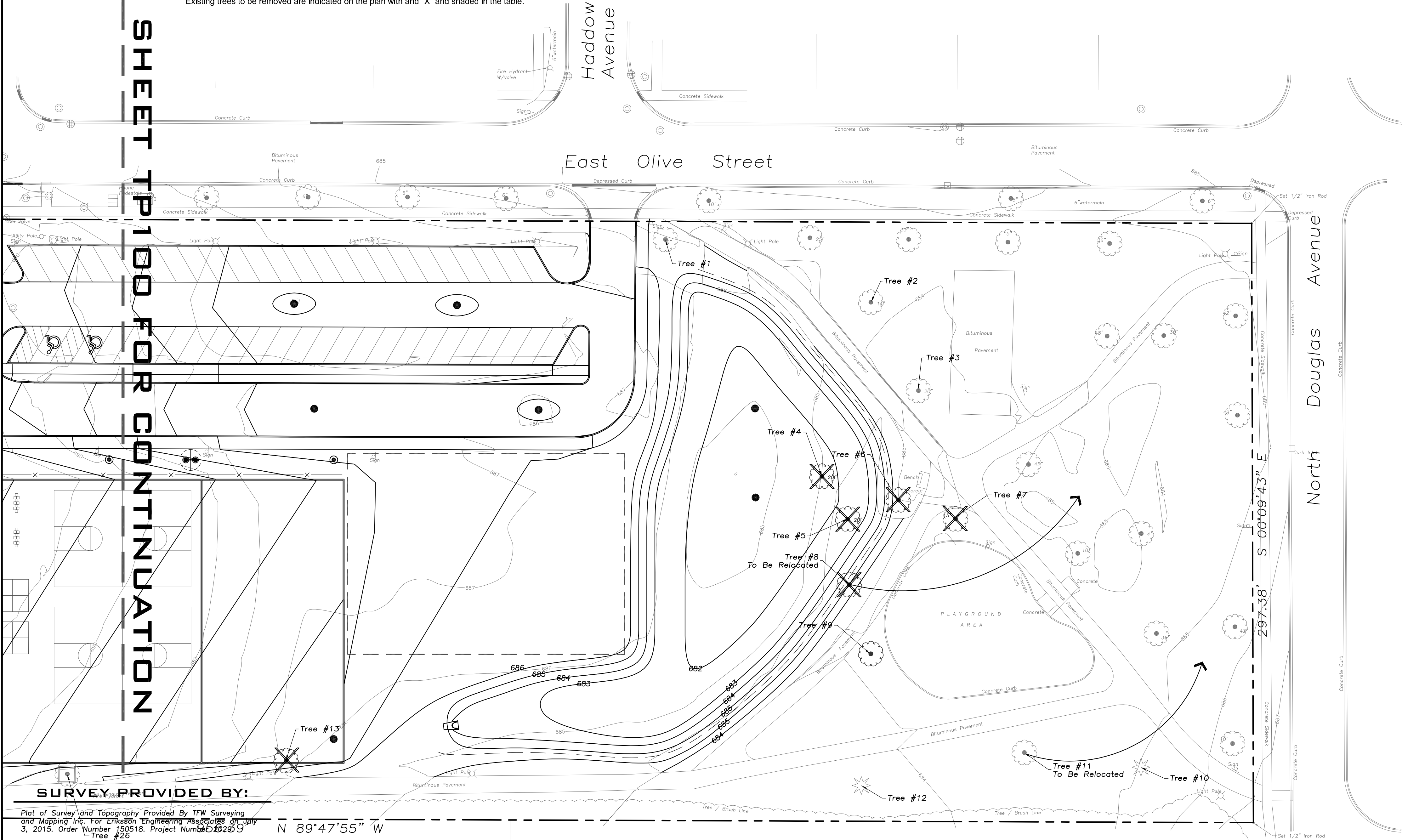
TP100

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:57pm By: jcap

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SURVEY PROVIDED BY:

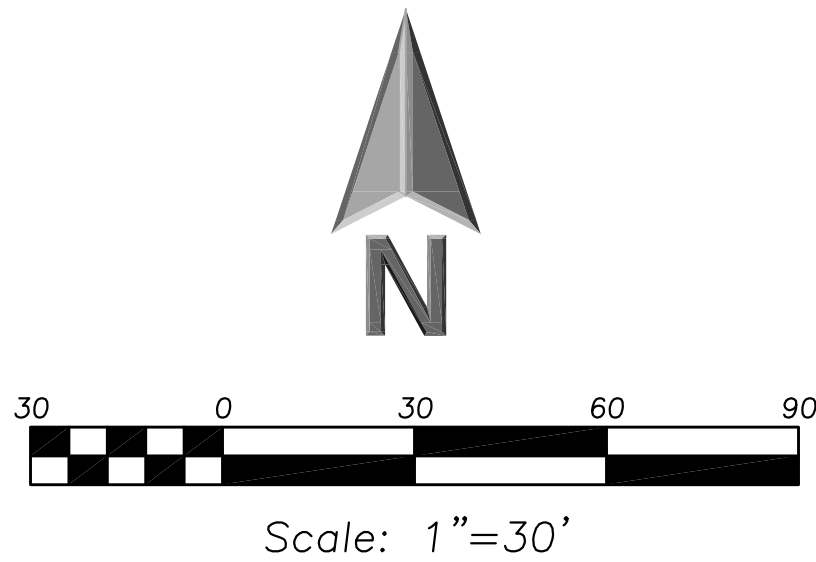
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates, Inc. July 3, 2015. Order Number 150518. Project Number 02209

PROJECT BENCHMARKS

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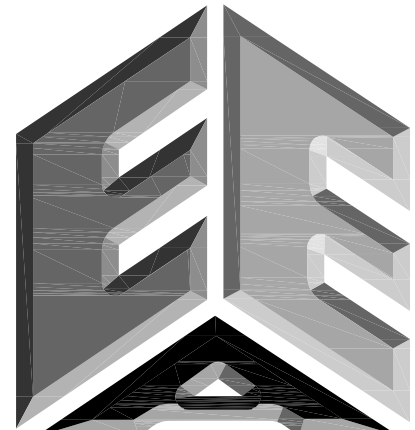


LEGEND

EXISTING	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
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FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:

TREE
PRESERVATION
PLAN

Sheet No:

TP200

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive-Mary Stitt Addition Revised Basin.dwg
Plotted: 7/23/15 @ 4:57pm By: jcap

LANDSCAPE NOTES:

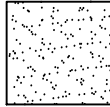
1. PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. ANY AREAS TO BE LOAMED AND SEEDED WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1"-2" OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THEN 1" SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
10. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.
11. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
12. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
13. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING.
14. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES DEEP ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
15. ALL BEDS SHALL BE EDGED, HAVE WEED FREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
16. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN AS A GROUND COVER, UNLESS OTHERWISE NOTED.
17. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED UNLESS OTHERWISE NOTED.
18. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
19. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
20. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
21. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
22. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
23. TREES SHALL BE STAKED AND GUYED, AND HAVE A WATERING SAUCER AT BASE.
24. ALL BEDS TO BE BERMED 12" TO 24" ABOVE GRADE AND MEET DRAINAGE REQUIREMENTS.
25. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
26. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
27. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.

PLANT SCHEDULE

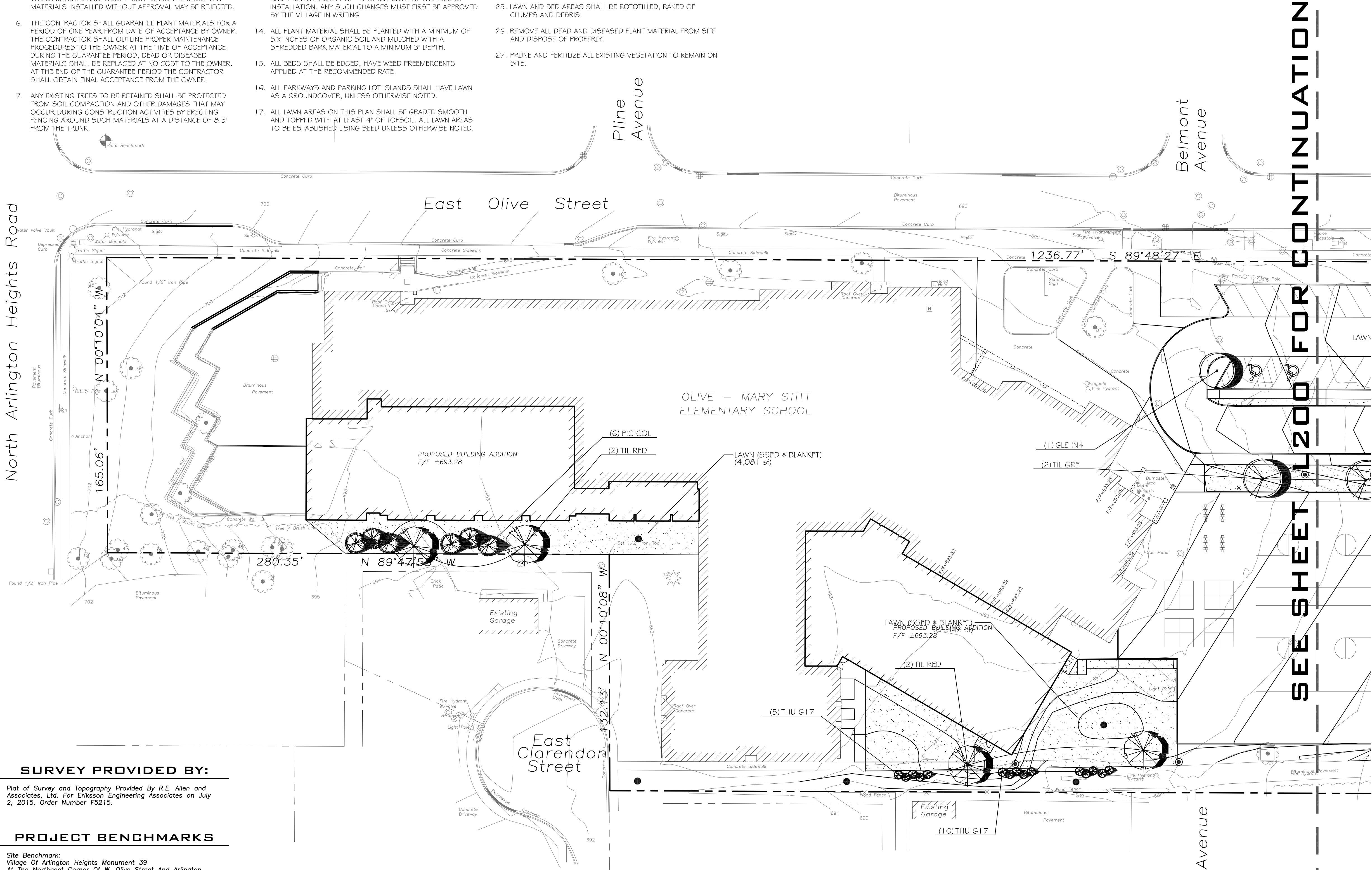
CANOPY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
ACE PLA	ACER PLATANOIDES / NORWAY MAPLE	TRANSPLANTED	EXISTING	1
CAT SPE	CATALPA SPECIOSA / NORTHERN CATALPA	TRANSPLANTED	EXISTING	1
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B # B	2.5" CAL	4
GLE IN4	GLEDITSIA TRIACANTHOS INERMIS / THORNTLESS COMMON HONEYLOCUST	B # B	2.5" CAL	2
QUE BIC	QUERCUS BICOLOR / SWAMP WHITE OAK	B # B	2.5" CAL	3
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B # B	2.5" CAL	4
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B # B	2.5" CAL	2
EVERGREEN TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
PIC COL	PICEA PUNGENS 'COLORADO GREEN' / BLUE SPRUCE	B # B	8' HT.	6
THU G17	THUJA OCCIDENTALIS 'GREEN GIANT' / GREEN GIANT ARBORVITAE	B # B	6' HT.	15

SEEDING SCHEDULE

LAWN (SEED & BLANKET)	64,808 SF	100% -
-----------------------	-----------	--------



North Arlington Heights Road



SURVEY PROVIDED BY:

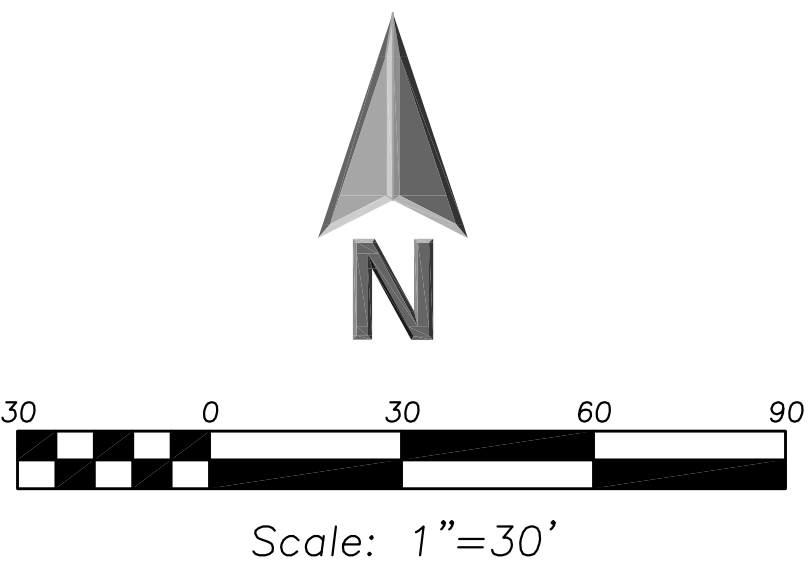
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Elevation= 703.13 NAVD88

J.U.L.I.E.

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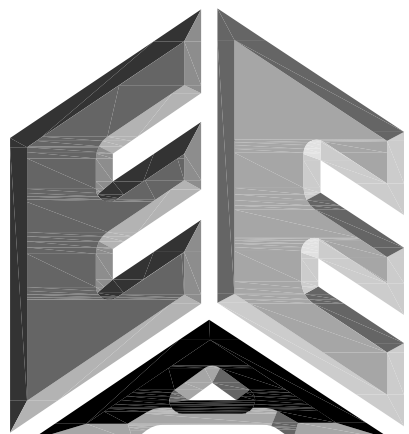


LEGEND

EXISTING	
	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection Fencing at Drip Line

GENERAL NOTES

1. The Location of Existing Underground Utilities, Such As Watermain, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience Of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
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7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.



ERIKSSON

ENGINEERING

ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60034
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
ADDITION AND RENOVATIONS
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
2	07/23/15	ISSUE FOR REVIEW

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Design By: SG	Date: 06/06/15
Approved By: KC	Project No.

Sheet Title:

LANDSCAPE
PLAN

Sheet No:

L100

PLANT SCHEDULE

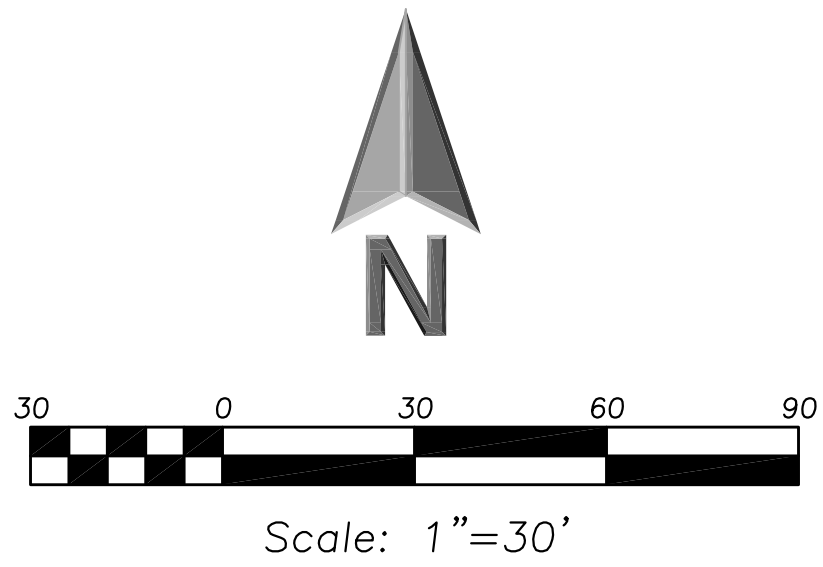
CANOPY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
ACE PLA	ACER PLATANOIDES / NORWAY MAPLE	TRANSPLANTED	EXISTING	1
CAT SPE	CATALPA SPECIOSA / NORTHERN CATALPA	TRANSPLANTED	EXISTING	1
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B # B	2.5" CAL	4
GLE IN4	GLEDTISIA TRIACANTHOS INERMIS / THORNLESS COMMON HONEYLOCUST	B # B	2.5" CAL	2
QUE BIC	QUERCUS BICOLOR / SWAMP WHITE OAK	B # B	2.5" CAL	3
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B # B	2.5" CAL	4
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B # B	2.5" CAL	2
EVERGREEN TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
PIC COL	PICEA PUNGENS 'COLORADO GREEN' / BLUE SPRUCE	B # B	8" HT.	6
THU G17	THUJA OCCIDENTALIS 'GREEN GIANT' / GREEN GIANT ARBORVITAE	B # B	6" HT.	15

SEEDING SCHEDULE

	2015-07-21 14:54
LAWN (SEED # BLANKET)	64,808 SF
	100% -

LANDSCAPE NOTES:

- PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
- ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
- ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
- ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
- ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
- THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
- ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
- ANY AREAS TO BE LOAMED AND SEEDED WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1"-2" OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THEN 1" SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.
- SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
- REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING.
- ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
- ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
- ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN AS A GROUND COVER, UNLESS OTHERWISE NOTED.
- ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED UNLESS OTHERWISE NOTED.



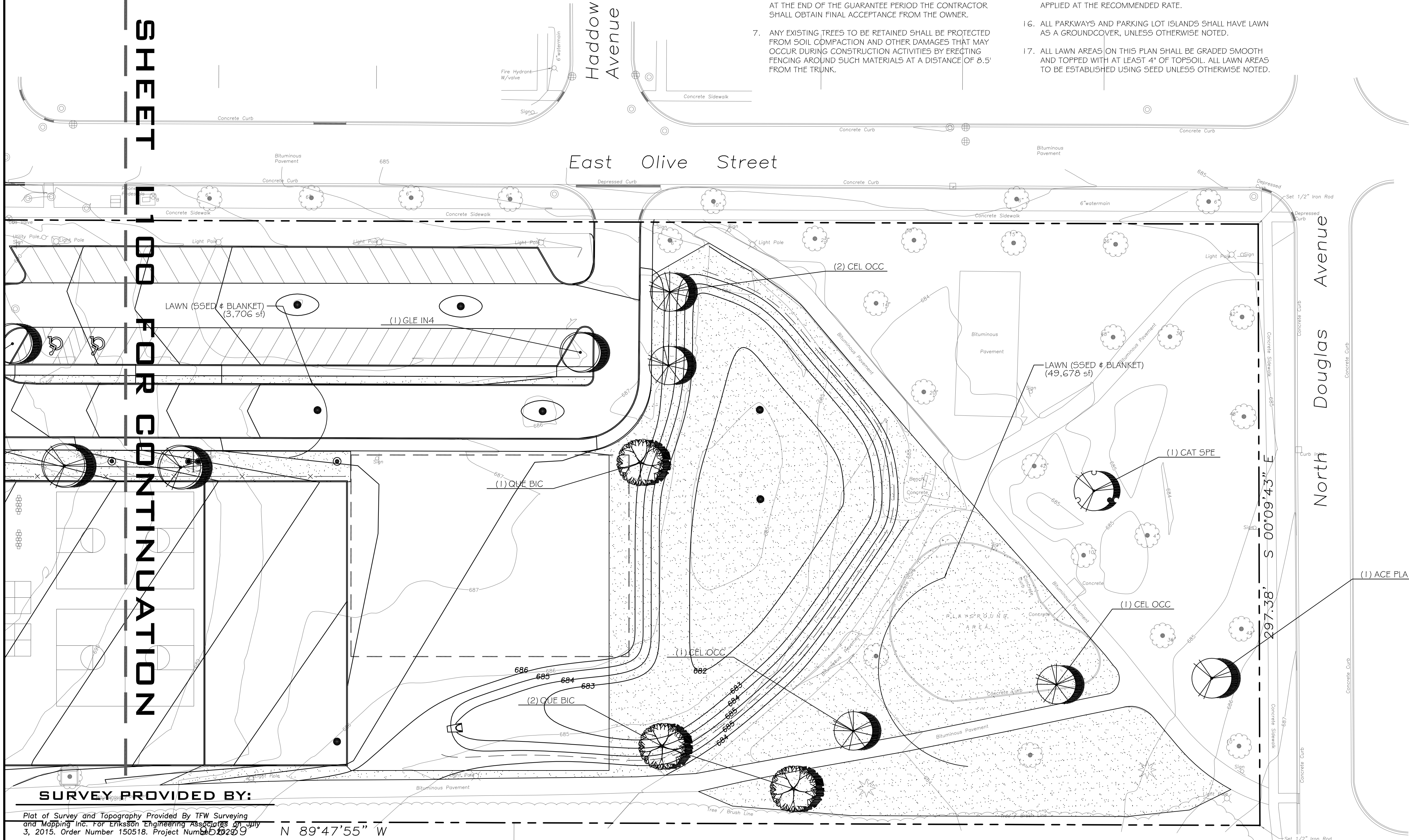
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SEE SHEET L100 FOR CONTINUATION



SURVEY PROVIDED BY:

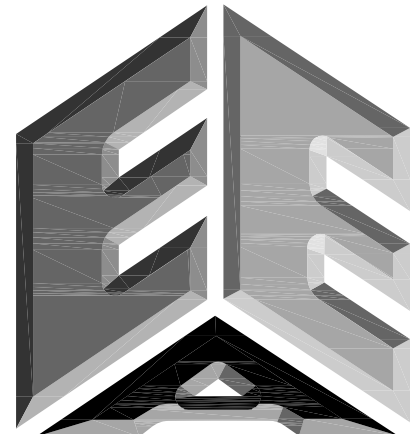
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates, Inc. July 3, 2015. Order Number 150518. Project Number 150209

PROJECT BENCHMARKS

Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123



ERIKSSON

ENGINEERING

ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
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PHONE (847) 223-4804
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EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

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303 E Olive St.
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Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

LANDSCAPE
PLAN

Sheet No:

L200



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

July 27, 2015

Ms. Latika Bhude, AICP, LEED Green Associate
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RECEIVED

JUL 27 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: **Plan Commission Application**
Olive-Mary Stitt Elementary School
303 E. Olive Street
Arlington Heights, IL 60004

STR Project #15037

Dear Ms. Bhude,

Enclosed is the Plan Commission application and supporting materials for the proposed addition at Ivy Hill Elementary School in Arlington Heights School District 25.

The following is requested:

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

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

Olive-Mary Stitt Elementary School provides education to school-age children of the surrounding neighborhood and is of benefit to the community.

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

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

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

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

A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space and asphalt and pour-in-place rubber playground spaces will be located south of the existing parking lot. There is limited lawn area around the building itself as the building encompasses most of the property at the west. To the east of the parking lot and open field and playground spaces are a detention area as well as

park for community use. Adequate open field and playground spaces for recreational use, as well as a park for community use, could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate outdoor spaces, including a park for community use, on the site there is no area for expansion of the parking lot.

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

The existing parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. 50 parking spaces are provided on-site and an additional 32 parking spaces are provided off-site through an agreement with the Orchard Evangelical Free Church. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 63 vehicles parked on-site including staff and visitors. No additional staff member will be added with the addition to the school building.

A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 29'-8 7/8" to 21'-1 5/8"

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

The gymnasium is to be added to the southeast of the existing building. Adding to the west is not feasible due to underground utilities. The location at the southeast also provides adjacencies to the school's Commons.

The plight of the owner is due to unique circumstances.

Providing additional educational space, including a larger gymnasium, is needed for increased enrollment.

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

The addition will be further from the south property line than the existing building. There is a set-back of 16'-7 3/4" from the south wall of the existing building to the property line.

Thank you for your review. Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,



Don Hansen
Senior Project Manager

July 2015

Olive-Mary Stitt Elementary School

Traffic and Parking Study



Prepared for:

**Arlington Heights
School District 25**

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

601 W. Randolph St., Suite 500

Chicago, IL 60661

(312) 463-0551

INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed expansion of Olive-Mary Stitt Elementary School in Arlington Heights, Illinois. Olive-Mary Stitt School is located on the south side of Olive Street east of Arlington Heights Road. The current enrollment of the school is 599 students in Kindergarten through 5th grade with 68 staff members.

The school expansion will serve the projected growth in student population with a new gym and classrooms. Student population is expected to grow 7% to 642 students over a period of several years. The number of staff is expected to remain at 68.

The purpose of the study was to observe the existing traffic patterns around the school, determine the traffic characteristics of the existing and expanded school, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

The existing school is located at the southeast corner of Arlington Heights Road and Olive Street in Arlington Heights, Illinois within in a single-family neighborhood. Two churches are west and northeast of the school. Thomas Middle School is located a quarter mile to the north. **Figure 1** illustrates the site location and the surrounding land-uses and roads. (Note: all figures are located at the end of the report).

Bicycle and Pedestrian Routes

Douglas and Belmont Avenues are designated on-street bike routes. Olive Street, east of Belmont Avenue, is a proposed bikeway route. Public sidewalks are located on both sides of the streets around the school. The All-Way Stop Controlled (AWSC) intersections on Olive Street at Belmont and Douglas Avenues have crosswalks.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Arlington Heights Road is a north-south major arterial roadway extending from Elk Grove Village thru Arlington Heights to Long Grove. It has two travel lanes in each direction without a center median. At Olive Street, Arlington Heights Road is signalized and has shared thru/right and shared thru/left-turn lanes with painted crosswalks in both directions. The posted speed limit is 30 miles per hour and is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Olive Street is a local road that extends between Windsor Drive and Ridge Road. It has one travel lane in each direction at its signalized intersection with Arlington Heights Road and its AWSC intersections at Belmont and Douglas Avenues. The posted speed limit is 25 miles per hour with a 20 mph school speed zone by the school. It is under the jurisdiction of the Village of Arlington Heights.

Douglas Avenue is a local road that extends east of the school with one travel lane in each direction. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Belmont Avenue is a local road extending north of Olive Street and is a cul-de-sac south of the school. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Harwood Avenue is a local residential road that ends in a cul-de-sac north of Olive Street. It has a speed limit of 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Pine Avenue is a local residential road that ends in a cul-de-sac north of Olive Street and is a cul-de-sac south of the school. It has a speed limit of 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Figure 2 illustrates the existing loading and parking regulations around the school.

Existing Traffic Volumes

Olive-Mary Stitt School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015 at the following intersections:

- Arlington Heights Road and Olive Street
- Belmont Avenue/School Parking Lot Exit and Olive Street
- Harwood Avenue/School Parking Lot Entrance and Olive Street
- The Orchard Evangelical Free Church Parking Lot Drive on Olive Street
- Douglas Avenue and Olive Street
- Belmont Avenue and Pine Avenue

These counts showed the peak-hours of traffic occurring from 8:15 to 9:15 AM and 3:15 to 4:15 PM on a weekday. The existing traffic volumes are shown in **Figure 3** and included in the **Appendix**.

School Observations

School bus loading occurs in a pull off lane on the south side of Olive Street by the west end of the school. This area is 165 feet long and is used by one school bus.

The main student loading area is provided in the school parking lot. Parents enter the east entrance (inbound only) and travel clockwise through the lot and unload/load their students on the driver's side of the car. Staff members assist in loading students out of or into the vehicle. A sidewalk is provided on the perimeter of the lot. The doors for the school are near the southwest corner of the lot.

During the morning arrival, parent enter the lot and drop-off their students in the parking lot with minimal congestion. In the afternoon dismissal, parents fill up the parking lot perimeter and back up onto Olive Street. School traffic from the east wait to pull into the parking lot, stands along the north Olive Street curb until the parking lot has room to accommodate them.

Some staff and parents use the church parking lot on the north side of Olive Street to park or to walk their students to and from school. The only entrance to the lot is on Olive Street. The northern part of the church lot is coned off from the main parking lot.

On-street loading is permitted on the south side of Olive Street east of the parking lot exit.

As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods. Traffic exiting the parking lot is prohibited from making left-turns during the morning and afternoon periods to prevent conflicts with the pedestrian

crossing on the west leg of Olive Street which ranges from 133 to 158 crossings per hour. Vehicles were observed violating this left-turn (9 to 16 vehicles per hour).

Parents were observed crossing Olive Street by the church parking lot and Haddow Avenue where there are no crosswalks.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed building plan includes additional commons space, a new gym, and new classrooms. The parking lot circulation was modified by closing the existing exit by Belmont Avenue and relocating it next to the parking lot entrance. Student loading will be reversed from the current loading on the driver's side of the vehicle to loading on the passenger side of the vehicle. It double the amount of internal queuing space within the parking lot (400 feet to 800 feet) for the afternoon dismissal and decreases the frequency of back-up onto Olive Street. During the peak periods, only right-turns out will be permitted from the parking lot.

Trip Generation

Olive-Mary Stitt School currently serves 599 students and uses one school bus for transportation. As indicated by the school boundary map, only two small areas of the school are eligible for busing. With the expansion, the school can accommodate up to 642 students or a net increase of 43 additional students over the next several years. Additional school buses will not be needed.

Traffic estimates were made for the additional students using the traffic counts at the current school. The trip generation rates for the existing school are higher than the data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual for elementary schools due to the low percentage of bus usage. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1**.

Table 1
School Expansion Traffic Volumes

School Expansion	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
43 Additional Students	16	15	31	12	13	25

Trip Distribution

The trip distribution for school is based on the existing traffic volumes at the school, the existing road network, and the proposed circulation system. The trip distribution for the site is shown in **Table 2** and **Figure 4**.

Trip Assignment

The future vehicular trips that are generated by the development were distributed to the area roadways based on the directional distribution analysis and the proposed expansion plan. **Figure 5** displays the trip assignment for the projected site traffic volumes. **Figure 6** shows the Total Traffic volumes, which are the sum of the existing traffic volumes and the site traffic volumes.

Table 2
Directional Distribution

Direction	Inbound Percentage	Outbound Percentage
North on Arlington Heights Road	5%	5%
South on Arlington Heights Road	10%	5%
West on Olive Street	20%	5%
East on Olive Street	20%	20%
North on Belmont Avenue	5%	0%
North on Douglas Road	5%	20%
South on Douglas Road	5%	15%
South on Belmont/Pine Avenues	30%	30%
Total	100%	100%

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual 2010

Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS) to determine the existing operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods.

Table 4 shows the existing and future level of service results for each intersection. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Total	Existing	Total
Olive Street at:					
Arlington Heights Road (Traffic Signal)	Intersection	A-7.4	A-7.3	A-7.0	A-6.8
Belmont Avenue And School Lot Exit ⁽¹⁾ (All-Way Stop)	SB Lt/Rt	A-8.3	A-8.0	A-7.9	A-7.8
	WB Lt/Th	A-8.3	A-7.8	A-8.2	A-8.0
	NB Lt/Th/Rt	A-8.3	Closed	A-7.9	Closed
	EB Th/Rt	A-8.7	A-8.1	A-8.5	A-8.2
Church Parking Access (Two-Way Stop)	SB Lt /Rt	B-13.5	B-10.1	A-9.8	A-9.6
	EB Left	A-7.5	A-7.5	A-7.5	A-7.5
Harwood Avenue And School Lot Entrance (Exit) ⁽²⁾ (Two-Way Stop)	SB Lt/Th/Rt	C-16.3	C-15.8	B-12.0	B-13.9
	WB Lt/Th/Rt	A-8.5	A-8.1	A-7.9	A-7.8
	EB Lt/Th/Rt	A-7.4	A-7.4	A-7.5	A-7.5
	NB Rt		B-10.8		A-9.9
Douglas Avenue (All-Way Stop)	SB Lt/Th/Rt	A-8.5	A-8.9	A-8.1	A-8.3
	WB Lt/Th/Rt	A-9.1	A-9.4	A-8.5	A-8.7
	NB Lt/Th/Rt	A-9.0	A-9.4	A-8.3	A-8.5
	EB Lt/Th/Rt	A-9.9	B-11.5	A-8.6	A-9.1
South Belmont Avenue at Pine Avenue (No Control)	SB Th/Rt	A-0.0	A-0.0	A-0.0	A-0.0
	NB Lt/Th	A-3.4	A-3.5	A-4.3	A-4.2
	EB Lt /Rt	A-9.3	A-9.4	A-8.8	A-8.8

- (1) The northbound exit from the school parking lot will be closed and relocated by Haddow Avenue. The intersection will remain AWSC.
- (2) The exit to the school parking lot will be relocated to Haddow and exiting traffic will be limited to right-out only during the school arrival and dismissal periods.

Arlington Height Road at Olive Street

Overall, the traffic signal at Arlington Height Road and Olive Street works well and will continue to do so after the school expansion. Since Arlington Heights Road is an arterial route, it gets the majority of the green time at the signal (70-76%) and the side street gets less. Olive Street traffic has higher delays but still falls within acceptable ranges. No improvements are needed to accommodate the school expansion.

Belmont Avenue at Olive Street

With the proposed changes to the school parking lot, the school exit onto Olive Street will be removed and replaced with sidewalk and parkway. The intersection will operate as a three legged AWSC intersection and will still provide the stop signs on Olive Street to stop traffic at the pedestrian crosswalk (with crossing guard) to remain. The intersection will operate better with less traffic movements and pedestrian/vehicular conflicts. It also eliminates the northbound left-turn violations during school peak-hours.

Church Lot Access at Olive Lot

The 32 spaces used by the school in the church lot will not be changed and the access does not require additional improvements. Parents should be reminded to use the crosswalk when walking to and from the school.

Haddow Avenue/School Parking Access

The school parking lot is being redesigned to have a two-way access drive opposite of Haddow Avenue. School traffic will turn off of Olive Street and then turn right in a counter-clockwise direction thru the existing angled parking and then around to the existing loading area. This doubles the amount of off-street queuing area from 400 to 800 feet. This additional storage will not eliminate all back-ups onto Olive Street but it will significantly decrease the length and frequency of the back-ups.

Parent traffic will then exit onto Olive Street. During the peak arrival and dismissal periods, traffic will only be able to turn right towards Douglas Avenue and not conflict with the inbound right- and left-turns. This is similar to the existing lot exit where 60-65% of the traffic turns right out today. Haddow Avenue is a cul-de-sac so the straight movement that was at Belmont Avenue is not available.

Douglas Avenue at Belmont Avenue

This AWSC intersection works well and will continue to do so after the school expansion.

South Belmont and Pine Avenues

South of the school, students are dropped-off and picked-up in the cul-de-sacs on Belmont and Pine Avenue. The intersection of these two streets does not have any traffic control (yield or stop signs) but operates well due to the low speed limits and the traffic volumes. No changes are proposed to this intersection.

PARKING

The existing school on-site parking supply provides a total of 50 parking spaces including two accessible spaces. Additional off-site parking is provided through an agreement with the Orchard Evangelical Free Church parking lot (32 spaces) at the northeast corner of Olive Street and Belmont Avenue. A total of 82 off-street parking spaces are currently available to the school. With the proposed changes to the parking lot, there will be a net loss of 1 space for a total of 49 spaces including two accessible spaces.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (68 staff) and one per classroom (31 rooms) for a total of 167 spaces. A parking variation of 118 spaces (167-49) would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (642 students) or 109 spaces.

Parking counts were conducted on Wednesday May 27, 2015 after the morning arrival period which found 63 vehicles parked on-site including staff and visitors. No on-street parking near the school was observed. The school currently has 68 staff members but they are not all present on-site at the same time. Sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day on the two parking lots.

Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school on the south side of Olive Street, Belmont Avenue, and Douglas Avenue.

The existing parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Special event parking is available on-street near the school.

SUMMARY

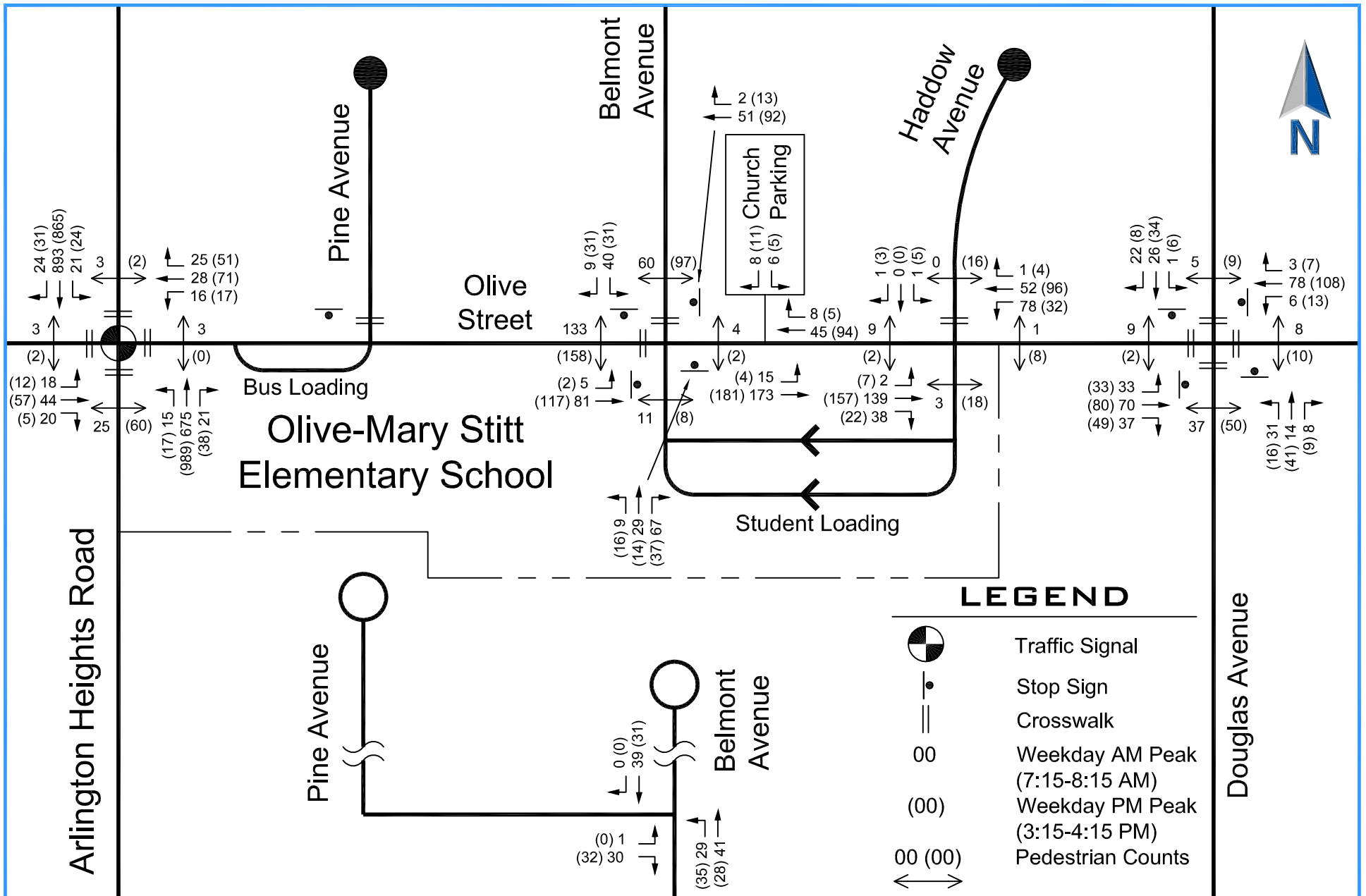
This report summarizes the results of traffic and parking study for the expansion of Olive-Mary Stitt Elementary School in Arlington Heights, Illinois. The findings of the study area:

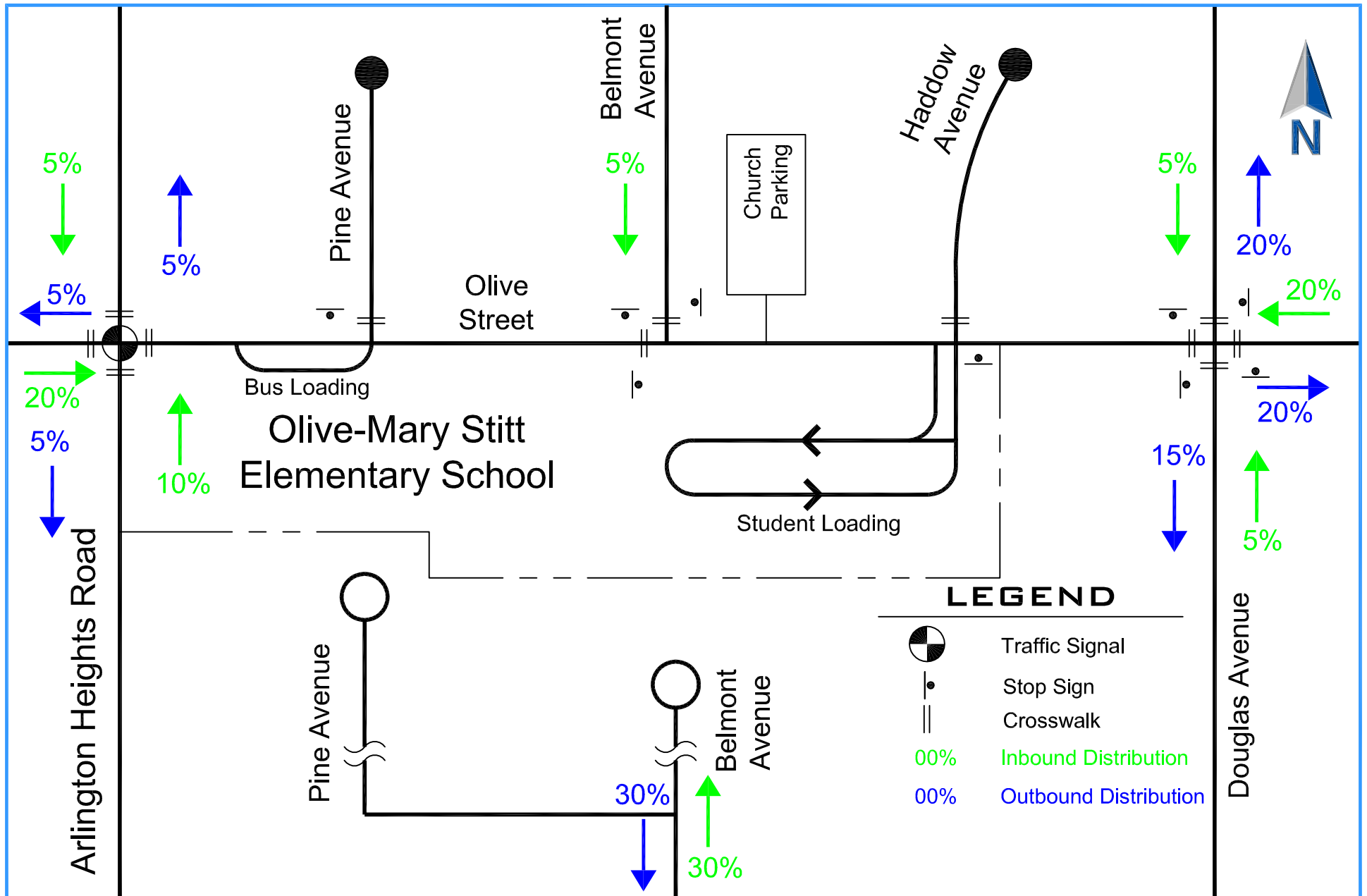
- The volume of additional school traffic generated by the school expansion is low due to small increase in students. The net change in area traffic volumes is nominal.
- The proposed changes to the school parking lot will increase the off-street queuing area, allow parents to drop students off on the passenger side of their vehicle, and reduce pedestrian conflicts at the Belmont Avenue cross-walks.
- While there is a slight increase in traffic from the expansion of the school the proposed changes to the parking lot will offset the increased traffic volumes and improve the existing traffic congestion caused by afternoon back-ups out of the school lot.
- Parking for the school provides 49 on-site and 32 off-site parking spaces will meet its projected needs but will require a variation of 118 spaces from the zoning code requirements.

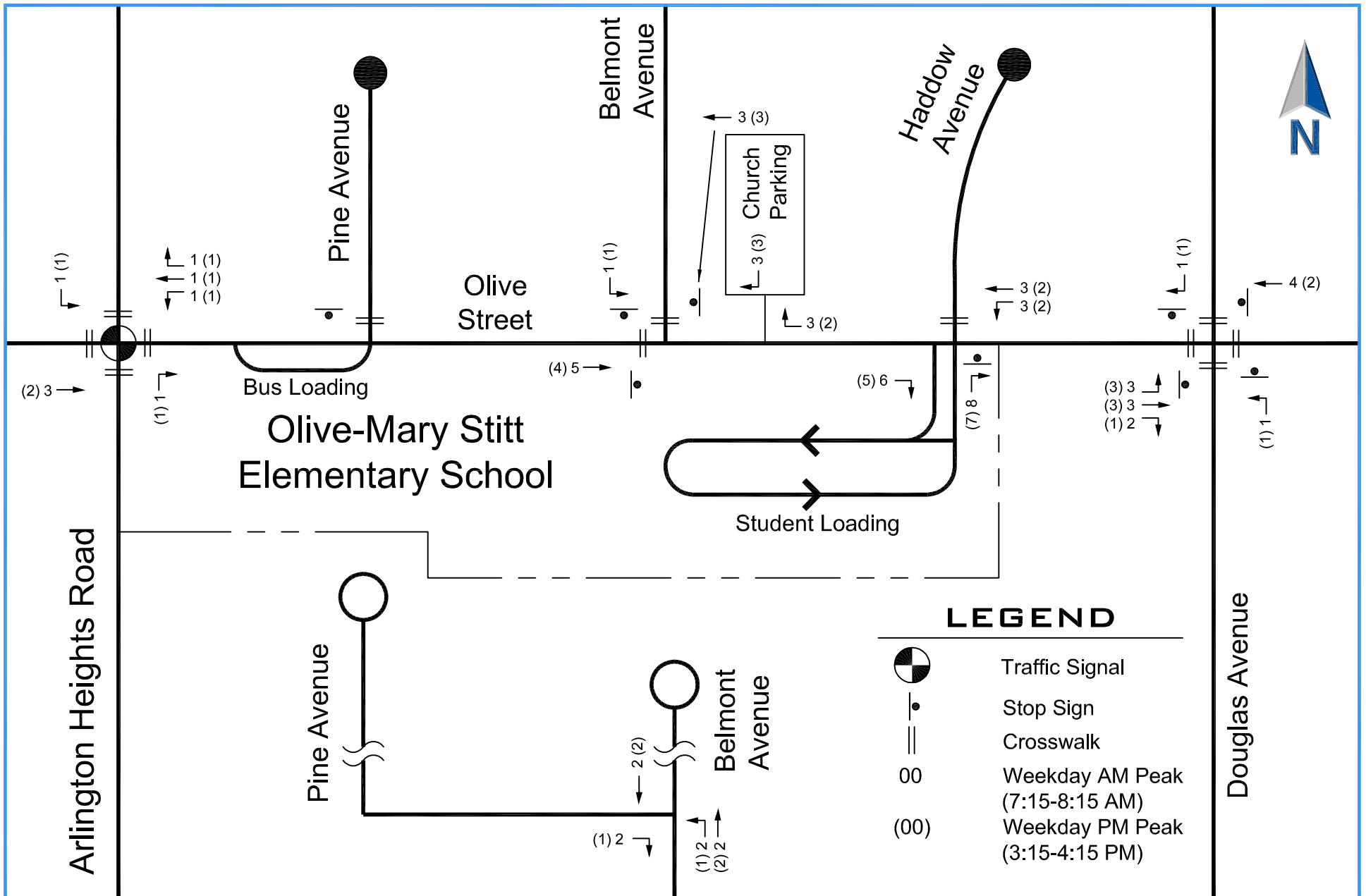


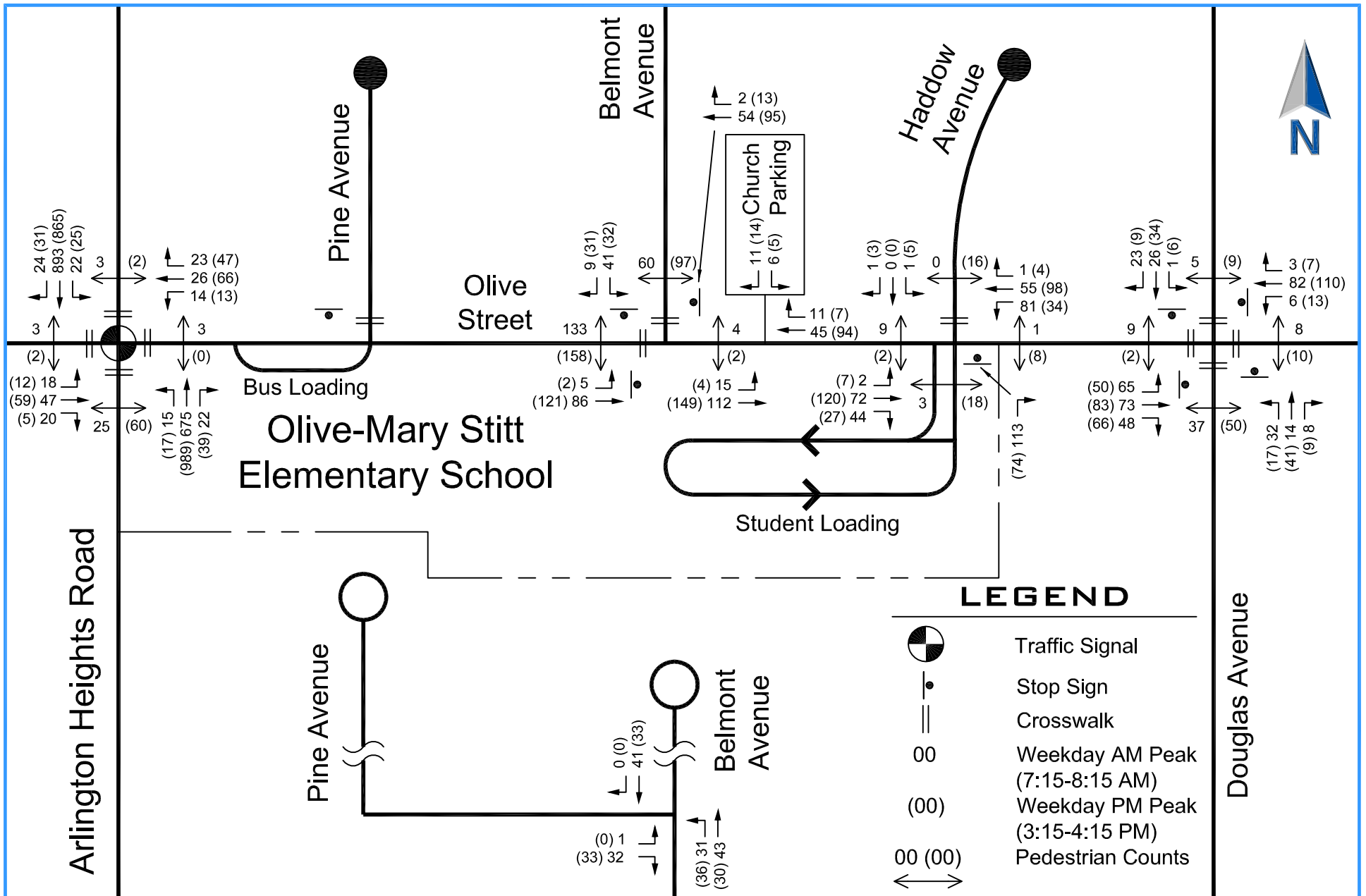


Figure 2



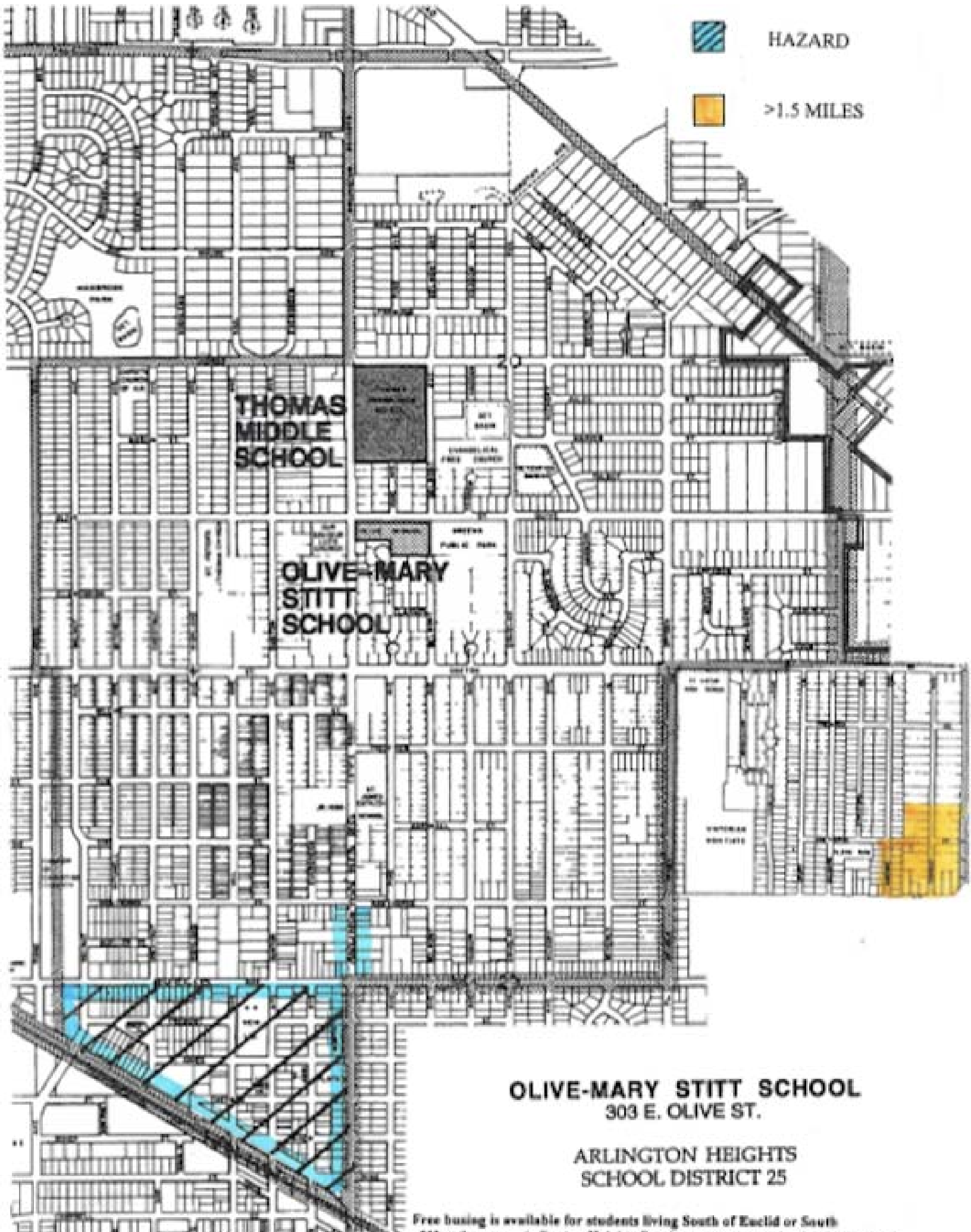






Traffic and Parking Study Appendix

- **School Boundaries and Bussing Areas**
- **2015 Existing Traffic Counts**
- **2015 Existing Capacity Analyses**
- **Total Capacity Analyses**



HAZARD



>1.5 MILES

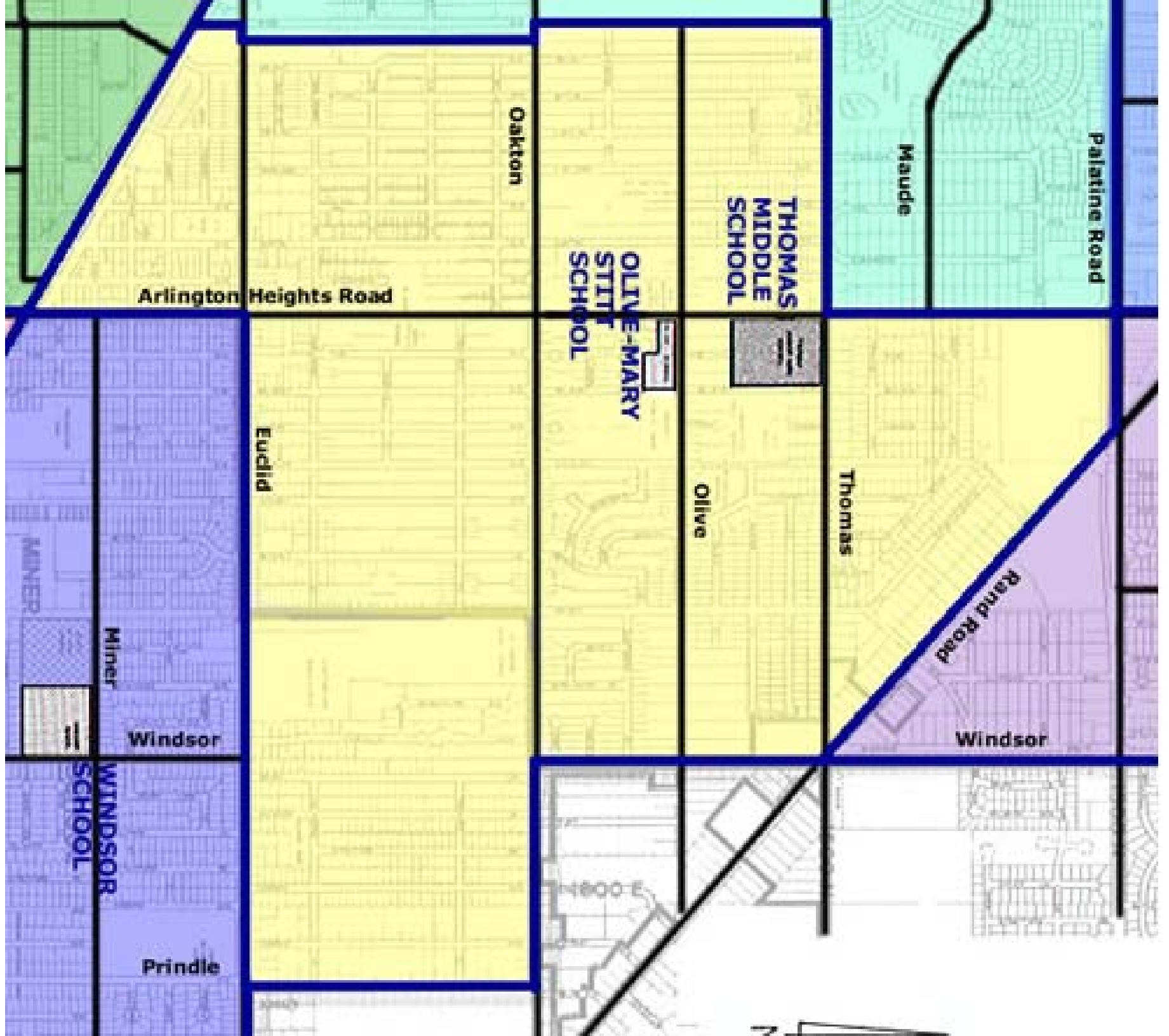
THOMAS
MIDDLE
SCHOOL

OLIVE-MARY
STITT
SCHOOL

OLIVE-MARY STITT SCHOOL
303 E. OLIVE ST.

ARLINGTON HEIGHTS
SCHOOL DISTRICT 25

Free housing is available for students living South of Euclid or South of Hawthorne on Arlington Heights Road or more than 1.5 miles from school



Intersection Counts

Arlington Heights Road at Olive Street



Arlington Heights School District 25																Arlington Heights, Illinois			
Begin Time	Arlington Hts Road Southbound			Olive Street Westbound			Arlington Hts Road Northbound			Olive Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn				North	East Leg	South	West
																Leg	East Leg	Leg	Leg
	Wednesday May 27, 2015																Leg		
8:00 AM	11	241	2	5	19	5	7	130	3	5	15	4	447	1845	0.92	0	0	0	0
8:15 AM	8	265	2	3	12	4	4	170	6	6	10	10	500	1797	0.90	0	1	0	0
8:30 AM	7	233	8	7	3	2	9	163	2	4	9	3	450	1630	0.91	1	1	1	1
8:45 AM	8	205	6	3	10	5	5	171	4	6	23	2	448			2	0	18	2
9:00 AM	1	190	2	12	3	5	3	171	3	4	2	3	399			0	1	6	0
9:15 AM	4	155	1	5	5	6	3	144	2	4	1	3	333			0	0	0	0
Total	39	1289	21	35	52	27	31	949	20	29	60	25				3	3	25	3
8:15-9:15 AM	24	893	18	25	28	16	21	675	15	20	44	18	1797			3	3	25	3
	Wednesday May 27, 2015																		
3:00 PM	10	223	2	6	20	7	9	195	2	2	5	2	483	2109	0.94	2	0	3	0
3:15 PM	8	204	5	15	7	5	4	259	1	1	12	1	522	2133	0.95	0	0	0	0
3:30 PM	6	224	5	17	17	3	5	241	4	1	13	5	541	2141	0.95	0	0	43	2
3:45 PM	6	219	4	13	31	5	4	261	6	2	10	2	563			0	0	17	0
4:00 PM	11	218	6	6	16	4	3	228	6	1	4	4	507			2	0	0	0
4:15 PM	10	231	4	11	11	6	4	239	1	1	5	7	530			0	0	1	1
Total	51	1319	26	68	102	30	29	1423	20	8	49	21				4	0	64	3
3:15-4:15 PM	31	865	20	51	71	17	16	989	17	5	39	12	2133			2	0	60	2

Intersection Counts

Belmont Avenue/School Parking Lot Exit at Olive Street



Arlington Heights School District 25													Arlington Heights, Illinois			
Begin Time	Belmont Avenue Southbound		Olive Street Westbound		School Exit Drive Northbound			Olive Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Left Turn	Right Turn	Through	Right Turn	Through	Left Turn	Through	Left Turn				North Leg	East Leg	South Leg	West Leg
													Ped.	Ped.	Ped.	Ped.
	Tuesday May 26, 2015															
8:00 AM	1	4	1	9	1	0	3	29	2	50	239	0.51	0	1	0	1
8:15 AM	3	12	0	7	1	1	5	12	2	43	275	0.59	1	2	0	1
8:30 AM	0	4	0	7	3	2	1	11	1	29	254	0.54	5	2	0	5
8:45 AM	0	13	1	7	37	19	2	38	0	117			50	0	7	94
9:00 AM	6	11	1	12	26	7	1	20	2	86			4	0	4	33
9:15 AM	0	6	1	5	3	0	4	3	0	22			0	7	2	6
Total	10	50	4	47	71	29	16	113	7				60	12	13	140
8:15-9:15 AM	9	40	2	33	67	29	9	81	5	275			60	4	11	133
	Wednesday May 27, 2015															
3:00 PM	3	3	0	11	1	0	1	6	0	25	263	0.68	0	0	0	6
3:15 PM	6	3	3	21	2	2	0	19	0	56	300	0.78	5	2	0	10
3:30 PM	9	13	4	15	16	1	0	27	1	86	266	0.69	52	0	5	101
3:45 PM	10	11	3	25	16	9	4	18	0	96			36	0	2	40
4:00 PM	6	4	3	18	3	2	12	13	1	62			4	0	1	7
4:15 PM	2	1	0	10	0	1	0	7	1	22			2	2	1	2
Total	36	35	13	100	38	15	17	90	3				99	4	9	166
3:15-4:15 PM	31	31	13	79	37	14	16	77	2	300			97	2	8	158

Intersection Counts

Haddow Avenue/ School Parking Lot Entrance at Olive Street

Arlington Heights School District 25													Arlington Heights, Illinois			
Begin Time	Haddow Ave Southbound			Olive Street Westbound			Olive Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn				North Leg	East Leg	South Leg	West Leg
													Ped.	Ped.	Ped.	Ped.
	Tuesday May 26, 2015															
8:00 AM	1	0	0	0	8	12	12	16	0	49	278	0.45	0	0	1	0
8:15 AM	0	0	0	0	6	7	6	13	1	33	293	0.48	0	0	0	0
8:30 AM	0	0	1	1	7	10	1	23	0	43	281	0.46	0	0	2	0
8:45 AM	0	0	0	0	14	49	22	68	0	153			0	0	1	6
9:00 AM	1	0	0	0	6	12	9	35	1	64			0	1	0	3
9:15 AM	0	0	0	0	5	1	1	14	0	21			0	0	0	0
Total	2	0	1	1	46	91	51	169	2				0	1	4	9
8:15-9:15 AM	1	0	1	1	33	78	38	139	2	293			0	1	3	9
	Thursday May 27, 2015															
3:00 PM	0	0	0	2	26	3	6	18	0	55	302	0.66	5	0	1	0
3:15 PM	0	0	0	0	24	11	7	15	0	57	297	0.65	0	0	1	1
3:30 PM	2	0	2	4	24	14	4	58	7	115	286	0.62	8	1	6	1
3:45 PM	1	0	3	0	7	4	8	52	0	75			6	7	6	0
4:00 PM	0	0	0	0	18	3	3	26	0	50			2	0	0	0
4:15 PM	0	0	0	0	18	7	2	19	0	46			2	0	1	0
Total	3	0	5	6	117	42	30	188	7				23	8	15	2
3:15-4:15 PM	3	0	5	4	73	32	22	151	7	297			16	8	13	2



Intersection Counts

Church Parking Lot at Olive Street

Arlington Heights School District 25					Arlington Heights, Illinois		
Begin Time	Olive Street		Parking Lot		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	EB	WB	Southbound				
	Left Turn	Right Turn	Right Turn	Left Turn			
Tuesday May 26, 2015							
8:00 AM	2	1	0	0	3	32	0.35
8:15 AM	2	0	0	0	2	37	0.40
8:30 AM	2	2	0	0	4	38	0.41
8:45 AM	10	6	5	2	23		
9:00 AM	1	0	3	4	8		
9:15 AM	0	0	1	2	3		
Total	17	9	9	8			
8:15-9:15 AM	15	8	8	6	37		
Wednesday May 27, 2015							
3:00 PM	1	2	0	0	3	26	0.72
3:15 PM	3	4	1	0	8	25	0.69
3:30 PM	1	1	3	1	6	19	0.53
3:45 PM	0	0	5	4	9		
4:00 PM	0	0	2	0	2		
4:15 PM	1	0	1	0	2		
Total	6	7	12	5			
3:15-4:15 PM	4	5	11	5	25		

Intersection Counts **Douglas Avenue at Olive Street**



Arlington Heights School District 25															Arlington Heights, Illinois						
Begin Time	Douglas Avenue Southbound			Olive Street Westbound			Douglas Avenue Northbound			Olive Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts					
	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn	Right Turn	Left Through	Left Turn				North Leg	East Leg	South Leg	West Leg		
																Ped.	Ped.	Ped.	Ped.		
	Wednesday May 27, 2015																				
8:00 AM	2	11	0	2	15	2	4	12	11	1	14	3	77	319	0.57	0	2	0	1		
8:15 AM	0	9	0	1	12	2	0	3	5	4	15	2	53	285	0.51	0	0	2	1		
8:30 AM	2	5	0	0	10	2	4	2	5	3	11	5	49			264	0.47	0	0	8	4
8:45 AM	10	8	0	2	29	1	2	9	11	22	25	21	140			5	6	27	4		
9:00 AM	0	4	1	0	10	1	2	0	0	8	12	5	43			0	2	0	0		
9:15 AM	0	6	0	1	9	1	0	5	1	1	6	2	32			0	3	0	0		
Total	14	43	1	6	85	9	12	31	33	39	83	38				5	13	37	10		
8:15-9:15 AM	12	26	1	3	61	6	8	14	21	37	63	33	285			5	8	37	9		
	Wednesday May 27, 2015																				
3:00 PM	8	7	1	2	20	1	2	7	4	7	15	3	77	382	0.80	1	1	0	0		
3:15 PM	2	6	1	4	33	5	3	7	6	6	15	2	90	386	0.80	0	0	3	0		
3:30 PM	5	11	0	1	26	4	2	12	6	16	24	13	120			354	0.74	4	4	40	0
3:45 PM	0	8	2	2	9	0	1	10	2	17	30	14	95			4	0	5	0		
4:00 PM	1	9	3	0	22	4	3	12	2	10	11	4	81			1	6	2	2		
4:15 PM	0	9	2	2	15	2	1	11	2	4	9	1	58			1	1	0	3		
Total	16	50	9	11	125	16	12	59	22	60	104	37				11	12	50	5		
3:15-4:15 PM	8	34	6	7	90	13	9	41	16	49	80	33	386			9	10	50	2		

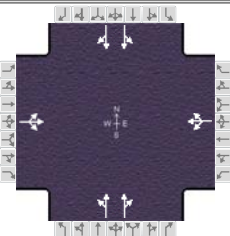
Intersection Counts

Pine Avenue at Belmont Avenue

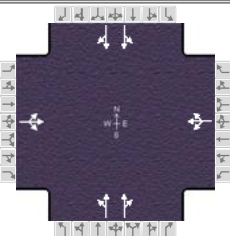
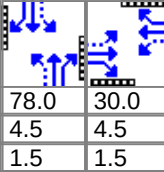
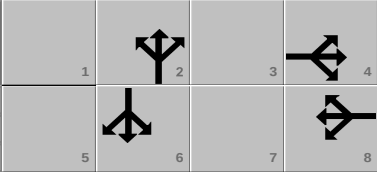


Arlington Heights School District 25										Arlington Heights, Illinois		
Begin Time	Belmont Avenue		Northbound		Pine Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Southbound		Left		Right Turn	Left Turn				North Leg	South Leg	West Leg
	Right Turn	Through	Through	Turn								
	Thursday May 28, 2015											
8:00 AM	0	0	0	1	1	0	2	122	0.30	0	0	0
8:15 AM	0	1	0	2	6	0	9	140	0.35	0	0	1
8:30 AM	0	1	5	3	1	0	10	137	0.34	4	0	5
8:45 AM	0	29	35	21	16	0	101			4	0	47
9:00 AM	0	8	1	3	7	1	20			0	0	6
9:15 AM	0	1	1	2	2	0	6			3	0	3
Total	0	40	42	32	33	1				11	0	62
8:15-9:15 AM	0	39	41	29	30	1	140			8	0	59
	Wednesday May 27, 2015											
3:00 PM	0	1	4	6	1	0	12	128	0.55	0	0	4
3:15 PM	0	2	16	19	1	0	38	126	0.54	0	2	5
3:30 PM	0	18	9	11	20	0	58	98	0.42	8	0	51
3:45 PM	0	9	0	1	10	0	20			0	0	7
4:00 PM	0	2	3	4	1	0	10			0	0	4
4:15 PM	0	2	0	2	6	0	10			0	0	1
Total	0	34	32	43	39	0				8	2	72
3:15-4:15 PM	0	31	28	35	32	0	126			8	2	67

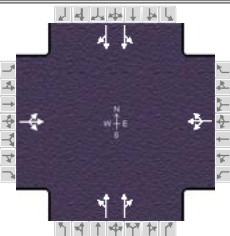
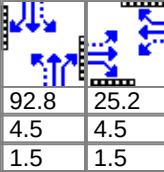
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information															
Agency		Eriksson Engineering				Duration, h		0.25													
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other											
Jurisdiction		IDOT/V of A. Hts.		Time Period		AM Arrival		PHF		0.90											
Intersection		Olive Street		Analysis Year		2015		Analysis Period		1> 7:00											
File Name		A Hts AM exst.xus																			
Project Description		2015 Existing Volumes																			
Demand Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						18	44	20	16	28	25	21	675	15	21	893	24				
Signal Information																					
Cycle, s	120.0	Reference Phase	2																		
Offset, s	0	Reference Point	End																		
Uncoordinated	No	Simult. Gap E/W	On																		
Force Mode	Fixed	Simult. Gap N/S	On																		
				Green	78.0	30.0	0.0	0.0	0.0	0.0											
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0											
				Red	1.5	1.5	0.0	0.0	0.0	0.0											
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase								4				8				2				6	
Case Number								8.0				8.0				8.0				8.0	
Phase Duration, s								36.0				36.0				84.0				84.0	
Change Period, (Y+R _c), s								6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s								3.3				3.3				0.0				0.0	
Queue Clearance Time (g _s), s								6.7				6.0									
Green Extension Time (g _e), s								0.3				0.3				0.0				0.0	
Phase Call Probability								1.00				1.00									
Max Out Probability								0.00				0.00									
Movement Group Results						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h						91			77			401			539						
Adjusted Saturation Flow Rate (s), veh/h/ln						1729			1678			1688			1759						
Queue Service Time (g _s), s						0.0			0.0			0.0			5.9						
Cycle Queue Clearance Time (g _c), s						4.7			4.0			5.4			5.9						
Green Ratio (g/C)						0.25			0.25			0.65			0.65						
Capacity (c), veh/h						469			456			1129			1070						
Volume-to-Capacity Ratio (X)						0.194			0.168			0.355			0.364						
Available Capacity (c _a), veh/h						469			456			1129			1070						
Back of Queue (Q), veh/ln (95th percentile)						4.1			3.4			3.4			3.3						
Queue Storage Ratio (RQ) (95th percentile)						0.00			0.00			0.00			0.00						
Uniform Delay (d ₁), s/veh						35.5			35.3			3.5			3.4						
Incremental Delay (d ₂), s/veh						0.9			0.8			0.9			1.0						
Initial Queue Delay (d ₃), s/veh						0.0			0.0			0.0			0.0						
Control Delay (d), s/veh						36.4			36.1			4.3			4.4						
Level of Service (LOS)						D			D			A			A						
Approach Delay, s/veh / LOS						36.4 / D			36.1 / D			4.4 / A			5.0 / A						
Intersection Delay, s/veh / LOS						7.4									A						
Multimodal Results						EB			WB			NB			SB						
Pedestrian LOS Score / LOS						2.7 / B			2.7 / B			2.1 / B			2.1 / B						
Bicycle LOS Score / LOS						0.6 / A			0.6 / A			1.1 / A			1.3 / A						

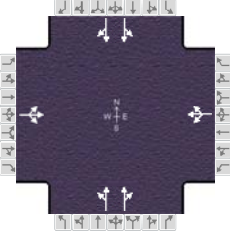
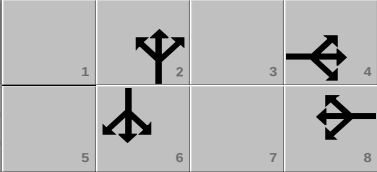
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other									
Jurisdiction		IDOT/V of A. Hts.		Time Period		AM Arrival		PHF		0.90									
Intersection		Olive Street		Analysis Year		Total		Analysis Period		1> 7:00									
File Name		A Hts AM Total.xus																	
Project Description		Total Traffic Volumes																	
Demand Information																			
				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				18	47	20	14	26	23	22	675	15	22	893	24				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	78.0	30.0	0.0	0.0	0.0	0.0									
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0									
				Red	1.5	1.5	0.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8				2				6	
Case Number						8.0				8.0				8.0				8.0	
Phase Duration, s						36.0				36.0				84.0				84.0	
Change Period, (Y+Rc), s						6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s						3.3				3.3				0.0				0.0	
Queue Clearance Time (gs), s						6.9				5.7									
Green Extension Time (ge), s						0.3				0.3				0.0				0.0	
Phase Call Probability						1.00				1.00									
Max Out Probability						0.00				0.00									
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h					94			70		400		391	539		504				
Adjusted Saturation Flow Rate (s), veh/h/ln					1738			1682		1678		1646	1755		1643				
Queue Service Time (gs), s					0.0			0.0		0.0		5.9	0.0		8.9				
Cycle Queue Clearance Time (gc), s					4.9			3.7		5.4		5.9	8.3		8.9				
Green Ratio (g/C)					0.25			0.25		0.65		0.65	0.65		0.65				
Capacity (c), veh/h					471			457		1123		1070	1172		1068				
Volume-to-Capacity Ratio (X)					0.201			0.153		0.356		0.365	0.460		0.472				
Available Capacity (ca), veh/h					471			457		1123		1070	1172		1068				
Back of Queue (Q), veh/ln (95th percentile)					4.2			3.1		3.4		3.3	4.7		4.6				
Queue Storage Ratio (RQ) (95th percentile)					0.00			0.00		0.00		0.00	0.00		0.00				
Uniform Delay (d1), s/veh					35.6			35.1		3.5		3.4	3.6		3.7				
Incremental Delay (d2), s/veh					1.0			0.7		0.9		1.0	1.3		1.5				
Initial Queue Delay (d3), s/veh					0.0			0.0		0.0		0.0	0.0		0.0				
Control Delay (d), s/veh					36.5			35.8		4.4		4.4	4.9		5.2				
Level of Service (LOS)					D			D		A		A	A		A				
Approach Delay, s/veh / LOS				36.5		D		35.8		D		4.4		A		5.0		A	
Intersection Delay, s/veh / LOS				7.3						A									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.7		B		2.7		B		2.1		B		2.1		B	
Bicycle LOS Score / LOS				0.6		A		0.6		A		1.1		A		1.3		A	

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other									
Jurisdiction		IDOT/V of A. Hts.		Time Period		PM Dismissal		PHF		0.90									
Intersection		Olive Street		Analysis Year		2015		Analysis Period		1> 7:00									
File Name		A Hts PM Exst.xus																	
Project Description		2015 Exisitng Volumes																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				12	57	5	17	71	51	38	989	17	24	865	31				
Signal Information																			
Cycle, s	130.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	92.8	25.2	0.0	0.0	0.0	0.0									
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0									
				Red	1.5	1.5	0.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8				2				6	
Case Number						8.0				8.0				8.0				8.0	
Phase Duration, s						31.2				31.2				98.8				98.8	
Change Period, (Y+R _c), s						6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s						3.3				3.3				0.0				0.0	
Queue Clearance Time (g _s), s						6.7				11.9									
Green Extension Time (g _e), s						0.4				0.4				0.0				0.0	
Phase Call Probability						1.00				1.00									
Max Out Probability						0.00				0.00									
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h					82			154		579		581	519		504				
Adjusted Saturation Flow Rate (s), veh/h/ln					1818			1742		1633		1650	1684		1638				
Queue Service Time (g _s), s					0.0			0.0		0.0		4.8	0.0		4.3				
Cycle Queue Clearance Time (g _c), s					4.7			9.9		4.6		4.8	3.6		4.3				
Green Ratio (g/C)					0.19			0.19		0.71		0.71	0.71		0.71				
Capacity (c), veh/h					385			369		1196		1178	1231		1169				
Volume-to-Capacity Ratio (X)					0.214			0.419		0.484		0.494	0.421		0.431				
Available Capacity (c _a), veh/h					385			369		1196		1178	1231		1169				
Back of Queue (Q), veh/ln (95th percentile)					4.3			8.4		2.7		2.5	2.2		2.3				
Queue Storage Ratio (RQ) (95th percentile)					0.00			0.00		0.00		0.00	0.00		0.00				
Uniform Delay (d ₁), s/veh					44.1			46.2		1.4		1.2	1.2		1.3				
Incremental Delay (d ₂), s/veh					1.3			3.5		1.4		1.5	1.1		1.2				
Initial Queue Delay (d ₃), s/veh					0.0			0.0		0.0		0.0	0.0		0.0				
Control Delay (d), s/veh					45.4			49.7		2.8		2.7	2.3		2.5				
Level of Service (LOS)					D			D		A		A	A		A				
Approach Delay, s/veh / LOS				45.4		D		49.7		D		2.7		A		2.4		A	
Intersection Delay, s/veh / LOS				7.0						A									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.7		B		2.7		B		2.1		B		2.1		B	
Bicycle LOS Score / LOS				0.6		A		0.7		A		1.4		A		1.3		A	

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		Eriksson Engineering				Duration, h		0.25											
Analyst		SBC		Analysis Date		7/23/2015		Area Type		Other									
Jurisdiction		IDOT/V of A. Hts.		Time Period		PM Dismissal		PHF		0.90									
Intersection		Olive Street		Analysis Year		Total		Analysis Period		1> 7:00									
File Name		A Hts PM Total.xus																	
Project Description		Total Traffic Volumes																	
Demand Information																			
				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				12	59	5	13	66	47	38	989	39	25	865	31				
Signal Information																			
Cycle, s	130.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	92.8	25.2	0.0	0.0	0.0	0.0									
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0									
				Red	1.5	1.5	0.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4				8				2				6	
Case Number						8.0				8.0				8.0				8.0	
Phase Duration, s						31.2				31.2				98.8				98.8	
Change Period, (Y+R _c), s						6.0				6.0				6.0				6.0	
Max Allow Headway (MAH), s						3.3				3.3				0.0				0.0	
Queue Clearance Time (g _s), s						6.9				10.9									
Green Extension Time (g _e), s						0.4				0.4				0.0				0.0	
Phase Call Probability						1.00				1.00									
Max Out Probability						0.00				0.00									
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h					84			140		595		590	517		506				
Adjusted Saturation Flow Rate (s), veh/h/ln					1824			1750		1640		1635	1671		1638				
Queue Service Time (g _s), s					0.0			0.0		0.0		5.8	0.0		4.3				
Cycle Queue Clearance Time (g _c), s					4.9			8.9		4.8		5.8	3.6		4.3				
Green Ratio (g/C)					0.19			0.19		0.71		0.71	0.71		0.71				
Capacity (c), veh/h					386			370		1200		1167	1222		1169				
Volume-to-Capacity Ratio (X)					0.219			0.379		0.496		0.505	0.423		0.433				
Available Capacity (c _a), veh/h					386			370		1200		1167	1222		1169				
Back of Queue (Q), veh/ln (95th percentile)					4.5			7.7		2.8		2.9	2.2		2.3				
Queue Storage Ratio (RQ) (95th percentile)					0.00			0.00		0.00		0.00	0.00		0.00				
Uniform Delay (d ₁), s/veh					44.2			45.8		1.4		1.4	1.2		1.3				
Incremental Delay (d ₂), s/veh					1.3			2.9		1.5		1.6	1.1		1.2				
Initial Queue Delay (d ₃), s/veh					0.0			0.0		0.0		0.0	0.0		0.0				
Control Delay (d), s/veh					45.5			48.8		2.8		3.0	2.3		2.5				
Level of Service (LOS)					D			D		A		A	A		A				
Approach Delay, s/veh / LOS				45.5		D		48.8		D		2.9		A		2.4		A	
Intersection Delay, s/veh / LOS				6.8						A									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.7		B		2.7		B		2.1		B		2.1		B	
Bicycle LOS Score / LOS				0.6		A		0.7		A		1.5		A		1.3		A	

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Belmont/School Exit at Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Heights		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	AM Arrival Period							
Project ID								
East/West Street: Olive Street					North/South Street: Belmont/School Lot Exit			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	81	0		0	51	2	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	9	29	67		40	0	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR		LTR		LR	
PHF	0.59		0.59		0.59		0.59	
Flow Rate (veh/h)	145		89		177		82	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.0		0.1		0.8	
Prop. Right-Turns	0.0		0.0		0.6		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.0		-0.4		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.13		0.08		0.16		0.07	
hd, final value (s)	4.62		4.66		4.21		4.73	
x, final value	0.19		0.12		0.21		0.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.7		2.2		2.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	395		339		427		332	
Delay (s/veh)	8.67		8.26		8.30		8.29	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.67		8.26		8.30		8.29	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.40							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Belmont/School Exit at Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Heights		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival Period Period							
Project ID Includes closure of existing parking lot exit								
East/West Street: Olive Street					North/South Street: Belmont/School Lot Exit			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	86	0		0	54	2	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)					41	0	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR				LR	
PHF	0.59		0.59				0.59	
Flow Rate (veh/h)	153		94				84	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.0				0.8	
Prop. Right-Turns	0.0		0.0				0.2	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.0		-0.0				0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.14		0.08				0.07	
hd, final value (s)	4.21		4.24				4.50	
x, final value	0.18		0.11				0.11	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t _s (s)	2.2		2.2				2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	403		344				334	
Delay (s/veh)	8.13		7.77				8.03	
LOS	A		A				A	
Approach: Delay (s/veh)	8.13		7.77				8.03	
LOS	A		A				A	
Intersection Delay (s/veh)	8.00							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Belmont/School Exit at Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Heights		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal Period							
Project ID								
East/West Street: Olive Street					North/South Street: Belmont/School Lot Exit			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	2	117	0		0	92	13	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	14	37		31	0	31	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR		LTR		LR	
PHF	0.78		0.78		0.78		0.78	
Flow Rate (veh/h)	152		133		84		78	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0		0.0		0.2		0.5	
Prop. Right-Turns	0.0		0.1		0.6		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		-0.3		-0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.14		0.12		0.07		0.07	
hd, final value (s)	4.43		4.38		4.36		4.46	
x, final value	0.19		0.16		0.10		0.10	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.4		2.4		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	402		383		334		328	
Delay (s/veh)	8.45		8.22		7.86		7.93	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.45		8.22		7.86		7.93	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.18							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information	
Analyst	SBC			Intersection	Belmont/School Exit at Olive
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Heights
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes
Analysis Time Period	PM Dismissal Period Period				

Project ID Includes closure of existing parking lot exit

East/West Street: Olive Street

North/South Street: Belmont/School Lot Exit

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	121	0	0	95	13
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)				32	0	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		TR				LR	
PHF	0.78		0.78				0.78	
Flow Rate (veh/h)	157		137				80	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0				0.5	
Prop. Right-Turns	0.0		0.1				0.5	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.0		-0.1				-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.14		0.12				0.07	
hd, final value (s)	4.23		4.18				4.35	
x, final value	0.18		0.16				0.10	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t _s (s)	2.2		2.2				2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	407		387				330	
Delay (s/veh)	8.18		7.97				7.82	
LOS	A		A				A	
Approach: Delay (s/veh)	8.18		7.97				7.82	
LOS	A		A				A	
Intersection Delay (s/veh)	8.03							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	Church Lot on Olive Street		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street					North/South Street: Church Parking Lot			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	15	173			45	8		
Peak-Hour Factor, PHF	0.40	0.40	1.00	1.00	0.40	0.40		
Hourly Flow Rate, HFR (veh/h)	37	432	0	0	112	19		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6				
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.40	1.00	0.40		
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	37						14	
C (m) (veh/h)	1467						439	
v/c	0.03						0.03	
95% queue length	0.08						0.10	
Control Delay (s/veh)	7.5						13.5	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.5		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Church Lot on Olive Street			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street				North/South Street: Church Parking Lot				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	15	112			45	11		
Peak-Hour Factor, PHF	0.40	0.40	1.00	1.00	0.40	0.40		
Hourly Flow Rate, HFR (veh/h)	37	279	0	0	112	27		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6		11		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.40	1.00	0.40		
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	27		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	37						41	
C (m) (veh/h)	1457						743	
v/c	0.03						0.06	
95% queue length	0.08						0.17	
Control Delay (s/veh)	7.5						10.1	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.1		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Church Lot on Olive Street			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	Afternoon Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Church Parking Lot				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	181			94	5		
Peak-Hour Factor, PHF	0.65	0.65	1.00	1.00	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	6	278	0	0	144	7		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5		11		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.65	1.00	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	16		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						23	
C (m) (veh/h)	1442						772	
v/c	0.00						0.03	
95% queue length	0.01						0.09	
Control Delay (s/veh)	7.5						9.8	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.8		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Church Lot on Olive Street			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	Afternoon Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Church Parking Lot				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	149			94	7		
Peak-Hour Factor, PHF	0.65	0.65	1.00	1.00	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	6	229	0	0	144	10		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5		14		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.65	1.00	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	21		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	6						28	
C (m) (veh/h)	1439						808	
v/c	0.00						0.03	
95% queue length	0.01						0.11	
Control Delay (s/veh)	7.5						9.6	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.6		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	2	139	38	78	52	1		
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	4	289	79	162	108	2		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				1	0			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	2	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration					LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR					LTR	
v (veh/h)	4	162					2	
C (m) (veh/h)	1493	1202					321	
v/c	0.00	0.13					0.01	
95% queue length	0.01	0.47					0.02	
Control Delay (s/veh)	7.4	8.5					16.3	
LOS	A	A					C	
Approach Delay (s/veh)	--	--				16.3		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry/Exit				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	2	72	44	81	55	1		
Peak-Hour Factor, PHF	0.48	0.48	0.48	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	4	150	91	168	114	2		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			113	1	0	1		
Peak-Hour Factor, PHF	1.00	1.00	0.48	0.48	0.48	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	235	2	0	2		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	1	0		
Configuration			R		LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR			R		LTR	
v (veh/h)	4	168			235		4	
C (m) (veh/h)	1485	1337			850		338	
v/c	0.00	0.13			0.28		0.01	
95% queue length	0.01	0.43			1.13		0.04	
Control Delay (s/veh)	7.4	8.1			10.8		15.8	
LOS	A	A			B		C	
Approach Delay (s/veh)	--	--	10.8			15.8		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	2015 Existing Volumes			
Analysis Time Period	PM Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	7	157	22	32	96	4		
Peak-Hour Factor, PHF	0.65	0.65	0.65	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	10	241	33	49	147	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5	0	1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	1		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	1	0		
Configuration					LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR					LTR	
v (veh/h)	10	49					8	
C (m) (veh/h)	1440	1301					523	
v/c	0.01	0.04					0.02	
95% queue length	0.02	0.12					0.05	
Control Delay (s/veh)	7.5	7.9					12.0	
LOS	A	A					B	
Approach Delay (s/veh)	--	--				12.0		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Haddow/School Entry at Olive			
Agency/Co.	Eriksson Engineering			Jurisdiction	Village of Arlington Hts.			
Date Performed	7/23/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal Period							
Project Description								
East/West Street: Olive Street				North/South Street: Haddow/School Entry/Exit				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	7	120	27	34	98	4		
Peak-Hour Factor, PHF	0.65	0.65	0.65	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	10	184	41	52	150	6		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			74	5	0			
Peak-Hour Factor, PHF	1.00	1.00	0.65	0.65	0.65	0.65		
Hourly Flow Rate, HFR (veh/h)	0	0	113	7	0	1		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	1	0		
Configuration			R		LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR			R		LTR	
v (veh/h)	10	52			113		8	
C (m) (veh/h)	1436	1356			842		411	
v/c	0.01	0.04			0.13		0.02	
95% queue length	0.02	0.12			0.46		0.06	
Control Delay (s/veh)	7.5	7.8			9.9		13.9	
LOS	A	A			A		B	
Approach Delay (s/veh)	--	--	9.9			13.9		
Approach LOS	--	--	A			B		

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	Existing AM Arrival							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	33	70	37		6	78	3	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	31	14	8		1	26	22	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.51		0.51		0.51		0.51	
Flow Rate (veh/h)	273		168		102		94	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.1		0.6		0.0	
Prop. Right-Turns	0.3		0.0		0.1		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.0		-0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.24		0.15		0.09		0.08	
hd, final value (s)	4.51		4.74		5.12		4.83	
x, final value	0.34		0.22		0.14		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.7		3.1		2.8	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	523		418		352		344	
Delay (s/veh)	9.85		9.08		8.98		8.53	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.85		9.08		8.98		8.53	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.31							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival Period							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	65	73	48		6	82	3	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	32	14	8		1	26	23	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.51		0.51		0.51		0.51	
Flow Rate (veh/h)	364		176		104		96	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.1		0.6		0.0	
Prop. Right-Turns	0.3		0.0		0.1		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.0		-0.3	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.32		0.16		0.09		0.09	
hd, final value (s)	4.60		4.90		5.39		5.10	
x, final value	0.47		0.24		0.16		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.9		3.4		3.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	614		426		354		346	
Delay (s/veh)	11.53		9.44		9.39		8.91	
LOS	B		A		A		A	
Approach: Delay (s/veh)	11.53		9.44		9.39		8.91	
LOS	B		A		A		A	
Intersection Delay (s/veh)	10.39							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal Period							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	33	80	49		13	108	7	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	41	9		5	34	8	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.80		0.80		0.80		0.80	
Flow Rate (veh/h)	201		158		81		57	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.1		0.2		0.1	
Prop. Right-Turns	0.3		0.1		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.0		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.14		0.07		0.05	
hd, final value (s)	4.28		4.46		4.76		4.75	
x, final value	0.24		0.20		0.11		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.8		2.8	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	451		408		331		307	
Delay (s/veh)	8.63		8.54		8.33		8.14	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.63		8.54		8.33		8.14	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.49							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Douglas and Olive		
Agency/Co.	Eriksson Engineering				Jurisdiction	Village of Arlington Hts.		
Date Performed	7/23/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	PM Dismissal Period							
Project ID								
East/West Street: Olive Street					North/South Street: Douglas Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	50	83	66		13	110	7	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	17	41	9		5	34	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.80		0.80		0.80		0.80	
Flow Rate (veh/h)	247		161		83		59	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.1		0.3		0.1	
Prop. Right-Turns	0.3		0.0		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.0		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.22		0.14		0.07		0.05	
hd, final value (s)	4.30		4.53		4.88		4.86	
x, final value	0.30		0.20		0.11		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.9		2.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	497		411		333		309	
Delay (s/veh)	9.09		8.67		8.50		8.28	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.09		8.67		8.50		8.28	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.79							
Intersection LOS	A							

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	30	29	41	39	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	3	86	83	117	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	394	111	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	394	111	111			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	94			
cM capacity (veh/h)	576	942	1478			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	200	111			
Volume Left	3	83	0			
Volume Right	86	0	0			
cSH	923	1478	1700			
Volume to Capacity	0.10	0.06	0.07			
Queue Length 95th (ft)	8	4	0			
Control Delay (s)	9.3	3.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	3.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		20.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	32	31	43	41	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	3	91	89	123	117	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	417	117	117			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	417	117	117			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	90	94			
cM capacity (veh/h)	557	935	1471			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	94	211	117			
Volume Left	3	89	0			
Volume Right	91	0	0			
cSH	916	1471	1700			
Volume to Capacity	0.10	0.06	0.07			
Queue Length 95th (ft)	9	5	0			
Control Delay (s)	9.4	3.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	3.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		20.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	32	35	28	31	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.54	0.54	0.54	0.54	0.54	0.54
Hourly flow rate (vph)	0	59	65	52	57	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	239	57	57			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	239	57	57			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	96			
cM capacity (veh/h)	718	1009	1547			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	59	117	57			
Volume Left	0	65	0			
Volume Right	59	0	0			
cSH	1009	1547	1700			
Volume to Capacity	0.06	0.04	0.03			
Queue Length 95th (ft)	5	3	0			
Control Delay (s)	8.8	4.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	4.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization		20.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Belmont Avenue & Pine Avenue

7/23/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	33	36	30	33	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.54	0.54	0.54	0.54	0.54	0.54
Hourly flow rate (vph)	0	61	67	56	61	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	250	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	96			
cM capacity (veh/h)	707	1004	1542			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	61	122	61			
Volume Left	0	67	0			
Volume Right	61	0	0			
cSH	1004	1542	1700			
Volume to Capacity	0.06	0.04	0.04			
Queue Length 95th (ft)	5	3	0			
Control Delay (s)	8.8	4.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	4.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.3				
Intersection Capacity Utilization		20.2%		ICU Level of Service		A
Analysis Period (min)		15				

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-20-306-039, -040, -041, -051, -069
 Location: 303 E. Olive St.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ _____ For: School
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.6 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

- | | <u>YES</u> | <u>NO</u> | |
|----|-------------------------------------|--------------------------|-----------------------|
| 1. | ☒ | ☐ | VILLAGE BUILDING CODE |
| 2. | ☐ | ☐ | PRESENT ZONING USE |
| 3. | ☐ | ☐ | REQUESTED ZONING USE |
| 4. | ☐ | ☐ | SUBDIVISION REQUIRED |
| 5. | ☐ | ☐ | SIGN CODE |

6. GENERAL COMMENTS:

NO COMMENTS

RECEIVED

JUL 31 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Deb Pierce 8-12-15
 Director PLAN REVIEWER Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Don Hansen, STR Partners LLC
 350 W. Ontario Street, Suite 200
 Chicago, IL 60654
 Owner: Arlington Heights School District 25
 1200 South Dunton Avenue
 Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
 Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-20-306-039, -040, -041, -051, -069
 Location: 303 E. Olive St.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: School
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.6 Acres
 # of Units Total: _____
 1BR: _____ 2BR: 3BR: 4BR: _____

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

INSPECTIONAL SERVICES

INSPECTIONAL SERVICES
 - MAINTAIN PROPER
 TURNING RADIUS FOR
 EMERGENCY EQUIPMENT.
 - OK P.D.
 8/5/15

Director

Date

RECEIVED

AUG 27 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights
Public Works Department

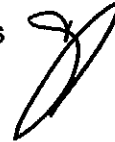
Memorandum

To: Latika Bhide, Development Planner

From: Cris Papierniak, Assistant Director of Public Works

Date: August 27, 2015

Subject: 303 E Olive St., P.C. #15-015 Round 1



With regard to the proposed Special Use Permit and Variations, I have the following comments:

1. The existing water meter needs to be changed out to an 8" x 3" Fire Meter to cover both fire and domestic flows.
2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.
3. Is the additional detention provided by the extra proposed depth within the detention basin enough to offset the required detention for the proposed new construction?
4. What is the reasoning behind the 24" RCP exiting the restrictor structure and discharging to a 15" PVC line?
5. The woven mesh covering the restrictor is too easily clogged. A grate or similar product should be fabricated.
6. Inspect the condition of sidewalks prior to improvements and replace any damaged squares due to construction.
7. A new stop bar and stop sign needs to be added to Haddow intersection.

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

C: file

LF

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-015
 Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext.168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-20-306-039, -040, -041, -051, -069
 Location: 303 E. Olive Street
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: ✓ For:
 Land Use Variation: For:
 Land Use: Current:
Proposed:
 Site Gross Area: 7.6 acres
 # of Units Total:
1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water X Sanitary Sewer X Storm Sewer X

b. Surface Improvement

Pavement X Curb & Gutter X Sidewalks X Street Lighting X

c. Easements

Utility & Drainage X Access X

RECEIVED

AUG 25 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X b. IDOT c. ARMY CORP d. IEPA e. CCHD 3. R.O.W. DEDICATIONS? 4. SITE PLAN ACCEPTABLE? 5. PRELIMINARY PLAT ACCEPTABLE? 6. TRAFFIC STUDY ACCEPTABLE? 7. STORM WATER DETENTION REQUIRED? X8. CONTRIBUTION ORDINANCE EXISTING? X9. FLOOD PLAIN OR FLOODWAY EXISTING? 10. WETLAND EXISTING?

YES NO COMMENTS

 X X X N/A X X X 53-833 X X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: EEA, LTD.DATE OF PLANS: 7-23-15

James J. Mallon 8/24/15
 Director Date

PLAN COMMISSION PC #15-015
Olive-Mary Stitt Elementary School
303 E. Olive Street
Special Use Permit & Variations
Round 1

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

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

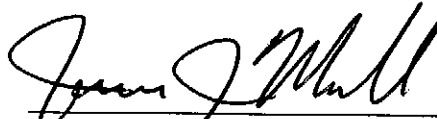
13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.
14. The stormwater calculations provided by Eriksson Engineering are acceptable. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.
15. There is an existing Contribution Ordinance #53-833 for water, sanitary, and storm sewers on Douglas Avenue between Olive Street and Oakton Street. Although the following PIN numbers are specified in the ordinance: 03-20-306-040, -041, & -069, there are no existing or proposed connections to any of the aforementioned utilities. The contribution ordinance is not applicable at this time.
16. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
17. Discussions with the Fire Department concluded that their response operations precluded the need for an exhibit showing the turning path of a vehicle through the parking lot.

18. Consider including additional bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.
19. Sheet C-2.1: The existing driveway that doubles as the south leg of the Olive Street/Belmont Avenue intersection is shown to be removed and eliminated. Any public street signage that must be changed as a result of this work must be included in the plans.
20. Sheet C-2.2: With the elimination of the western driveway at Belmont Avenue, all traffic will now exit through the existing east driveway. The east driveway currently has one outbound lane. Will this be restricted to right-turn-out-only? Perhaps only during pick-up and drop-off times? Has consideration been made to create two outbound lanes: left and right/through?
21. Sheets C-2.1 and C-2.2: Include existing and proposed pavement markings and signage on either the Site Geometry Plans or a separate plan sheet.
22. Sheet C-3.1: The sanitary sewer connection shown for the west addition is not acceptable. As was previously communicated, portions of the existing sanitary sewer within the public easement are not public but privately maintained. The nearest public sanitary manhole is immediately northeast of the Clarendon Street cul-de-sac behind the sidewalk. On the drawing, the manhole is labeled as an existing sanitary manhole, Rim=691.73, 8" Inv=685.07.
23. Sheet C-3.1: Provide conflict elevations for where the new sanitary sewer from the east building addition crosses the existing 10" public water main in the vacated Belmont Avenue corridor. Similarly, provide conflict elevations for the proposed storm sewer where it crosses the existing utilities. The existing sanitary service is shown to connect to the storm relief sewer...is this shown correctly?
24. Sheet C-4.1: The grade at the south corner of the new gym drops off steeper than 5:1 along the property line and any runoff from the slope will be directed to the neighbor's lot. Review this area for re-grading.
25. Sheet C-4.2: The detention basin is shown with 4:1 slopes. Minimum Village requirement is 5:1.
26. Sheet C-5.1: The construction access driveway for the west addition is shown off Olive Street just east of the Arlington Heights Road intersection. Because of the close proximity to the intersection, it is imperative that flaggers are used at all times when this access drive is in use. Note this requirement on the plans.
27. Sheet C-5.1: The construction access driveway is shown going across the public sidewalk. It appears to maintain an even 7% grade. Either the grades are adjusted to keep the public sidewalk open and ADA accessible or the sidewalk is closed and a walking detour route is implemented. Show signage details of a walking detour, if necessary.
28. Sheet CX-7.1: This exhibit shows the turning path of a passenger car. Also provide an exhibit showing the garbage truck, since the garbage corral is located off the southwest corner of the parking lot. Also provide and exhibit

Traffic:

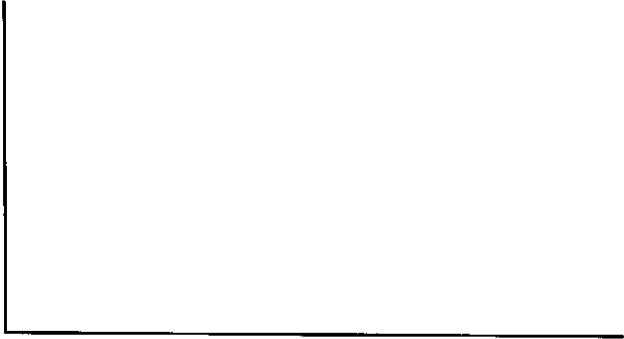
29. Based upon the projections of new students anticipated for the school, the vehicular trip generation values have been provided. However there are no modifications to the number of pedestrian crossings for this projected increase in the number of students.

30. Is the bus loading operation proposed to be modified or changed? Busses loading/unloading along Olive Street have the potential to back up traffic along Olive Street to Arlington Heights Road.
31. Are the current crosswalk locations to remain the same, or are any changes planned?
32. All references in the traffic report to Harwood Avenue should be changed to Haddow Avenue.
33. Based upon the existing traffic count data and the number of violations of the No Left Turn sign from the exit driveway, what provisions are being made to the geometry at the proposed easterly entrance and exit to force right turns out of the newly designed parking lot?
34. Is all existing site lighting to remain?
35. Please show the ITE projected trip generated vehicle trip values in addition to the higher trip rate values generated from the traffic count data based upon this size school with this many employees for comparison.
36. Change Table 4 column labeled "Total" to "Future" for clarity.
37. The drop-off and pick-up south of this school along the Pine and Belmont Avenue cul-de-sacs generates recurring complaints to the Village about the congestion, and the frustration of the residents living in this area to have to deal with this issue. Further definition about alternatives to manage this situation should be provided.
38. Please provide a review of accident data at the intersections adjacent to the school.

 8/24/15
James J. Massarelli, P.E. Date
Director of Engineering

Attachment:

Sample Onsite Utility Maintenance Agreement (4 pages)



ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, Arlington Heights School District 25, an Illinois limited liability company, or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as Olive-Mary Stitt Elementary School at 303 E. Olive Street, Arlington Heights, Illinois, 60004, containing 7.590 acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

**** Insert legal description, or attach as Exhibit A ****

PIN Numbers:

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

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

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

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

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

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by Eriksson Engineering Associates, Ltd. dated 7/23/2015, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all storm sewers and appurtenances, including detention basins, located upon said premises.
- c. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- d. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

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

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

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

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

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

This Agreement is entered into the _____ day of _____, 20_____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

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

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

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

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 15-015

Project Name

Olive-Mary Stitt Elementary School

Project Location

303 E. Olive St.

Planning Department Contact Latika Bhide

General Comments

No comments at this time.

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

Date August 13, 2015

Reviewed By: LT. Andrew Larson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

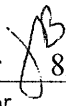
Petition #: P.C. _____
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 ext. 168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-20-306-039, -040, -041, -051, -069
Location: 303 E. Olive St.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ☒ For: School
Land Use Variation: _____ For: _____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 7.6 Acres
of Units Total: _____
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments,

Jeff Bohner  8/14/15
Environmental Health Officer Date

James McCalister 8/14/15
Director Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____
 Petitioner: Don Hansen, STR Partners LLC
 350 W. Ontario Street, Suite 200
 Chicago, IL 60654
 Owner: Arlington Heights School District 25
 1200 South Dunton Avenue
 Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
 Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-20-306-039, -040, -041, -051, -069
 Location: 303 E. Olive St.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: School
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.6 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Comments:

PLEASE SEE ATTACHED.

RECEIVED

JUL 31 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

[Signature]

8/14/15

Date

Planning Department Comments, Olive-Mary Stitt Elementary School (PL15-015, 303 E. Olive Street, Round 1)

7. The property at 303 E. Olive Street is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.
8. The following variations are necessary:
 - a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 81 spaces, a variation of 86 spaces.
Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.
 - b. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building.
Staff supports the variation as it is for the existing building.
 - c. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required from the required 16.5 feet exterior side setback to allow 12 feet for the existing building.
Staff supports the variation as it is for the existing building.
9. The Village's Comprehensive Plan designates the property as 'Schools' which is consistent with the use. The area where the parking area is located is designated as 'Parks' in the Comprehensive Plan.
10. The side along Arlington Heights Road (narrowest side) is considered the front. The sides along Olive Street and Douglas Avenue are considered Exterior Side. The south property line is considered as Side. A side yard of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 16 feet from the south property line. Please confirm. Staff supports the variation as this is an existing building. A minimum exterior side setback of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 12 feet from the property line along Olive Street. Staff supports the variation as this is an existing building.
11. The maximum allowable Floor Area Ratio is 50%. Please confirm that this requirement is met.
12. The maximum allowable building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.
13. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.
14. For the R-3 district, a maximum building heights of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 24'-8" and meets the height requirement for the R-3 district.
15. The existing parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping (there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Olive Street) and is considered non-conforming. No action is required at this time.
16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	31 classrooms 68 staff	Two spaces per each employee plus one space per classroom (2 x 68 + 1 x 31)	167 spaces

Total Required			167 spaces
Total Provided			81 spaces (includes 32 spaces in the OEFC lot)
Surplus / (Deficit)			(86 spaces)

17. The Traffic Study (Page 6) references Douglas Avenue at Belmont Avenue. Both streets run north-south and do not intersect. Is the traffic study referencing Douglas Avenue at Olive Street?
18. Is the parking agreement with Orchard Evangelical Free Church perpetual? Please provide a copy of the agreement.

Olive-Mary Stitt Elementary School
303 E. Olive Street
PC 15-015
August 19, 2015

Tree Preservation

- 1) Pursuant to Chapter 28, Section 6.15-5.4, all replacement trees shall have a minimum trunk size of four inches in diameter as measured six inches above grade. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Landscape Issues

- 2) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Provide shade trees at the east and west end of the parking row along East Olive Lane.
- 3) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along East Olive Street in order to screen the parking area.
- 4) Consider incorporating evergreen trees on the south elevation and the southwest elevation of the proposed gymnasium in order to soften the building mass adjacent to the residential district.

Olive-Mary Stitt Elementary School
303 E. Olive Street
PC 15-015
August 13, 2015

Tree Preservation

- 1) Pursuant to Chapter 28, Section 6.15-5.4, all replacement trees shall have a minimum trunk size of four inches in diameter as measured six inches above grade. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Landscape Issues

- 2) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Provide shade trees at the east and west end of the parking row along East Olive Lane.
- 3) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along East Olive Street in order to screen the parking area.



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

August 28, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**
Plan Commission PC #15-015
Olive-Mary Stitt Elementary School
303 E. Olive St.

Dear Ms. Bhide:

The following are responses to comments received on August 18 and August 19 for our Plan Commission application.

Building Department 1

No comments.

Building Department 1A

1. Maintain Turning Radius for Emergency Equipment.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village of Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

Fire Department 4

No comments at this time.

Health Services Department 6

No comments.

Planning & Community Development Department 7

7. The property at 303 E. Olive Street is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.

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

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

Olive-Mary Stitt Elementary School provides education to school-age children of the surrounding neighborhood and is of benefit to the community.

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

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

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

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

8. The following variations are necessary:

a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 167 parking spaces to allow 81 spaces, a variation of 86 spaces. Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.

Response: A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space and asphalt and pour-in-place rubber playground spaces will be located south of the existing parking lot. There is limited lawn area around the building itself as the building encompasses most of the property at the west. To the east of the parking lot and open field and playground spaces are a detention area as well as park for community use. Adequate open field and playground spaces for recreational use, as well as a park for community use, could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate outdoor spaces, including a park for community use, on the site there is no area for expansion of the parking lot.

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

The existing parking supply of 81 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. 50 parking spaces are provided on-site and an additional 32 parking spaces are provided off-site through an agreement with the Orchard Evangelical Free Church. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 63 vehicles parked on-site including staff and visitors. No additional staff member will be added with the addition to the school building.

b. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet side yard setback to allow 16 feet for the existing building. Staff supports the variation as it is for the existing building.

Response: A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 16'-6" to 16'-0".

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

The existing building crosses the 10% set-back. Use of all existing spaces is necessary to serve the student population.

The plight of the owner is due to unique circumstances.

The space is existing. All existing space in the building is utilized.

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

The building is existing. The essential character of the locality will not be altered.

c. Chapter 28, Section 5.1-3.6 Required Minimum Yards from the required 16.5 feet exterior side setback to allow 12 feet for the existing building. Staff supports the variation as it is for the existing building.

Response: A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 16'-6" to 12'-0".

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

The existing building crosses the 10% set-back. Use of all existing spaces is necessary to serve the student population.

The plight of the owner is due to unique circumstances.

The space is existing. All existing space in the building is utilized.

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

The building is existing. The essential character of the locality will not be altered.

9. The Village Comprehensive Plan designates the property as 'Schools' which is consistent with the use. The area where the parking area is located is designated as 'Parks' in the Comprehensive Plan.

Response: Acknowledged.

10. The side along Arlington Heights Road (narrowest side) is considered the front. The sides along Olive Street and Douglas Avenue are considered Exterior Side. The south property line is considered as a side. A side yard of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 16 feet from the south property line. Please confirm. Staff supports the variation as this is an existing building. A minimum exterior side setback of 10% of the lot width – 16.5 feet is required. It appears that the existing building is 12 feet from the property line along Olive Street. Staff supports the variation as this is an existing building.

Response: The distance between the existing building and the south property line measures between 16'-5" and 16'-6" on the survey completed this year. At Olive

Street, the distance between the existing building and the north property line measures around 12'-0". Both distances are less than 16'-6". A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement for the Side Yard width of 10% of lot width at 16'-6" to 12'-0" at the north property line and 16'-0" at the south property line. The building is existing. The essential character of the locality will not be altered.

11. The maximum allowance Floor Area Ratio is 50%. Please confirm that this requirement is met.

Response: The Floor Area Ratio requirement is met. The square foot area of the property owned by School District 25 is 331,965 square feet. Currently with Floor Area of 62,643 square feet, the Floor Area Ratio is 19%. With the proposed additional 17,213 square feet, the Floor Area Ratio would be 24%, less than 50%.

12. The maximum allowance Building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.

Response: The Building Lot Coverage requirement is met. Currently with a Footprint of 58,935 square feet, the Building Lot Coverage is 18%. With the proposed additional 16,548 square foot footprint, the Building Lot Coverage would be 23%, less than 35%.

13. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.

Response: Acknowledged.

14. For the R-3 district, a maximum building height of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 24'-8" and meets the height requirement for the R-3 district.

Response: Acknowledged.

15. The existing parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping {there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Olive Street} and is considered non-conforming. No action is required at this time.

Response: No action is taken.

16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	31 classrooms 68 staff	Two spaces per each employee plus one space per classroom (2 x 68 + 1 x 31)	167 spaces
Total Required			167 spaces
Total Provided			81 spaces (includes 32 spaces in the OEFC lot)
Surplus / (Deficit)			(86 spaces)

Response: Calculation is noted.

17. The Traffic Study (Page 6) references Douglas Avenue at Belmont Avenue. Both streets run north-south and do not intersect. Is the traffic study referencing Douglas Avenue at Olive Street?

Response: Yes, the traffic study is referencing Douglas Avenue at Olive Street.

18. Is the parking agreement with Orchard Evangelical Free Church perpetual? Please provide a copy of the agreement.

Response: The parking agreement is not perpetual. It has a term of 5 years. A copy of the agreement is included.

Planning & Community Development Department 7A

Tree Preservation

1. Pursuant to Chapter 28, Section 6.15-5.4, all replacement trees shall have a minimum trunk size of four inches in diameter as measured six inches above grade. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Response: The size of the proposed shade trees has been increased to 4".

Landscape Issues

2. The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree {Chapter 28, section 6.16-1.2b}. Provide shade trees at the east and west ends of the parking row along East Olive Street.

Response: An additional shade tree has been provided at the east and west ends of the parking row along East Olive Street.

3. Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along East Olive Street in order to screen the parking area.

Response: 3' high shrubs have been provided along East Olive Street in order to screen the parking area.

4. Consider incorporating evergreen trees on the south elevation and the southwest elevation of the proposed gymnasium in order to soften the building mass adjacent to the residential district.

Response: Dense, adequate landscaping will be installed on the south elevation and the southwest elevation of the proposed gymnasium and evergreen trees will be considered.

If you have any questions, or if you need any additional information, please call our office.

Sincerely,



Don Hansen
Senior Project Manager

**LICENSE AGREEMENT BETWEEN
ORCHARD EVANGELICAL FREE CHURCH
AND
THE BOARD OF EDUCATION OF ARLINGTON HEIGHTS
SCHOOL DISTRICT NO. 25**

THIS LICENSE AGREEMENT is made as of the 17 day of Oct., 2013, between Orchard Evangelical Free Church, Cook County, Illinois (herein referred to as "Church"), and the Board of Education of Arlington Heights School District No. 25, Cook County, Illinois (herein referred to as "School District").

WITNESSETH:

WHEREAS, Church, is the owner of real property and building located at 1330 N. Douglas Avenue, Arlington Heights, Cook County, Illinois, and desires to grant a license to the School District to utilize its parking lot for overflow parking (hereinafter referred to as the ("Church Lot")) during the periods set forth in this License, and the School District desires to use the Church Lot for such purpose and to enter into a License Agreement defining the rights, duties, and liabilities of the parties relating to the Church Lot; and

WHEREAS, School District, is the owner of real property and buildings located at 303 E. Olive Street, ("Olive-Mary Stitt School") and 1430 North Belmont Avenue ("Thomas Middle School"), Arlington Heights, Cook County, Illinois, and desires to grant a license to the Church to utilize its parking lots for overflow parking (collectively referred to as the ("School District Lots")) during the periods set forth in this License, and the Church desires to use the School District Lots for such purpose and to enter into a License Agreement defining the rights, duties, and liabilities of the parties relating to the School District Lots; and

WHEREAS, Church has the authority to grant a license for such use of the Church Lot; and

WHEREAS, the School District has the authority to license property for school purposes pursuant to Section 10-22.12 of the *School Code* (105 ILCS 5/10-22.12).

NOW, THEREFORE, based upon the terms and conditions contained herein and the mutual consideration of the parties, the sufficiency of which is expressly acknowledged by the parties, it is hereby agreed as follows:

1. **License For Use of Church Lot.** Church hereby grants the School District a license to use only those areas of the Church Lot specifically identified on Exhibit A attached hereto and made a part hereof each day of the week when school is in session beginning at 7:00 a.m. for overflow parking for parents, legal guardians, other invitees of students, students, and other members of the public dropping off and picking up students from school and at such other times when school is not in session to attend athletic events, and before and after school related events including, but not limited to, educational programming events and extracurricular events except that the School District may not use Church Lot on Sunday between the hours of 8:00 a.m. and 1:00 p.m. The School District shall restrict its use to such purposes and shall not use or permit

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

2. Once the problem is identified, the next step is to define the objectives and goals of the project. This helps to clarify what needs to be achieved and provides a clear direction for the work.

3. The third step is to develop a plan or strategy to address the problem. This involves breaking down the problem into smaller, manageable tasks and determining the resources needed to complete them.

4. The fourth step is to implement the plan. This involves putting the strategy into action and monitoring progress to ensure that the objectives are being met.

5. Finally, the fifth step is to evaluate the results of the project. This involves assessing the outcomes against the objectives and identifying any lessons learned for future projects.

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

The following table shows the results of the regression analysis for the dependent variable "Number of children in the household" (N = 1,000). The independent variables are "Age of the head of household" and "Gender of the head of household". The results are presented in the following table:

the use of the Church Lot for any other purpose without the written consent of Church. Church shall at all times retain the right to inspect the Church Lot.

2. **License For Use of School District Lots.** School District hereby grants the Church a license to use only those areas of the School District Lots specifically identified on Exhibit B attached hereto and made a part hereof for overflow parking for its members or members of the public attending Church services and related events on Sundays between the hours of 8:00 a.m. and 1:00 p.m., for their annual Christmas and Easter concerts and other Church related events at other times when school is not in session and School District related events are not scheduled at the facilities. The Church shall restrict its use to such purposes and shall not use or permit the use of the School District Lots at any other time or for any other purpose without the written consent of the School District. School District shall at all times retain the right to inspect the School District Lot.

3. **Term.** This License shall commence on _____, 2013, and shall continue until _____, 2023, unless terminated earlier in accordance with Paragraph 4 below. This Agreement will automatically renew for an additional term of five (5) years, on the same terms and conditions as stated herein unless the School District or Church notify the other, at least thirty (30) days prior to the expiration of the Agreement term, of their intent to terminate.

4. **Termination.** The School District may terminate this Agreement if it determines that a programmatic change is necessary to better serve its educational or extracurricular programs and, as a result, the School District requires use of the School District Lots. The Church may terminate this Agreement if it determines that a programmatic change is necessary to better serve its religious programs and, as a result, the Church requires use of the Church Lot and the respective Party provides the other with ninety (90) days advance written notice of its intent to terminate this Agreement. At the written request of non-terminating party, within ten (10) calendar days of receiving the notice of intent to terminate, a meeting will be held to discuss whether any modification to the Agreement may be made to continue the Agreement for the initial term. If the Parties cannot reach an agreement on any modified use, the Agreement will terminate ninety (90) days from the date of the notice of intent to terminate.

5. **Sublicense and Assignment.** Neither the School District nor Church shall sublicense the Church Lot or School District Lots or any part thereof, nor assign their License without prior written consent of the other.

6. **Government Regulations and Laws.** The Church and School District shall not use or occupy the Church Lot or School District Lots contrary to any applicable statutes, rules, orders, ordinances, requirements or regulations or in any manner which would violate any certificate of occupancy affecting the same, or which would cause structural injury to the improvements or cause the value or usefulness of the Church Lot or School District Lots or any part thereof to diminish, or which would constitute a public or private nuisance or waste. Church and School District shall each be responsible for any and all cost for bringing their own property into compliance with the *Americans With Disabilities Act* (42 U.S.C. Sec. 12101 *et. seq.*) and thereafter maintaining the Church Lot and School District Lots in compliance with the Act.

Further, Church and School District shall comply with all applicable laws, ordinances rules, regulations and codes, including, but not limited to, the requirements of the *Illinois Human*

Rights Act, 775 ILCS 5/1-101 *et seq.* and the provision of sexual harassment policies and procedures pursuant to Section 2-105 of that Act. Church and School District shall also comply with all federal Equal Employment Opportunity Laws, including, but not limited to, the *Americans With Disabilities Act*, 42 U.S.C. Section 12101 *et seq.*, and rules and regulations promulgated thereunder. Additionally, Church agrees to comply with the Illinois Human Rights regulations attached hereto as Exhibit C.

7. **Insurance.** Church and School District each agree to maintain during the term, or any renewal term of this License Agreement, at their own expense, property and casualty and general liability insurance covering its real property and Church Lot and School District Lots, and further agree to provide evidence of such coverage to the other upon request. The policy limit for Church and School District property and casualty insurance and general liability insurance shall be in the amount of at least one million dollars (\$1,000,000).

8. **Mutual Indemnification.** To the fullest extent permitted by law, Church agrees to protect, defend, hold harmless and indemnify the School District and its board members, employees, agents, insurers, volunteers and the successors and assigns from and against all claims, actions, liabilities, damages, losses, costs and expenses, including attorney's fees, arising out of or resulting from Church's failure to maintain the Church Lot, or its negligent maintenance of the Church Lot.

To the fullest extent permitted by law, the School District agrees to protect, defend, hold harmless and indemnify Church and its board members, employees, agents, volunteers and the successors and assigns from and against all claims, actions, liabilities, damages, losses, costs and expenses, including attorney's fees, arising out of or resulting from the School District's failure to maintain the School District Lots, or its negligent maintenance of the School District Lots.

9. **Care of Premises.** The Church shall be responsible for damage done to School District Lots, which is caused directly by the Church's members or members of the public attending Church services. School District shall be responsible for damage to the Church Lot, which is caused directly by School District's employees, agents, invitees or students dropping off and picking up students from school and attending athletic events, and before and after school related events.

10. **Notices.** All notices required hereunder shall be in writing. They shall be effectively served by certified mail or personal delivery to the main office of the Church or the School District.

If to Church:

Orchard Evangelical Free Church
Business Administrator
1301 S. Grove
Barrington, IL 60010

If to the School District:

Arlington Heights District 25
Attn: Asst. Supt for Business
1200 S. Dunton
Arlington Heights, IL 60005

11. **Default.** If either party defaults in any of its obligation under this License, then, the non-defaulting party shall provide the defaulting party within thirty (30) days written notice of said default. If the default has not been fully remedied within thirty (30) days of the receipt of

the notice, or, in the event the default is of such a nature that it cannot reasonably be remedied within ten (10) days, or, the defaulting party has failed to take action to remedy the default within said thirty (30) days, the non-defaulting party shall be entitled to take such action as may be permitted in law or equity to enforce its rights hereunder.

12. Successors and Assigns. The terms of this License shall be binding upon and inure to the benefit of the respective parties hereto, their heirs, administrators or executors, successors and assigns.

13. Entire Agreement. This Agreement contains the entire contract between the parties and no oral representations, promises, or undertakings shall affect, vary, alter, or modify the terms of this document.

14. Real Estate Taxes. Church and School District each represent and warrant that their respective premises are exempt from real estate taxes. To the extent that the Premises becomes subject to real estate taxes, such taxes shall be their responsibility.

IN WITNESS WHEREOF, Lessor and Lessee have caused this License to be executed as of the day and year first above-written.

CHURCH:

ORCHARD EVANGELICAL
FREE CHURCH
COOK COUNTY, ILLINOIS

By: 

Its: Business Administrator

Date: 10/5/13

SCHOOL DISTRICT:

BOARD OF EDUCATION OF
ARLINGTON HEIGHTS SCHOOL
DISTRICT NO. 25
COOK COUNTY, ILLINOIS

By: 

Its: President

Date: October 17, 2013

ATTEST:

By: 

Its: Secretary

Date: October 17, 2013

EXHIBIT A

**DEPICTION OF CHURCH LOT
AND SPECIFIC AREAS AVAILABLE FOR USE**



EXHIBIT B

**DEPICTION OF SCHOOL DISTRICT LOTS
AND THOSE AREAS AVAILABLE FOR USE
[SPECIFICALLY IDENTIFY ANY AREAS THAT ARE NOT AVAILABLE FOR USE]**

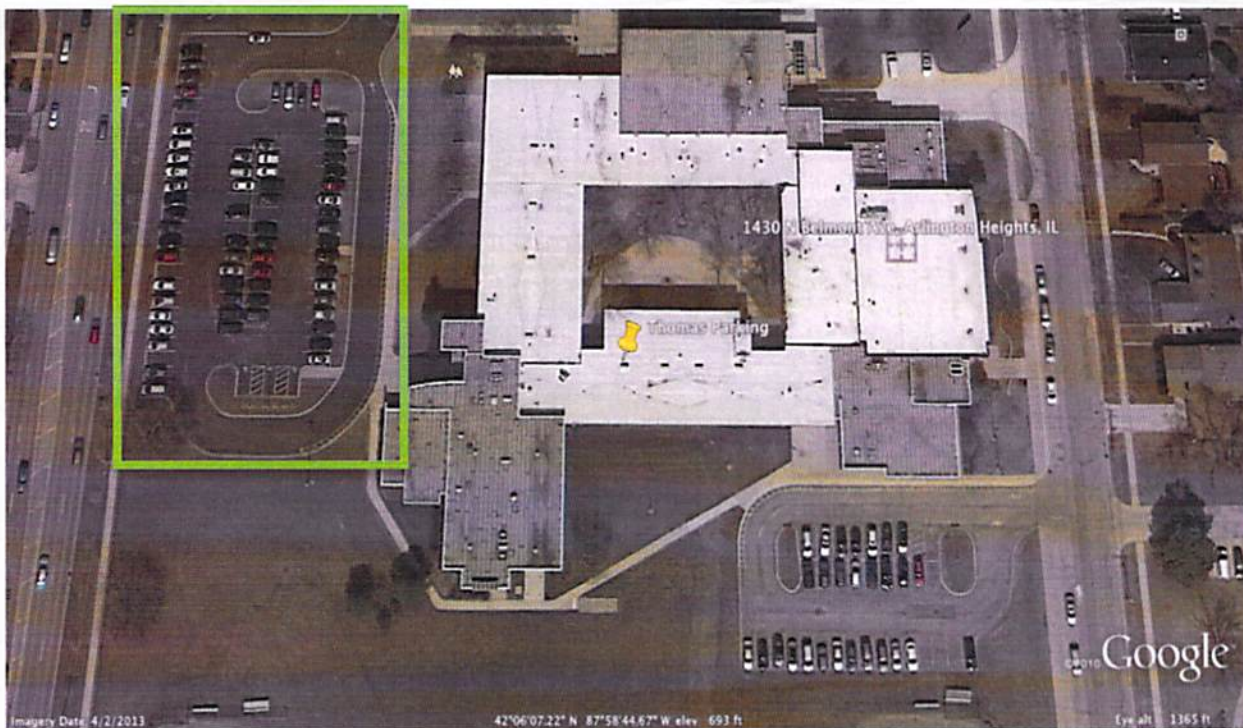


EXHIBIT C HUMAN RIGHTS RULES

The following provisions are included in this License Agreement pursuant to the requirements of the regulations of the Illinois Department of Human Rights, Title 44, Part 750, of the Illinois Administrative Code, and the Church shall be required to comply with these provisions only if and to the extent they are applicable under the law.

As required by Illinois law, in the event of the Church's non-compliance with the provisions of this Equal Employment Opportunity Clause, the Illinois Human Rights Act or the Rules and Regulations of the Illinois Department of Human Rights ("Department"), the Church may be declared ineligible for contracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation. During the performance of this License Agreement, the Church agrees as follows:

- (a) That it will not discriminate against any employee or applicant for employment because of race, color, religion, creed, sex, marital status, sexual orientation, national origin or ancestry, age, citizenship, marital status, physical or mental handicap or disability, military status, or an unfavorable discharge from military service or arrest record status; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
- (b) That, if it hires additional employees in order to perform this License or any portion thereof, it will determine the availability (in accordance with the Department's Rules) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.
- (c) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, sexual orientation, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
- (d) That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Church's obligations under the Illinois Human Rights Act and the Department's Rules. If any such labor organization or representative fails or refuses to cooperate with the Church in its efforts to comply with such Act and Rules, the Church will promptly so notify the Department and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.
- (e) That it will submit reports as required by the Department's Rules, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules.
- (f) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules.



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

September 1, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**

Plan Commission PC #15-015

Olive-Mary Stitt Elementary School
303 E. Olive St.

Dear Ms. Bhide:

The following are responses to comments received on August 26 and August 27 for our Plan Commission application.

Public Works Department 2

1. The existing water meter needs to be changed out to an 8" x 3" Fire Meter to cover both fire and domestic flows.

Response: A new water meter will be provided.

2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.

Response: A new RPZ backflow protection device will be provided.

3. Is the additional detention provided by the extra proposed depth within the detention basin enough to offset the required detention for the proposed new construction?

Response: The detention required based on the disturbance area of the proposed improvements is 1.08 acre-feet. The proposed detention provided in the basin is 1.32 acre-feet. An additional volume of 0.22 acre-feet can be provided in the stone voids used to satisfy the MWRD's Volume Control requirement. The total detention provided for the site is 1.54 acre-feet.

4. What is the reasoning behind the 24" RCP exiting the restrictor structure and discharging to a 15" PVC line?

Response: The existing 15" PVC has been called to be removed and replaced with a 24" RCP storm sewer.

5. The woven mesh covering the restrictor is too easily clogged. A grate or similar product should be fabricated.

Response: A wire mesh has been called for in order to allow water to flow to the restrictor structure if the bottom of the wire mesh becomes clogged. The use of a grate would inhibit flow in its entirety if it became clogged. We feel that the use of the wire

mesh reduces the potential of the restrictor becoming clogged and failing, therefore, the detail initially submitted has not been revised.

6. Inspect the condition of the sidewalks prior to improvements and replace any damaged squares due to construction.

Response: A note has been added to the demolition plan calling for the replacement of any sidewalk tiles damaged during construction.

7. A new stop bar and stop sign needs to be added to Haddow Intersection.

Response: A stop bar and stop sign have been added to the plans.

Engineering Department 3

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

Response: Acknowledged.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	9842450.000000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

Response: The easting and northing data has been added to the project benchmark information.

13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.

Response: A signed Onsite Utility Maintenance Agreement will be sent under separate cover.

14. The stormwater calculations provided by Eriksson Engineering are acceptable. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.

Response: The storage volumes referenced in this comment pertain to the stormwater report associated with the improvements at Ivy Hill Elementary School. A copy of the Stormwater Narrative and Stormwater Calculations for Olive-Mary Stitt have been included.

15. There is an existing Contribution Ordinance #53-833 for water, sanitary, and storm sewers on Douglas Avenue between Olive Street and Oakton Street. Although the following PIN numbers are specified in the ordinance: 03-20-306-040, -041, & -069, there are no existing or proposed connections to any of the aforementioned utilities. The contribution ordinance is not applicable at this time.

Response: Noted

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

Response: A photometric plan and luminaire cut sheets are included.

17. Discussions with the Fire Department concluded that their response operations precluded the need for an exhibit showing the turning path of a vehicle through the parking lot.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village of Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

18. Consider including additional bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.

Response: The school is currently utilizing temporary bicycle racks at Olive. Dialogue has been initiated to determine type and final location of permanent racks if desired.

19. Sheet C-2.1: The existing driveway that doubles as the south leg of the Olive Street/Belmont Avenue intersection is shown to be removed and eliminated. Any public street signage that must be changed as a result of this work must be included in the plans.

Response: The intersection is to remain a three-way stop due to the number of pedestrians crossing the street at the intersection.

20. Sheet C-2.2: With the elimination of the western driveway at Belmont Avenue, all traffic will now exit through the existing east driveway. The east driveway currently has one outbound lane. Will this be restricted to right-turn-out-only? Perhaps only during pick-up and drop-off times? Has consideration been made to create two outbound lanes: left and right through?

Response: The outbound lane will be restricted to a right-turn-out-only from 8:30-9:30 AM and 3:30-4:00 PM, just as the current exist is restricted.

21. Sheets C-2.1 and C-2.2: Include existing and proposed pavement markings and signage on either the Site Geometry Plans or a separate plan sheet.

Response: Existing and proposed pavement markings and signage have been shown on sheet C-2.1 and C-2.2.

22. Sheet C-3.1: The sanitary sewer connection shown for the west addition is not acceptable. As was previously communicated, portions of the existing sanitary sewer within the public easement are not public but privately maintained. The nearest public sanitary manhole is immediately northeast of the Clarendon Street cul-de-sac behind the sidewalk. On the drawing, the manhole is labeled as an existing sanitary manhole, Rim=691.73, 8" Inv=685.07.

Response: The sanitary connection is shown being made at the manhole structure located immediately northeast of the Clarendon Street cul-de-sac.

23. Sheet C-3.1: Provide conflict elevations for where the new sanitary sewer from the east building addition crosses the existing 10" public water main in the vacated Belmont Avenue corridor. Similarly, provide conflict elevations for the proposed storm sewer where it crosses the existing utilities. The existing sanitary service is shown to connect to the storm relief sewer...Is this shown correctly?

Response: Conflict elevations have been provided for the new sanitary and storm sewer. The existing sanitary service was shown by the surveyor connecting into the storm relief based upon the paint marking surveyed in the field. We believe that the sanitary connects to the combined sewer running parallel to the storm relief. The connection has been revised as such.

24. Sheet C-4.1: The grade at the south corner of the new gym drops off steeper than 5:1 along the property line and any runoff from the slope will be directed to the neighbor's lot. Review this area for re-grading.

Response: The slopes at the south corner of the new gym drop off at a 4:1 side slope in order for the walk to maintain accessibility and allow proposed grade to tie back into existing grades within the boundary of the property. In order to reduce runoff directed toward the neighbor's lots to the south an additional storm structure has been provided in a low spot within the proposed walk and new addition.

25. Sheet C-4.2: The detention basin is shown with 4:1 slopes. Minimum Village requirement is 5:1.

Response: The basin side slopes have been revised to 5:1.

26. Sheet C-5.1: The construction access driveway for the west addition is shown off Olive Street just east of the Arlington Heights Road intersection. Because of the close proximity to the intersection, it is imperative that flaggers are used at all times when this access drive is in use. Note this requirement on the plans.

Response: A note requiring flaggers to be used at all times when construction entrance is in use has been added to Sheet C-5.1.

27. Sheet C-5.1: The construction access driveway is shown going across the public sidewalk. It appears to maintain an even 7% grade. Either the grades are adjusted to keep the public sidewalk open and ADA accessible or the sidewalk is closed and a walking detour route is implemented. Show signage details of a walking detour, if necessary.

Response: Due to the use of CA-1 (3") Stone, a detour route has been shown on Sheet C-5.1.

28. Sheet CX-7.1: This exhibit shows the turning path of a passenger car. Also provide an exhibit showing the garbage truck, since the garbage corral is located off the southwest corner of the parking lot. Also provide and exhibit

Response: An AutoTurn exhibit showing the movements of a garbage truck shall be provided.

Traffic:

29. Based upon the projections of new students anticipated for the school, the vehicular trip generation values have been provided. However there are no modifications to the number of pedestrian crossings for this projected increase in the number of students.

Response: The projected number of students in the future could increase from 599 to 642 students (+7%). All pedestrian crossing volumes would increase the same.

30. Is the bus loading operation proposed to be modified or changed? Busses loading/unloading along Olive Street have the potential to back up traffic along Olive Street to Arlington Heights Road.

Response: Current bus loading procedures will remain unchanged. The single school bus uses the existing pull-out lane near the west side of the school. Bus related back-ups have not been observed.

31. Are the current crosswalk locations to remain the same, or are any changes planned?

Response: All current crosswalks will remain with no changes.

32. All references in the traffic report to Harwood Avenue should be changed to Haddow Avenue.

Response: The report will be modified as noted.

33. Based upon the existing traffic count data and the number of violations of the No Left Turn sign from the exit driveway, what provisions are being made to the geometry at the proposed easterly entrance and exit to force right turns out of the newly designed parking lot?

Response: School staff will put out traffic cones to direct traffic to the right during the arrival and dismissal periods.

34. Is all existing site lighting to remain?

Response: Site lighting is to be replaced. A photometric plan and luminaire cut sheets are included.

35. Please show the ITE projected trip generated vehicle trip values in addition to the higher trip rate values generated from the traffic count data based upon this size school with this many employees for comparison.

Response: The requested data is provided below. The actual traffic generated at the school is higher than the ITE data due to the minimal amount of students that are bussed to the school.

**Olive-Mary Stitt School
 Trip Generation Comparison of ITE and School Traffic Volumes**

Scenario	Students	Morning Arrival			Afternoon Dismissal		
		In	Out	Total	In	Out	Total
ITE Trip Generation Analysis (LUC 520 Elementary School)							
Existing	599	148	121	270	76	92	168
Expansion	43	11	9	19	5	7	12

Total	642	159	130	289	81	99	180
Existing and Future School Trip Generation from Traffic Counts							
Existing	599	222	201	423	162	179	341
Expansion	43	16	15	31	12	13	25
Total	642	238	216	454	174	192	366

36. Change Table 4 column labeled "Total" to "Future" for clarity.

Response: The report will be modified as noted.

37. The drop-off and pick-up south of this school along the Pine and Belmont Avenue cul-de-sacs generates recurring complaints to the Village about the congestion, and the frustration of the residents living in this area to have to deal with this issue. Further definition about alternatives to manage this situation should be provided.

Response: The school district will work with the Village and neighbors to develop an improved striping/signage plan to minimize the impacts on their streets.

38. Please provide a review of accident data at the intersections adjacent to the school.

Response: Crash data provided by the Village of Arlington Heights indicated two crashes over a five year period along Olive Street. Both of these crashes occurred at the Douglas/Olive all-way-stop-controlled intersections and do not appear to be related to the school.

At the signalized intersection of Arlington Heights Road and Olive Street, there were 40 crashes over a five year period. Additional analyses of the Arlington Heights Road crashes are forth coming but should not impact the proposed school's operation.

If you have any questions, or if you need any additional information, please call our office.

Sincerely,



Don Hansen
Senior Project Manager

STORMWATER NARRATIVE

The proposed improvements at Olive-Mary Stitt School of Arlington Heights School District 25, located at 303 E Olive Street include the demolition of existing concrete walks, utility services, asphalt drive and play surfaces, and the construction of a new slab-on-grade gymnasium adjacent to the south wall of the existing building, new classroom additions along the west wing of the school, and the widening and reconfiguration of the existing parking lot and drop off drive. The existing stormwater management facility will be improved in order to better comply with the Village of Arlington Heights Stormwater Management Ordinance and accommodate the increased runoff volume created by the additional proposed impervious area within the project area.

EXISTING CONDITIONS

The total contiguous ownership of the parcel is 7.590 (7.59 used for calculations) acres. Approximately 5.69 acres of the site is tributary to the permitted detention facility. In examining the most recent survey of the site and the record calculations included with MWRD Permit No. 92-507, it has been determined that the existing depression located near the center of the property provides negligible storage volume. No volume calculations for the proposed detention basin in 1992 were submitted to the MWRD, in such it is difficult to determine with certainty how much detention was to be provided and which areas it was provided for. The existing depression is also located on the upstream end of the existing stormwater conveyance/management system. The existing storm sewer conveyance network will be redesigned and reconfigured in order to direct water into the basin prior to discharging to the existing combined sewer.

Under the existing condition of the site and the Village Stormwater Ordinance currently in effect, which utilizes a release rate of 0.18 cfs/acre, the required storage for the site with a discharge of 1.37 (7.59 acres x 0.18 cfs/acre) cfs is 1.81 acre-feet. The calculations associated with MWRD Permit No. 92-507 include release rates to the existing combined sewer that flows from north to south through the middle of the property. Two basins are listed in the calculations. Basin A discharges 2.49 cfs while Basin B discharges 6.38 cfs during the 100-year rain-event. The locations of the existing basins are not clearly defined in the exhibits provided with the record permit.

EXISTING FLOOD PROTECTION AREA:

A FEMA FIRM map, panel number 17031C0201J, panel 201 of 832, revised August 19, 2008 has been enclosed to identify any potential flood zones located within the project vicinity. The FIRM Map does identify a "Zone X" flood area, which is defined as an area of 0.2% (500-Year) annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

"Zone X" areas are not defined as Special Flood Hazard Areas, therefore, no special accommodation is required for the area shown on the FEMA FIRM.

EXISTING WETLAND PROTECTION AREA:

No existing wetlands are identified on the U.S. Fish and Wildlife Service National Wetlands Inventory map (see attached).

EXISTING GROUNDWATER OBSERVATION:

Based on a soil survey conducted by ECS, "the long-term ground water table is estimated to be at depths ranging from about 8 to 13 feet below existing surface grade."

PROPOSED CONDITIONS

The construction of a new slab-on-grade gymnasium adjacent to the south wall of the existing building, new classroom additions along the west wing of the school, and the widening and reconfiguration of the existing parking lot and drop off drive will disturb approximately 3.73 acres within the site, and increase the impervious area on the property from 3.35 acres to 3.94 acres. Under the proposed condition of the site the impervious area within the site is to increase by 0.59 acres. This increase in impervious area will increase the storage volume required from 1.81 acre-feet to 1.94 acre-feet.

PROPOSED STORMWATER MANAGEMENT FACILITY

The required additional storage volume for the proposed improvements is to be determined based on the disturbance area within the property. The proposed improvements disturb approximately 179332.84 SF (4.12 acres) within the parcel. The proposed impervious within the disturbed area is approximately 94160.13 SF (2.16 acres). The allowable release rate for the disturbance area is 0.74 (4.12 acres x 0.18 cfs/acre) cfs. The storage volume for the disturbance area at the allowable release rate is 1.06 acre-feet. Additional storage volume is to be provided in order to accommodate for the lack of storage volume previously provided for the past improvements.

Under the proposed condition of the total site the impervious area is to increase by 0.59 acres. This increase in impervious area will increase the storage volume required from 1.81 acre-feet to 1.94 acre-feet when considering the area of the entire site. The proposed surface storage volume of 1.32 acre-feet will account for 68% (1.32/1.94) of the required storage volume for the parcel. The site will have a 0.62 acre-foot deficiency from the required storage volume.

VOLUME CONTROL:

Under the MWRD's WMO, volume control is required for the net new impervious area within the limits of the disturbance as well as any impervious area in which the drainage characteristics are altered. Volume control practices are defined as permanent practices designed to capture, retain, and infiltrate stormwater runoff from the impervious area of development after permanent stabilization is achieved. The volume control requirement is determined by multiplying 1" of runoff over the net new impervious area within the limits of disturbance. The total volume control required for the proposed improvements at Olive-Mary Stitt School is 0.18 (2.16 acres x 1/12 feet) acre-feet. The total volume control to be provided is located within in stone voids beneath the pour-in-place rubber playground and the stone trench around a perforated pipe beneath the basin bottom is 0.218 acre-feet.

The volume required under the MWRD WMO is also allowed to be counted toward the Village detention requirements as discussed during a meeting with Mike Pagones, Deputy Director of Engineering for the Village of Arlington Heights. With the addition of the volume control the total storage provided for the site with the addition of the volume control is 1.538 (1.32+0.218) acre-feet at a release rate of 0.70 cfs at HWL 685.00. The detention provided with the addition of the volume control provides approximately 79% (1.538/1.94) of the volume required for the entire parcel.



D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

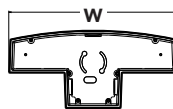
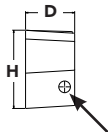
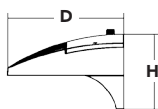
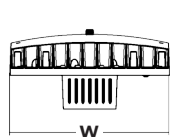
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish <i>(required)</i>
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	208 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	240 ¹				
				T4M Type IV Medium	277 ¹				
				TFTM Forward Throw Medium	347 ²				
				ASYDF Asym-metric diffuse	480 ²				

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

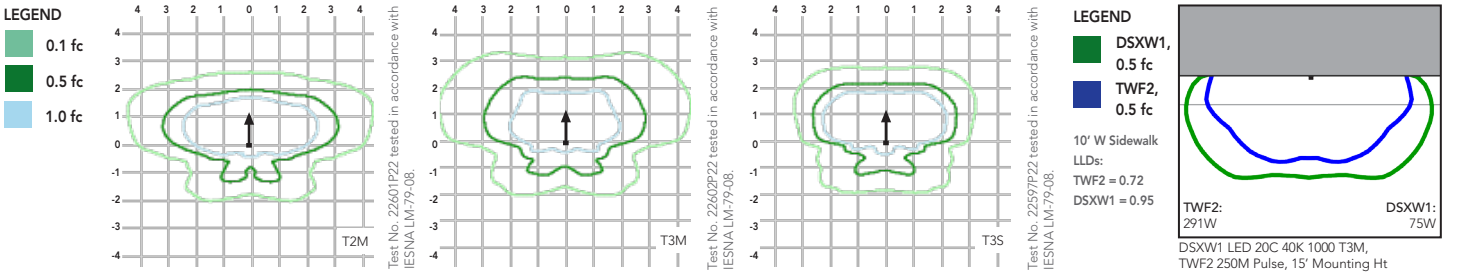
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.





D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

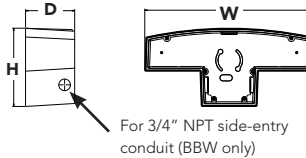
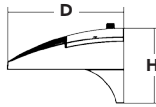
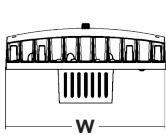
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

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Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹ 120 ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	208 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	240 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	277 ¹				
				T4M Type IV Medium	347 ²				
				TFTM Forward Throw Medium	480 ²				
				ASYDF Asym-metric diffuse					

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

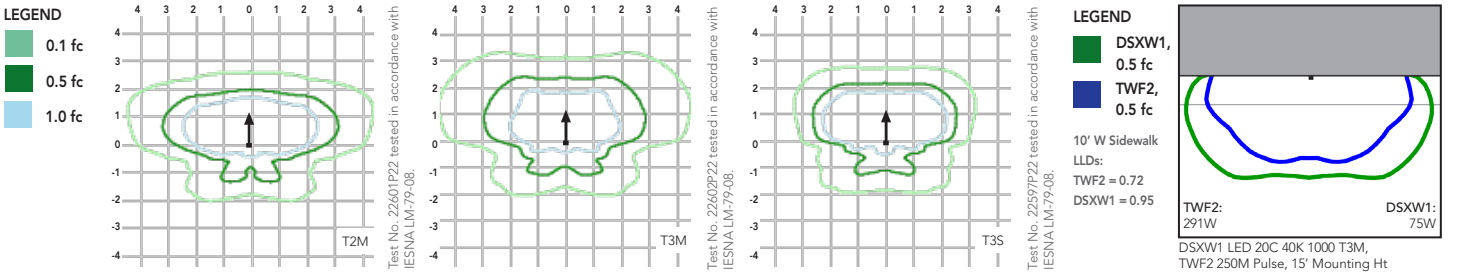
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



FEATURES & SPECIFICATIONS

INTENDED USE — The OLF provides years of maintenance-free general illumination for residential and commercial outdoor applications such as yards, driveways, patios, loading areas and warehouses.

CONSTRUCTION — Rugged cast-aluminum, corrosion-resistant rear housing and lamp heads thermally isolate the LEDs and driver promoting long life.

OMS1000 motion detection head with 180-degree detection and up to 70-ft. forward motion detection.

120V driver operates at 60 Hz.

19 watts, .941 amps.

Operating temperature -30°C to 40°C.

OPTICS — High-performance LEDs produce nearly 1600 lumens and maintain 70% of light output at 50,000 hours of service. (LED lifespan based on IESNA LM-80-08 results and calculated per IESNA TM-21-11 methodology.)

Removable aluminum visors allow for maximum brightness or “neighbor-friendly” shading.

4000K CCT.

See Lighting Facts labels for specific fixture performance.

INSTALLATION — Designed for wall- or eave-mounting to existing junction box (provided by others). Mount 6-10 feet high for optimum range and detection.

LISTINGS — UL Certified to US and Canadian safety standards for wet-location mounting higher than 4 feet off the ground.

Tested in accordance with IESNA LM-79 and LM-80 standards.

WARRANTY — 5-year limited warranty. Complete warranty terms located at

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Actual performance may differ as a result of end-user environment and application.

Note: Specifications subject to change without notice.

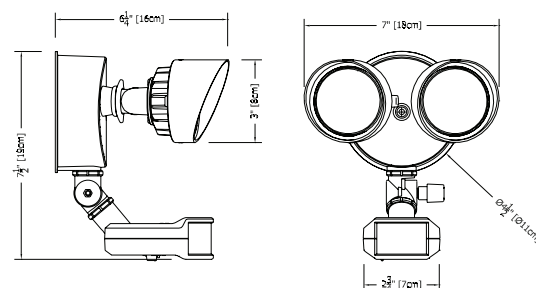
Catalog Number
Notes
Type



Outdoor General Purpose

OLF

LED MOTION SECURITY FLOODLIGHT



All dimensions are inches (centimeters) unless otherwise indicated.

ORDERING INFORMATION

For shortest lead times, configure product using standard options (shown in bold).

Example: OLF 2RH 40K 120V MO BZ

Series	Light Heads	Color Temperature ¹	Voltage	Controls	Finish
OLF	2RH 2 heads, round	40K 4000K	120 120V	MO PIR motion detection with photocell	BZ Bronze WH White

Notes

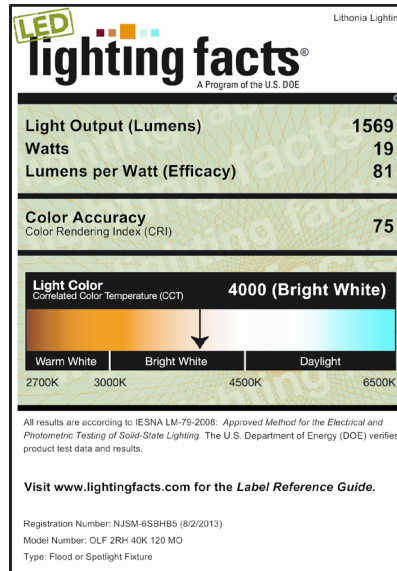
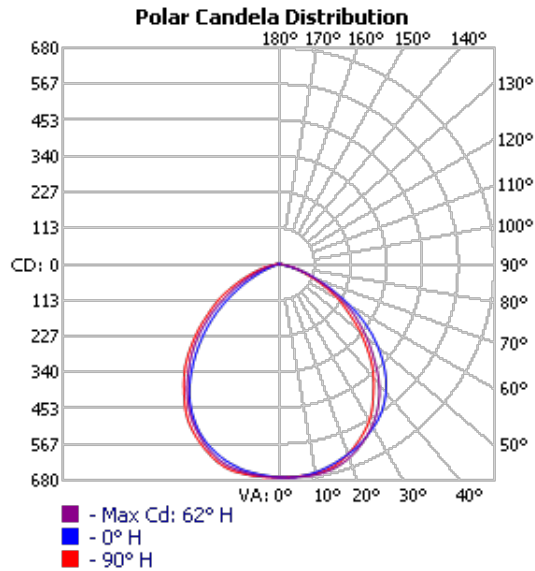
¹ Nominal correlated color temperature (CCT) per ANSI C78.377-2008.

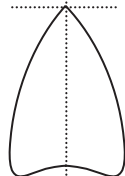
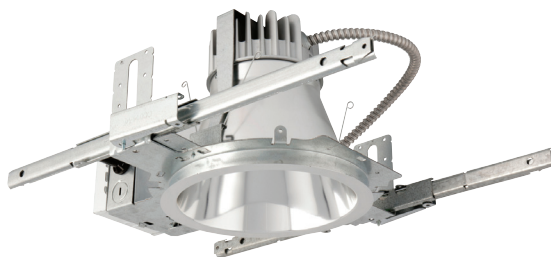
OLF Outdoor LED Motion Security Floodlight

PHOTOMETRICS

To see complete photometric reports or download .ies files for this product, visit www.lithonia.com

OLF





Gotham Architectural Downlighting
LED Downlights

**8" Evo®
Downlight**

Solid-State Lighting



FEATURES

OPTICAL SYSTEM

- Self-flanged semi-specular, matte-diffuse or specular finishing trim
- Patented Bounding Ray™ optical design (U.S. Patent No. 5,800,050)
- 45° cutoff to source and source image
- Top-down flash characteristic
- Polycarbonate lens integral to light engine

MECHANICAL SYSTEM

- 16-gauge galvanized steel construction; maximum 1-1/2" ceiling thickness
- Telescopic mounting bars maximum of 32" and minimum of 15", preinstalled, 4" vertical adjustment
- Toolless adjustments post installation
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C
- Light engine and driver accessible through aperture

ELECTRICAL SYSTEM

- Fully serviceable and upgradeable lensed LED light engine
- 70% lumen maintenance at 60,000 hours
- Tested according to LM-79 and LM-80 standards
- Overload and short circuit protected
- 2.5 SDCM; 85 CRI typical, 90+ CRI optional

LISTINGS

- Fixtures are CSA certified to meet US and Canadian standards; wet location, covered ceiling

WARRANTY

- 5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C.

ORDERING INFORMATION

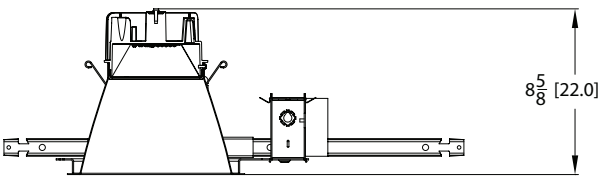
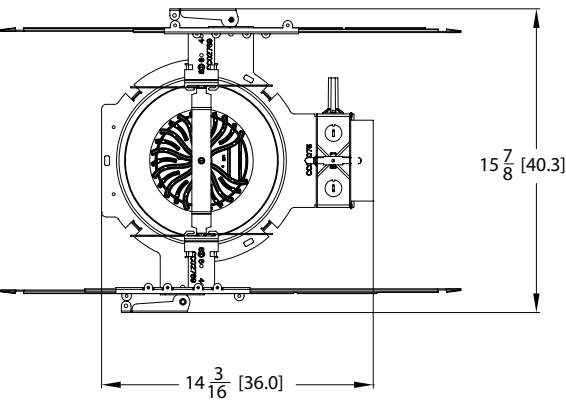
EXAMPLE: EVO 35/25 8AR MWD LSS 120 EZ1

Series	Color temperature	Nominal lumen values	Aperture/Trim color	Distribution	Finish	Voltage
EVO	27/ 2700 K	20 2000 lumens	8AR Clear	VND Very narrow (0.5 s/mh)	LSS Semi-specular	120
	30/ 3000 K	25 2500 lumens	8PR Pewter	ND Narrow (0.7 s/mh)	LD Matte-diffuse	277
	35/ 3500 K	30 3000 lumens	8WTR Wheat	MD Medium (0.9 s/mh)	LS Specular	347²
	40/ 4000 K		8GR Gold	MWD Medium wide (1.0 s/mh)		
			8WR¹ White	WD Wide (1.2 s/mh)		
			8BR¹ Black			
			8WRMF¹ White anti-microbial			

Driver ³		Options			
EZ1	eldoLED ECOdrive 0-10V dimming driver. Minimum dimming range level 1%	SF⁶	Single fuse	BGTD⁶	Bodine generator transfer device
EZB	eldoLED SOLOdrive 0-10V dimming driver. Minimum dimming level <1%.	TRW⁷	White painted flange	CRI90	High CRI (90+)
EDAB	eldoLED SOLOdrive DALI dimming driver. Minimum dimming level <1%.	TRBL⁸	Black painted flange	CP⁶	Chicago plenum
EDXB	eldoLED POWERdrive DMX with RDM (remote device management). Minimum dimming level <1%. Includes termination resistor.	EL⁹	Emergency battery pack with integral test switch	RRL _____	RELOC®-ready luminaire connectors enable a simple and consistent factory installed option across all ABL luminaire brands. Refer to RRL for complete nomenclature.
EXA1	XPoint Wireless, eldoLED ECOdrive 1% dimming, 0-10V. Refer to XPoint tech sheet.	ELR⁹	Emergency battery pack with remote test switch		
EXAB	XPoint Wireless, eldoLED SOLOdrive <1% dimming, 0-10V. Refer to XPoint tech sheet.	NPS80EZ	nLight® dimming pack controls 0-10V eldoLED drivers.		
ECOS2^{4,5}	Lutron® Hi-Lume® 2-wire forward-phase dimming driver. Minimum dimming level 1%	NPS80EZER¹⁰	nLight® dimming pack controls 0-10V eldoLED drivers. ER controls fixtures on emergency circuit.		
ECOS3⁴	Lutron® Hi-Lume® 3-wire or EcoSystem® dimming driver. Minimum dimming level 1%	WRS¹¹	FIDO wireless monitoring and reporting system		

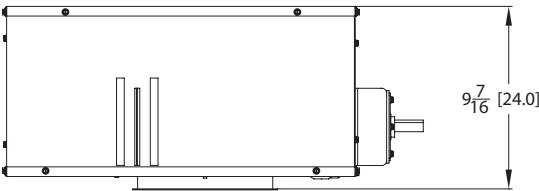
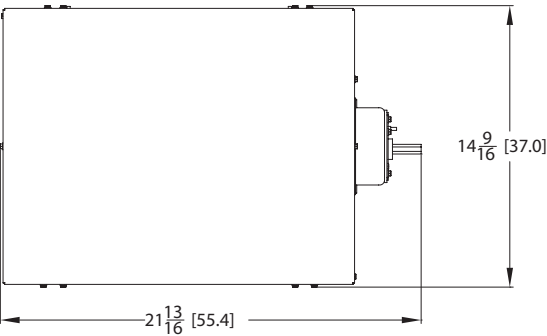
DIMENSIONAL DATA

All dimensions are inches (centimeters) unless otherwise noted.



Aperture: 7-7/8 (20.1)
Ceiling Opening: 8-7/8 (21.5)
Overlap Trim: 9-1/4 (23.5)

DIMENSIONS FOR CHICAGO PLENUM



ELECTRICAL

WATTAGE CONSUMPTION MATRIX			
LUMENS	LM ACTUAL	WATTAGE	LUMENS per WATT
2000	2,287	31.6	72.5
2500	2,964	41.1	72.0
3000	3,398	47.1	72.2

EMERGENCY LUMEN OUTPUT		
LUMENS	WATTAGE	INITIAL OUTPUT
2000	8.4	630
2500	7.2	540
3000	8.4	630

ACCESSORIES

ACCESSORIES order as separate catalog numbers (shipped separately)	
SCA8	Sloped ceiling adapter. Degree of slope must be specified (5D, 10D, 15D, 20D, 25D, 30D). Ex: SCA8 10D. Refer to TECH-190 .
CTA4-8 YK	Ceiling thickness adapter (extends mounting frame to accommodate ceiling thickness up to 5"). Adds 1" to fixture height.
GVRT	Vandal-resistant trim accessory. Refer to TECH-200 .
ISD BC	0-10V wallbox dimmer. Refer to ISD-BC .

NOTES

ORDERING NOTES	
1. Not available with finishes.	7. Not available with white reflector.
2. Not available with EL or ELR options.	8. Not available with black reflector
3. Refer to TECH-240 for compatible dimmers.	9. For dimensional changes, refer to TECH-140 . Not available with 347V.
4. Not available with nLight® and XPoint options.	10. For use with generator supply EM power. Will require an emergency hot feed and normal hot feed.
5. 120V only.	11. Available only with EL/ELR. Not available with CP. PSSD2 included. Refer to PSSD2 .
6. Specify 120V or 277V.	

Distribution Curve	Distribution Data	Output Data	Coefficient of Utilization	Illuminance: Single Luminaire 30" Above Floor
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CONSULT FACTORY FOR PHOTOMETRY

LUMEN OUTPUT MULTIPLIER - CRI		LUMEN OUTPUT MULTIPLIER - CCT		LUMEN OUTPUT MULTIPLIER - TRIM FINISH						
CRI	FACTOR	CRI	FACTOR	FINISH	CLEAR (AR)	PEWTER (PR)	WHEAT (WTR)	GOLD (GR)	WHITE (WR/WRAMF)	BLACK (BR)
80 CRI	1	4000 K	1.035	Specular (LS)	1.00	0.88	0.83	0.95	N/A	N/A
90 CRI	0.79	3500 K	1	Semi-specular (LSS)	0.95	0.84	0.79	0.90	N/A	N/A
		3000 K	0.973	Matte-diffuse (LD)	0.85	0.73	0.69	0.80	N/A	N/A
		2700 K	0.938	Paint	N/A	N/A	N/A	N/A	0.87	0.73

PHOTOMETRY NOTES	
- Tested in accordance with IESNA LM-79-08. - Tested to current IES and NEMA standards under stabilized laboratory conditions. - CRI: 85 typical.	

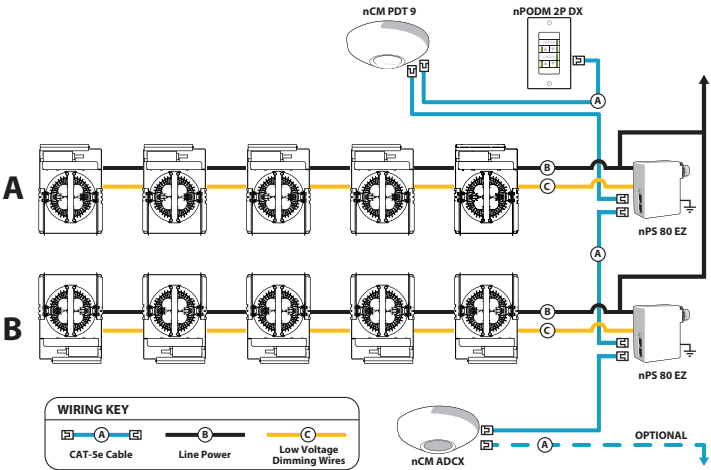
Choose Wall Controls.
nLIGHT offers multiple styles of wall controls – each with varying features and user experience.



Push-Button WallPod
Traditional tactile buttons and LED user feedback



Graphic WallPod
Full color touch screen provides a sophisticated look and feel



EXAMPLE

Group Fixture Control*

*Application diagram applies for fixtures with eldoLED drivers only.

- nPS 80 EZ** Dimming/Control Pack (qty 2 required)
- nPODM 2P DX** Dual On/Off/Dim Push-Button WallPod
- nCM ADCX** Daylight Sensor with Automatic Dimming Control
- nCM PDT 9** Dual Technology Occupancy Sensor

Description: This design provides a dual on/off/dim wall station that enables manual control of the fixtures in Row A and Row B separately. Additionally, a daylight harvesting sensor is provided so the lights in row B can be configured to dim automatically when daylight is available. An occupancy sensor turns off all lights when the space is vacant.

nLight® Control Accessories:			
Order as separate catalog number. Visit www.sensorswitch.com/nLight for complete listing of nLight controls.			
WallPod stations	Model number	Occupancy sensors	Model number
On/Off	nPODM [color]	Small motion 360°, ceiling (PIR / dual tech)	nCM 9 / nCM PDT 9
On/Off & Raise/Lower	nPODM DX [color]	Large motion 360°, ceiling (PIR / dual tech)	nCM 10 / nCM PDT 10
Graphic Touchscreen	nPOD GFX [color]	Wide view (PIR / dual tech)	nWV 16 / nWV PDT 16
Photocell controls	Model number	Wall Switch w/ Raise/Lower (PIR / dual tech)	nWSX LV DX / nWSX PDT LV DX
Dimming	nCM ADCX	Cat-5 cables (plenum rated)	Model number
		10', CAT5 10FT	CAT5 10FT J1
		15', CAT5 15FT	CAT5 15FT J1

FEATURES & SPECIFICATIONS

INTENDED USE — General illumination for rough service (vandal-resistant) applications. Ideal for interior or exterior applications where safety and security are a concern such as retail, under canopies, gas stations and bank drive thru's. **Certain airborne contaminants can diminish integrity of acrylic.** [Click here for Acrylic Environmental Compatibility table for suitable uses.](#)

CONSTRUCTION — Housing: 16-gauge cold-rolled steel.

Door: 16-gauge cold-rolled steel door, secured by either stainless steel tamper-resistant Torx® T-20 or standard stainless steel slotted hex-head screws (four of each included).

Finish: Post-painted after fabrication in white polyester powder coat for high reflectance, durability and corrosion resistance.

OPTICS — Multiple lens options available. Choose from .125" polycarbonate, white or clear, or flat and drop dish glass lenses. For maximum lumens use the less lens option.

ELECTRICAL — Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (50,000 hrs at 25°C, L70). Class 2 electronic driver has a power factor >90%, THD <20%. 0 to 10V dimming standard. Easily-serviceable surge protection device meets a minimum Category B (per ANSI/IEEE C62.41.2).

INSTALLATION — Separate yoke mounting frame provided with adjustable brackets for use with C-channel bar hangers, which are not included.

LISTINGS — CSA certified to UL and C-UL standards. Luminaire is rated for wet locations in covered-ceiling applications and IP65 rated for glass lens and less lens options only. Rated for 25°C ambient temperatures.

WARRANTY — 5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

For installed Rough Service Product(s), Acuity warrants that, for the lifetime of the product(s), the polycarbonate lens and/or polycarbonate housing will withstand breakage resulting from occasional physical abuse and rough handling (the "Rough Service Warranty"), notwithstanding the vandalism exclusion set forth at www.acuitybrands.com/CustomerResources/Terms_and_Conditions.aspx

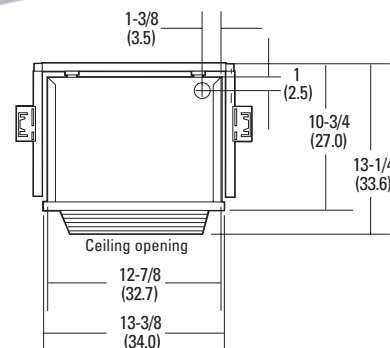
Actual performance may differ as a result of end-user environment and application.

Note: Specifications subject to change without notice.

Catalog Number
Notes
Type

Rough Service LED Recessed Fixture

VRR LED



All dimensions are shown in inches (centimeters) unless otherwise noted.

ORDERING INFORMATION

Lead times will vary depending on options selected. Consult with your sales representative.

Example: VRR LED 3L CP 120

VRR LED	/									
Series	Lumens/Color temperature ¹		Lens		Voltage ³		Options			
VRR LED	1L	1500 lumens (blank)	4000K, 70 CRI	CPP	Clear prismatic polycarbonate	120 120V	ALDF	Aluminum door frame		
	3L	3000 lumens	50 5000K, 70 CRI	WPP	White prismatic polycarbonate	277 277V	BSL722	Bodine® emergency LED battery pack for 0°C and up ⁴		
	4L	4000 lumens		DHL	Drop Holophane® glass ²		BSL722C	Bodine® emergency LED battery pack for -20°C and up ⁴		
				FHL	Flat Holophane® glass ²		DIM	Pre-wired for 0-10V low voltage dimming (100%- 10%)		
				L/LENS	Less lens		L/SP	Less surge protector		
							SF	Single fuse ¹		

Accessories: Order as separate catalog number.	
RK1 T20BIT	Hex-base driver bit, Torx T20, for tamper-resistant screws with center reject pin.
RK1 T20DRV	Torx T20 screwdriver for use with tamper-resistant screws with center reject pin.
PF	Plaster frame; provides a clean edge for ceiling openings.
VRRGA	2' X 2' NEMA G grid adapter, textured white

Notes

- The CCT value provided is of lamp source and actual CCT will vary upon levels.
- Glass lenses must also order ALDF option.
- Must specify voltage.
- Available with 1L and 3L only.

LENS OPTIONS



Clear Prismatic Polycarbonate



Holophane Drop Glass



Holophane Flat Glass



White Polycarbonate



Less Lens

VRR LED Specification Matrix*					
Fixture	Color temperature	Lens option	System watts	Nominal lumens	Comparable fluorescent/HID
VRR LED 1L	4000	Less lens	26.0	2004	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	CPP	26.0	1271	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	WPP	26.0	788	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	DHL	26.0	1604	2/9TT, 2/13TT, 26TRT
VRR LED 1L	4000	FHL	26.0	1596	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	Less lens	26.2	2126	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	CPP	26.2	1348	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	WPP	26.2	836	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	DHL	26.2	1702	2/9TT, 2/13TT, 26TRT
VRR LED 1L	5000	FHL	26.2	1592	2/9TT, 2/13TT, 26TRT
VRR LED 3L	4000	Less lens	49.8	4071	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	CPP	47.4	2582	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	WPP	47.4	1601	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	DHL	47.4	3333	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	4000	FHL	47.4	3242	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	Less lens	50.2	4320	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	CPP	49.7	2739	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	WPP	49.7	1699	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	DHL	49.7	3536	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 3L	5000	FHL	49.7	3234	2/18DTT, 2/26TRT, 32TRT, 42TRT, 70M
VRR LED 4L	4000	Less lens	72.21	5842	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	CPP	69.67	3705	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	WPP	69.54	2298	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	DHL	71.53	4678	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	4000	FHL	69.62	4652	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	Less lens	72.77	6198	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	CPP	73.06	3931	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	WPP	73.06	2438	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	DHL	73.06	4963	2/32TRT, 2/42TRT, 70S, 100M
VRR LED 4L	5000	FHL	73.06	4640	2/32TRT, 2/42TRT, 70S, 100M

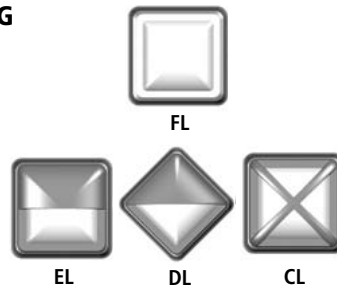
* Calculations are estimated results for general informational purposes only. Results may vary depending on the application.

MILLENNIUM™ SQUARE

MS11 SERIES – LOW PROFILE HOUSING

PRODUCT FEATURES:

- » Surface mount – ceiling (FL & CL only) or wall mount;
12"W×12"W×4"D (CL, EL, FL)
15"W×15"W×4"D (DL)
- » Peace of Mind Guarantee®
- » Dust and water protected to IP64 standards
- » ADA compliant



PROJECT INFORMATION

Job Name _____

Fixture Type _____

Catalog Number _____

Approved by _____

SPECIFICATIONS

BASEPLATE: Marine grade die-cast aluminum. Integral heat sinks. Baseplate flange interlocks and wraps around lens base producing maximum moisture deflection and resistance to prying. Baseplate provided with four-point mounting holes and one wireway hole. Standard black, bronze or white exterior TGIC polyester powder coat – 5-step pre-treatment. See Ordering Information for optional finishes.

REFLECTOR: Full reflector/wire cover – 92% reflectivity.

LENS: UV-stabilized, high impact resistant, virgin injection molded polycarbonate. High efficiency blondel fluted lens obscures lamp image and maximizes uniformity. Lens secured with four concealed captive Torx® with center pin fasteners. Exclusive water channeling lens design provides 360° ingress protection.

LENS BASE/GRILLE: Lens base shields lamp from viewing angles. High impact resistant, injection molded opaque black, bronze or white polycarbonate. Optional Light Gray, Silver, Forest Green or Custom Color (see Ordering Information below) are chemically bonded, impact resistant finishes.

ELECTRICAL: Fluorescent magnetic ballasts power factor corrected. Fluorescent electronic 120/277/347 and dual voltage ballasts high power factor (<10% THD). LED: Replaceable high-brightness ANSI 3500K (80 CRI min.), 4000K (70 CRI min.), or 5000K (70 CRI min.) white LED array. 120-277VAC, high power factor electronic driver. See options for higher CRI lamp availability.

GASKETING: Die-cut, closed cell EPDM self adhesive gasket seals baseplate to mounting surface. Closed cell, silicone "O" ring gaskets positioned and friction secured in gasket channels of lens base, baseplate and optional surface adapter.

HARDWARE: Four stainless steel Torx® fasteners.

WARRANTY: Standard four-point mounting and polycarbonate lens required for Peace of Mind Guarantee®. One (1) year warranty against defects in materials and workmanship. Five (5) year warranty on LED lamps and driver for defects resulting in a fixture lumen depreciation of 30% or greater.

LISTINGS: Luminaire is certified to UL Standards by either Underwriters Laboratory or Intertek Testing Laboratory for Wet Location (listing includes Emergency Battery Pack "EL" option). UL certified IP64 per IEC 60598. ADA Compliant. All Kenall SSL Luminaires are tested to the IESNA LM-79-08 standard requiring spectroradiometric measurements for CRI and CCT as well as goniophotometric measurements for lighting distributions and total luminous flux.



ORDERING INFORMATION (Ex: MS11DL-PP-MW-18L40K-1-DCC-DV)

Model	Lens Type	Finish	Lamp Type	Lamp Qty	Driver Type	Voltage	Options	Accessories
Model			Lamp Type (Quantity/Ballast/Volt/Starting Temp)			Options		
MS11CL	Crossbar		18L35K	18W 3500K LED (1/120-277/-40°F) (MS11DL/MS11EL only)		EL^	One-Lamp WL Emergency Pack (32°F) with Die-Cast Surface Adapter (SA) – Non ADA (n/a with 13w Twin or LED; 120/277V only)	
MS11DL	Diamond Eyelid		18L40K	18W 4000K LED (1/120-277/-22°F) (MS11DL/MS11EL only)		CEL^	One-Lamp Cold Weather Emergency Pack (0°F) with Die-Cast Surface Adapter (SA) Non ADA (n/a with 13w Twin or LED; 120/277V only)	
MS11EL	Eyelid		18L50K	18W 5000K LED (1/120-277/-40°F) (MS11DL/MS11EL only)		LEL	LED Emergency Battery Backup with Die-Cast Surface Adapter (SA) - Non ADA	
MS11FL	Full Face		20L35K	20W 3500K LED (1/120-277/-40°F) (MS11CL/MS11FL only)		2C^	Two Circuit Wiring (2 Lamp Quantity only; n/a with EL or CEL Option)	
Lens Type			20L40K	20W 4000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)		BPC	Photo Control – Shielded Button Type with Die-Cast Surface Adapter (SA) – (Non ADA; 120 or 277V only)	
PP	Pearlescent Polycarbonate		20L50K	20W 5000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)		FS	Single Fuse & Holder	
S^	Clear Starburst Polycarbonate		13	13W Twin (2/MB/120/32°F) (MS11CL/MS11FL only)		NAT	Natatorium Environment Option	
Finish			13Q^	13W Quad (1,2/RS/120,277,347/0°F)		R80	Minimum 80 CRI (4000K LED only)	
DB	Dark Bronze		18Q^	18W Quad (1,2/RS/120,277,347/0°F)		WMR	Wiremold V500 Series™ Ready (See Tech Sheet; UL Damp Location Rated Only)	
FG	Forest Green		26Q^	26W Quad (1,2/RS/120,277,347/0°F)		Accessories		
LG	Light Gray		32P	32W PLT (1/RS/120,277,347/0°F)		SA	Die-Cast Surface Adapter (Non ADA)	
MB	Matte Black		42P	42W PLT (1/RS/120,277,347/0°F)		9500	Torx® Screwdriver	
MW	Matte White		Lamp Quantity (See Lamp Type for availability)			▲ 1 lamp max MS11DL		
SL	Silver		1	One Lamp		^ n/a with LED		
CC	Custom Color (Consult factory)		2	Two Lamps		■ n/a with BPC		
			Driver Type (LED only)					
			DCC			Dimming Constant Current		
			SCC			Standard Constant Current		
			Voltage (See Lamp Type for availability)					
			120			120 Volts		
			277			277 Volts		
			347^■			347 Volts		
			DV^■			120-277 Volts, electronic ballasts or LED driver only		



www.kenall.com

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F: 262-891-9701

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MS11_L-061114

MILLENNIUM™ SQUARE

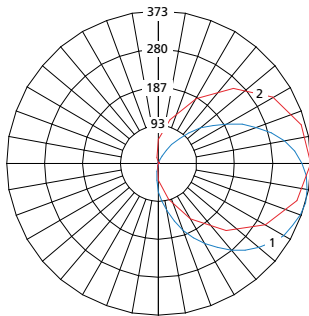
MS11 SERIES – LOW PROFILE HOUSING

PERFORMANCE

Model	Lamp Type	Initial Delivered Lumens		Input Power (W)	Drive Current (mA)	Estd. L70 LED Life (hrs)
		@ 25°C (lm)	Efficacy (lm/W)			
MS11DL	18L35K	901	46	20	700	55,000
	18L40K	1028	53	20	700	55,000
	18L50K	1095	56	20	700	55,000
MS11EL	18L35K	899	46	20	700	55,000
	18L40K	1025	52	20	700	55,000
	18L50K	1092	56	20	700	55,000
MS11FL	20L35K	1182	53	22	700	60,000
	20L40K	1348	61	22	700	60,000
	20L50K	1437	65	22	700	60,000

Displayed information above is for PP Lens type only. Info subject to change. Visit www.kenall.com for IES files and additional information.

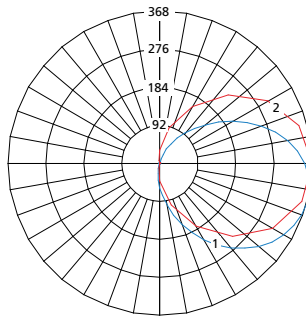
Model: MS11DL-PP-MW-18L40K-1-DV



Max Candela = 373 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

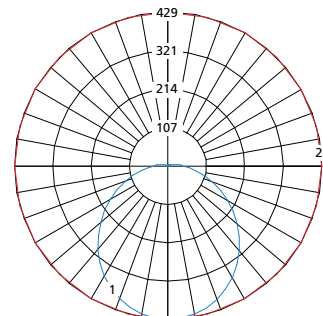
Model: MS11EL-PP-MW-18L40K-1-DV



Max Candela = 368 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

Model: MS11FL-PP-MW-20L40K-1-DV

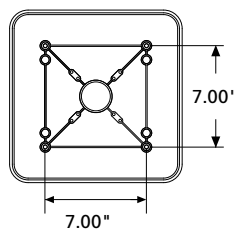
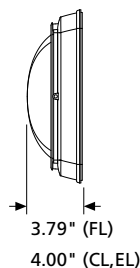
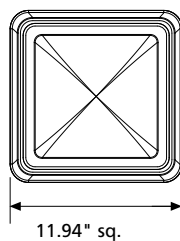


Max Candela = 429 Located At Horizontal Angle = 0, Vertical Angle = 0

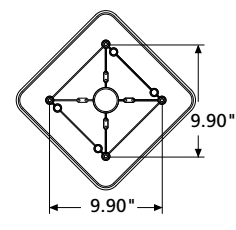
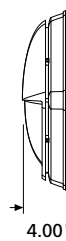
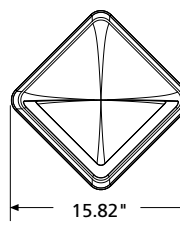
1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (0) (Through Max. Cd.)

DIMENSIONAL DATA

MS11FL, CL, EL

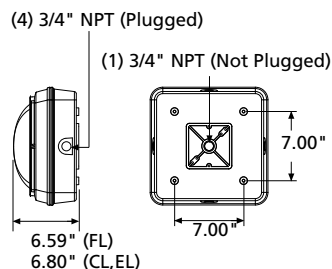


MS11DL

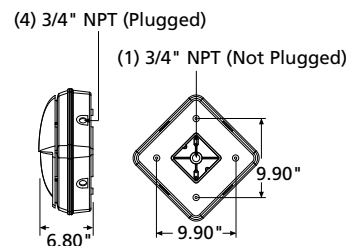


SURFACE ADAPTER SIDE & BACK VIEW

MS11FL, CL, EL



MS11DL



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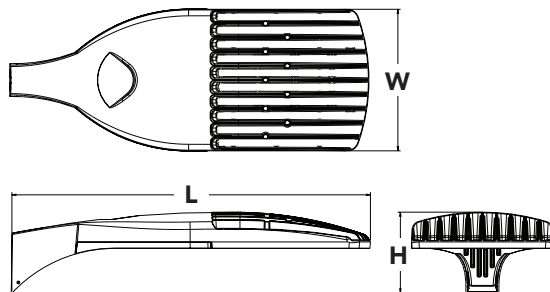
D-Series Size 1 LED Area Luminaire

d#series



Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED						
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics 30C 30 LEDs (one engine) 40C 40 LEDs (two engines) 60C 60 LEDs (two engines) Rotated optics ¹ 60C 60 LEDs (two engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ²	T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium T5VS Type V Very Short T5S Type V Short T5M Type V Medium T5W Type V Wide	MVOLT ³ 120 ³ 208 ³ 240 ³ 277 ³ 347 ⁴ 480 ⁴	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁵ RPUMBA Round pole universal mounting adaptor ⁵ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁶

Control options	Other options	Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁷ PER5 Five-wire receptacle only (no controls) ^{7,8} PER7 Seven-wire receptacle only (no controls) ^{7,8} DMG 0-10V dimming driver (no controls) ⁹ DCR Dimmable and controllable via ROAM® (no controls) ¹⁰ DS Dual switching ^{11,12} PIR Motion sensor, 8-15' mounting height ¹³	Shipped installed HS House-side shield ¹⁶ WTB Utility terminal block ¹⁷ SF Single fuse (120, 277, 347V) ¹⁸ DF Double fuse (208, 240, 480V) ¹⁸ L90 Left rotated optics ¹⁹ R90 Right rotated optics ¹⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Controls & Shields

DL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁰
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁰
DL1480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁰
SC U	Shorting cap ²⁰
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

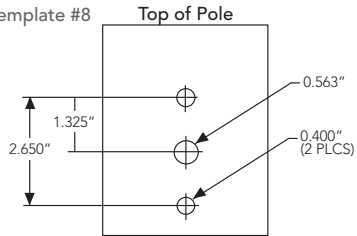
- 1 Rotated optics available with 60C only.
- 2 AMBPC only available with 530mA or 700mA.
- 3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).
- 4 Not available with BL30, BL50 or PNMT options.
- 5 Available as a separate combination accessory: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- 6 Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- 7 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
- 8 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
- 9 DMG option for 347V or 480V requires 1000mA.
- 10 Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with DS, PIR, PIRH, PER5, PER7, BL30, BL50 or PNMT options.

- 11 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
- 12 Requires an additional switched circuit.
- 13 PIR specifies the SensorSwitch SBGR-10-ODP control; PIRH specifies the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DS, PER5 or PER7.
- 14 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options.
- 15 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50.
- 16 Also available as a separate accessory; see Accessories information.
- 17 WTB not available with DS.
- 18 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 19 Available with 60 LEDs (60C option) only.
- 20 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.



Drilling

Template #8



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° *
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

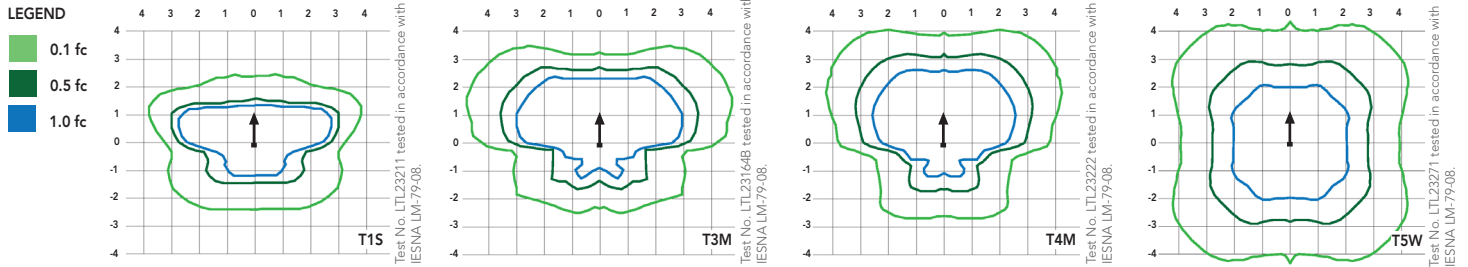
Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	1.00
40°C	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	---	---
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX1 LED 60C 1000			
	1.0	0.95	0.93	0.88
	DSX1 LED 60C 700			
	1.0	0.99	0.98	0.96

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	700 mA	68 W	T1S	5,697	1	0	1	84	7,127	2	0	2	105	7,180	2	0	2	106	4,561	1	0	1	67
			T2S	5,967	2	0	2	88	7,465	2	0	2	110	7,521	2	0	2	111	4,777	1	0	1	70
			T2M	5,773	1	0	2	85	7,222	2	0	2	106	7,276	2	0	2	107	4,622	1	0	2	68
			T3S	5,901	1	0	2	87	7,382	2	0	2	109	7,437	2	0	2	109	4,724	1	0	1	69
			T3M	5,872	1	0	2	86	7,346	2	0	2	108	7,401	2	0	2	109	4,701	1	0	2	69
			T4M	5,882	1	0	2	87	7,359	2	0	2	108	7,414	2	0	2	109	4,709	1	0	2	69
			TFTM	5,793	1	0	2	85	7,247	1	0	2	107	7,301	1	0	2	107	4,638	1	0	2	68
			TSVS	6,148	2	0	2	90	7,691	3	0	1	113	7,749	3	0	1	114	4,922	2	0	0	72
			TSS	6,074	2	0	0	89	7,598	3	0	0	112	7,655	3	0	0	113	4,863	2	0	0	72
			TSM	6,150	3	0	1	90	7,694	3	0	2	113	7,752	3	0	2	114	4,924	3	0	1	72
			TSW	5,979	3	0	1	88	7,479	3	0	2	110	7,536	3	0	2	111	4,787	3	0	1	70
	1000 mA	105 W	T1S	7,913	2	0	2	75	9,899	2	0	2	94	9,973	2	0	2	95					
			T2S	8,288	2	0	2	79	10,368	2	0	2	99	10,446	2	0	2	99					
			T2M	8,019	2	0	2	76	10,031	2	0	3	96	10,106	2	0	3	96					
			T3S	8,196	2	0	2	78	10,253	2	0	2	98	10,330	2	0	2	98					
			T3M	8,156	2	0	2	78	10,202	2	0	2	97	10,279	2	0	2	98					
			T4M	8,170	2	0	2	78	10,220	2	0	2	97	10,297	2	0	2	98					
			TFTM	8,046	2	0	2	77	10,065	2	0	3	96	10,141	2	0	3	97					
			TSVS	8,539	3	0	1	81	10,682	3	0	1	102	10,762	3	0	1	102					
			TSS	8,436	3	0	1	80	10,553	3	0	1	101	10,632	3	0	1	101					
			TSM	8,542	3	0	2	81	10,686	4	0	2	102	10,766	4	0	2	103					
40C (40 LEDs)	700 mA	89 W	TSW	8,304	3	0	2	79	10,388	4	0	2	99	10,466	4	0	2	100					
			T1S	7,511	2	0	2	84	9,396	2	0	2	106	9,467	2	0	2	90	6,014	1	0	1	68
			T2S	7,868	2	0	2	88	9,842	2	0	2	111	9,916	2	0	2	94	6,299	2	0	2	71
			T2M	7,612	2	0	2	86	9,522	2	0	3	107	9,594	2	0	3	91	6,094	2	0	2	68
			T3S	7,780	2	0	2	87	9,733	2	0	2	109	9,806	2	0	2	93	6,229	1	0	2	70
			T3M	7,742	2	0	2	87	9,685	2	0	2	109	9,758	2	0	2	93	6,198	2	0	2	70
			T4M	7,756	2	0	2	87	9,702	2	0	2	109	9,775	2	0	2	93	6,209	1	0	2	70
			TFTM	7,638	2	0	2	86	9,555	2	0	2	107	9,627	2	0	2	92	6,115	1	0	2	69
			TSVS	8,106	3	0	1	91	10,140	3	0	1	114	10,216	3	0	1	97	6,490	2	0	0	73
			TSS	8,008	3	0	1	90	10,017	3	0	1	113	10,093	3	0	1	96	6,411	2	0	0	72
	1000 mA	138 W	TSM	8,109	3	0	2	91	10,144	4	0	2	114	10,220	4	0	2	97	6,492	3	0	1	73
			TSW	7,883	3	0	2	89	9,861	4	0	2	111	9,936	4	0	2	95	6,311	3	0	2	71
			T1S	10,384	2	0	2	75	12,990	3	0	3	94	13,088	3	0	3	95					
			T2S	10,876	2	0	2	79	13,606	3	0	3	99	13,708	3	0	3	99					
			T2M	10,523	2	0	3	76	13,164	3	0	3	95	13,263	3	0	3	96					
			T3S	10,756	2	0	2	78	13,455	2	0	2	97	13,556	3	0	3	98					
			T3M	10,703	2	0	2	78	13,389	3	0	3	97	13,490	3	0	3	98					
			T4M	10,722	2	0	2	78	13,412	3	0	3	97	13,513	3	0	3	98					
			TFTM	10,559	2	0	3	77	13,209	2	0	3	96	13,308	2	0	3	96					
			TSVS	11,206	3	0	1	81	14,018	4	0	1	102	14,124	4	0	1	102					
60C (60 LEDs)	700 mA	131 W	TSS	11,070	3	0	1	80	13,848	3	0	1	100	13,953	3	0	1	101					
			TSM	11,210	4	0	2	81	14,023	4	0	2	102	14,129	4	0	2	102					
			TSW	10,898	4	0	2	79	13,633	4	0	2	99	13,735	4	0	2	100					
			T1S	11,182	2	0	2	81	13,988	3	0	3	101	14,093	3	0	3	102	8,952	2	0	2	68
			T2S	11,712	3	0	3	85	14,651	3	0	3	106	14,761	3	0	3	107	9,377	2	0	2	72
			T2M	11,332	2	0	3	82	14,175	3	0	3	103	14,282	3	0	3	103	9,072	2	0	2	69
			T3S	11,582	2	0	2	84	14,489	3	0	3	105	14,598	3	0	3	106	9,273	2	0	2	71
			T3M	11,525	2	0	2	84	14,418	3	0	3	104	14,526	3	0	3	105	9,227	2	0	2	70
			T4M	11,546	2	0	2	84	14,443	3	0	3	105	14,552	3	0	3	105	9,243	2	0	2	71
			TFTM	11,370	2	0	3	82	14,224	2	0	3	103	14,331	2	0	3	104	9,103	2	0	2	69
	1000 mA	209 W	TSVS	12,067	3	0	1	87	15,095	4	0	1	109	15,209	4	0	1	110	9,661	3	0	1	74
			TSS	11,921	3	0	1	86	14,913	4	0	1	108	15,025	4	0	1	109	9,544	3	0	1	73
			TSM	12,071	4	0	2	87	15,101	4	0	2	109	15,214	4	0	2	110	9,665	3	0	2	74
			TSW	11,735	4	0	2	85	14,680	4	0	2	106	14,791	4	0	2	107	9,395	4	0	2	72
			T1S	15,307	3	0	3	73	19,148	3	0	3	92	19,292	3	0	3	92					
			T2S	16,033	3	0	3	77	20,056	3	0	3	96	20,207	3	0	3	97					
			T2M	15,512	3	0	3	74	19,405	3	0	3	93	19,551	3	0	3	94					
			T3S	15,855	3	0	3	76	19,834	3	0	3	95	19,983	3	0	3	96					
			T3M	15,777	3	0	3	75	19,736	3	0	4	94	19,885	3	0	4	95					
			T4M	15,805	3	0	3	76	19,771	3	0	4	95	19,920	3	0	4	95					
			TFTM	15,565	3	0	3	74	19,471	3	0	4	93	19,617	3	0	4	94					
			TSVS	16,519	4	0	1	79	20,664	4	0	1	99	20,820	4	0	1	100					
			TSS	16,319	4	0	1	78	20,414	4	0	1	98	20,567	4	0	1	98					
			TSM	16,525	4	0	2	79	20,672	5	0	3	99	20,827	5	0	3	100					
			TSW	16,065	4	0	3	77	20,096	5	0	3	96	20,247	5	0	3	97					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.2 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



Item: Ivy Hill School - 2211 N. Burke Dr. - PC#15-016

Department: Planning & Community Development Department

Requested Action

Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required

1. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces.

Recommendation

The Staff Development Committee recommends approval of a Special Use for Ivy Hill School at 2211 N. Burke Drive. This approval shall be subject to the following conditions:

1. Prior to Village Board, the petitioner must submit an auto turn diagram for a fire department tower truck.
2. At building permit, the petitioner shall provide revised civil, stormwater and landscape plans verifying the changes agreed to by the petitioner.
3. All lighting fixtures must be mounted parallel with the ground and shining down. All illumination must be glareless and all light bulbs or LED's must point to the ground.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

ATTACHMENTS:

Description

Staff Report
Legal Notification
Location Map
Plat & Sub Minutes - 6/10/15
Plat of Survey

Type

Board or Commission Report
Exhibits
Exhibits
Minutes
Exhibits

Engineering-Architecture Drawings
Tree Preservation Landscape
Justification
Traffic Study
Department Comments
Petitioner Response to Department
Comments

Exhibits
Exhibits
Correspondence
Exhibits
Correspondence
Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Latika Bhide, Development Planner
Meeting Date: September 9, 2015
Date Prepared: September 3, 2015
Project Title: Ivy Hill Elementary School
Address: 2211 N. Burke Drive

Background Information

Petitioner: Don Hansen
Address: STR Partners LLC
 350 W. Ontario Street, Suite 200
 Chicago, Illinois 60654

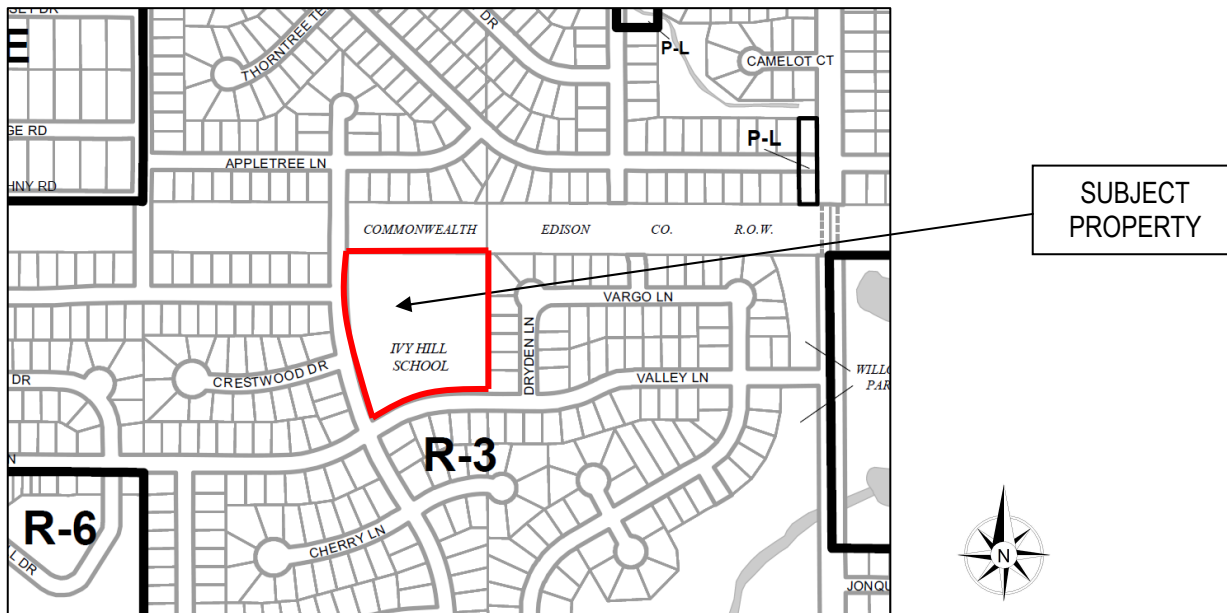
Existing Zoning: R-3, One Family Dwelling District

Requested Action:

- Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required:

1. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 spaces to allow 72 spaces, a variation of 101 spaces.

**Surrounding Properties:**

	Zoning	Use	Comprehensive Plan
North	R-3, One Family Dwelling District	Comed right-of-way	Parks
South	R-3, One Family Dwelling District	Residential	Single Family Detached
East	R-3, One Family Dwelling District	Residential	Single Family Detached
West	R-3, One Family Dwelling District	Residential	Single Family Detached

Project Summary

The subject site is 6.7 acres in area and located on the east side of Burke Drive and the north side of Valley Lane. Ivy Hill Elementary School is located on this site. The petitioner is proposing an addition to the school building. The addition includes an expanded commons area, a new gymnasium with storage facilities, toilets and classrooms.

Elementary Schools, both public and private, are permitted with the approval of a Special Use Permit in the R-3 district. There is no existing Special Use approved for the school. However, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Zoning and Comprehensive Plan

The property is designated as 'Schools' on the Village's Comprehensive Plan, which is consistent with the use of the property.

The property is zoned R-3, One-Family Dwelling District. For the property in question, the front yard is along Valley Lane. The front yard setback is the block average along Valley Lane, which is 37.5 feet. The addition will not encroach into the front yard setback. The yard along Burke Drive is considered an exterior side yard. An exterior side yard equal to the block average, not more than 40 feet must be provided. An exterior side setback of 35.5 (block average) feet is required for this site. The existing building meets this requirement. The addition is proposed on the east side of the existing building and will not encroach in the exterior side yard setback. The side yard (along the east property line) is required to be 10% of the lot width, which for this site is 46.2 feet. The proposed addition is approximately 116' from the east property line (which abuts residential structures) and will meet the required side yard. The required rear yard setback (along the north property line) is 30 feet. The proposed addition will not encroach into the rear yard setback.

Per the information provided by the petitioner, the current floor area of 60,338 square feet translates to a floor area ratio for this site of 21%. With the proposed additional 21,921 square feet, the floor area ratio will be 28% which is less than the maximum allowable floor area ratio of 50%. With the proposed addition, the building lot coverage will increase from 18% to 23% which is less than the maximum allowable building lot coverage of 35%.

Neighborhood Meeting

A Neighborhood Meeting was held by the School District on August 19, 2015 for additions to both Ivy Hill and Olive-Mary Stitt Elementary Schools. Floor Plans and Site Utilization Plans along with compatibility of materials and project logistics were presented for both schools. Around a dozen community members attended the Neighborhood Meeting. The School District has indicated that the majority of attendees live near Olive-Mary Stitt Elementary School. Questions from neighbors pertained to traffic, drop-off and pick-up operations and logistics during construction. The District has indicated that conversations in response to the questions were consistent with the floor plans and site utilization plan presented and with information that has been submitted to the Village.

Plat and Subdivision Committee Meeting

The Plat and Subdivision Committee reviewed the project at the June 10, 2015 meeting. The Committee had no concerns with this request and asked the petitioner to move forward.

Design Commission

The Design Commission reviewed the project at their meeting on August 25, 2015. The Commission approved the project with several conditions including adding dark bronze coping to match the existing building and working with staff to determine the appropriate location and quantity for replacement trees.

Building, Site, and Landscape Related Issues

The addition is proposed on the east side which is adjacent to the single-family residences along Dryden Lane. The design of the proposed two story addition is proposed to be a seamless extension of the existing building architecture, using the same materials, window spacing and massing as the existing building. The addition is approximately 134 feet from the east property line. The petitioner is proposing to remove 7 trees, 5 trees are located along Valley Lane and two are located where the addition is proposed. The petitioner has provided plans showing 17 trees to be replaced and responded that they will be adding 2

additional shade trees for a total of 19 trees to be added – 4 inches in caliper to meet the exchange rate provided in the Ordinance.

The existing north parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping, as there are no landscape islands at the end of parking rows, or landscape screening for the parking lot along Burke Drive. Similarly, there is no screening for the south parking lot. This is considered existing non-conforming and no action is required at this time. No changes are proposed to the north parking lot. As part of the proposed improvements, the school bus loading in the south parking lot will be extended to the east to accommodate additional buses. The bus loading area has an entrance from Valley Lane and exit on Burke Drive. The petitioner has stated that three foot high shrubs will be added along Valley Lane to screen the proposed bus loading area. Also, two 4-inch caliper shade trees are proposed to be added at both ends of the south parking lot.

Stormwater Management

The existing stormwater management facility will be improved in order to comply with the Village stormwater management Ordinance and to accommodate the runoff created by the additional impervious area added. An existing detention facility extends along the east property line of the parcel. The proposed modifications to the detention basin would increase the storage volume of the basin. In response to staff comments, the petitioner has provided written confirmation on changes regarding the required changes. The petitioner must submit revised plans verifying the changes at building permit.

Traffic & Parking Issues

Per Chapter 28, Section 11.4, Schedule of Parking Requirements, Elementary Schools require 2 parking spaces per employee plus one space per classroom. Per the information provided by the petitioner, there will be 35 classrooms and 69 staff following the expected growth. Therefore, a total of 173 parking spaces are required for this use.

A parking area with 59 parking spaces is located at the northwest corner of the site. A drop-off and pick-up lane is located around this parking area. A parking area with 13 parking spaces is located on the south side of the building. As part of the proposed improvements, the bus lane on the south side of the building is proposed to be extended. A total of 72 parking spaces are provided on-site.

Therefore, the following variation is needed:

- Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 parking spaces to allow 72 spaces, a variation of 101 spaces.

Ivy Hill School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015. These counts showed the peak-hours of traffic occurring from 8:30 to 9:30 AM and 3:30 to 4:30 PM on a school day. Parking counts after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. Per the traffic study, no on-street parking near the school was observed. The study concludes and staff agrees that sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day.

Ivy Hill School currently serves 562 students and uses six school buses for transportation. With the expansion, the school can accommodate up to 641 students and would need eight school buses to transport students. It is anticipated that most of the 79 additional students will come from areas that provide bus service. All school bus loading currently occurs in the southern parking lot that can accommodate the six buses currently serving the school. Buses enter from Valley Lane and exit onto Burke Drive. As part of this project, the school bus loading in the south parking lot will be extended to the east to accommodate additional buses. The traffic study and staff agrees concludes that the traffic conditions will continue work well around the school with the expansion.

Recommendation

The Staff Development Committee recommends **approval** of a Special Use for Ivy Hill School at 2211 N. Burke Drive. This approval shall be subject to the following conditions:

1. Prior to Village Board, the petitioner must submit an auto turn diagram for a fire department tower truck.

2. At building permit, the petitioner shall provide revised civil, stormwater and landscape plans verifying the changes agreed to by the petitioner.
3. All lighting fixtures must be mounted parallel with the ground and shining down. All illumination must be glareless and all light bulbs or LED's must point to the ground.
4. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

_____, September 4, 2015

Bill Enright, Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF
PUBLIC HEARING
PADDOCK PUBLICATIONS, INC. IS HEREBY
CERTIFYING THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
SEPTEMBER 9, 2015 AT
10 P.M. in the Municipal
Building, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 15-016, a Special
Use Permit for an Elementary
School and Variations.
The subject site is generally
located on the north side of
Haley Lane and east side of
Hoke Drive, at 2211 N.
Hoke Drive, Arlington
Heights, IL and legally de-
scribed as:
That part of the west half of
the southeast quarter, ex-
cept of the north 195.00 feet
thereof, of Section 17, Town-
ship 42 North, Range 11,
East of the third principal
meridian, in Cook County,
Illinois, described as fol-
lows: Beginning at a point
on the intersection of the
south line of the north 195.00
feet of the west half of the
southeast quarter of said
section 17 with the east line
of the said west half of the
southeast quarter; thence
eastward along the said
south line of the north 195.00
feet, south 89 degrees, 48
minutes, 53 seconds west, a
distance of 535.00 feet;
thence south 00 degrees, 11
minutes, 07 seconds east, a
distance of 125.00 feet to a
point of curvature; thence
northward along a curved
line, convex to the west of
20.15 feet in radius, for an
arc length of 528.35 feet;
thence north 57 degrees, 12
minutes 35 seconds east, a
distance of 24.52 feet to a
point of curvature; thence
eastward along a curved
line, convex to the north
of 571.24 feet in radius, for
an arc length of 322.14 feet to
a point of tangency; thence
north 89 degrees 31 minutes
seconds east, a distance
of 115.09 feet to a point on
the aforesaid east line of the
west half of the southeast
quarter of Section 17;
thence northward along the
said east line of the west
half of the southeast quar-
ter, north 00 degrees, 28
minutes 46 seconds west, a
distance of 537.42 feet to the
point of beginning in Cook
County, Illinois.
That part of said request the
petitioner is requesting the
following variations from
the Municipal Code:
Chapter 28, Section 11.4,
Schedule of Parking Re-
quirements from the re-
quirement to provide 173
parking spaces to allow 72
spaces, a variation of 101
spaces.
And any other variations as
determined necessary by
the Plan Commission.
If persons desiring to be
heard shall be given the op-
portunity to be heard,
should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
58-5760, TDD# (847) 368-
794.
Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
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August 25, 2015 (4417411)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published August 25, 2015 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baltz
Authorized Agent

RECEIVED Control # 4417411

AUG 27 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTIFICATION AFFIDAVIT

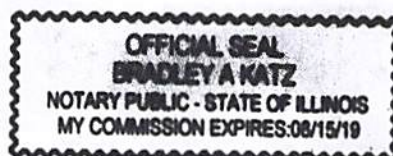
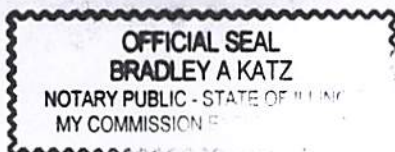
I, Ryan Schulz hereby certify as follows:

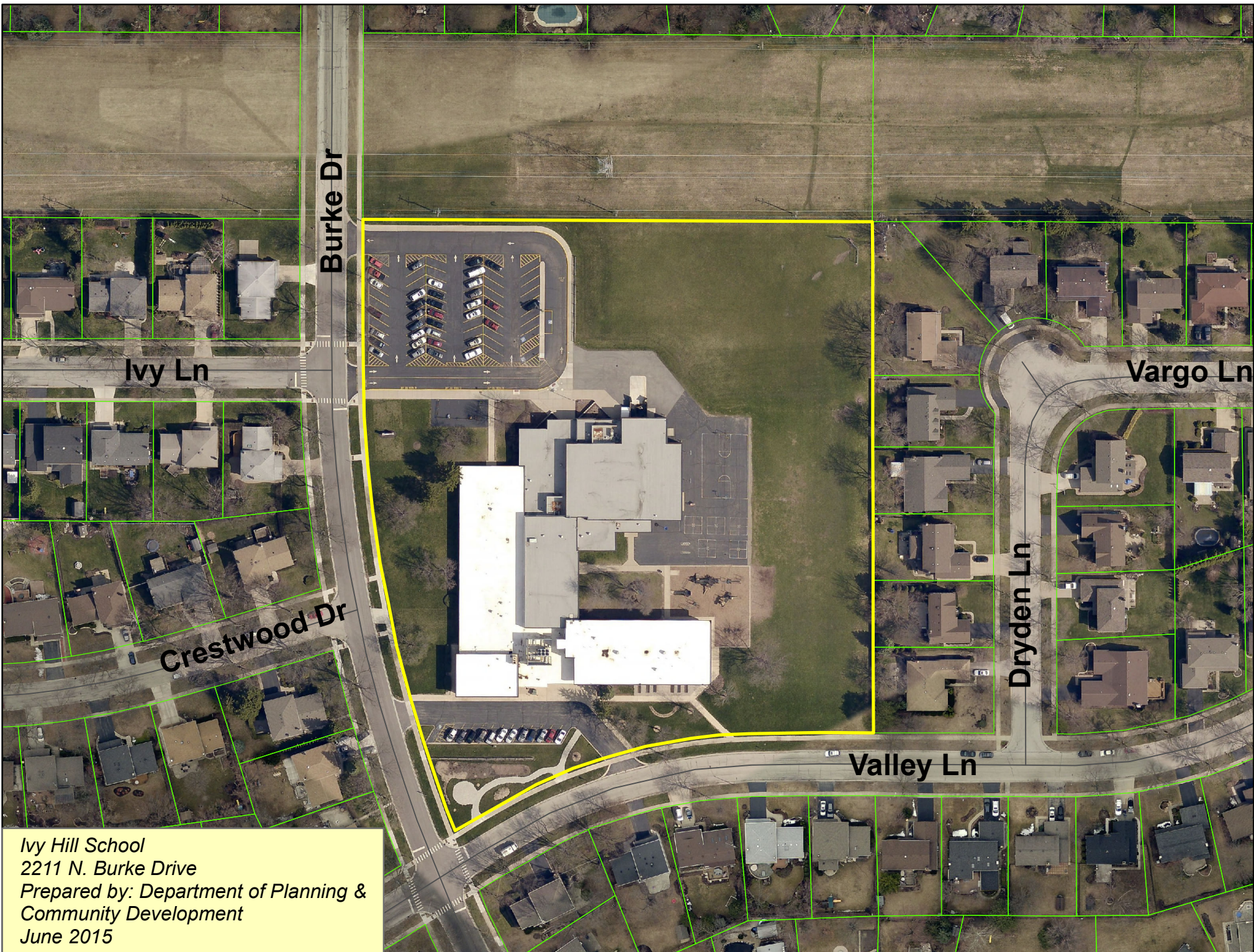
1. That on the 13th day of August, 2015, affiant caused to be mailed in the Post Office of Arlington Heights, copies of the attached Notice of Public Hearing to all listed taxpayers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..
2. That the parties to whom said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Ryan Schulz
Signature

Subscribed and Sworn to before me
this 13 day of August, 2015.

[Signature]
Notary Public





Ivy Hill School
2211 N. Burke Drive
Prepared by: Department of Planning &
Community Development
June 2015

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

June 10, 2015

Project Title: Ivy Hill School
Address: 2211 N. Burke Drive
Petitioner: Don Hansen
STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, Illinois 60654

Requested Action:

- Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District

Variations Required:

1. None identified at this time

Attendees: Lori Bein, Superintendent, District 25
Don Hansen, Architect, STR Partners, LLC
Mike Henderson, Architect, STR Partners, LLC
Lynn Jensen, Plan Commissioner
Bruce Green, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Latika Bhide, Development Planner

Project Summary

The subject site is 6.7 acres in area and located on the east side of Burke Drive and the north side of Valley Lane. Ivy Hill Elementary School is located on this site. The petitioner is proposing an addition to the school building. The addition includes classrooms, toilets, an expanded commons area and a new gymnasium with storage facilities. Elementary Schools, both public and private, are permitted with the approval of a Special Use Permit in the R-3 district. There is no existing Special Use approved for the school. However, since the school is proposing expansion at this time, a Special Use Permit must be approved.

Meeting Discussion:

L. Bein provided a summary of the project. She stated that the District is proposing additions to two schools during the 2015-2016 school year. She stated that the District is intending for the project to start in October 2015 and end in August the following year. She stated that one of the schools was the Ivy Hill Elementary Schools, located at the north end of district boundary. She stated that they were planning on 10 classrooms, expanding the gymnasium and common space. She stated that both the projects were in response to significantly increasing enrollment at both schools. She said that Olive Mary-Stitt is located in the center of the district boundary. **L. Bein** stated that a smaller addition was proposed at Olive Mary-Stitt with the addition of 5 classrooms, boys, girls and adult restrooms and expansion of larger spaces - the gymnasium, commons area and cafeteria.

D. Hansen stated that intent with the addition is to keep with the character and architectural expression of the existing building. He stated that they are trying to be good neighbors and keeping distance from the property lines while trying to make the circulation within the buildings flow as well as possible. He stated that the big volume of the projects is taking over existing gymnasiums to expand the commons space and cafeteria and building new gymnasiums. He said

that they took a look at the zoning standards for R-3 district and from their preliminary plans it appears that all setbacks and the maximum lot coverage will be met.

M. Henderson stated that they have looked over the records to determine where the property lines are located. He stated that when they had met with staff initially, there were not sure about the ownership of Green Park. They have since found the documentation about the transfer to the School district. He stated that therefore they would not need the variations from the maximum floor area, maximum building coverage and maximum impervious coverage for Olive Mary-Stitt School.

L. Jensen asked to clarify who owned Greens Park and if there was adequate drainage available there. **L. Bein** stated that they have discovered that the district owns the property where Greens Park is located. She stated that the play facility was a Park District facility. **B. Green** asked whether it was one (zoning) lot or two lots. **M. Henderson** said that he was not sure. **D. Hansen** stated that if considered as one lot, then they would not need the variations.

J. Sigalos asked if they no longer needed the variations for floor area ratio, building coverage and impervious surface coverage. **D. Hansen** stated that if the entire property was considered then they would not need the variations. **L. Bhide** said that staff would have to look into it a little deeper. She stated that the properties were in two different districts, the park was zoned P-L and the school was zoned R-3. She said that Mr. Hansen was indicating that the contiguous property would meet the standards.

D. Hansen stated that they would be submitting their full application as the next step. He stated that they would be coherent with the existing brick and limestone material. He said that they will be adding to back of both schools and look to keeping with the character and materials of the existing building.

B. Green asked about the grades at both schools. **L. Bein** stated that they were 1st to 5th grades at both schools. She stated that Olive school currently has just under 600 students and the expected enrollment in the next 3 years is expected to be 640 students. She stated that that was before the district knew about the recently approved housing development on the far end of Olive Street or the 45-unit apartment building (on Dunton) that is within the Olive boundaries.

J. Cherwin asked if staff had any concerns with the requests. **L. Bhide** stated that they did not have any concerns and the reason they need an SUP was because there was not one previously approved. Because the schools were proposing an expansion, an SUP would be required at this time. She stated that with the Plan Commission application, staff had asked that information be provided regarding stormwater and how it would be managed as well as traffic studies, particularly addressing how drop-off and pick-up will be handled. **J. Cherwin** stated that his biggest concerns were impervious surface coverage and stormwater (management). He asked if the parking requirement of 2 parking spaces per employee plus 1 per classroom was realistic. **L. Bhide** stated that was the requirement in the Code and if adequate parking was not available on-site, then the traffic study and parking analysis would analyze the (actual) parking need on site. **L. Bein** stated that they leased parking space from the Orchard Church and so there was adequate parking at Olive Mary-Stitt. She stated that they would have to look at the parking requirement at Ivy Hill, however they were not adding staff, just spreading out.

L. Jensen asked whether they are not adding any staff with the enrollment increasing from 585 to 640 (at Olive Mary-Stitt). **L. Bein** stated that they would probably add 1-2 new teachers. She stated that there are currently 2 classrooms (at Olive Mary-Stitt) that are under under-sized and they will be moving those (classrooms) into new ones and returning the classrooms to their old use. Of the other 3 classrooms they would likely need additional music and art rooms. **L. Jensen** asked about the available parking. **L. Bein** stated that there was adequate parking at Olive Mary-Stitt as the school leased the Orchard Church parking. She stated that there is only bus at Olive Mary-Stitt bussing 10 kids, the rest are walkers or car traffic. **L. Jensen** asked if a traffic study and parking analysis was needed. **L. Bhide** stated that a traffic study and parking analysis was needed to analyze drop-off and pick-up operations as well as provide information about the required and available parking. **L. Bein** said that the district had already completed the study. **L. Jensen** stated the given the populations of the school this (the additions) seemed reasonable.

B. Green and **J. Sigalos** stated that they did not have any further questions.

RECOMMENDATION

The Plat & Sub Committee said that the feedback was positive and agreed that the Petitioner should move forward through the process.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Latika Bhide, Recorder

RECEIVED

NOTE U3: ORANGE PAINT MARKS HAVE BEEN CONNECTED. NO LINES WERE EXPOSED AT TIME OF FIELD INSPECTION. LINES SHOWN ARE POINT TO POINT CONNECTION OF PAINT MARKS ONLY.

Figure 1 is a schematic diagram of the experimental setup. It shows a vertical tube containing a water column. A piston is at the bottom, driven by a motor. A pressure transducer is located above the piston. A water level indicator is on the right. A scale bar is at the top.

CLF = CHAIN-LINK FENCE
CO = CLEAN-OUT
DI = DUCTILE IRON
DU = DESTINATION UNKNOWN
FH = FIRE HYDRANT

PEDE = ELECTRIC PEDESTAL
PEDT = TELEPHONE PEDESTAL
(R) = RECORD
R = RIM
RCP = REINFORCED CONCRETE PIPE
CA = CANTABURY

WD = WOOD
WM = WATERMAIN
○ = MANHOLE
⊗ = ROUND OPEN GRATE MANHOLE
⊞ = SQUARE OPEN GRATE MANHOLE

 = LIGHT ON 2' ARM
 = LIGHT ON 8' ARM
 = SIGN WITH SIGN NOTE NUMBER

 = B6-0 CONCRETE CURBING
 = B6-12 CONCRETE CURBING
 = DEPRESSED CURBING
 = CONCRETE

SIGN NOTES

1. STOP SIGN
2. SCHOOL INFO SIGN
3. FIRE LANE SIGN
4. NO PARKING SIGN
5. DROP OFF ZONE SIGN

BASIS OF BEARINGS:
BEARINGS BASED ON STATE PLANE COORDINATES.

NOTE B2: THE EAST LINE OF THE WEST HALF OF THE QUARTER OF SECTION 17-42-11

ORDER NO: 150618
PROJ. NO: 2029
FOR: ERIKSSON ENGINEERING ASSOC., LTD.
PROJ. NAME: IVY HILL SCHOOL
Copyright © TTF Surveying & Mapping, Inc., 2015. All rights reserved.
Professional Design Firm Registration #184-000783.

COMMONWEALTH EDISON
- NORTH 195.00' OF THE WEST 1/2 OF THE -
SOUTHWEST 1/4 OF SECTION 17-42-11

THE WEST HALF OF THE SOUTHEAST QUARTER, EXCEPT THE SECTION 17, TOWNSHIP 42 NORTH, RANGE 11, EAST OF TOWN COUNTRY BLINDS, DESCRIBED AS FOLLWS, BEGINNING

COUNTY, ILLINOIS, BEING MORE FULLY DESCRIBED AS BEGINNING AT A POINT IN THE SOUTHWEST CORNER OF SECTION 17 NORTH 01° 00' 00" EAST OF THE QUARTER OF SAID SECTION 17 WITH THE EAST LINE OF THE SAID WEST 1/4 QUARTER; THENCE SOUTHWARD ALONG THE SAID SOUTH LINE OF THE SAID SOUTH 89 DEGREES, 48 MINUTES, 53 SECONDS WEST, A DISTANCE OF 21.6 FEET TO AN IRON NAIL; THENCE CURVED SOUTHWARD ALONG A CURVED LINE, CONVEX TOWARD THE SOUTHWEST, FOR AN ARC LENGTH OF 528.35 FEET; THENCE SOUTH 31 MINUTES 35 SECONDS EAST, A DISTANCE OF 24.52 FEET TO A POINT OF BEGINNING OF A NEW CURVE, CONCAVE TOWARD THE SOUTHWEST, FOR AN ARC LENGTH OF 322.14 FEET TO A POINT OF TANGENCY; THENCE S 31 MINUTES 14 SECONDS EAST, A DISTANCE OF 115.09 FEET TO A POINT ON THE EAST LINE OF THE WEST 1/4 OF THE SOUTHWEST QUARTER OF SAID SECTION 17; THENCE S 01° 00' 00" EAST, A DISTANCE OF 537.42 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

1" = 20'

[illegible]

SIGN NOTES:
1. STOP SIGN
2. SCHOOL INFO SIGN
3. FIRE LANE SIGN
4. NO PARKING SIGN
5. DROP OFF ZONE SIGN
6. SCHOOL SPEED LIMIT SIGN
7. "PARKING FOR SCHOOL DISTRICT PURPOSES
MAY BE TOWED AT OWNERS EXPENSE"

BASIS OF BEARINGS:
BEARINGS BASED ON STATE PLANE COORDINATES.

NOTE B1: THE SOUTH LINE OF THE NORTH 195.00 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 17-42-11
NOTE B2: THE EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 17-42-11

UTILITY INFORMATION SHOWN IS BASED ONLY ON VISIBLE SURFACE EVIDENCE AND INFORMATION SUPPLIED BY OTHERS.

BUILDING MEASUREMENTS AND PROPERTY LINE TIES, AS SHOWN HEREON ARE REFERENCED TO OUTSIDE FACE OF BUILDING.

FENCE TIES ARE REFERENCED TO CENTER OF FENCE POST.

NO DIMENSIONS TO BE ASSUMED FROM SCALING

COMPARE YOUR LEGAL DESCRIPTION AND BOUNDARY MONUMENTATION
AND AT ONCE REPORT ANY DISCREPANCIES WHICH YOU MAY FIND.

[illegible]

NOTE: SURVEYING & MAPPING, INC. HAS BEEN COMMISSIONED TO PERFORM A BOUNDARY SURVEY OF ONLY THAT REAL ESTATE AS LEGALLY DESCRIBED ABOVE. ALL DATA AS SHOWN HEREIN, BUT LYING BEYOND THE BOUNDARY LINES AS LEGALLY DESCRIBED ABOVE, ARE NOT PART OF THIS SURVEY. ANY DATA OR INFORMATION BEYOND THE SETBACK LINES IS UNOFFICIAL, INCOMPLETE AND IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. THIS SURVEY IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN EASEMENTS OR BUILDING LINES (OR THE VACATION OF SAME) ON ADJOINING PROPERTY. THIS SURVEY IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN BEING BENEFICIAL TO, OR AN ENCUMBRANCE ON THE PROPERTY AS LEGALLY DESCRIBED ABOVE. THIS SURVEY IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN PUBLIC RECORD DOCUMENTS FOR COMPLETE DETAILS PERTINENT TO ALL ADJOINING PROPERTIES.

THE INTENT OF THIS SURVEY IS TO SHOW AT OR ABOVE GRADE IMPROVEMENTS ONLY. IT IS POSSIBLE THAT BELOW GRADE IMPROVEMENTS EXIST THAT THIS SURVEYOR IS NOT AWARE OF. THEREFORE, THIS SURVEY IS NOT TO BE USED TO DETERMINE PLACED WETNESS MARKERS AT GRADE TO INDICATE SOME BELOW GRADE IMPROVEMENTS OR UTILITIES. IF MARKED IN FIELD, THESE BELOW GRADE IMPROVEMENTS OR UTILITIES ARE SHOWN AS BEING BELOW GRADE. THERE HAVE BEEN LOCATED NO BELOW GRADE IMPROVEMENTS OR UTILITIES. BELOW GRADE IMPROVEMENTS OR UTILITIES MAY ALSO EXIST THAT WERE NOT FIELD BY THIRD PARTY UTILITY LOCATOR.

STATE OF ILLINOIS
COUNTY OF LAKE

155

I, THOMAS F. WATKINS, ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE SUBMITTED THE PROPERTY AS DESCRIBED ABOVE AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. THIS PROFESSIONAL SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A ROADSIDE SURVEY.

CERTIFIED AT MAYFIELD, ILLINOIS THIS 30th DAY OF AUGUST, 2012.

Thomas F. Watkins

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2315
LICENSE EXPIRES NOVEMBER 30, 2016

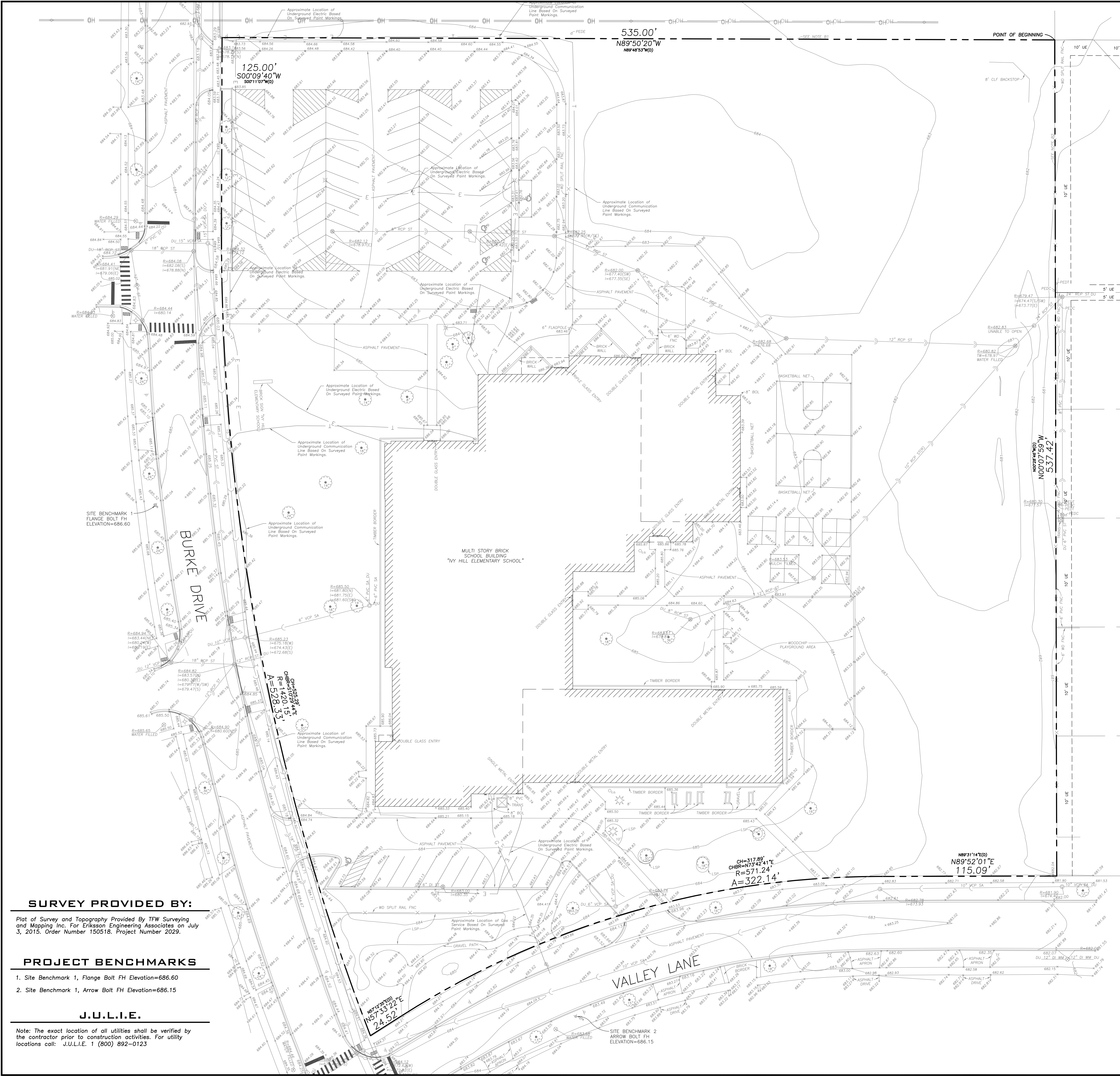
STATE OF ILLINOIS
COUNTY OF LAKE JSS

I, THOMAS F. INSLANDER, ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE PREPARED THE ABOVE AND FOREGOING MAP OR PLAN ACCORDING TO THE PROVISIONS OF THE ACT RELATIVE TO THE PRACTICE OF LAND SURVEYING IN THIS STATE, AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY, DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF; THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CERTIFIED AT SPRINGLAKE, ILLINOIS THIS 3rd DAY OF JULY, 2016.

Thomas F. Inlander

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2515
LICENSE EXPIRES NOVEMBER 30, 2016



SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS

1. Site Benchmark 1, Flange Bolt FH Elevation=686.60
2. Site Benchmark 1, Arrow Bolt FH Elevation=686.15

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

LEGEND

EXISTING	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible
	Parking Stall
	Curb & Gutter
	Depressed Curb
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection
	Fencing at Drip Line

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
- Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
- All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
- These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
- Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
- The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4864
FAX (847) 223-4864
EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

IVY HILL ELEMENTARY SCHOOL
2015 BUILDING ADDITION
2211 N. Burke Dr.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

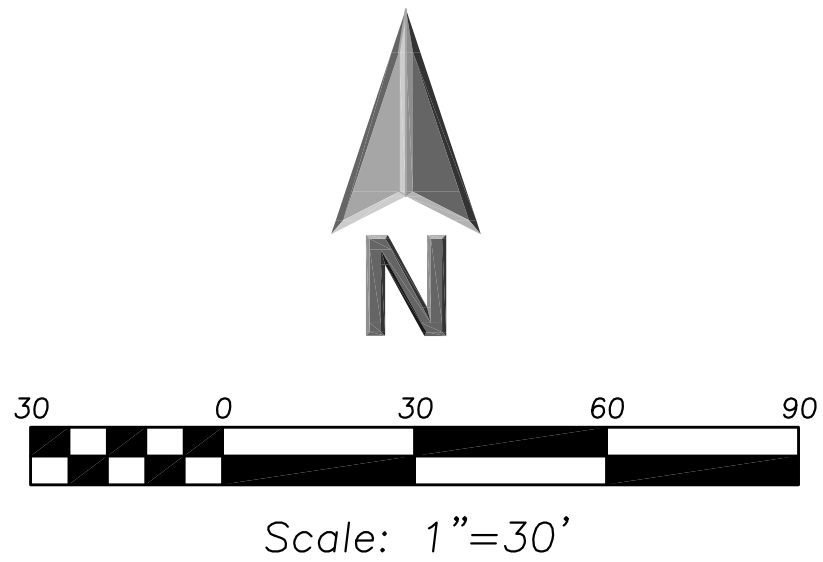
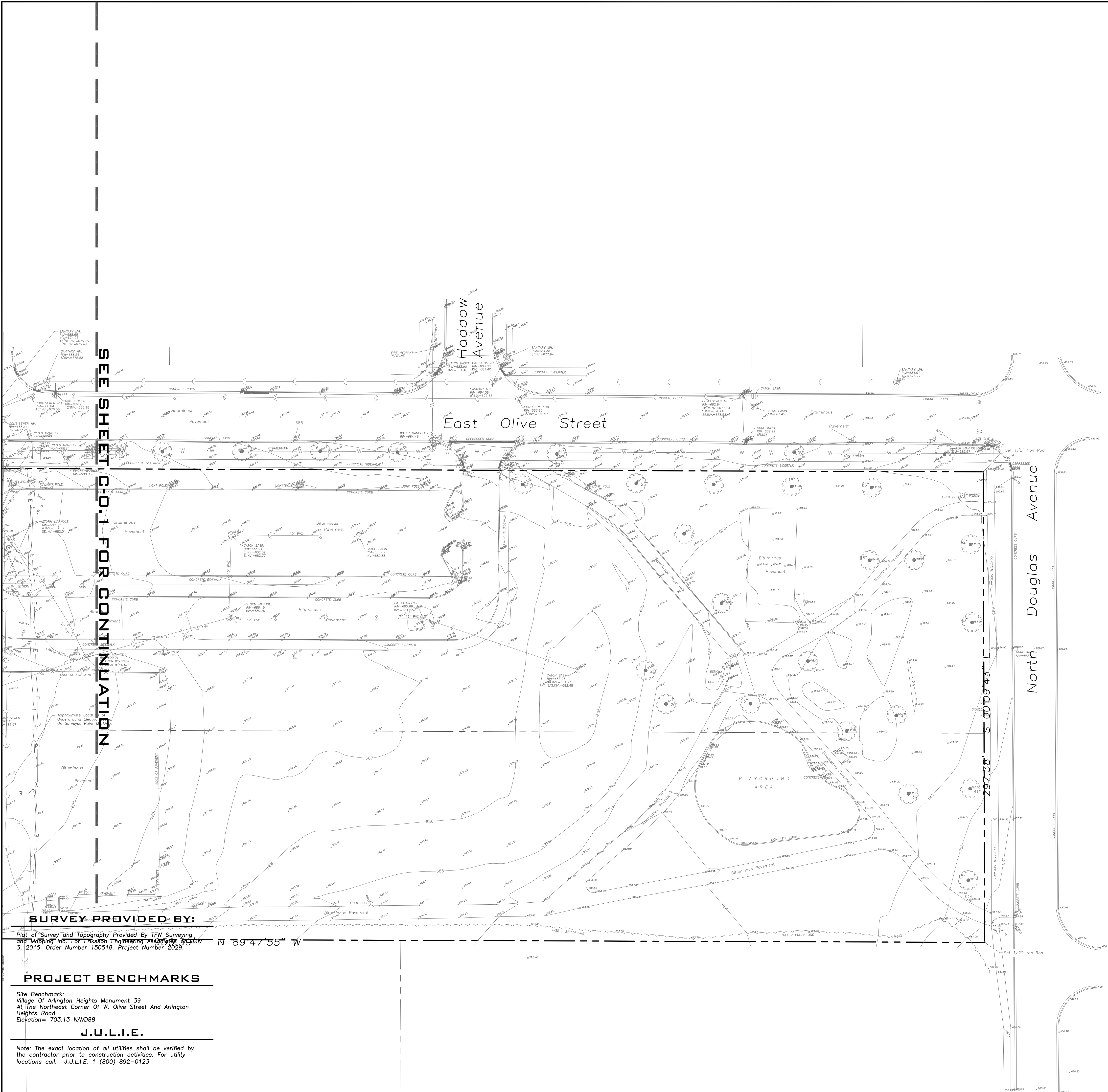
Sheet Title:

EXISTING CONDITONS

Sheet No:

C-0.1

EEA - P:\Josh\Arlington Heights School Dist 25\Drawings\Siteplan-Olive Mary-Stitt Addition NEW.dwg
Plotted: 7/09/15 @ 2:44pm By: jcap



LEGEND	
EXISTING	
	Manhole
	Catch Basin
	Area Drain
	Clean Out
	Flared End Section
	Storm Sewer
	Sanitary Sewer
	Combined Sewer
	Water Main
	Gas Line
	Overhead Wires
	Electrical Cable (Buried)
	Telephone Line
	Fire Hydrant
	Valve Vault
	Buffalo Box
	Downspout
	Gas Valve
	ComEd Manhole
	Hand Hole
	Light Pole
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Sign
	Fence
	Accessible Parking Stall
	Curb & Gutter
	Depressed Curb
	Curb Elevation
	Gutter Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Top of Retaining Wall Elevation
	Swale
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Brushline
	Tree Protection Fencing at Drip Line

- GENERAL NOTES**
- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
 - Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
 - Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
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 - These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
 - No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
 - The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
 - Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
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SURVEY PROVIDED BY:
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates, July 3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS
Site Benchmark:
Village Of Arlington Heights Monument 39
At The Northeast Corner Of W. Olive Street And Arlington Heights Road.
Elevation= 703.13 NAVD88

J.U.L.I.E.
Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4864
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

OLIVE-MARY STITT SCHOOL
2015 BUILDING ADDITION
303 E Olive St.
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description

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Design By: JC	Date: 06/06/15
Approved By: KC	Project No.

Sheet Title:

EXISTING
CONDITIONS

Sheet No:

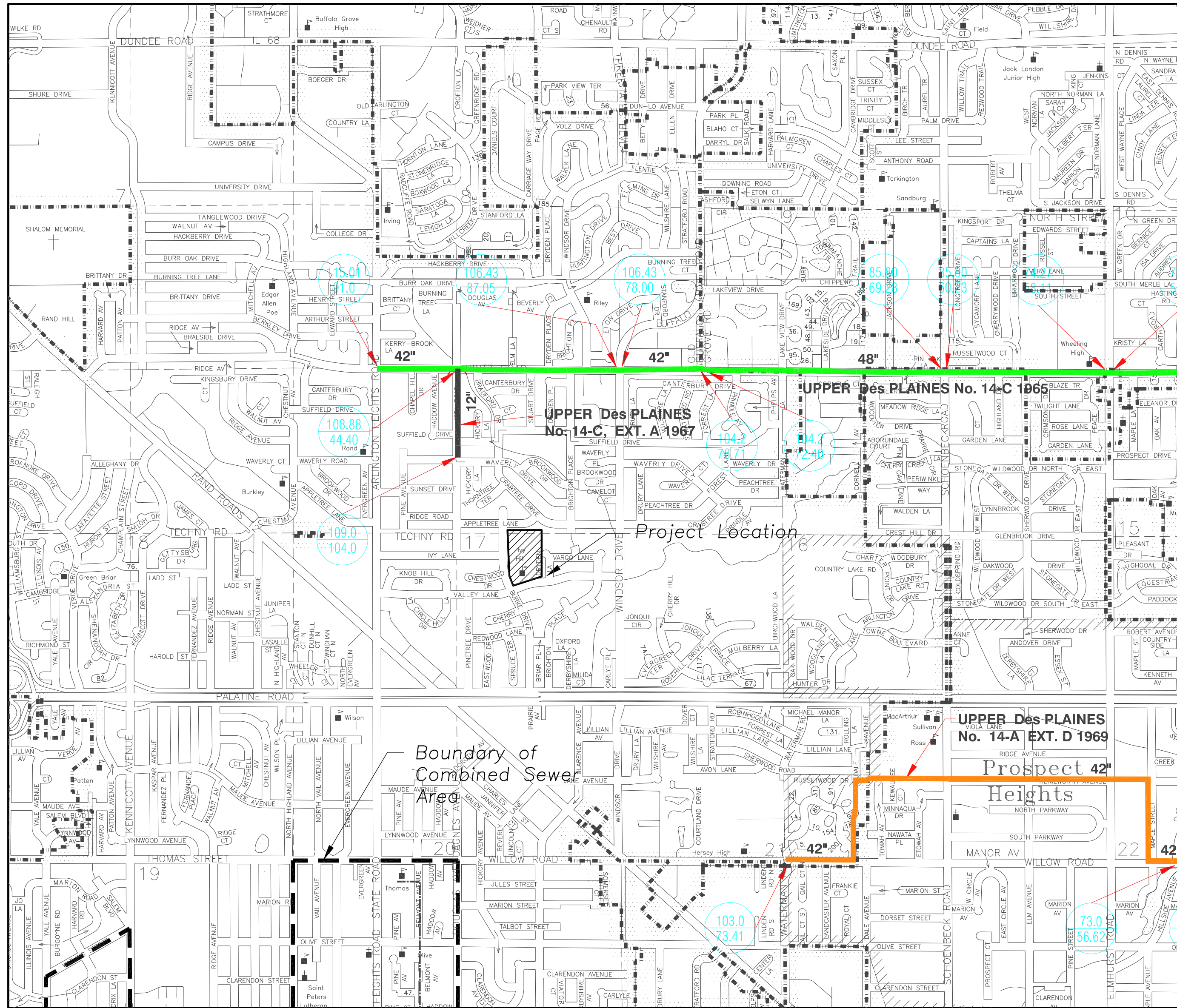
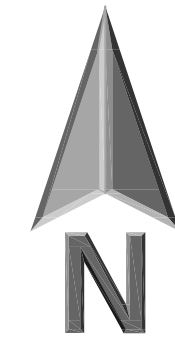
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EEA - P:\Josh\Arlington Heights School Dist. 25\Drawings\Siteplan-Ivy Hill 2015 Addition.dwg
Plotted: 7/23/15 @ 5:01pm By: jcap

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 N. Burke Dr.

Arlington Heights, IL 60004



SHEET INDEX

C-0.0	Cover Sheet
C-0.1	General Notes
C-1.1	Site Demolition Plan
C-2.1	Site Geometry Plan
C-3.1	Site Utility Plan
C-4.1	Grading and Paving Plan
C-5.1	Soil Erosion and Sediment Control Plan
C-6.1	Site Details
CX-7.1	Autoburn Exhibit
CX-7.2	Project Disturbance
TP100	Tree Preservation Plan
L100	Landscape Plan

SURVEY PROVIDED BY:

Plot of Survey and Topography Provided By TFW Surveying
and Mapping Inc. For Eriksson Engineering Associates on July
3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS

1. Site Benchmark 1, Flange Bolt FH Elevation=686.60
2. Site Benchmark 1, Arrow Bolt FH Elevation=686.15
Datum: NAVD88

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by
the contractor prior to construction activities. For utility
locations call: J.U.L.I.E. 1 (800) 892-0123



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ENGINEERING

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LICENSE NO. 184-003220
EXPIRES: 04/30/2017

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 N. Burke Dr.
Arlington Heights, Illinois

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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

COVER SHEET

Sheet No:

C-0.0

To The Best Of Our Knowledge And Belief, It Is Our Professional Opinion That The Proposed
Improvements On The Property Are Not Within One-Hundred (100) Feet Of A Known Flood
Protection Area. The Drainage Of The Surface Waters Will Not Be Changed By The
Construction Of This Development Or Any Part Thereof, Or That If Such Surface Water
Drainage Will Be Changed, Reasonable Provisions Have Been Made For The Collection And
Diversification Of Such Surface Waters Into Public Areas Or Drains Which The Property Owner Has
A Right To Use, And That Such Surface Waters Will Be Planned For In Accordance With
Generally Accepted Engineering Practices So As To Reduce The Likelihood Of Damage To The
Adjoining Property Because Of The Construction Of The Development.

Dated This _____ day Of _____, A.D., 20____

Owner Or Agent _____ Engineer _____

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
6. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
9. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed in Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
10. Provide Tree Protection Fencing Prior to Construction Operations. Maintain Throughout Construction.

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

GRADING NOTES

1. The Grading and Construction of Proposed Improvements Shall Be Done in A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
2. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
3. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
4. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.

UTILITY NOTES

1. Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
4. Coordinate the Relocation Of Any Utilities Encountered And Replacement Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
5. All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
8. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah RA340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
4' Diameter Structure- 4"
5' Diameter Structure- 6"
6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbside, Unless Specifically Stated Otherwise, it Is Intended That The Frame of the Structure Is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
8. All Sanitary Manholes Shall Include a Chimney Seal.

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. Install Stabilized Construction Entrance
2. Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
3. Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.
4. Cover and Stabilize Disturbed Areas As Soon As Possible.
5. When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.
6. Perform Grading Operations and Installation of Site Infrastructure and Pavement.
7. Install Permanent Seeding and Plantings.
8. Remove Accumulated Sediment From Basins and Along Silt Fence.
9. Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.
10. Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILRT10 Permit Requirements for Project.
3. Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
6. All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
7. Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
8. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use "Catch-All" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal) In Paved Areas To Prevent Siltation.
9. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Watties Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Park Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge into Waterways.
10. All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected in Conformance With All Applicable IEPA-NPDES Phase II And Lake County DECI Requirements.
11. Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.
12. Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.
13. Contractor Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services in Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days Or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Copied on Inspection Logs.
14. The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.
15. Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
16. Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur in Accordance with IEPA NPDES Requirements.
17. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
18. If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILRT10 and Local and County Permits.
19. Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water into Storm Sewers Tributary to Open Water.

MWRDGC GENERAL NOTES

1. The MWRDGC Local Sewers Field Office Must Be Notified At Least Two (2) Working Days Prior To The Commencement Of Work. Call (708) 588-4055.
2. Elevation Datum is NAVD88.
3. All Floor Drains Shall Discharge To The Sanitary Sewer System.
4. All Downspouts And Footing Drains, Shall Discharge To The Storm System.
5. All Sanitary Sewer Pipe Materials (And Storm Sewer Pipe Material In Combined Sewer Areas) And Joints Shall Conform To:

A. Ductile Iron Pipe (DIP): Pipe Shall Conform To ANSI-A-21.51 CL52 Cement Lined Per ANSI A-21.4
1) Joints: O-Ring, ANSI-21.11

B. Vitrified Clay Pipe (VCP): Pipe Shall Conform To ASTM C-700.
1) Joints Shall Conform To ASTM C-425.

C. Reinforced Concrete Pipe (RCP): Pipe Shall Conform To ASTM C-76
1) Joints Shall Conform To ASTM C-443

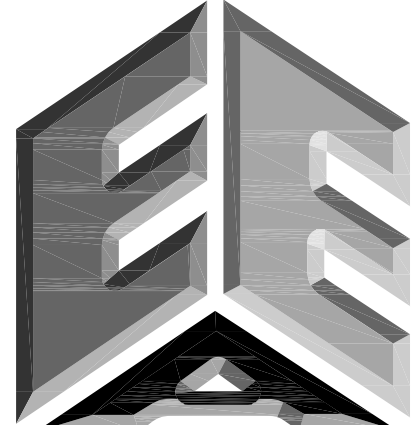
D. Polyvinyl Chloride Pipe (PVC 6"-15"dia.-sdr 26): Pipe Shall Conform To ASTM D-3034
1) Joints Shall Conform To Astm D 3212.

E. Polyvinyl Chloride Pipe (PVC-C900): Pipe Shall Conform To AWWA C-900-97
1) Joints Shall Conform To ASTM D-3139.
6. All Sanitary Sewer Construction (And Storm Sewer Construction In Combined Sewer Areas): Requires Stone Bedding 1/4" To 1" In Size, With A Minimum Bedding Thickness Equal To 1/4 The Outside Diameter Of The Sewer Pipe, But Not Less Than Four (4) Inches Nor More Than Eight (8) Inches. Material Shall Be CA-11 Or CA-13 And Shall Be Extended At Least 12 Inches Above The Top Of The Pipe When Using PVC.
7. "Band Seal" Or Similar Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipe Of Dissimilar Materials .
8. When Connecting To An Existing Sewer Main By Means Other Than An Existing Wye, Tee, Or An Existing Manhole, One Of The Following Methods Shall Be Used:

A. Circular Saw-Cut Of The Storm Sewer Main By Proper Tools ("Sewer-Tap" Machine Or Similar) And Proper Installation Of Hub-Wye Saddle Or Hub-Tee Saddle.

B. Remove An Entire Section Of Pipe (Breaking Only The Top Of One Bell) And Replace With A Wye Or Tee Branch Section.

C. With Pipe Cutter, Neatly And Accurately Cut Out Desired Length Of Pipe For Insertion Of Proper Fitting, Using "Band-Seal" Or Similar Couplings To Hold It Firmly In Place.
9. Whenever A Sanitary/combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Water Main Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 10 Feet Between Sanitary/combined Sewers And Water Mains Shall Be Maintained Unless: The Sewer Is Laid In A Separate Trench, Keeping A Minimum 18" Vertical Separation; Or The Sewer Is Laid In The Same Trench With The Water Main Located On The Opposite Side On A Bench Of Undisturbed Earth, Keeping A Minimum 18" Vertical Separation. If Either The Vertical Or Horizontal Distances Described Cannot Be Maintained, Or The Sewer Crosses Above The Water Main, The Sewer Shall Be Constructed To Water Main Standards. All Sanitary Sewers Shall Be Tested In Keeping With All MWRDGC Requirements.
10. All Existing Septic Systems To Be Abandoned. Abandoned Tanks To Be Filled With Granular Material Or Removed.
11. All Sanitary Manholes, (and Storm Manholes In Combined Sewer Areas), Shall Have A Minimum Inside Diameter Of 48 inches, And Shall Be Cast In Place Or Pre-cast Reinforced Concrete. Resilient Connectors, Conforming To ASTM C-923, Shall Be Used Between Manhole And Pipes.
12. Except For Foundation/footing Drains Provided To Protect Buildings, Drain Tiles/field Tiles/underdrains/perforated Pipes Are Not Allowed To Be Connected Or To Be Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers in Combined Sewer Areas. Construction Of New Facilities Of This Type Is Prohibited; And All Existing Drain Tiles And Perforated Pipes Encountered Within The Project Area Shall Be Plugged Or Removed And Shall Not Be Connected To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.
13. All Abandoned Sewers Shall Be Plugged At Both Ends With A Minimum Of Two (2) Foot Long Non-shrink Concrete/Mortar Plugs.



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IVY HILL ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS

2211 N. Burke Dr.
Arlington Heights, Illinois

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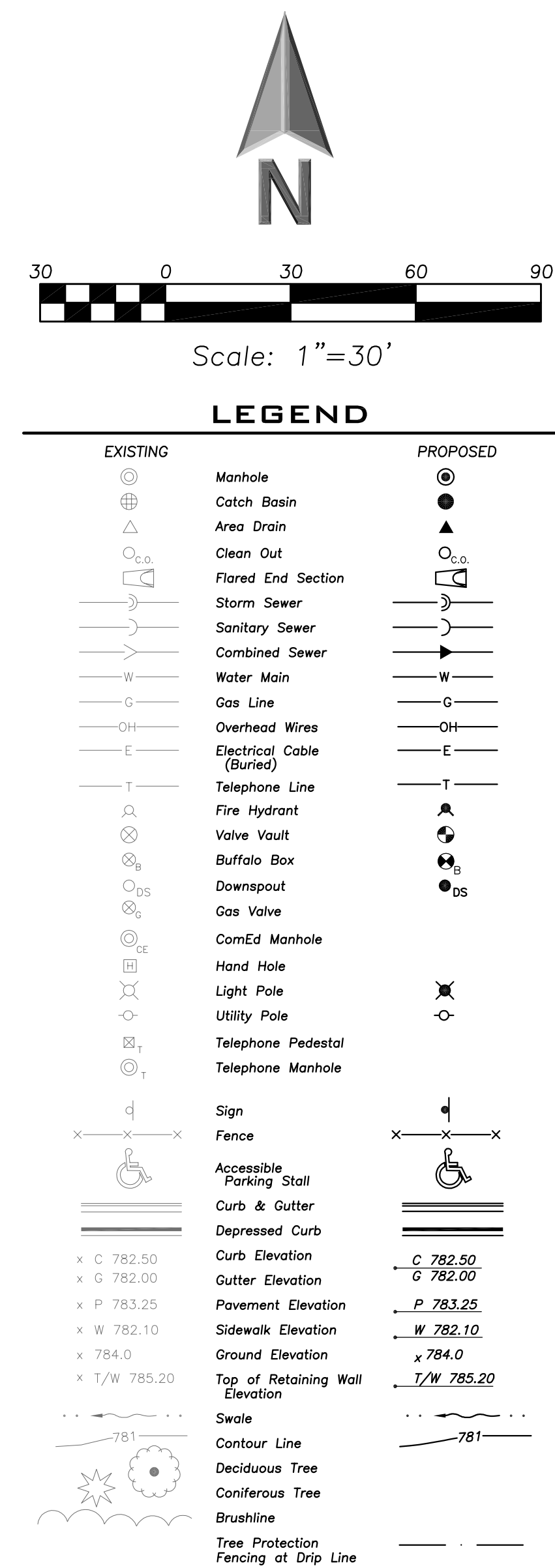
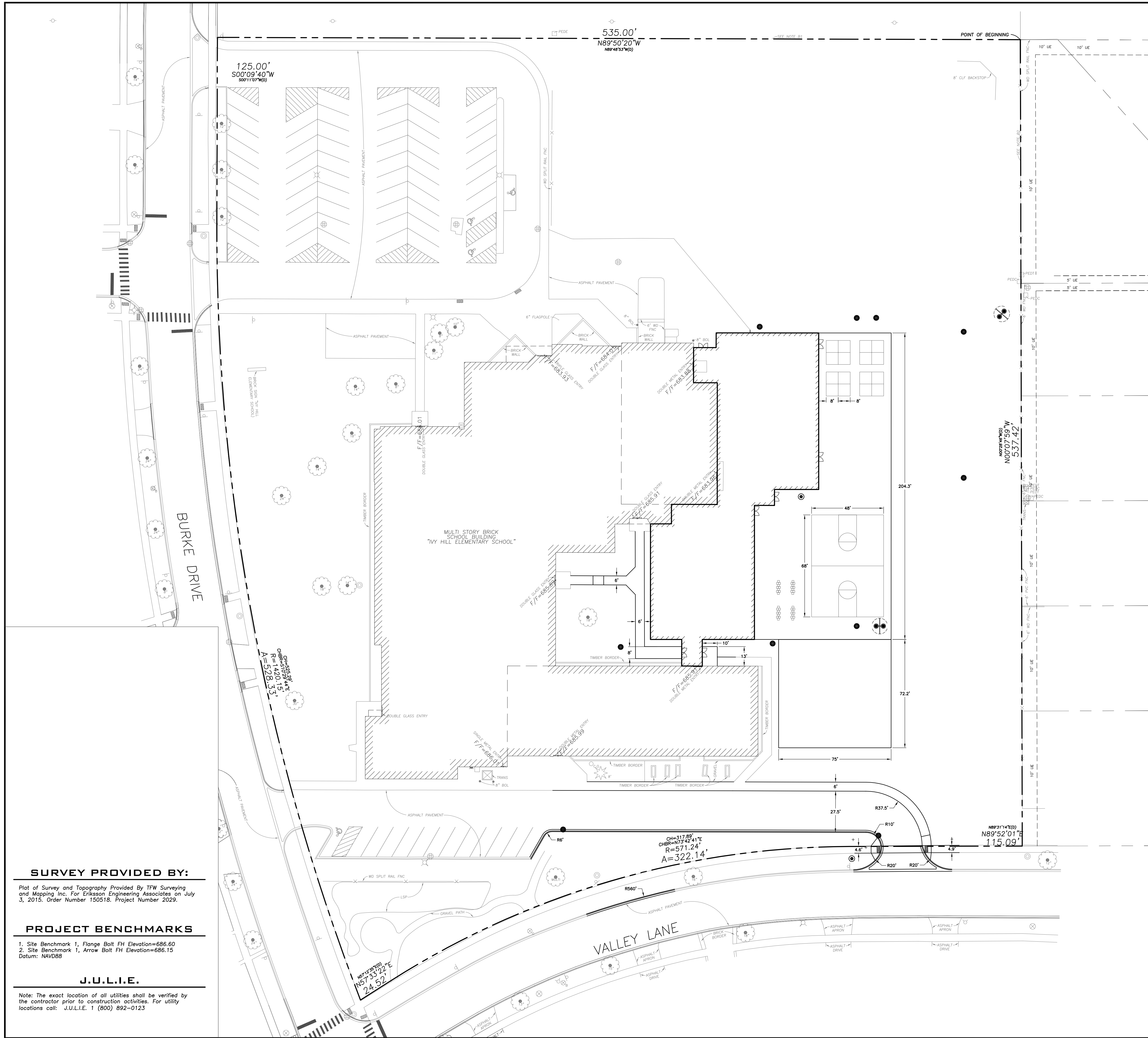
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Approved By:	KC	Project No.:	

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NOTES AND
LEGENDS

Sheet No:

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1. The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience Of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The A Minimum of 48 Hours In Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To The Original Condition To The Satisfaction Of The Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor or Contractor. The Engineer is Not Providing These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan and Coordinate All Dimensions And Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Stormwater Basins, Inlets, Manholes, Stormwater Sewers and Structure Locations, Sizes, Rim and Inlet Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.



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IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

**2211 N. Burke Dr.
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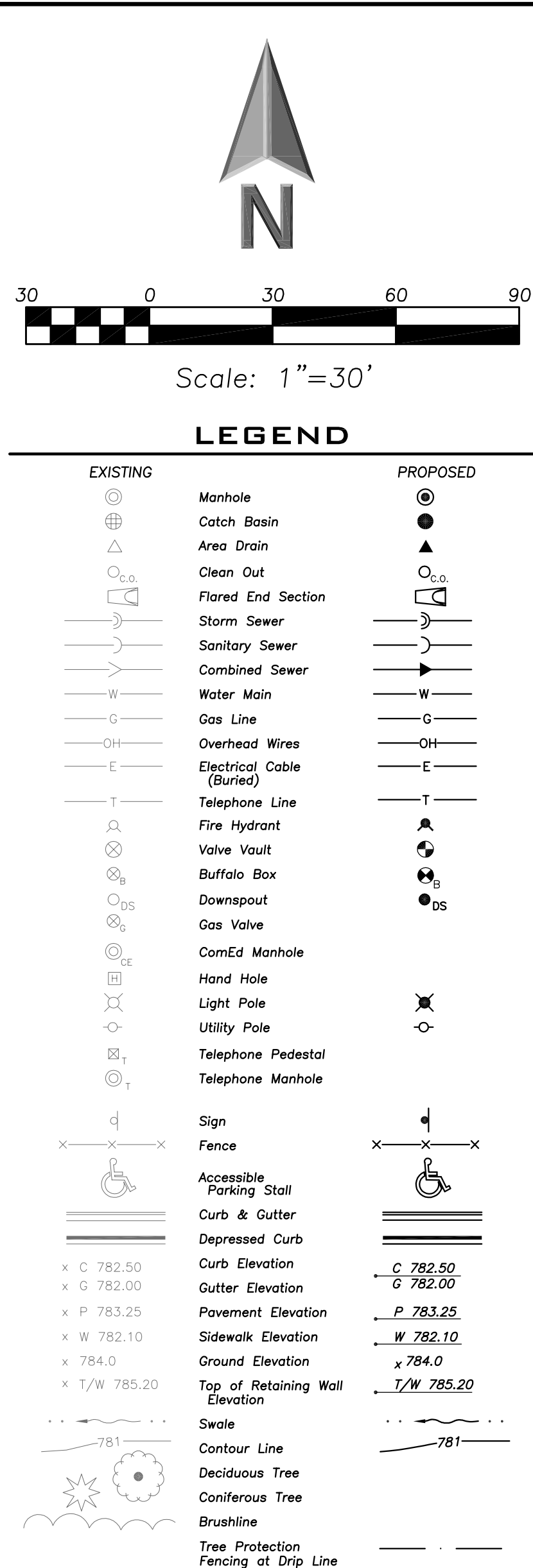
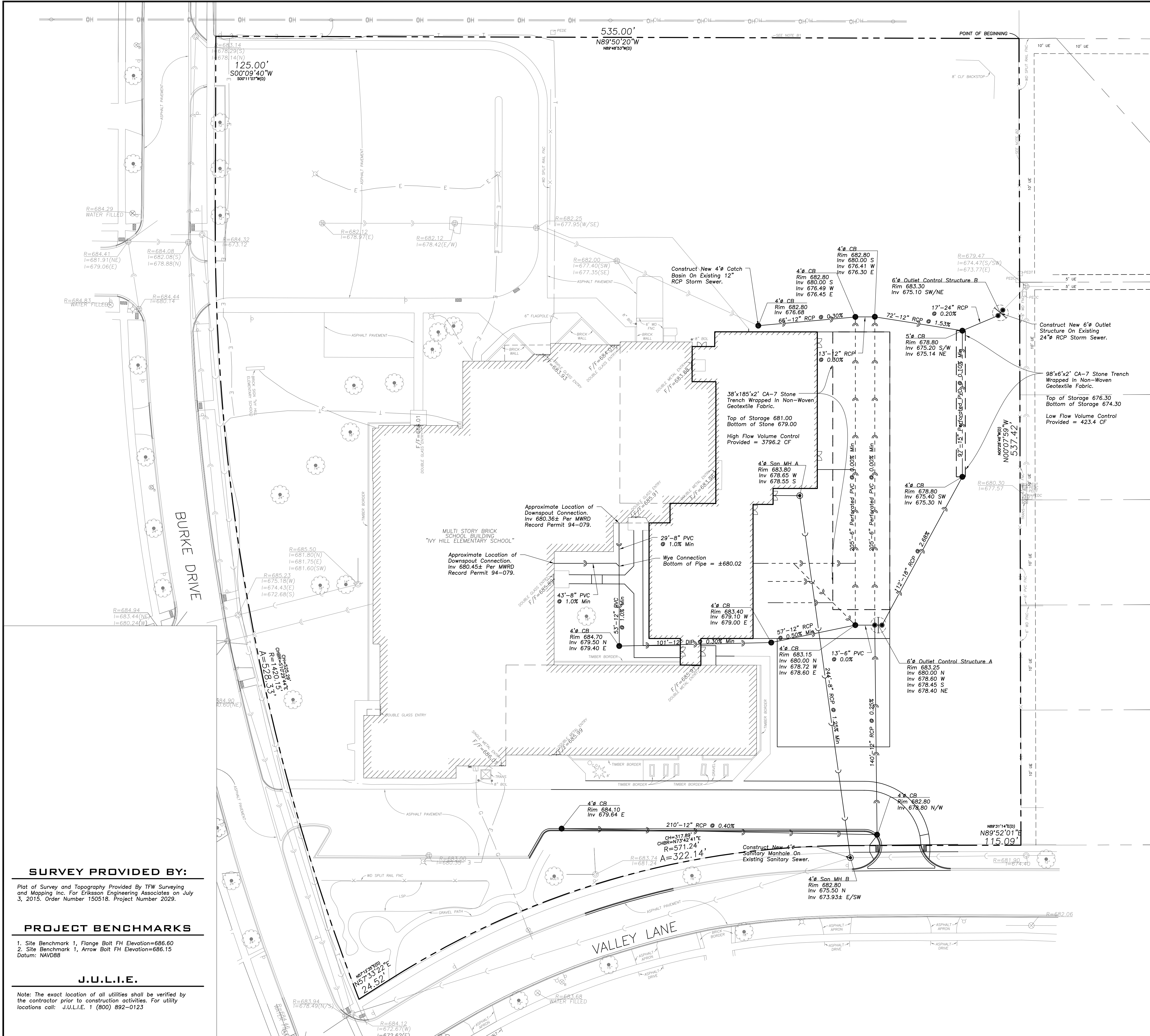
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JC	06/06/15
Approved By:	Project No.

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SITE GEOMETRY PLAN

Sheet No:

C-2.1



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DESIGN BY: JC		DATE: 06/06/15	
APPROVED BY: KC		PROJECT NO.:	

Sheet Title:
**SITE
UTILITY
PLAN**

Sheet No:
C-3.1

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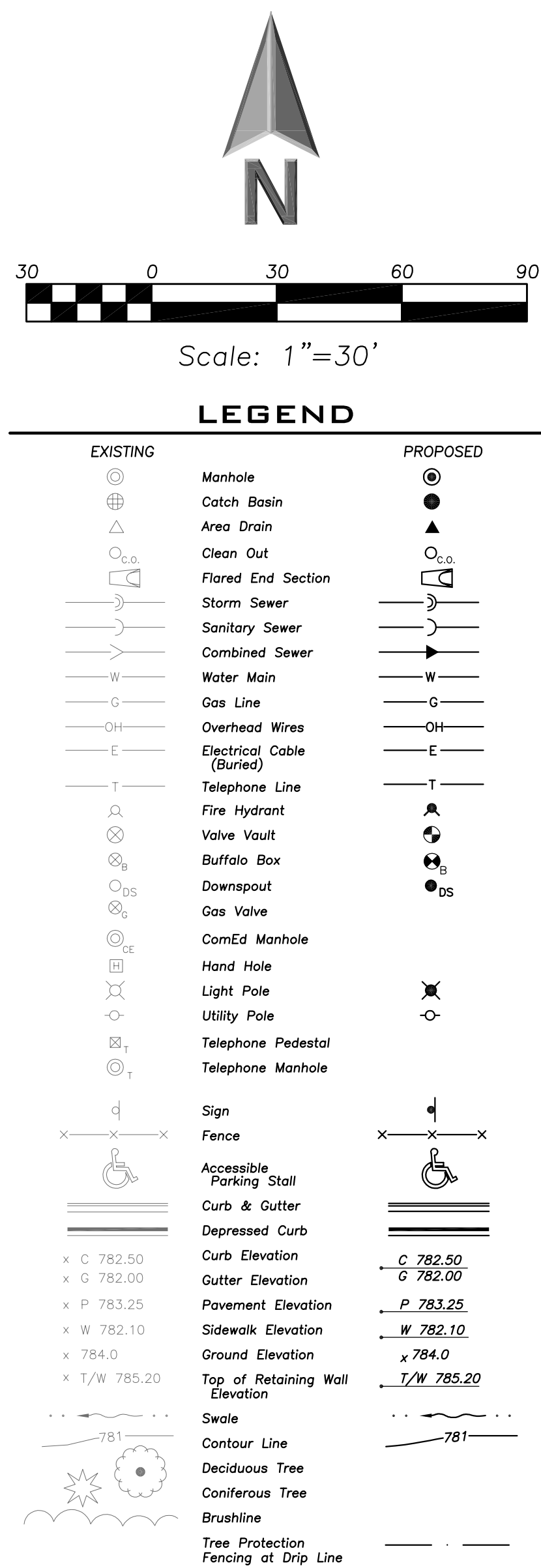
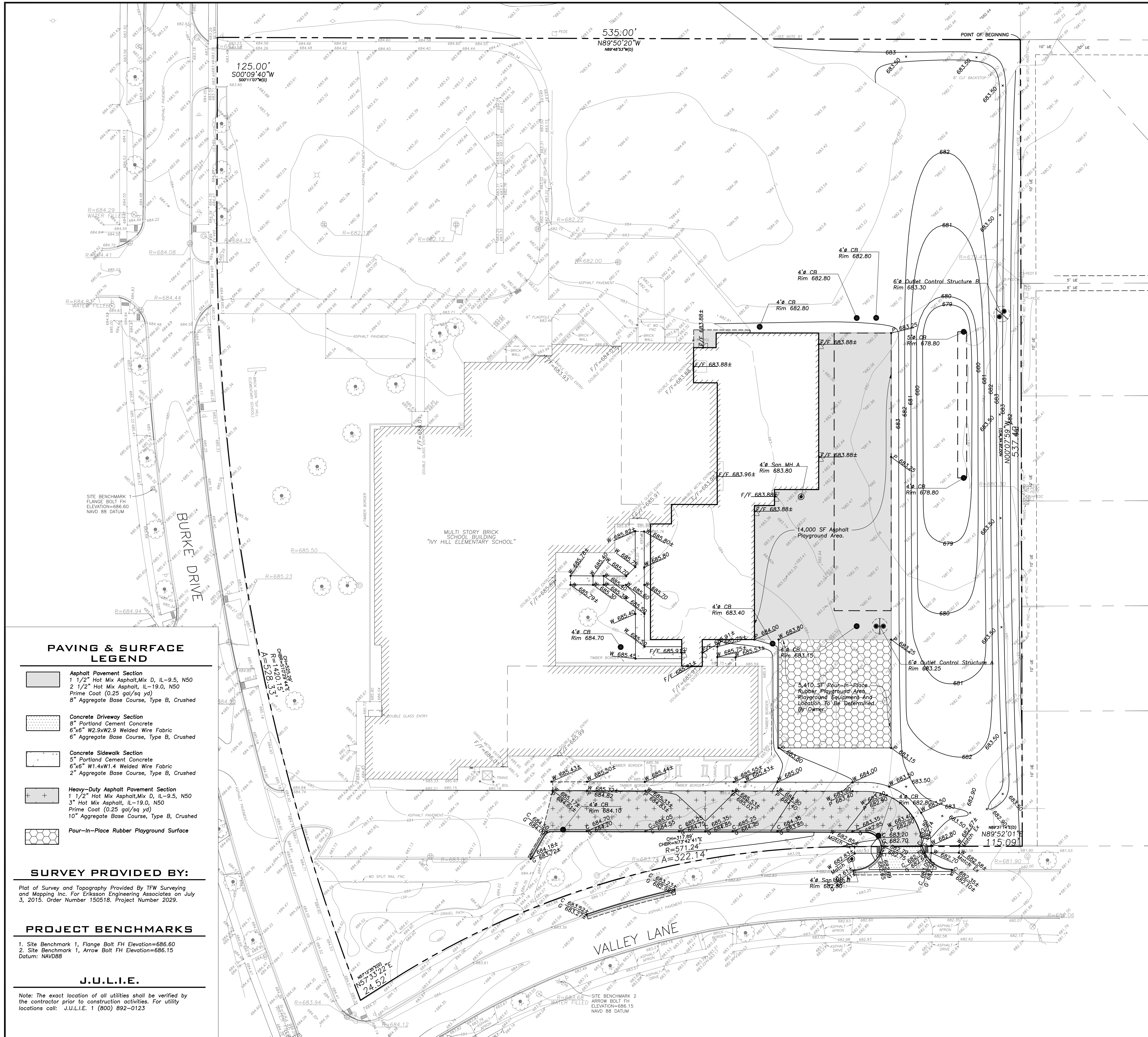
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

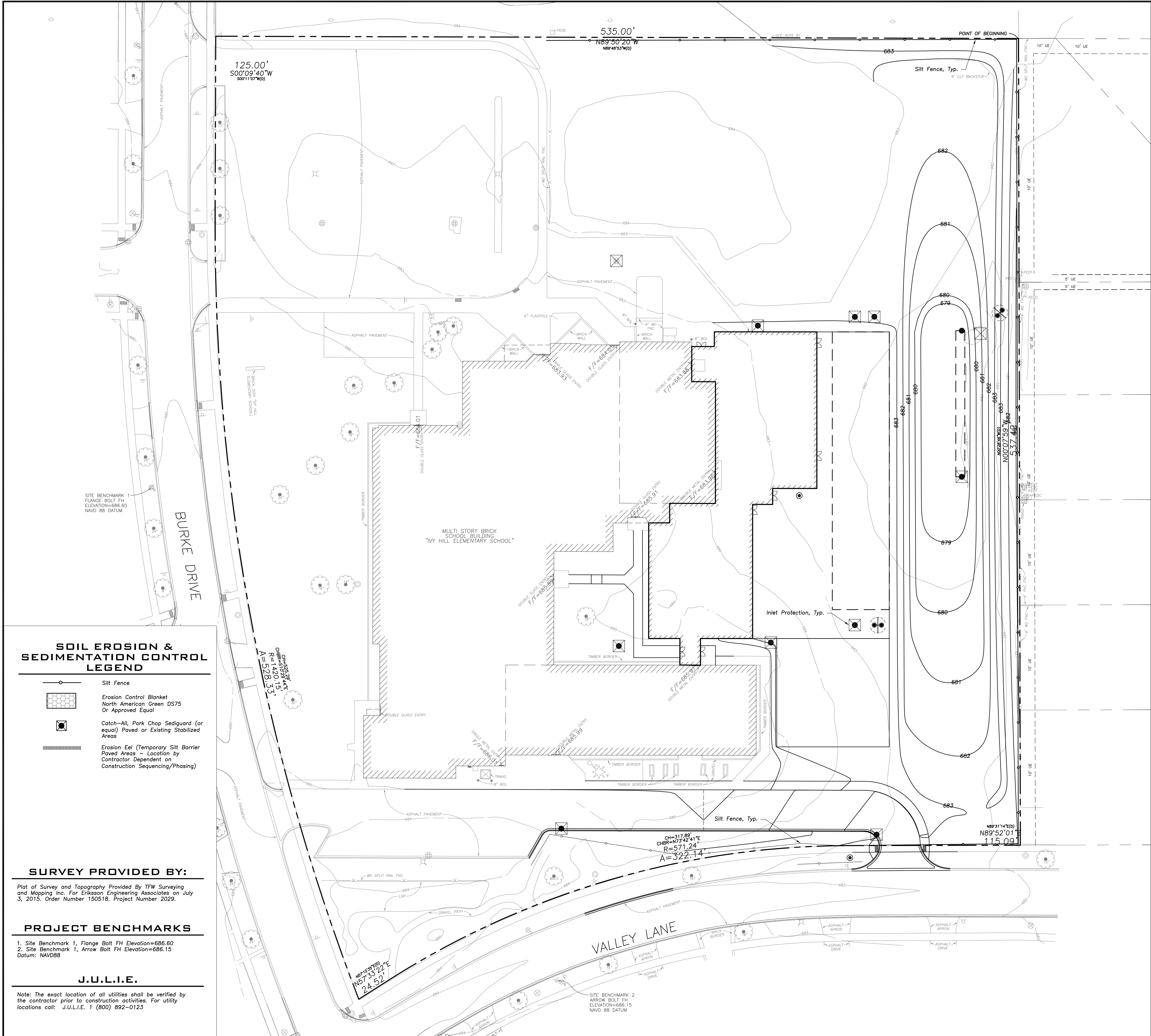
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J.U.L.I.E.

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SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket
North American Green DS75
Or Approved Equal
- Catch-All, Park Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing)

SURVEY PROVIDED BY:

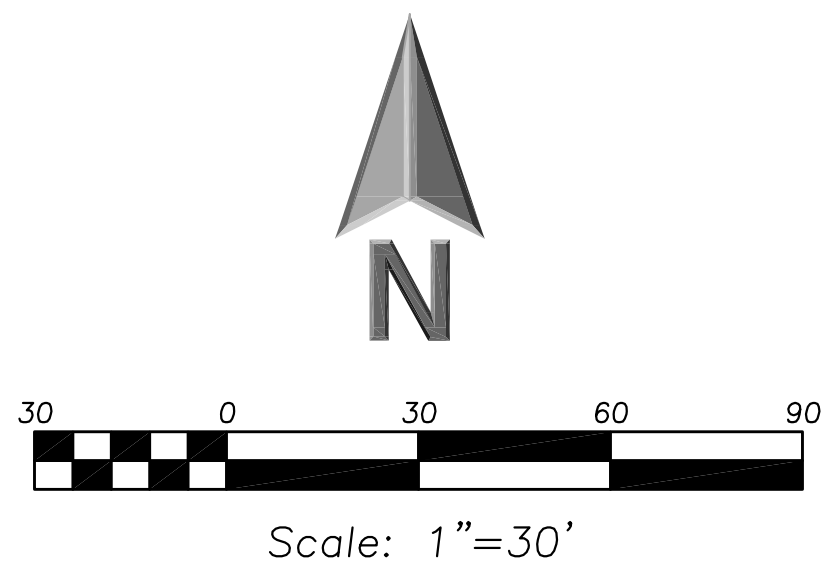
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

PROJECT BENCHMARKS

- 1. Site Benchmark 1, Flange Bolt FH Elevation=686.60
- 2. Site Benchmark 1, Arrow Bolt FH Elevation=686.15
- Datum: NAVD88

J.U.L.I.E.

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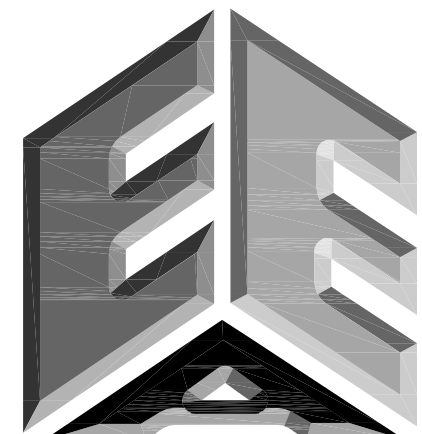


LEGEND

- | EXISTING | PROPOSED |
|---------------------------------|---------------------------------|
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Area Drain | Area Drain |
| Clean Out | Clean Out |
| Flared End Section | Flared End Section |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Combined Sewer | Combined Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Wires | Overhead Wires |
| Electrical Cable (Buried) | Electrical Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Buffalo Box | Buffalo Box |
| Downspout | Downspout |
| Gas Valve | Gas Valve |
| ComEd Manhole | ComEd Manhole |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Telephone Pedestal | Telephone Pedestal |
| Telephone Manhole | Telephone Manhole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation | Curb Elevation |
| Gutter Elevation | Gutter Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Brushline | Brushline |
| Tree Protection | Tree Protection |
| Fencing at Drip Line | Fencing at Drip Line |

GENERAL NOTES

- The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
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IVY HILL ELEMENTARY SCHOOL
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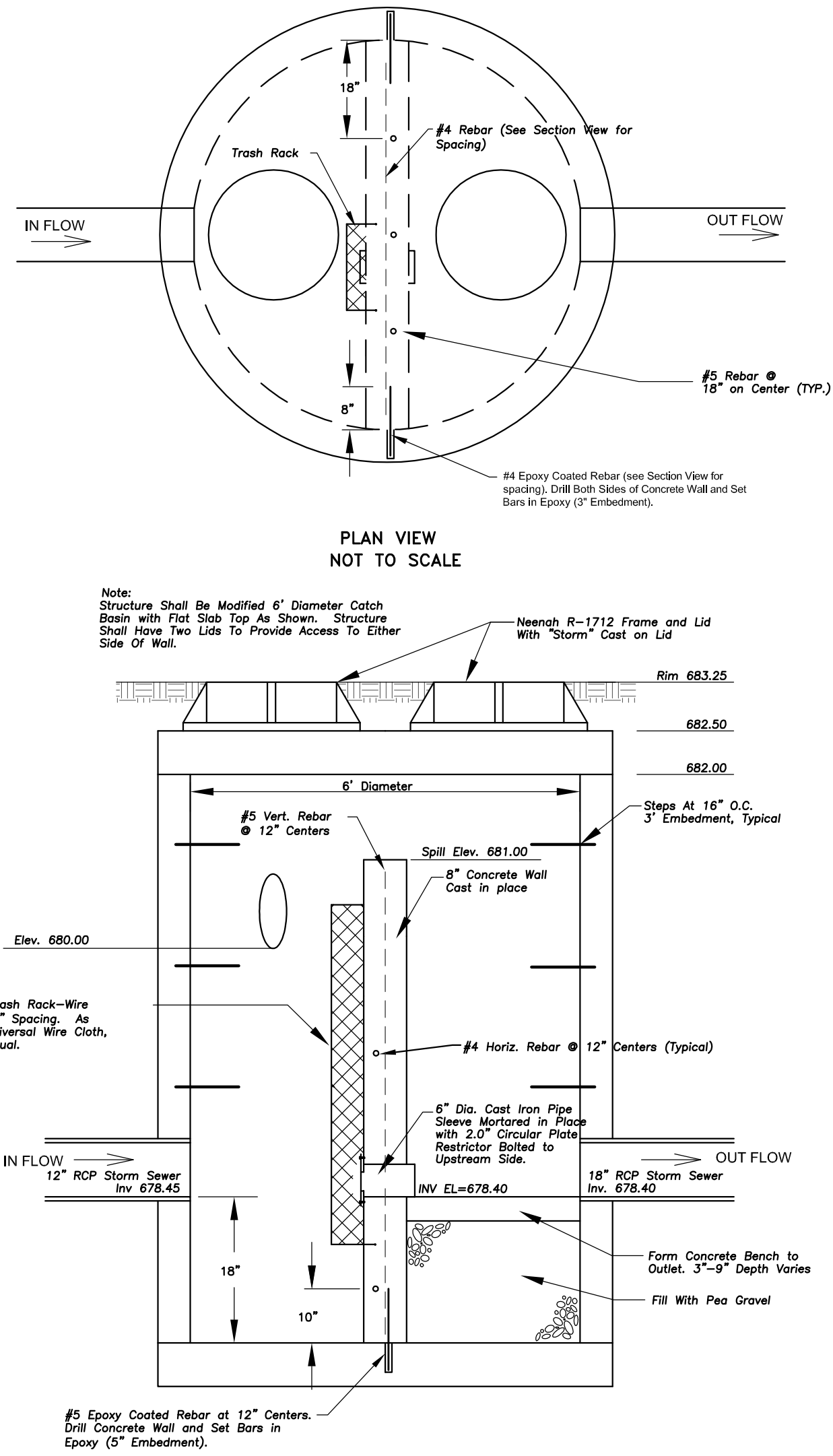
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Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

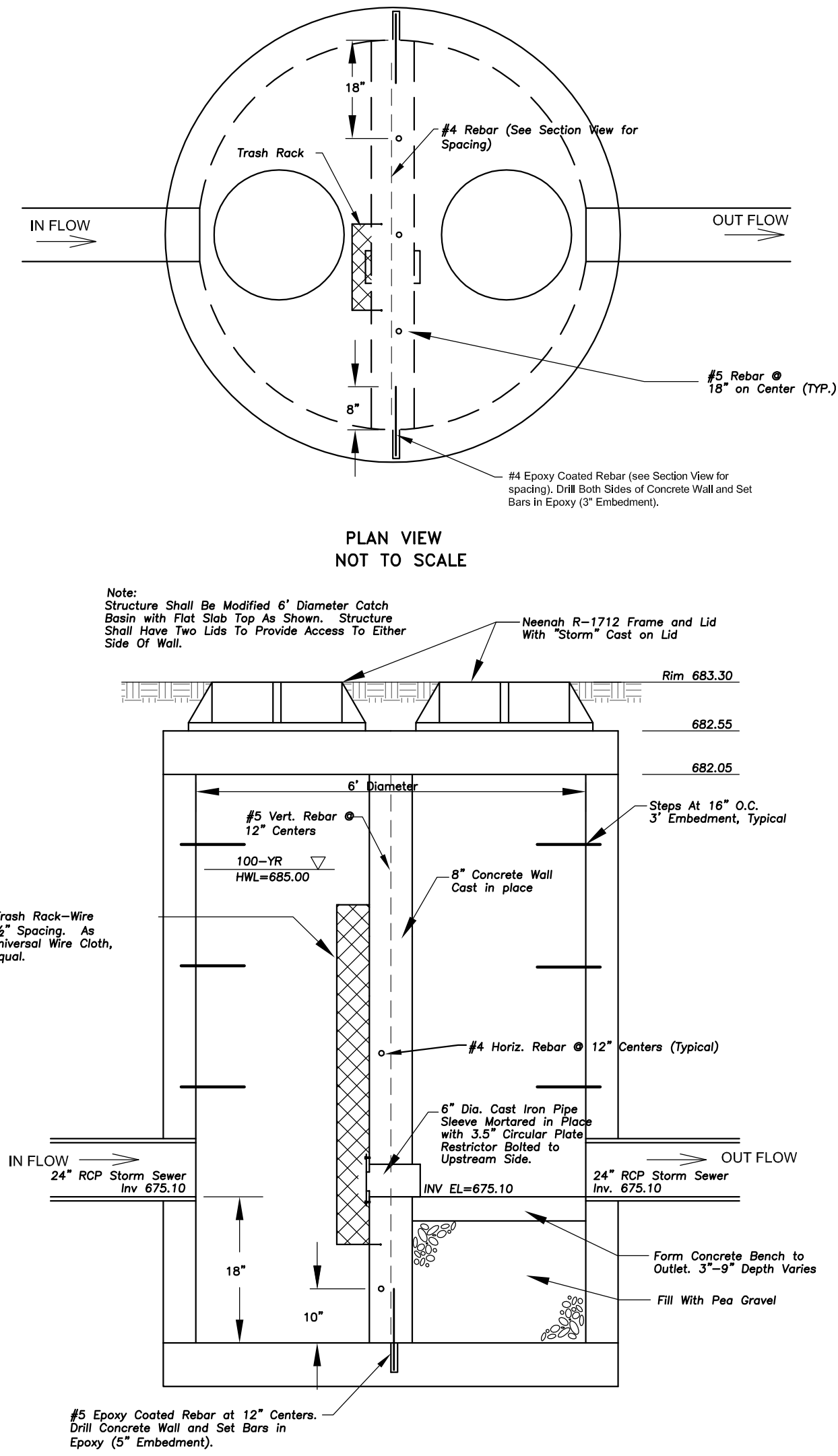
Sheet Title:
**SOIL EROSION & SEDIMENT
CONTROL PLAN**

Sheet No:

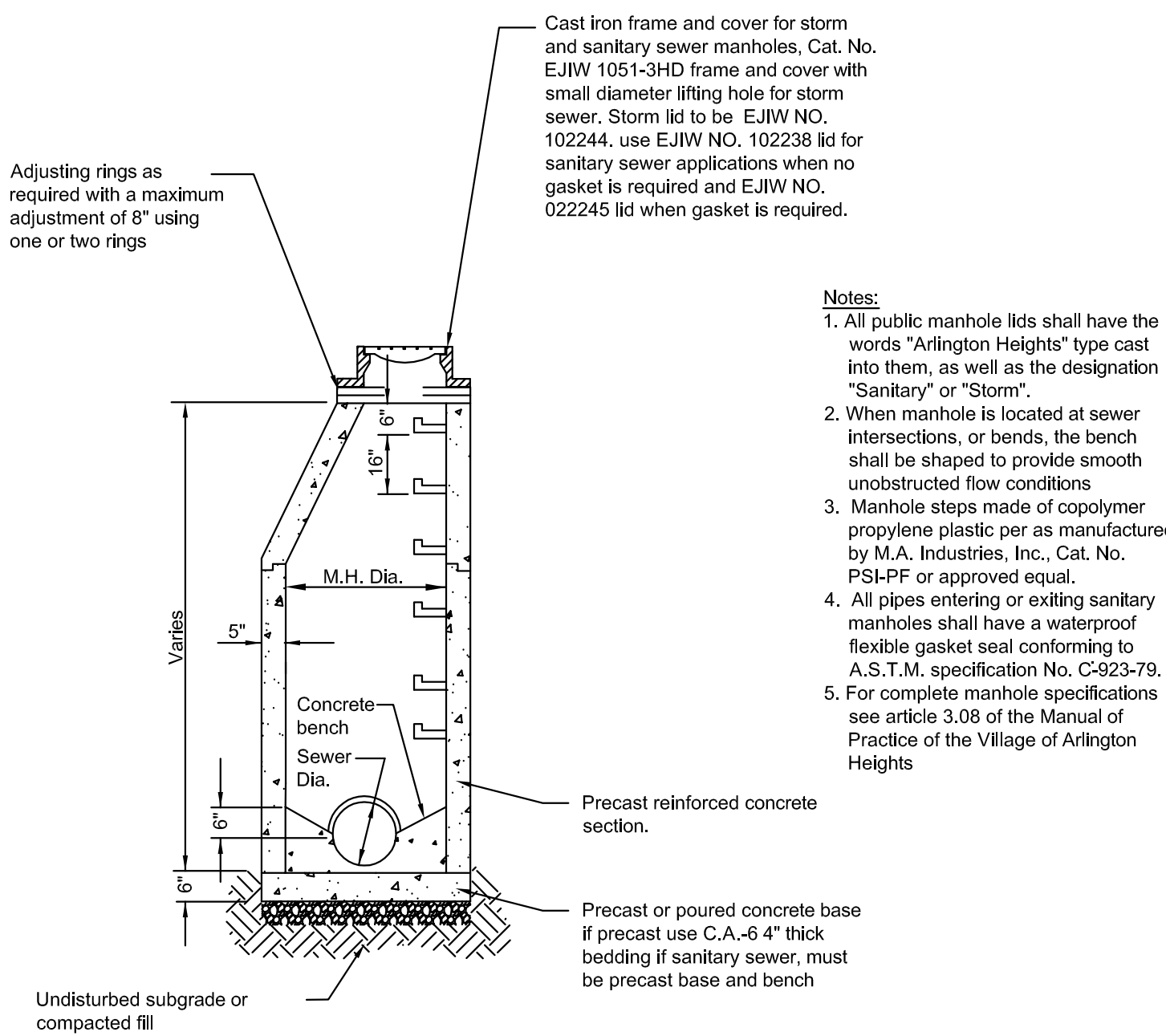
C-5.1



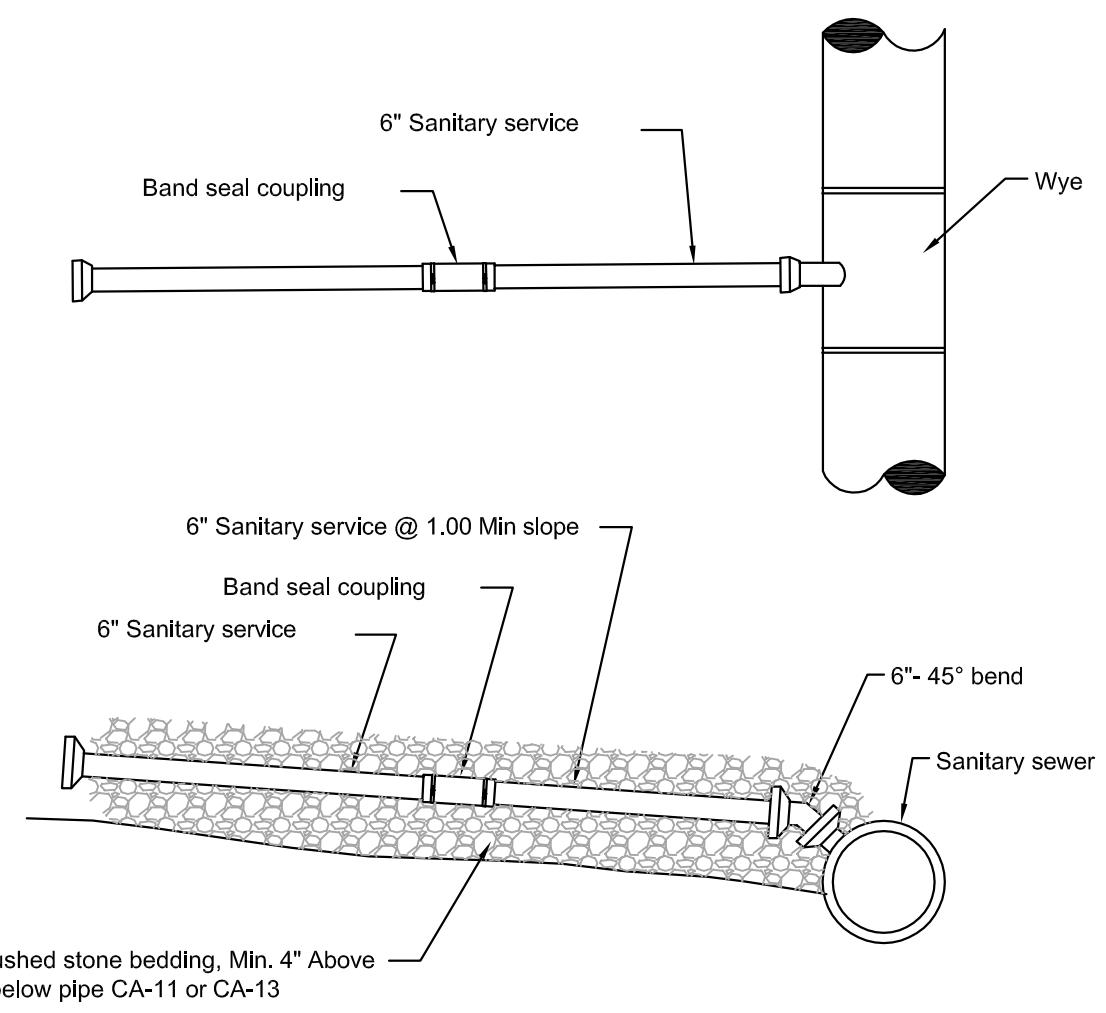
OUTLET CONTROL STRUCTURE A



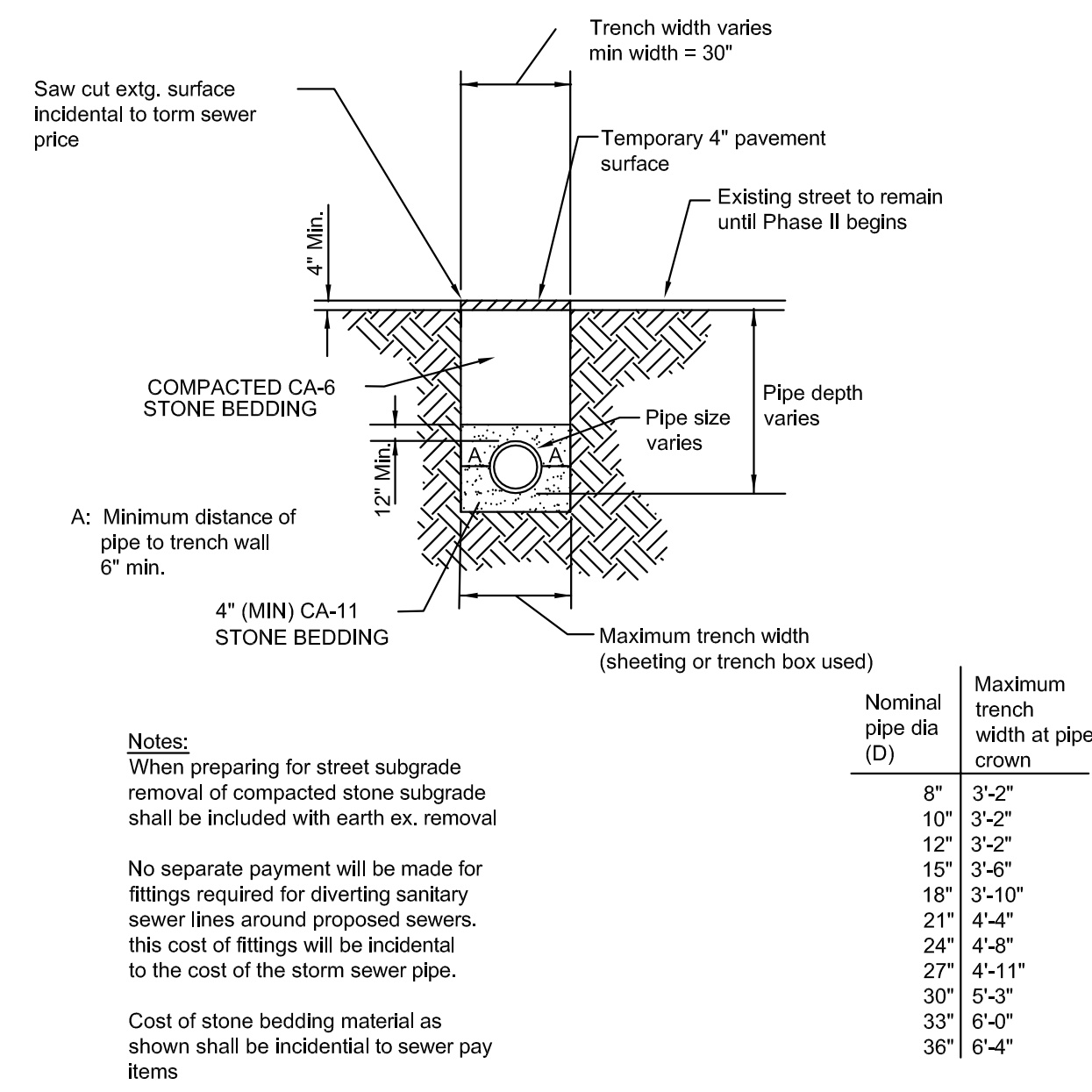
OUTLET CONTROL STRUCTURE B



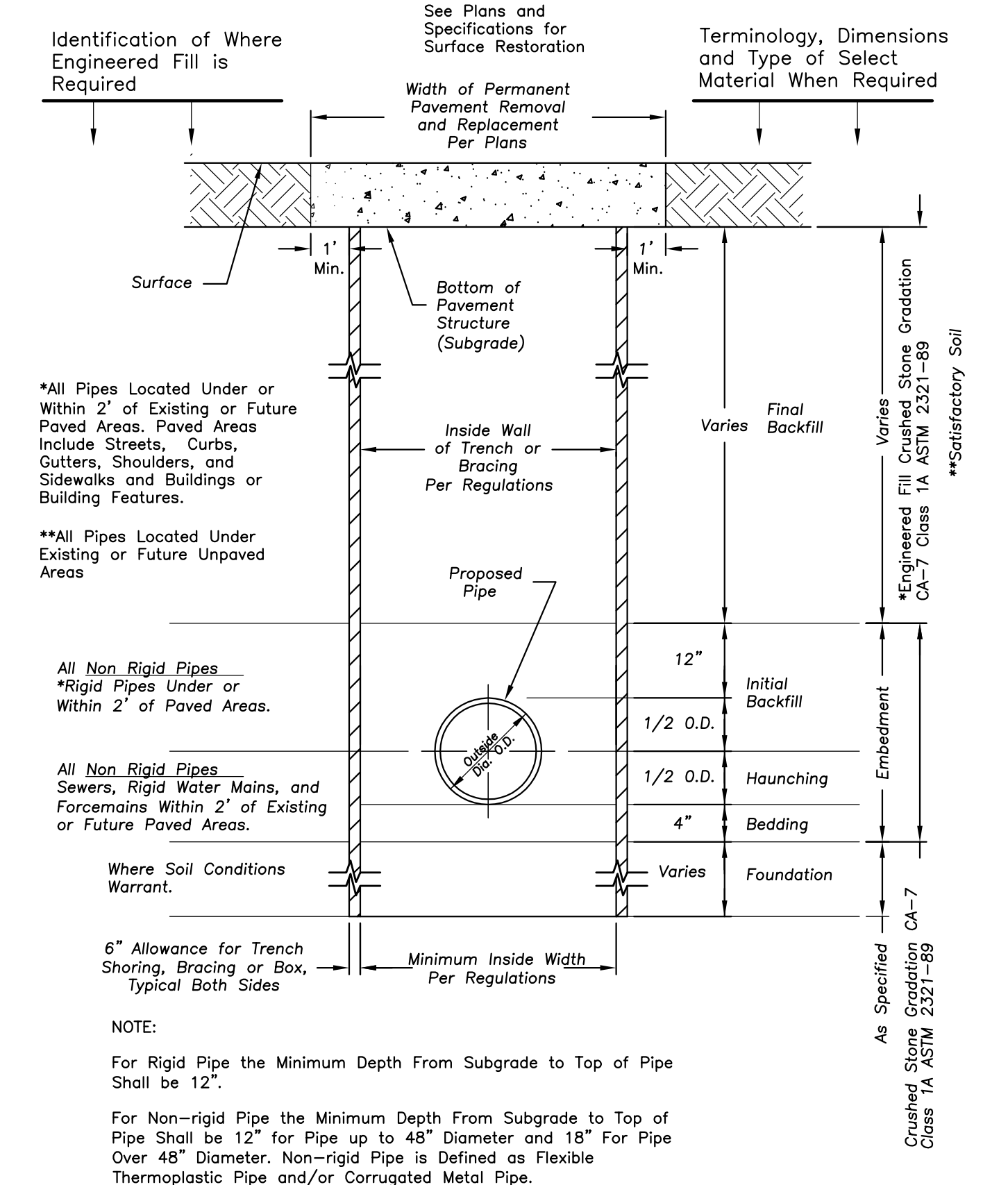
TYPE A - MANHOLE



TYPICAL SANITARY SEWER SERVICE CONNECTION



SANITARY SEWER TRENCH DETAIL



STANDARD SEWER AND WATER TRENCH SECTION

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Design By: JC Date: 06/06/15

Approved By: KC Project No.:

Sheet Title:

NOTES AND LEGENDS

Sheet No:

C-6.1

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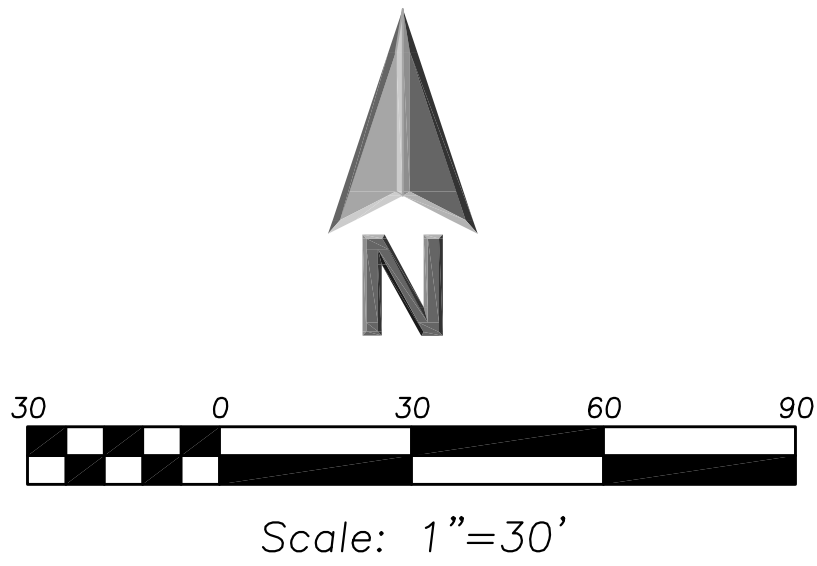
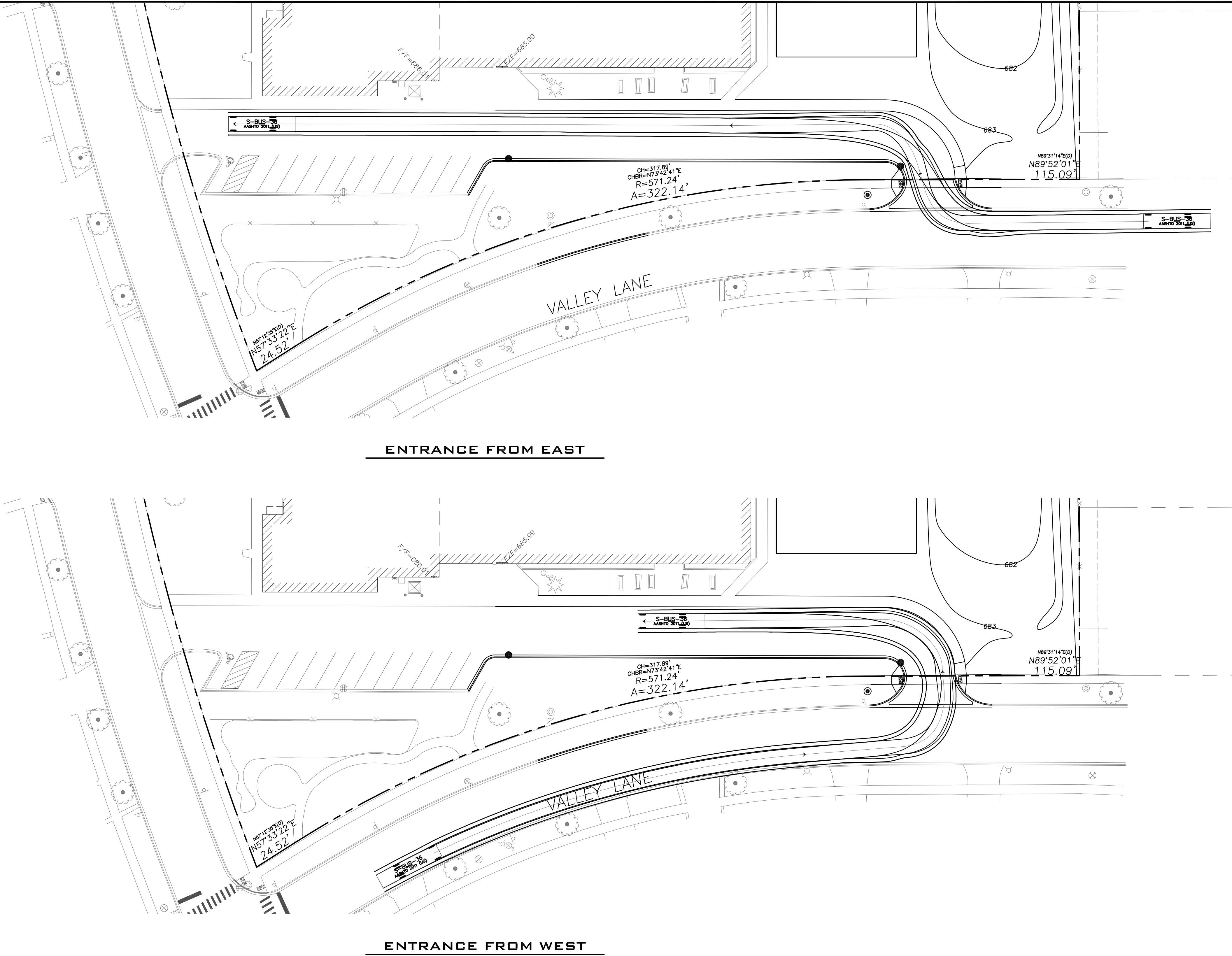
Plot of Survey and Topography Provided By TFW Surveying
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3, 2015. Order Number 150518. Project Number 2029.

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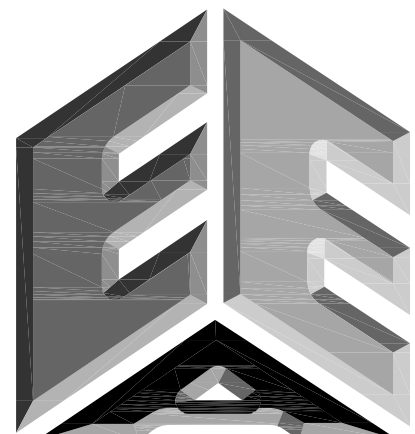


LEGEND

EXISTING	PROPOSED

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**IVY HILL ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
2211 N. Burke Dr.
Arlington Heights, Illinois**

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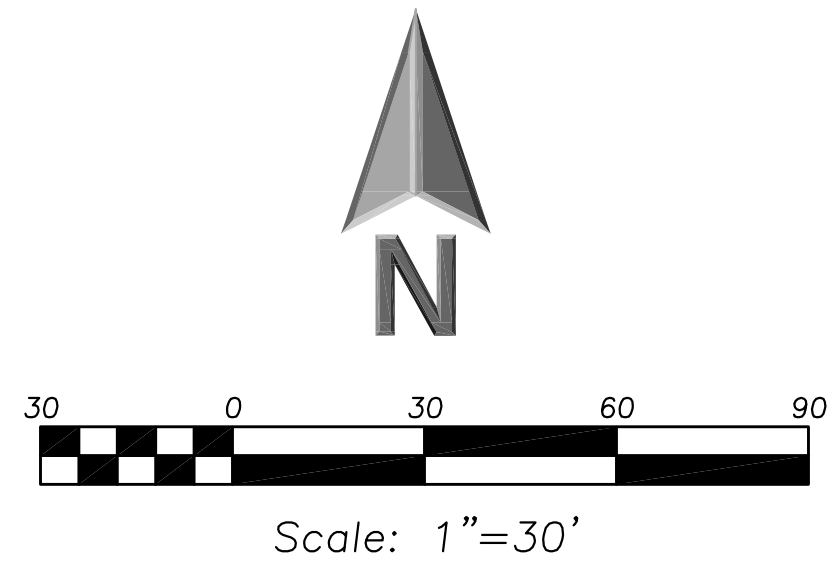
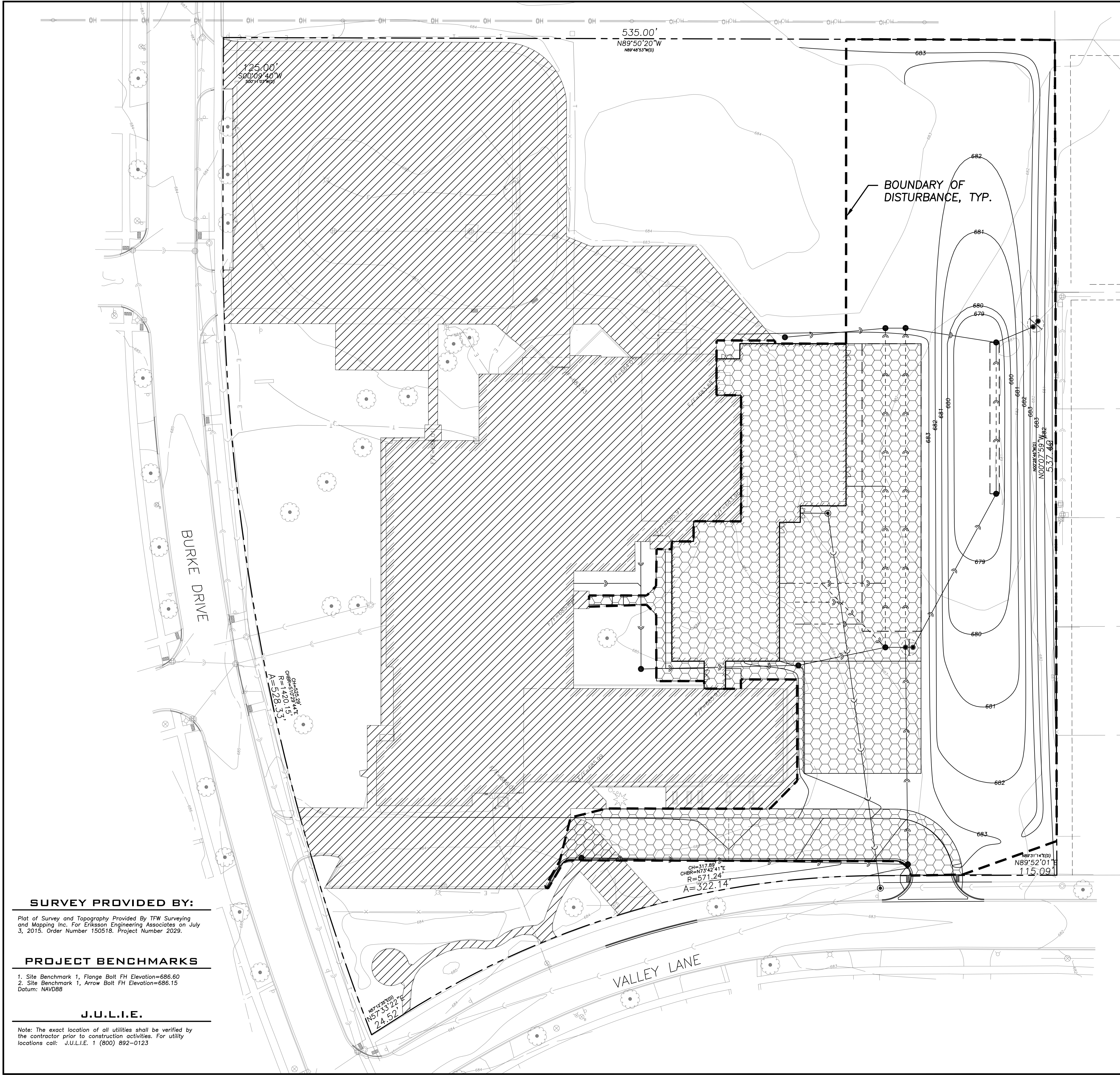
Design By:	JC	Date:	06/06/15
Approved By:	KC	Project No.:	

Sheet Title:

**AUTOTURN
EXHIBIT**

Sheet No:

CX-7.1



LEGEND	
EXISTING	PROPOSED

EXHIBIT LEGEND	
	Project Disturbance 101187.74 SF 2.32 Acres
	Existing Impervious To Remain 116912.64 SF 2.68 Acres
	Proposed Impervious 44553.65 SF 1.02 Acres

SURVEY PROVIDED BY:

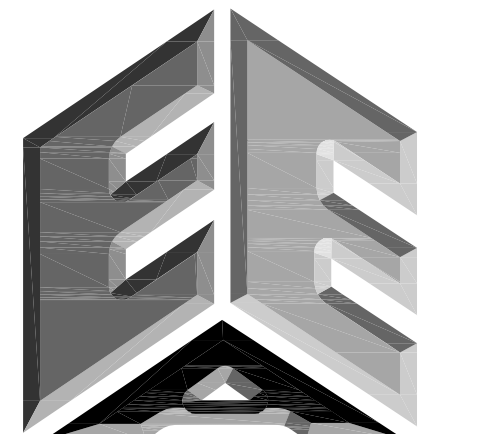
Plot of Survey and Topography Provided By TFW Surveying and Mapping Inc. For Eriksson Engineering Associates on July 3, 2015. Order Number 150518. Project Number 2029.

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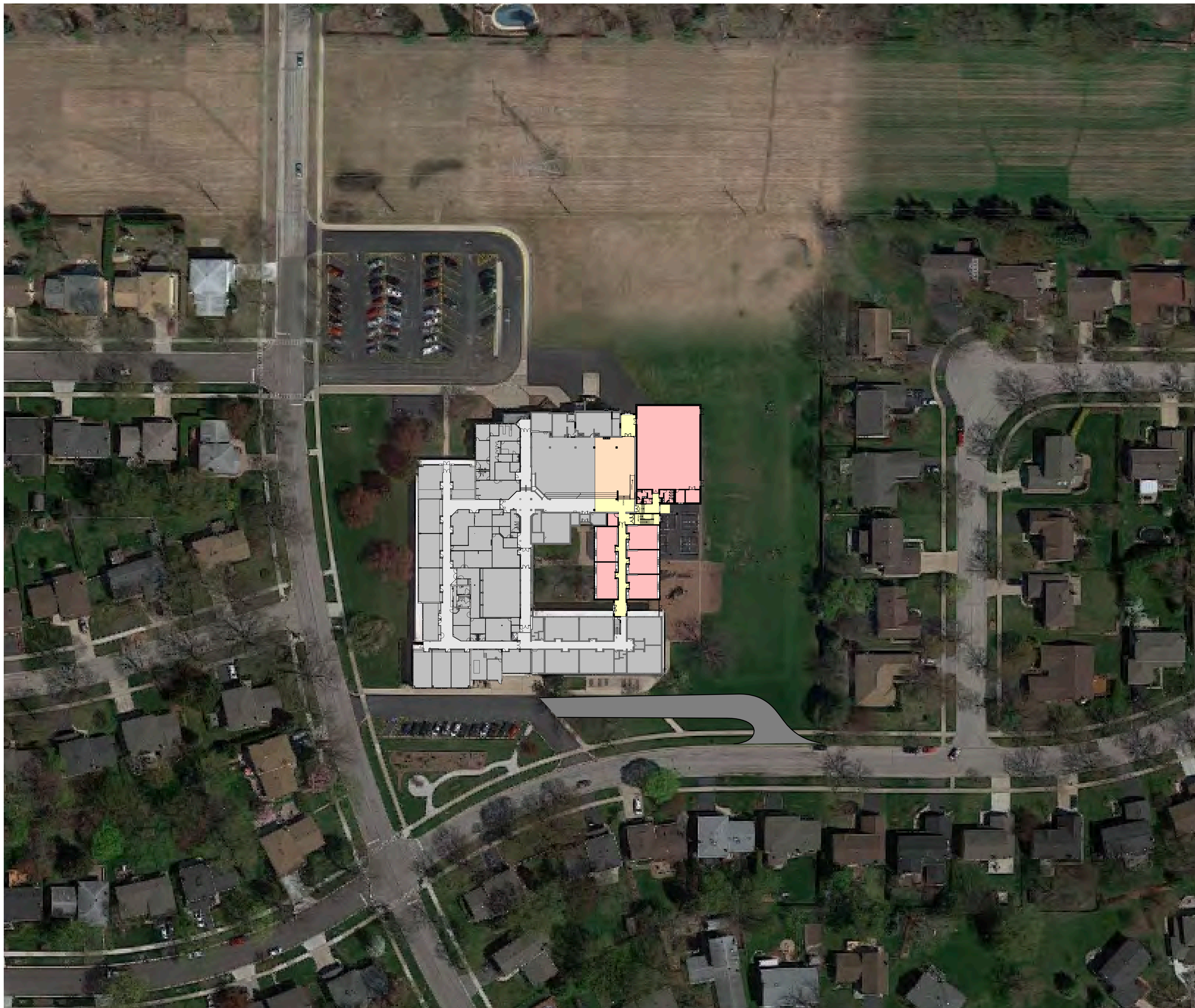
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Approved By: KC	Project No.:

Sheet Title:
**PROJECT
DISTURBANCE**

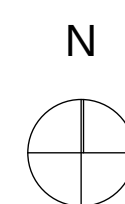
Sheet No:
CX-7.2



STR

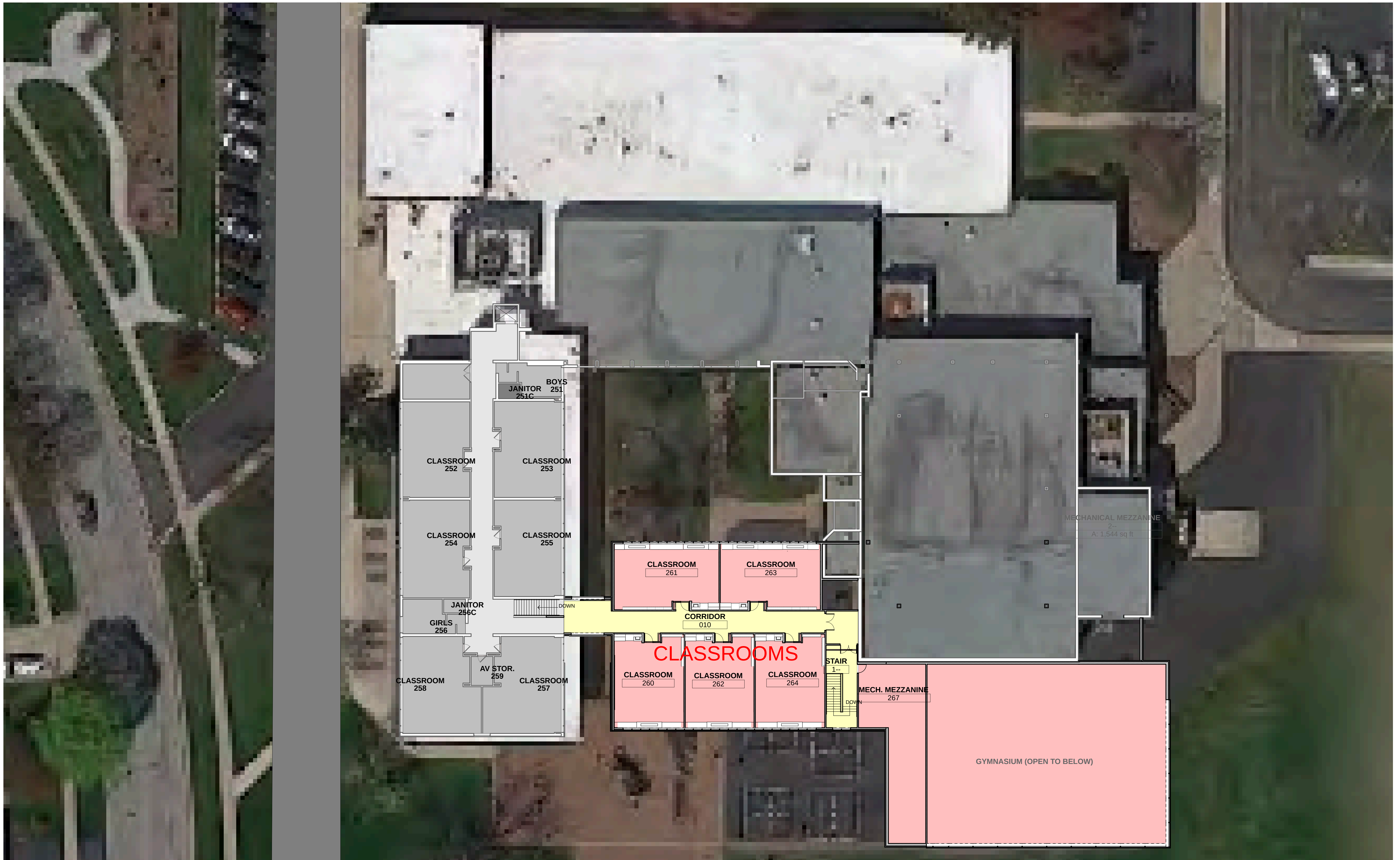
STR Partners LLC
350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

SUBJECT PROPERTY MAP



IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2211 NORTH BURKE DRIVE
ARLINGTON HEIGHTS, ILLINOIS 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
July 27, 2015



1 SECOND FLOOR
SCALE: 1/16" = 1'-0" N

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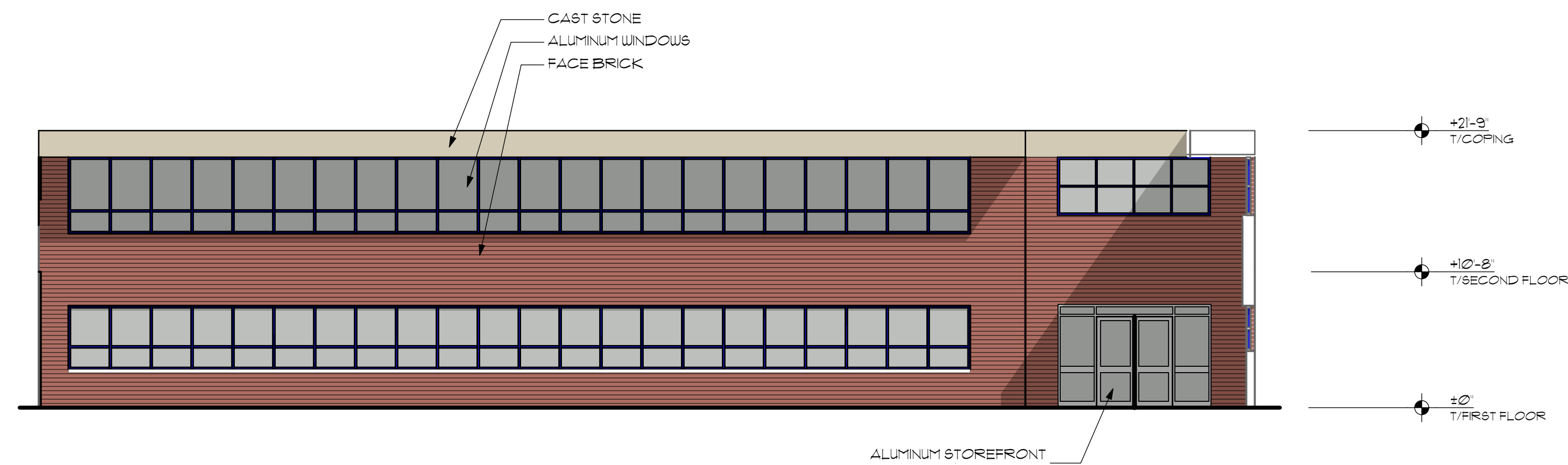
COMPOSITE SECOND FLOOR PLAN

IVY HILL ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

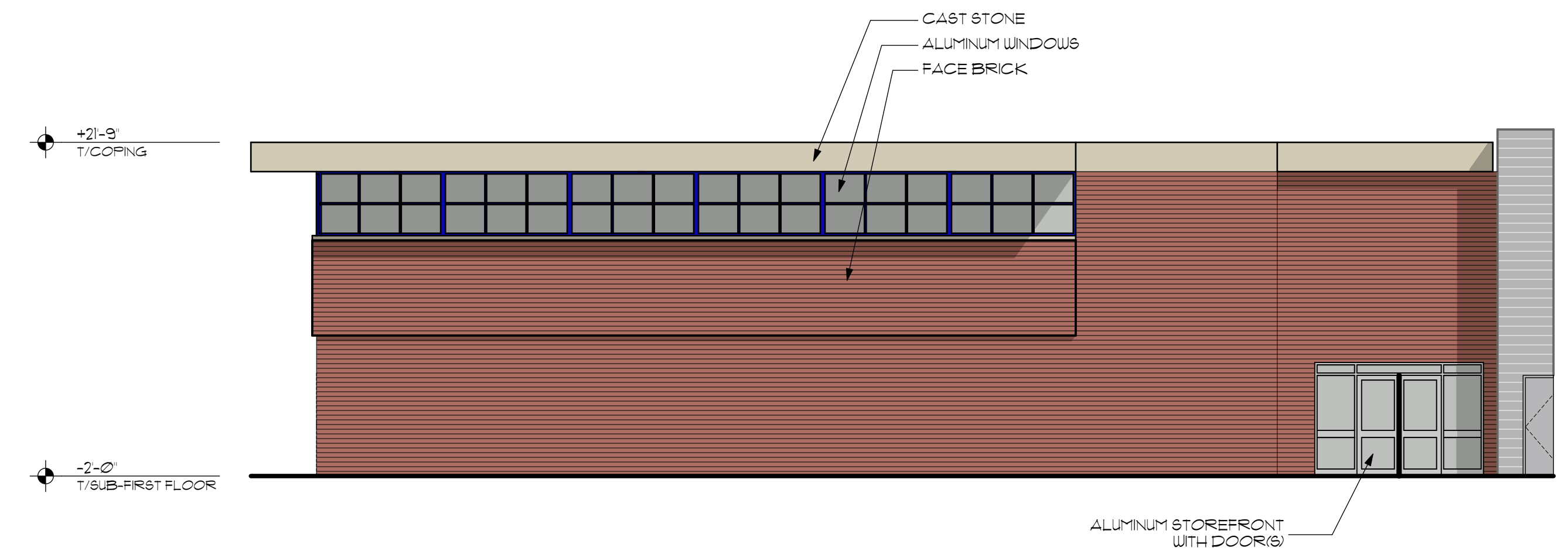
2211 NORTH BURKE DRIVE
ARLINGTON HEIGHTS, ILLINOIS 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
July 27, 2015



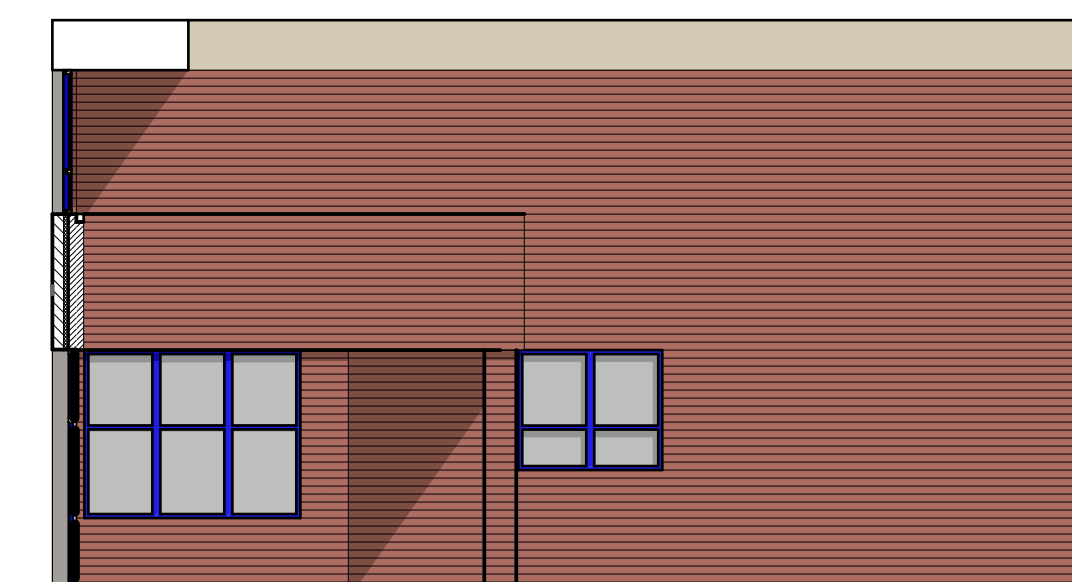
1 EXTERIOR ELEVATION - FACING EAST
SCALE: 1/8" = 1'-0"



2 EXTERIOR ELEVATION - COURTYARD
SCALE: 1/8" = 1'-0"



3 EXTERIOR ELEVATION - FACING NORTH
SCALE: 1/8" = 1'-0"

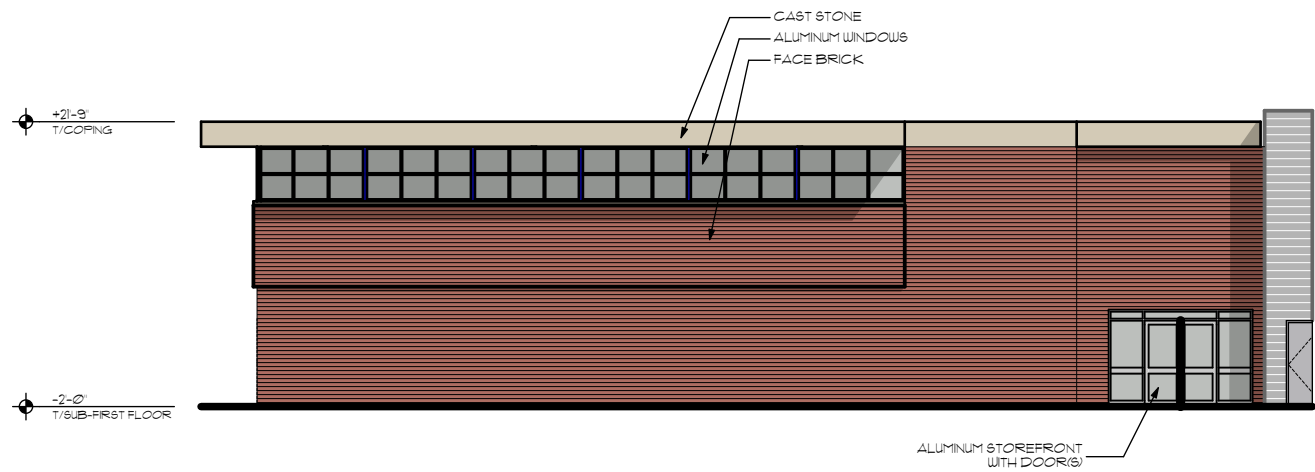


4 EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION - FACING EAST

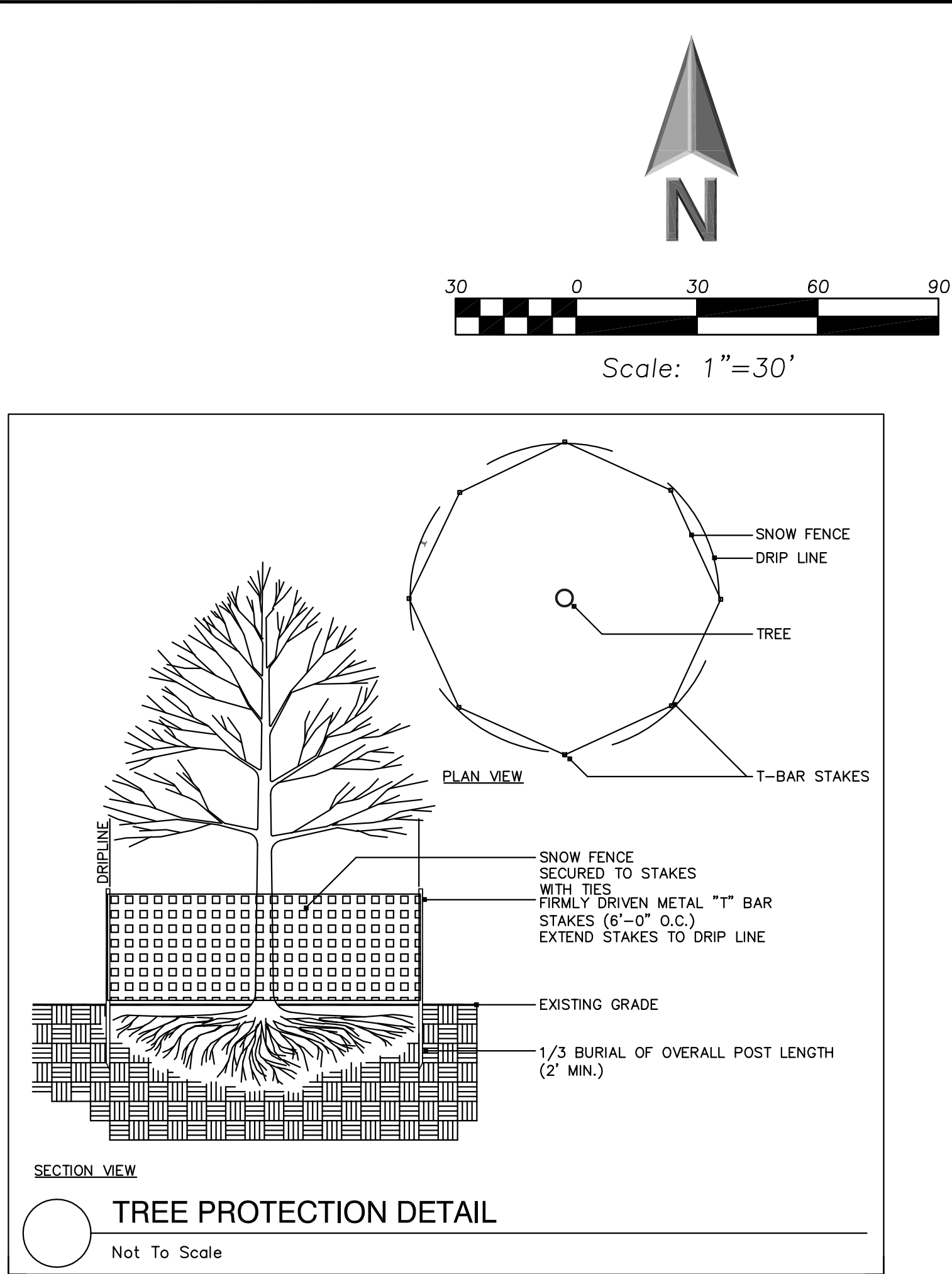
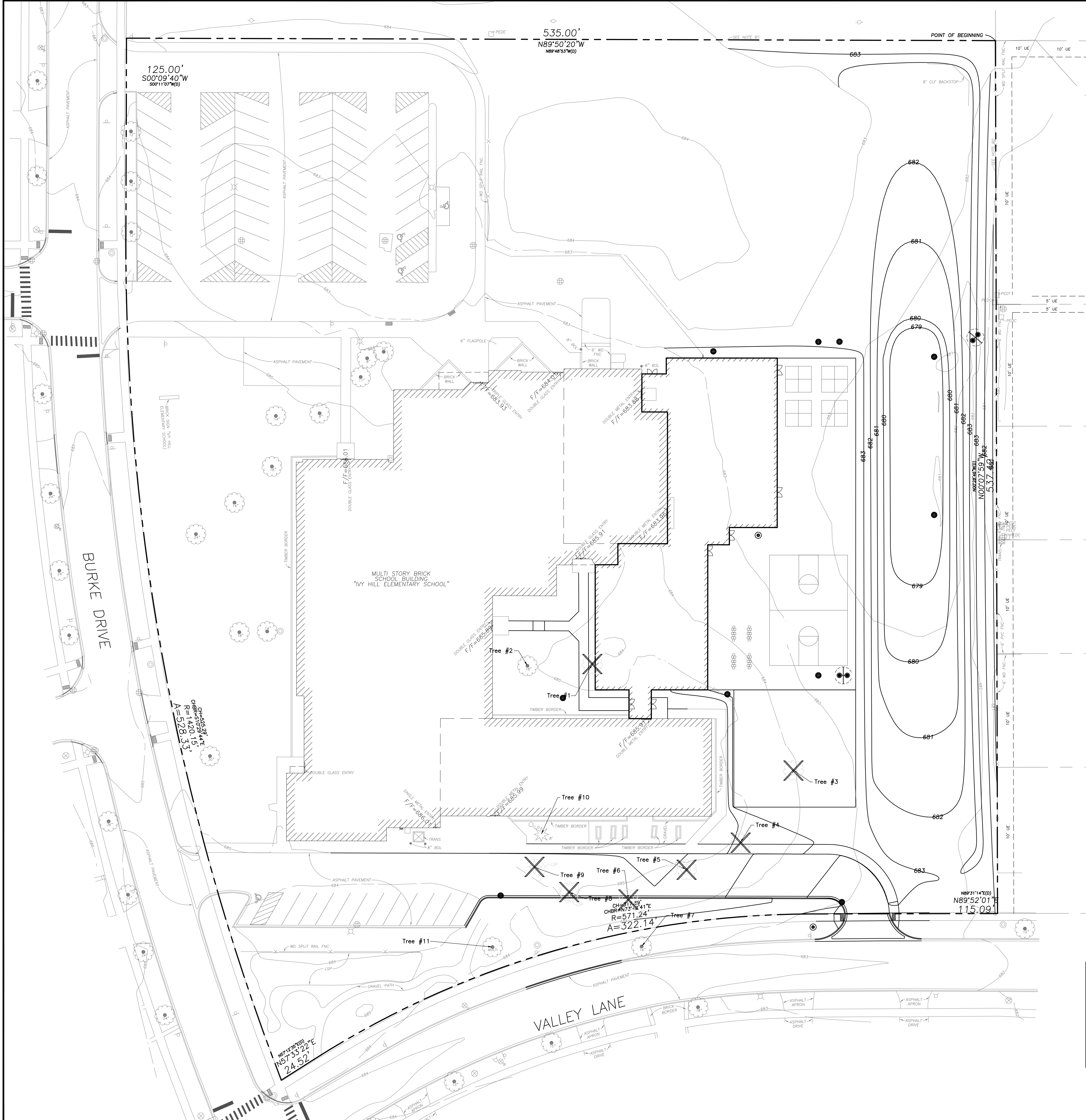
SCALE: 1/16" = 1'-0"



EXTERIOR ELEVATION - FACING NORTH

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

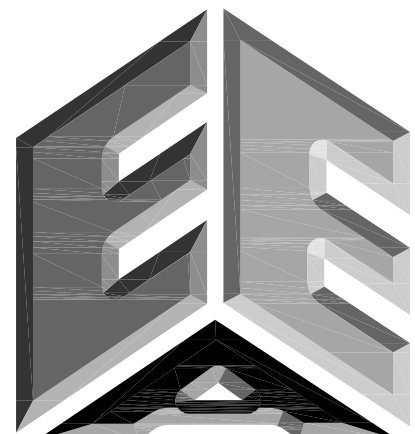
EXTERIOR ELEVATIONS



Existing Tree Survey Data:

TREE #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Fraxinus pensylvannica	Green Ash	36" Cal.	Dead	Emerald Ash Bore
2	Fraxinus pensylvannica	Green Ash	20" Cal.	Dead	Emerald Ash Bore
3	Gleditsia triacanthos inermis	Thornless Honeylocust	24" Cal.	Good	
4	Acer platanoides	Norway Maple	16" Cal.	Poor	3/4 of the canopy is dead
5	Acer platanoides	Norway Maple	14" Cal.	Good	
6	Fraxinus pensylvannica	Green Ash	18" Cal.	Dead	Emerald Ash Bore
7	Tilia americana	American Linden	18" Cal.	Good	
8	Gleditsia triacanthos inermis	Thornless Honeylocust	30" Cal.	Good	
9	Picea abies	Norway Spruce	10" Cal.	Good	
10	Picea pungens	Blue Spruce	14" Cal.	Good	
11	Malus sp.	Flowering Crabapple	10" Cal.	Good	

NOTE:
Existing trees to be removed are indicated on the plan with and "X" and shaded in the table.



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ADDITION AND RENOVATIONS

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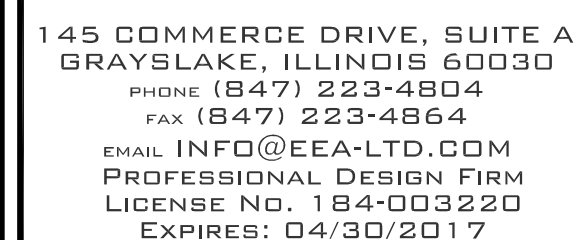
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Design By:	SG	Date:	06/06/15
Approved By:	KC	Project No.	

Sheet Title:
**TREE
PRESERVATION
PLAN**

Sheet No:

TP100



**2211 N. Burke Dr.
Arlington Heights, Illinois**

Expiration Date: _____

[illegible]

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Approved By: KC	Project No.

Sheet Title:

LANDSCAPE PLAN

Sheet No:

L100



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

July 27, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60004

RECEIVED

JUL 27 2015

Re: **Plan Commission Application**
Ivy Hill Elementary School
2211 N. Burke Drive
Arlington Heights, IL 60005

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

STR Project #15036

Dear Ms. Bhide,

Enclosed is the Plan Commission application and supporting materials for the proposed addition at Ivy Hill Elementary School in Arlington Heights School District 25.

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

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

Ivy Hill Elementary School provides education to school-age children of the surrounding neighborhood and is of benefit to the community.

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

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

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

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

A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space is limited the north area of the site east of the north parking lot. Adequate open field space for recreational use could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate open field and asphalt and pour-in-place playground areas on the site there is no area for expansion of the parking lots.

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

The existing parking supply of 72 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. Just one additional staff member will be added with the addition to the school building.

Thank you for your review. Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Hansen", with a stylized flourish at the end.

Don Hansen
Senior Project Manager

July 2015

Ivy Hill Elementary School

Traffic and Parking Study



Prepared for:

**Arlington Heights
School District 25**

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A
Grayslake, IL 60030
(847) 223-4804

601 W. Randolph St., Suite 500
Chicago, IL 60661
(312) 463-0551

INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed expansion of Ivy Hill Elementary School in Arlington Heights, Illinois. Ivy Hill School is located at the northeast corner of Valley Lane and Burke Drive. The current enrollment of the school is 562 students in kindergarten through 5th grade with 68 staff members. Access to the school is provided by a bus loading zone with its entrance from Valley Lane and exit on Burke Drive. Parent loading occurs around the perimeter of the staff/visitor parking lot with a separate entrance and exit on Burke Drive.

A new gym, common areas, and classrooms will be added on the eastern side of the building. The school population is expected to grow 14% to 641 students over a period of several years. Staff growth will be one person for a total of 69 staff.

The purpose of the study was to observe the existing traffic patterns around the school, determine the traffic characteristics of the existing and expanded school, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

School Location and Area Land-Uses

The existing school is located at the northeast corner of the Valley Lane and Burke Drive in Arlington Heights, Illinois. It is located in a single-family neighborhood with Commonwealth Edison power lines along its north border. **Figure 1** illustrates the site and the surrounding land-uses and roads. (Note: all figures are located at the end of the report).

The boundaries of the school attendance area is Rand Road to the south, Windsor Drive to the east, Hintz Road to the north, and includes a neighborhood north of Hintz Road and west of Kennicott Avenue. Students living south of Palatine Road and west of Arlington Heights Road are eligible for busing. The Ivy Hill School boundary map is included in the **Appendix**.

Bicycle and Pedestrian Routes

Valley Lane, east of Burke Drive, is an on-street bike route leading towards Lake Arlington Park. Burke Road north of Valley Lane is a planned bikeway. Public sidewalks are located on both sides of the streets around the school. The All-Way Stop Controlled (AWSC) intersections on Burke Drive at Valley Lane and Ivy Lane have crosswalks with crossing guards before and after school.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Burke Drive is a north-south local roadway extending north from Palatine Road to north of Appletree Lane. It has one travel lane in each direction. At Ivy Lane and Valley Lane, it has an AWSC intersection with painted crosswalks. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Valley Lane is a collector road that extends from Arlington Heights Road east to Windsor Drive and Lake Arlington. At its intersection with Burke Drive, it has one travel lane in each direction and is an AWSC. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Ivy Lane is a local road that extends east from Arlington Heights Road to Burke Drive. The posted speed limit is 25 miles per hour and is under the jurisdiction of the Village of Arlington Heights.

Figure 2 illustrates the existing loading and parking regulations around the school. The streets around the school are posted with 20 mph School Speed Zone signs.

Existing Traffic Volumes

Ivy Hill School starts the school day at 9:05 AM and ends at 3:35 PM. Weekday morning (8:00 to 9:30 AM) and afternoon (3:00 to 4:30 PM) manual traffic counts of vehicles and pedestrians were conducted in May, 2015 at the following intersections:

- Valley Lane and Burke Drive
- Ivy Lane/School Parking Lot Entrance and Burke Drive
- School Parking Lot Exit and Burke Drive
- School Bus Loading Area Entrance and Exit

These counts showed the peak-hours of traffic occurring from 8:30 to 9:30 AM and 3:30 to 4:30 PM on a school day. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

School Operations

All school bus loading occurs in the southern parking lot that can accommodate the six buses currently serving the school. Buses enter from Valley Lane and exit onto Burke Drive. Thirteen parking spaces are provided in the bus loading area that is occupied by staff vehicles which do not interfere with bus operations.

The main student loading area is provided in the north parking lot. Parents enter the south entrance (inbound only) and travel counter clockwise through the lot and unload/load their students on the passenger side of the car. A sidewalk is provided on the north, south, and east perimeter of the lot. The doors for the school are near the southeast corner of the lot.

During the morning arrival, parent enter the lot and drop-off their students in the southern part of the parking lot. In the afternoon dismissal, parents use the majority of the parking lot perimeter. Some parents do park in the lot and walk their student in or out of school. The perimeter of the lot with sidewalk is approximately 560 feet long with capacity for 28 vehicles.

On-street loading is permitted on the east side of Burke Drive and the north side of Valley Lane south of the school. Those areas are signed "Student: Drop-off and Pick-up/8 AM to 4 PM/ School Days/ No Unattended Vehicles".

As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods. However, overall the traffic generally operates well around the school.

Traffic exiting the north parking lot is restricted to right-turns out (No Left-Turns) from 8:30-9:30 AM and 3:00-4:00 PM. The traffic counts showed that 26% of the morning and 36% of the afternoon exiting traffic from the main lot turned left in violation of the restriction. This is equivalent of 24 to 29 vehicles per hour. This additional southbound traffic on Burke Drive did not create congestion at the Ivy Lane stop sign.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed building plan shows the addition on the east side of the existing school building with additional commons space, a new gym, and new classrooms. School bus loading in the southern parking lot will be extended to the east to accommodate additional buses. No changes to the northern parking lot are proposed.

Trip Generation

Ivy Hill School currently serves 562 students and uses six school buses for transportation. With the expansion, the school can accommodate up to 641 students and would need eight school buses to transport students. It is anticipated that most of the 79 additional students will come from areas that provide bus service.

Traffic estimates were made for the site using data provided by the Institute of Transportation Engineer's Trip Generation 9th Ed. manual which contains trip generation surveys of other elementary schools. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1**. The two additional buses were added separately to the traffic volumes.

Table 1
Site Traffic Volumes

Expansion	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
79 Additional Students	20	15	35	10	12	22
2 Additional School Buses	2	2	4	2	2	4
Total	22	17	39	12	14	26

Trip Distribution

The trip distribution for school is based on the existing traffic volumes at the school, and the road network. The trip distribution for the school is shown on **Table 2** and **Figure 4**.

Table 2
Directional Distribution

Direction	Inbound		Outbound	
	Morning	Afternoon	Morning	Afternoon
North on Burke Drive	28%	29%	74%	64%
South on Burke Drive	8%	14%	10%	21%
West on Ivy Lane	45%	21%	5%	3%
East on Valley Lane	8%	14%	4%	6%
West on Valley Lane	11%	22%	7%	6%
Total	100%	100%	100%	100%

Trip Assignment

The additional vehicular trips that are generated by the school expansion were distributed to the local roadways based on the directional distribution analysis. **Figure 5** displays the trip assignment for the projected site traffic volumes. **Figure 6** shows the Total Traffic volumes, which are the sum of the existing traffic volumes and the site traffic volumes.

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions with extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays / over capacity	>80	>50

Source: Highway Capacity Manual 2010

Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS) to determine the existing operating conditions of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing level of service results for each intersection, which are working well during the peak-hours under existing and projected traffic conditions. The additional school traffic will have no impact on the intersection level of service and a nominal increase in vehicular delays.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Total	Existing	Total
Parking Lot Exit At Burke Drive	WB Left	A-9.6	A-9.8	B-10.0	B-10.1
	WB Right	A-9.1	A-9.3	A-9.2	A-9.2
Ivy Lane/Parking Entrance At Burke Drive	SB Lt/Th/Rt	A-8.0	A-8.2	A-8.0	A-8.1
	NB Lt/Th/Rt	A-7.2	A-7.3	A-7.6	A-7.6
	EB Lt/Th/Rt	A-7.9	A-8.0	A-7.7	A-7.7
School Bus Exit At Burke Drive	WB Left/Right	B-10.8	B-11.0	B-11.2	B-11.4
Burke Drive at Valley Lane	SB Lt/Th/Rt	A-7.7	A-7.7	A-8.5	A-8.6
	EB Lt/Th/Rt	A-7.8	A-7.9	A-8.6	A-8.7
	NB Lt/Th/Rt	A-7.5	A-7.5	A-7.9	A-7.9
	WB Lt/Th/Rt	A-7.7	A-7.7	A-8.1	A-8.2
School Bus Entrance On Valley Lane	WB Left	A-8.5	A-8.5	A-8.5	A-8.5

RECOMMENDATIONS

The following recommendations were developed for Ivy Hill School and its proposed expansion based on this traffic study:

- Traffic conditions will continue work well around the school with the expansion.
- Expand the bus loading area to the east to accommodate two additional busses and relocate the entry driveway from Valley Lane. A bus turning radius analysis has been completed to ensure that the buses can turn into the driveway from both directions.
- The school website has a page with the school's arrival and dismissal procedures for parents. Currently it is not working and should be repaired and updated if necessary.
- The violation of the "Right-turn only" restriction for traffic exiting the north parking lot should continue to be monitored to determine if it increases and causes problems on southbound Burke Drive. If it does become a problem, school staff can place traffic cones or barriers to prevent left-turning traffic.

PARKING

The existing and proposed site plan provides a total of 72 parking spaces including three accessible spaces. The north lot has 59 spaces and the south lot has 13 spaces. Truck loading is provided on the northeast side of the building.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (69 staff) and one per classroom (35 rooms) for a total of 173 spaces. A parking variation of 101 spaces would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication Parking Generation, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (641 students) or 109 spaces.

Parking counts were conducted on Wednesday May 27, 2015 after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. No on-street parking near the school was observed. The school currently has 68 staff members but they are not all present on-site at the same time. Sufficient parking is available at the school to accommodate current and projected staff and visitor parking needs during a typical school day.

Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school on Ivy Lane, Valley Lane, and Burke Drive after school hours (4:00 PM).

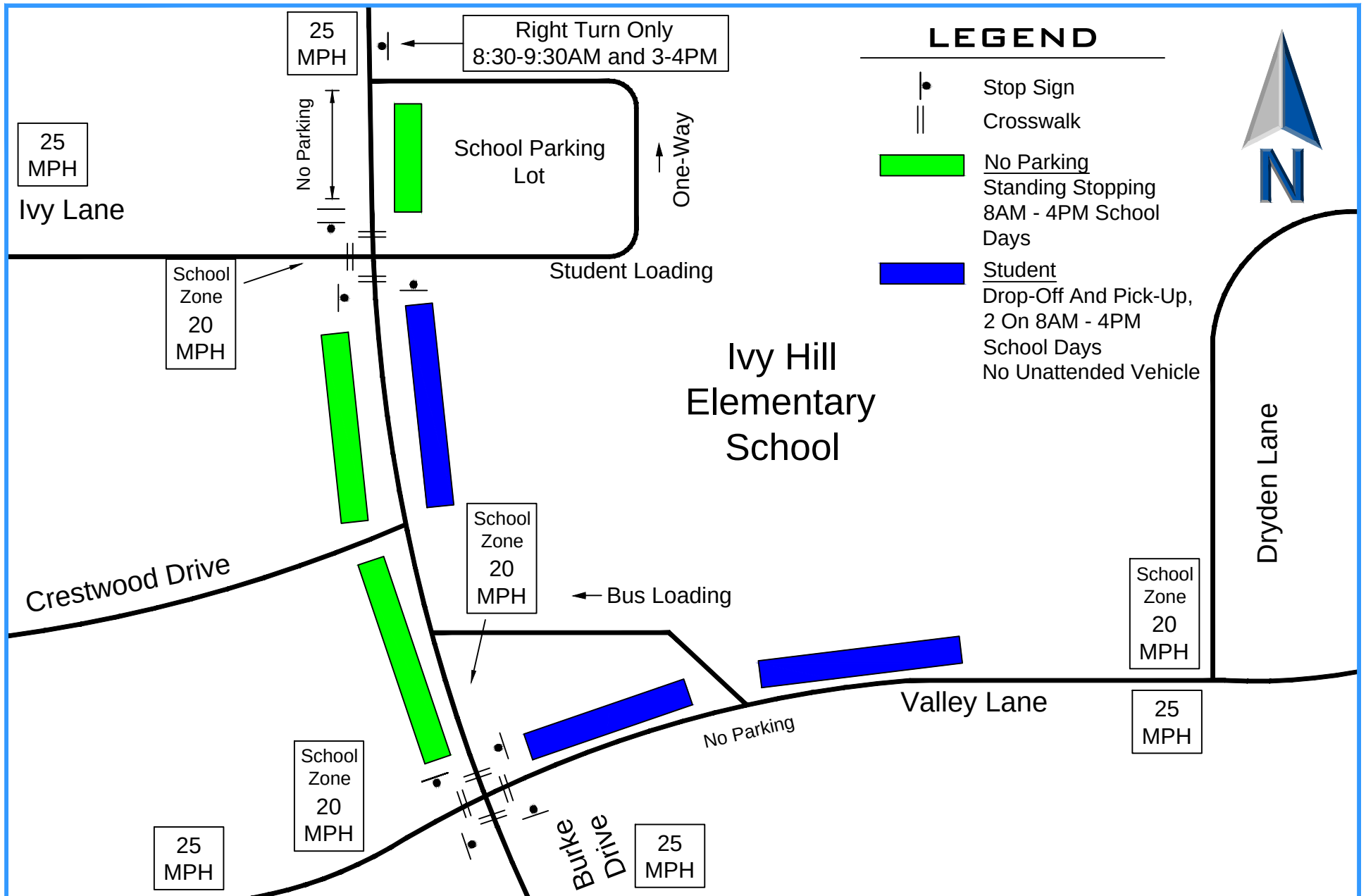
The existing parking supply of 72 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Special event parking is available on-street near the school.

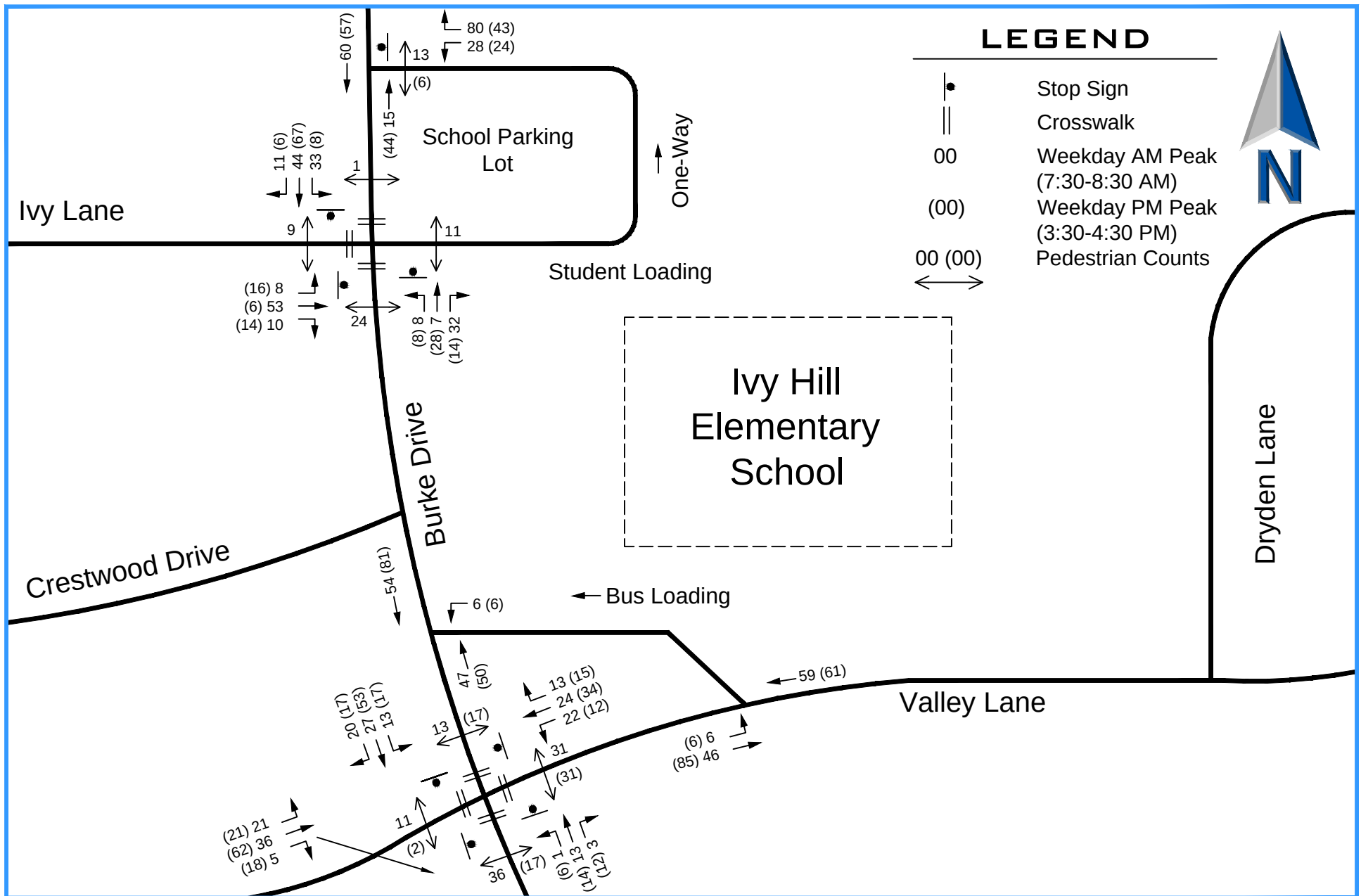
SUMMARY

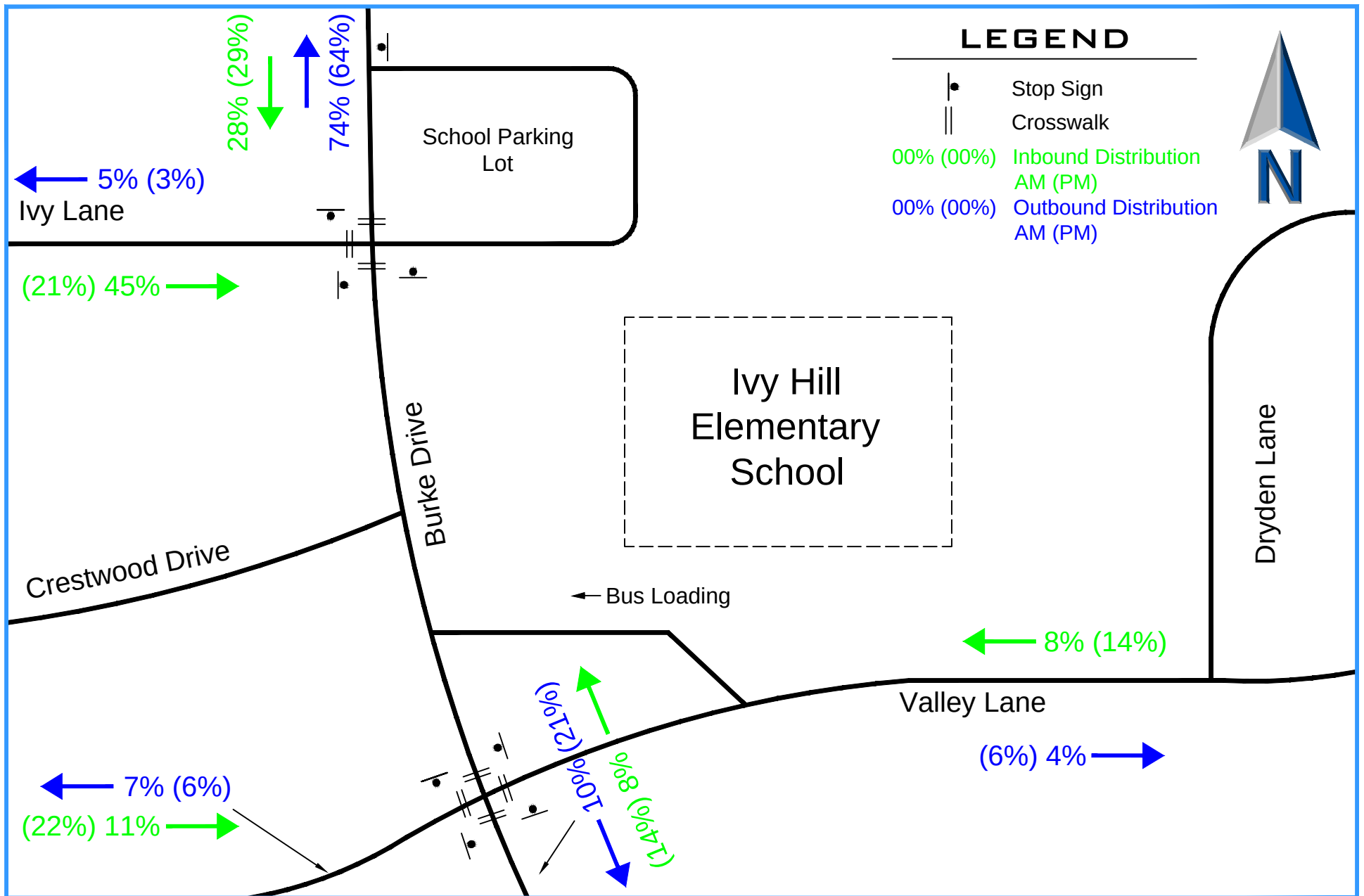
This report summarizes the results of traffic and parking study for the expansion of Ivy Hill Elementary School in Arlington Heights, Illinois. The findings of the study area:

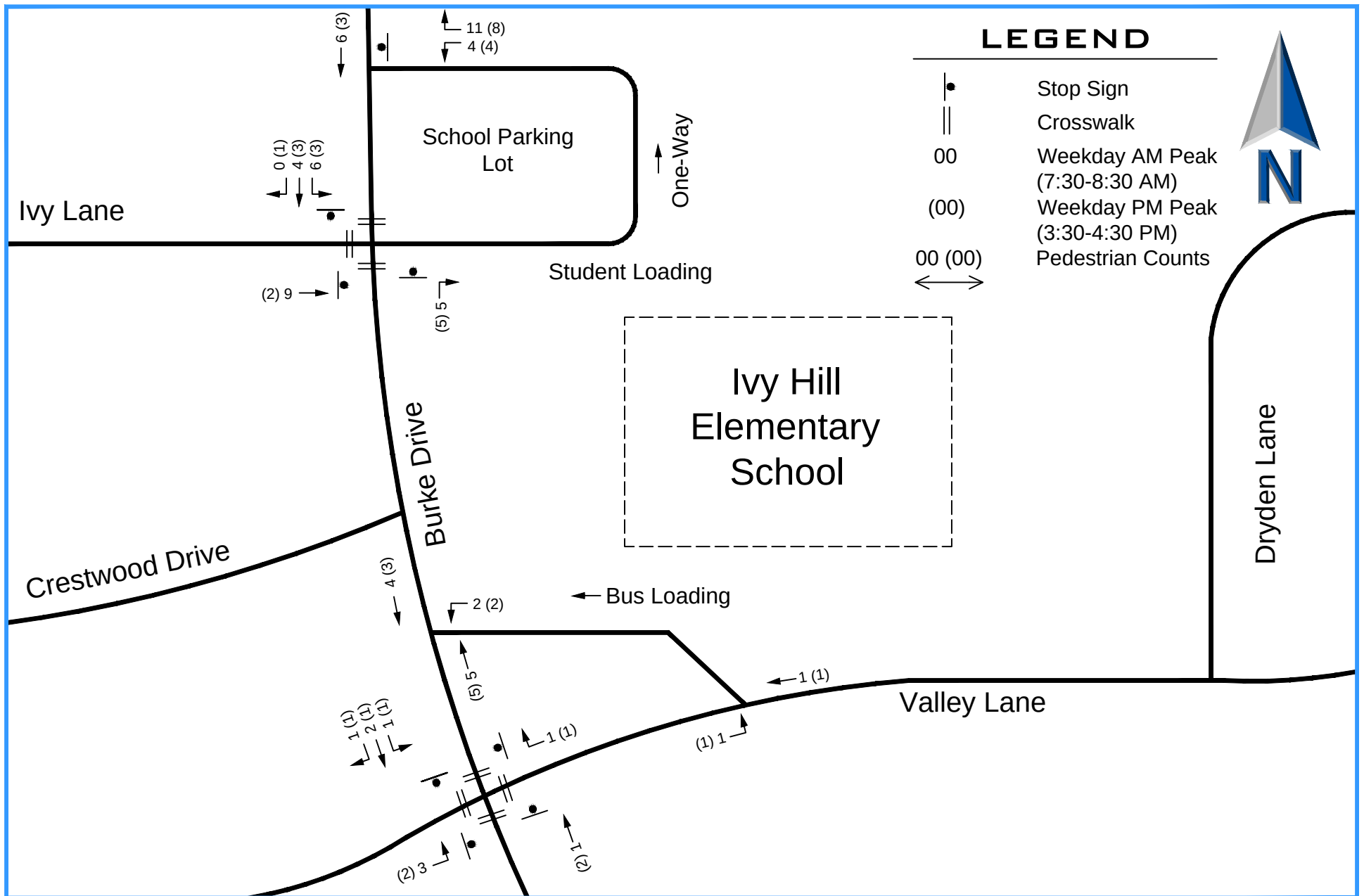
- The volume of additional school traffic generated by the school expansion is low due to one additional staff member and the majority of the additional students will be bused to school.
- The net change in area traffic volumes is nominal.
- The school website has a page with the school's arrival and dismissal procedures for parents. Currently it is not working and should be repaired and updated if necessary.
- The violation of the "Right-turn only" restriction for traffic exiting the north parking lot should continue to be monitored to determine if it increases and causes problems on southbound Burke Drive. If it does become a problem, school staff can place traffic cones or barriers to prevent left-turning traffic.
- Parking for the school provides 72 on-site parking spaces will meet its projected needs but will require a variation of 101 spaces from the zoning code requirements.

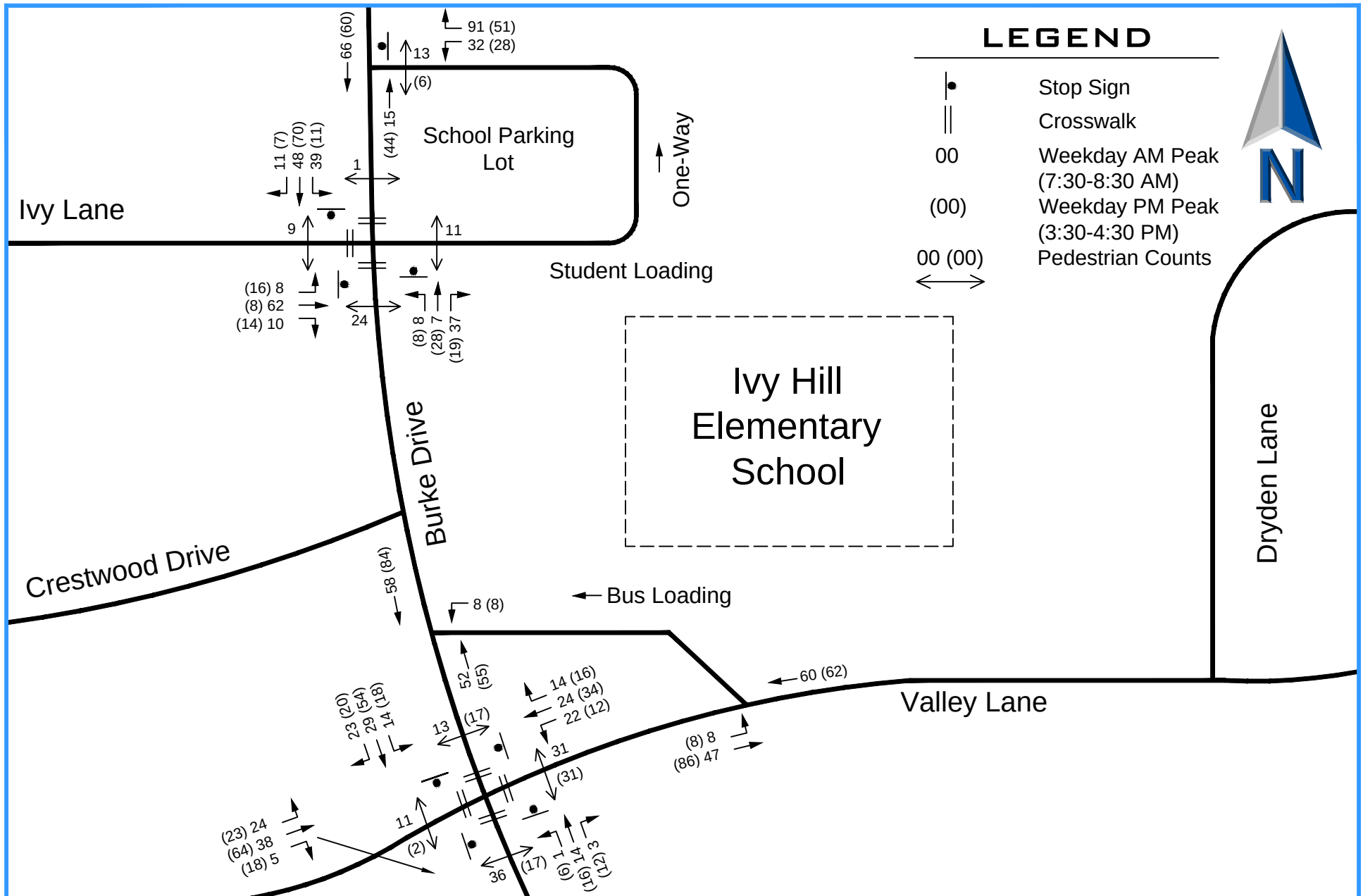












Traffic and Parking Study Appendix

- **School Boundaries and Bussing Areas**
- **2015 Existing Traffic Counts**
- **2015 Existing Capacity Analyses**
- **Total Capacity Analyses**

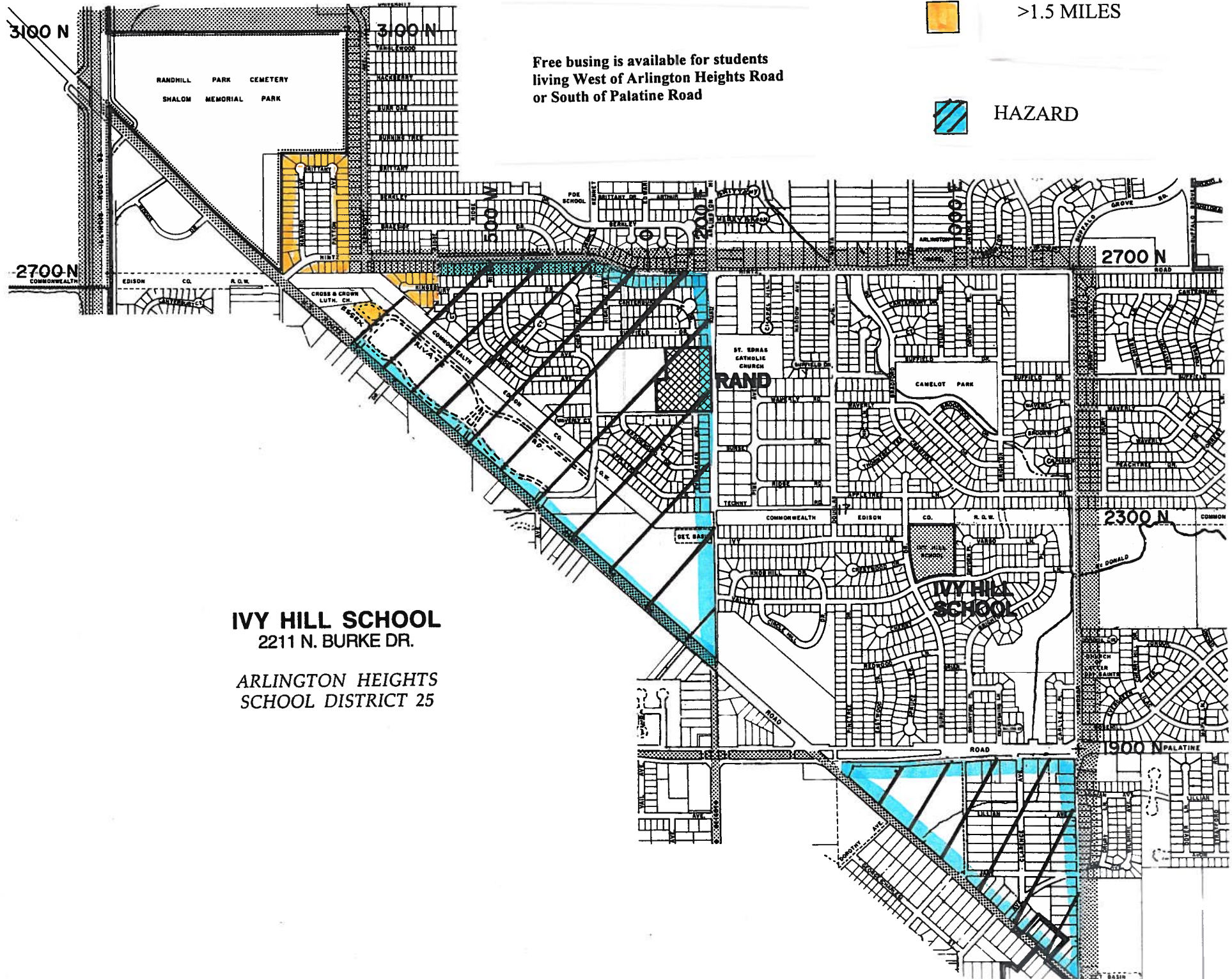
Free busing is available for students living West of Arlington Heights Road or South of Palatine Road



>1.5 MILES



HAZARD



IVY HILL SCHOOL
2211 N. BURKE DR.

ARLINGTON HEIGHTS
SCHOOL DISTRICT 25

Intersection Counts Valley Lane at Burke Drive



Arlington Heights School District 25													Arlington Heights, Illinois						
Begin Time	Burke Drive Southbound			Valley Lane Westbound			Burke Drive Northbound			Valley Lane Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts			
	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through	Right Turn	Left Through				North	East	South	West
	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg				Leg	Leg	Leg	Leg
	Wednesday May 27, 2015																		
8:00 AM	0	6	1	2	4	5	1	4	0	1	9	4	37	184	0.63	2	1	0	0
8:15 AM	1	1	2	0	3	0	3	0	0	2	9	0	21	193	0.66	3	0	0	0
8:30 AM	3	7	4	3	7	7	1	4	1	0	13	3	53	198	0.68	3	2	1	0
8:45 AM	10	4	5	7	12	7	0	6	0	1	10	11	73			9	28	33	9
9:00 AM	7	11	3	3	3	6	1	2	0	0	5	5	46			1	0	0	1
9:15 AM	0	5	1	0	2	2	1	1	0	4	8	2	26			0	1	2	1
Total	21	34	16	15	31	27	7	17	1	8	54	25				18	32	36	11
8:30-9:30 AM	20	27	13	13	24	22	3	13	1	5	36	21	198			13	31	36	11
	Wednesday May 27, 2015																		
3:00 PM	2	8	4	6	2	1	0	1	0	2	12	7	45	264	0.62	0	0	1	6
3:15 PM	0	4	1	9	5	1	2	4	1	2	15	9	53	274	0.65	1	7	5	0
3:30 PM	14	20	8	5	8	1	5	8	1	4	18	14	106	281	0.66	15	25	3	0
3:45 PM	3	12	2	5	10	6	4	3	0	1	13	1	60			1	5	3	1
4:00 PM	0	10	3	2	9	3	1	2	1	7	13	4	55			0	0	0	0
4:15 PM	0	11	4	3	7	2	2	1	4	6	18	2	60			1	1	1	1
Total	19	65	22	30	41	14	14	19	7	22	89	37				18	38	13	8
3:30-4:30 PM	17	53	17	15	34	12	12	14	6	18	62	21	281			17	31	7	2

Intersection Counts

Ivy Lane/School Lot Entrance at Burke Drive



Arlington Heights School District 25										Arlington Heights, Illinois							
Begin Time	Burke Drive Southbound			Burke Drive Northbound			Ivy Lane Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts				
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn				North	East	South	West	
													Leg	Leg	Leg	Leg	
	Wednesday May 27, 2015																
8:00 AM	3	8	1	9	0	1	1	12	0	35	159	0.54	2	2	0	1	
8:15 AM	2	3	1	3	1	0	1	4	0	15	198	0.67	0	0	0	0	
8:30 AM	3	8	3	6	1	2	4	8	1	36	201	0.68	0	5	2	0	
8:45 AM	3	9	23	10	1	3	2	19	3	73			0	4	8	2	
9:00 AM	4	16	6	13	4	1	3	24	3	74			0	0	11	6	
9:15 AM	1	6	1	3	1	2	1	2	1	18			1	2	3	1	
Total	16	50	35	44	8	9	12	69	8				3	13	24	10	
8:30-9:30 AM	11	39	33	32	7	8	10	53	8	201			1	11	24	9	
	Thursday May 28, 2016																
3:00 PM	2	1	4	5	4	4	3	3	4	30	133	0.71					
3:15 PM	2	4	5	2	1	1	9	10	0	34	123	0.65					
3:30 PM	2	6	5	11	6	1	3	6	7	47	104	0.55					
3:45 PM	0	5	1	1	6	2	4	0	3	22							
4:00 PM	2	6	1	1	0	2	4	0	4	20							
4:15 PM	2	4	1	1	1	1	3	0	2	15							
Total	10	26	17	21	18	11	26	19	20								
3:30-4:30 PM	6	21	8	14	13	6	14	6	16	104							

Intersection Counts

Burke Drive at School Lot Exit



Arlington Heights School District 25					Arlington Heights, Illinois			
Begin Time	Burke Drive		Parking Lot		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrians East Leg
	SB	NB	Westbound	Right Turn				
	Through	Through	Left Turn	Turn				
Wednesday May 27, 2015								
8:00 AM	6	0	1	7	14	108	0.39	1
8:15 AM	2	1	1	4	8	169	0.56	0
8:30 AM	6	2	6	2	16	171	0.57	4
8:45 AM	25	5	32	8	70			8
9:00 AM	14	6	40	15	75			0
9:15 AM	4	1	2	3	10			1
Total	57	15	82	39				14
8:30-9:30 AM	49	14	80	28	171			13
Thursday May 28, 2016								
3:00 PM			0	3	3	59	0.42	0
3:15 PM			1	1	2	67	0.48	2
3:30 PM			30	5	35	67	0.48	5
3:45 PM			8	11	19			1
4:00 PM			4	7	11			0
4:15 PM			1	1	2			0
Total	0	0	44	28				8
3:30-4:30 PM	0	0	43	24	67			6

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	6	46			59	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	12	76	0	0	98	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	12							
C (m) (veh/h)	1054							
v/c	0.01							
95% queue length	0.03							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	6	85			61	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	12	141	0	0	101	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	12							
C (m) (veh/h)	1051							
v/c	0.01							
95% queue length	0.03							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		47			54			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	78	0	0	89	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				12				
C (m) (veh/h)				633				
v/c				0.02				
95% queue length				0.06				
Control Delay (s/veh)				10.8				
LOS				B				
Approach Delay (s/veh)	--	--	10.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		50			81			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	83	0	0	134	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				6		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				12				
C (m) (veh/h)				588				
v/c				0.02				
95% queue length				0.06				
Control Delay (s/veh)				11.2				
LOS				B				
Approach Delay (s/veh)	--	--	11.2					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	AM ARRIVAL							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		15			60			
Peak-Hour Factor, PHF	1.00	0.57	1.00	1.00	0.57	1.00		
Hourly Flow Rate, HFR (veh/h)	0	26	0	0	105	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				28		80		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.57	1.00	0.57		
Hourly Flow Rate, HFR (veh/h)	0	0	0	49	0	140		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			49		140			
C (m) (veh/h)			840		1022			
v/c			0.06		0.14			
95% queue length			0.19		0.47			
Control Delay (s/veh)			9.6		9.1			
LOS			A		A			
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	6/22/2015			Analysis Year	2015 Existing Counts			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		44			57			
Peak-Hour Factor, PHF	1.00	0.48	1.00	1.00	0.48	1.00		
Hourly Flow Rate, HFR (veh/h)	0	91	0	0	118	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				24		43		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	1.00	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	50	0	89		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			50		89			
C (m) (veh/h)			769		954			
v/c			0.07		0.09			
95% queue length			0.21		0.31			
Control Delay (s/veh)			10.0		9.2			
LOS			B		A			
Approach Delay (s/veh)	--	--	9.5					
Approach LOS	--	--	A					

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		SBC			Intersection		Ivy and Burke		
Agency/Co.		Eriksson Engineering			Jurisdiction		Arlington Heights		
Date Performed		6/26/2015			Analysis Year		2015 Existing Volumes		
Analysis Time Period		AM Arrival							
Project ID									
East/West Street: Ivy Lane					North/South Street: Burke Drive				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		8	53	10					
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		8	7	32	33	44	11		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR				LTR		LTR	
PHF		0.68				0.68		0.68	
Flow Rate (veh/h)		102				68		128	
% Heavy Vehicles		2				2		2	
No. Lanes		1		0		1		1	
Geometry Group		1				1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1				0.2		0.4		
Prop. Right-Turns	0.1				0.7		0.1		
Prop. Heavy Vehicle	0.0				0.0		0.0		
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	-0.0				-0.3		0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20		
x, initial	0.09				0.06		0.11		
hd, final value (s)	4.30				3.92		4.24		
x, final value	0.12				0.07		0.15		
Move-up time, m (s)	2.0				2.0		2.0		
Service Time, t _s (s)	2.3				1.9		2.2		
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)		352				318		378	
Delay (s/veh)		7.89				7.23		7.99	
LOS		A				A		A	
Approach: Delay (s/veh)		7.89				7.23		7.99	
LOS		A				A		A	
Intersection Delay (s/veh)		7.78							
Intersection LOS		A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Ivy and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal							
Project ID								
East/West Street: Ivy Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	16	6	14					
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	28	19		8	67	6	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LTR		LTR	
PHF	0.55				0.55		0.55	
Flow Rate (veh/h)	64				98		145	
% Heavy Vehicles	2				2		2	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5				0.1		0.1	
Prop. Right-Turns	0.4				0.3		0.1	
Prop. Heavy Vehicle	0.0				0.0		0.0	
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.1				-0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	
x, initial	0.06				0.09		0.13	
hd, final value (s)	4.31				4.05		4.16	
x, final value	0.08				0.11		0.17	
Move-up time, m (s)	2.0				2.0		2.0	
Service Time, t _s (s)	2.3				2.0		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314				348		395	
Delay (s/veh)	7.67				7.55		7.99	
LOS	A				A		A	
Approach: Delay (s/veh)	7.67				7.55		7.99	
LOS	A				A		A	
Intersection Delay (s/veh)	7.78							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Valley and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	AM Arrival							
Project ID								
East/West Street: Valley Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	36	5		22	24	13	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	1	13	3		13	27	20	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.68		0.68		0.68		0.68	
Flow Rate (veh/h)	89		86		24		87	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3		0.4		0.0		0.2	
Prop. Right-Turns	0.1		0.2		0.2		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.08		0.08		0.02		0.08	
hd, final value (s)	4.29		4.22		4.33		4.20	
x, final value	0.11		0.10		0.03		0.10	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.2		2.3		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	339		336		274		337	
Delay (s/veh)	7.80		7.69		7.46		7.67	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.80		7.69		7.46		7.67	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.70							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Valley and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	6/26/2015				Analysis Year	2015 Existing Volumes		
Analysis Time Period	PM Dismissal							
Project ID								
East/West Street: Valley Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	62	18		12	34	15	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	14	12		17	53	17	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.60		0.60		0.60		0.60	
Flow Rate (veh/h)	166		99		51		144	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2		0.2		0.2	
Prop. Right-Turns	0.2		0.2		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.2		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.15		0.09		0.05		0.13	
hd, final value (s)	4.46		4.49		4.55		4.54	
x, final value	0.21		0.12		0.06		0.18	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.5		2.5		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	416		349		301		394	
Delay (s/veh)	8.60		8.12		7.86		8.54	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.60		8.12		7.86		8.54	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.40							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	8	47			60	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	16	78	0	0	99	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	16							
C (m) (veh/h)	1053							
v/c	0.02							
95% queue length	0.05							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Valley/School Bus Entry			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: Valley Lane				North/South Street: School Bus Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	8	86			62	0		
Peak-Hour Factor, PHF	0.50	0.60	1.00	0.50	0.60	0.60		
Hourly Flow Rate, HFR (veh/h)	16	143	0	0	103	0		
Percent Heavy Vehicles	100	--	--	100	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)								
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
v (veh/h)	16							
C (m) (veh/h)	1049							
v/c	0.02							
95% queue length	0.05							
Control Delay (s/veh)	8.5							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	AM Arrival							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		52			58			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	86	0	0	96	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				8		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			LR					
v (veh/h)			16					
C (m) (veh/h)			619					
v/c			0.03					
95% queue length			0.08					
Control Delay (s/veh)			11.0					
LOS			B					
Approach Delay (s/veh)	--	--	11.0					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/School Bus Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Bus Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		55			84			
Peak-Hour Factor, PHF	1.00	0.60	1.00	1.00	0.60	1.00		
Hourly Flow Rate, HFR (veh/h)	0	91	0	0	139	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				8		0		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	0		
Percent Heavy Vehicles	0	0	0	100	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			LR					
v (veh/h)			16					
C (m) (veh/h)			577					
v/c			0.03					
95% queue length			0.09					
Control Delay (s/veh)			11.4					
LOS			B					
Approach Delay (s/veh)	--	--	11.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		15			66			
Peak-Hour Factor, PHF	1.00	0.48	1.00	1.00	0.48	1.00		
Hourly Flow Rate, HFR (veh/h)	0	31	0	0	137	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				32		91		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	1.00	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	66	0	189		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			66		189			
C (m) (veh/h)			812		1030			
v/c			0.08		0.18			
95% queue length			0.26		0.67			
Control Delay (s/veh)			9.8		9.3			
LOS			A		A			
Approach Delay (s/veh)	--	--	9.4					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	AJB			Intersection	Burke/Parking Exit			
Agency/Co.	ERIKSSON ENGINEERING			Jurisdiction	Arlington Heights			
Date Performed	7/6/2015			Analysis Year	Total Traffic Volumes			
Analysis Time Period	PM Dismissal							
Project Description Ivy Hill School								
East/West Street: School Parking Exit				North/South Street: Burke Drive				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		44			60			
Peak-Hour Factor, PHF	1.00	0.48	1.00	1.00	0.48	1.00		
Hourly Flow Rate, HFR (veh/h)	0	91	0	0	125	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		T			T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				28		51		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.48	1.00	0.48		
Hourly Flow Rate, HFR (veh/h)	0	0	0	58	0	106		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			L		R			
v (veh/h)			58		106			
C (m) (veh/h)			762		954			
v/c			0.08		0.11			
95% queue length			0.25		0.37			
Control Delay (s/veh)			10.1		9.2			
LOS			B		A			
Approach Delay (s/veh)	--	--	9.6					
Approach LOS	--	--	A					

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Ivy and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	7/6/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival							
Project ID								
East/West Street: Ivy Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	62	10		0	0	0	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	7	37		39	48	11	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				LTR		LTR	
PHF	0.68				0.68		0.68	
Flow Rate (veh/h)	116				75		143	
% Heavy Vehicles	2				2		2	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1				0.1		0.4	
Prop. Right-Turns	0.1				0.7		0.1	
Prop. Heavy Vehicle	0.0				0.0		0.0	
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	-0.0				-0.4		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20				3.20		3.20	
x, initial	0.10				0.07		0.13	
hd, final value (s)	4.36				3.96		4.29	
x, final value	0.14				0.08		0.17	
Move-up time, m (s)	2.0				2.0		2.0	
Service Time, t _s (s)	2.4				2.0		2.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	366				325		393	
Delay (s/veh)	8.07				7.31		8.18	
LOS	A				A		A	
Approach: Delay (s/veh)	8.07				7.31		8.18	
LOS	A				A		A	
Intersection Delay (s/veh)	7.94							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		AJB			Intersection		Ivy and Burke		
Agency/Co.		Eriksson Engineering			Jurisdiction		Arlington Heights		
Date Performed		7/6/2015			Analysis Year		Total Traffic Volumes		
Analysis Time Period		PM Dismissal							
Project ID									
East/West Street: Ivy Lane					North/South Street: Burke Drive				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		16	8	14	0	0	0		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		8	28	19	11	70	7		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR				LTR		LTR	
PHF		0.55				0.55		0.55	
Flow Rate (veh/h)		68				98		158	
% Heavy Vehicles		2				2		2	
No. Lanes		1		0		1		1	
Geometry Group		1				1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.4				0.1		0.1		
Prop. Right-Turns	0.4				0.3		0.1		
Prop. Heavy Vehicle	0.0				0.0		0.0		
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	-0.1				-0.1		0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20		
x, initial	0.06				0.09		0.14		
hd, final value (s)	4.35				4.07		4.17		
x, final value	0.08				0.11		0.18		
Move-up time, m (s)	2.0				2.0		2.0		
Service Time, t _s (s)	2.3				2.1		2.2		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	318				348		408		
Delay (s/veh)	7.74				7.58		8.10		
LOS	A				A		A		
Approach: Delay (s/veh)	7.74				7.58		8.10		
LOS	A				A		A		
Intersection Delay (s/veh)	7.87								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Valley and Burke		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	7/6/2015				Analysis Year	Total Traffic Volumes		
Analysis Time Period	AM Arrival							
Project ID								
East/West Street: Valley Lane					North/South Street: Burke Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	24	38	5		22	24	14	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	1	14	3		14	29	23	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.68		0.68		0.68		0.68	
Flow Rate (veh/h)	97		87		25		95	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4		0.4		0.0		0.2	
Prop. Right-Turns	0.1		0.2		0.2		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.08		0.02		0.08	
hd, final value (s)	4.33		4.25		4.37		4.21	
x, final value	0.12		0.10		0.03		0.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.2		2.4		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	347		337		275		345	
Delay (s/veh)	7.90		7.73		7.50		7.74	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.90		7.73		7.50		7.74	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.77							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		AJB			Intersection		Valley and Burke		
Agency/Co.		Eriksson Engineering			Jurisdiction		Arlington Heights		
Date Performed		7/6/2015			Analysis Year		Total Traffic Volumes		
Analysis Time Period		PM Dismissal							
Project ID									
East/West Street: Valley Lane					North/South Street: Burke Drive				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		23	64	18	12	34	16		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		6	16	12	18	54	20		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.60		0.60		0.60		0.60	
Flow Rate (veh/h)		173		101		54		151	
% Heavy Vehicles		2		2		2		2	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.2		0.2		0.2		0.2		
Prop. Right-Turns	0.2		0.3		0.4		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.1		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.15		0.09		0.05		0.13		
hd, final value (s)	4.49		4.52		4.59		4.56		
x, final value	0.22		0.13		0.07		0.19		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.5		2.6		2.6		
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)		423		351		304		401	
Delay (s/veh)		8.72		8.17		7.93		8.63	
LOS		A		A		A		A	
Approach: Delay (s/veh)		8.72		8.17		7.93		8.63	
LOS		A		A		A		A	
Intersection Delay (s/veh)		8.49							
Intersection LOS		A							

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C.</u> Petitioner: <u>Don Hansen, STR Partners LLC</u> <u>350 W. Ontario Street, Suite 200</u> <u>Chicago, IL 60654</u> Owner: <u>Arlington Heights School District 25</u> <u>1200 South Dunton Avenue</u> <u>Arlington Heights, IL 60005</u> Contact Person: <u>Don Hansen, STR Partners LLC</u> Address: <u>350 W. Ontario Street, Suite 200</u> <u>Chicago, IL 60654</u> Phone #: <u>312-464-1444 ext. 168</u> Fax #: <u>312-464-0785</u> E-Mail: <u>don@strpartners.com</u>	P.I.N.# <u>03-17-400-006-0000</u> Location: <u>2211 N. Burke Dr.</u> Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u> Subdivision: <u> </u> # of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u> PUD: <u> </u> For: <u> </u> Special Use: <u>✓</u> For: <u>School</u> Land Use Variation: <u> </u> For: <u> </u> Land Use: <u> </u> Current: <u> </u> <u>Proposed: <u> </u></u> Site Gross Area: <u>6.7 Acres</u> # of Units Total: <u> </u> 1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>
--	--

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

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

- | | <u>YES</u> | <u>NO</u> | | |
|----|---------------|---------------|---------------------------|-----------------------------|
| 1. | <u>✓</u> | <u> </u> | <u> </u> VILLAGE | <u> </u> BUILDING CODE |
| 2. | <u> </u> | <u> </u> | <u> </u> PRESENT | <u> </u> ZONING USE |
| 3. | <u> </u> | <u> </u> | <u> </u> REQUESTED | <u> </u> ZONING USE |
| 4. | <u> </u> | <u> </u> | <u> </u> SUBDIVISION | <u> </u> REQUIRED |
| 5. | <u> </u> | <u> </u> | <u> </u> SIGN | <u> </u> CODE |

6. GENERAL COMMENTS:

SHOW EGRESS FROM GYMNASIUM TO THE
PUBLIC WAY

<u>Deb Pierce</u> Director <u>PLAN REVIEWER</u>	<u>8-12-15</u> Date
--	------------------------

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-17-400-006-0000
Petitioner: Don Hansen, STR Partners LLC	Location: 2211 N. Burke Dr.
350 W. Ontario Street, Suite 200	Rezoning: _____ Current: _____ Proposed: _____
Chicago, IL 60654	Subdivision: _____
Owner: Arlington Heights School District 25	# of Lots: _____ Current: _____ Proposed: _____
1200 South Dunton Avenue	PUD: _____ For: _____
Arlington Heights, IL 60005	Special Use: ☒ For: School
Contact Person: Don Hansen, STR Partners LLC	Land Use Variation: _____ For: _____
Address: 350 W. Ontario Street, Suite 200	Land Use: _____ Current: _____
Chicago, IL 60654	Proposed: _____
Phone #: 312-464-1444 ext. 168	Site Gross Area: 6.7 Acres
Fax #: 312-464-0785	# of Units Total: _____
E-Mail: don@strpartners.com	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

INSPECTIONAL SERVICES

INSPECTIONAL SERVICES
 - MAINTAIN PROPER
 TURNING RADIUS FOR
 EMERGENCY EQUIPMENT.
 - OK P.D.
 2/5/15

Director

Date

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-17-400-006-0000
Petitioner: Don Hansen, STR Partners LLC	Location: 2211 N. Burke Dr.
350 W. Ontario Street, Suite 200	Rezoning: _____ Current: _____ Proposed: _____
Chicago, IL 60654	Subdivision: _____
Owner: Arlington Heights School District 25	# of Lots: _____ Current: _____ Proposed: _____
1200 South Dunton Avenue	PUD: _____ For: _____
Arlington Heights, IL 60005	Special Use: ☒ For: School
Contact Person: Don Hansen, STR Partners LLC	Land Use Variation: _____ For: _____
Address: 350 W. Ontario Street, Suite 200	Land Use: _____ Current: _____
Chicago, IL 60654	Proposed: _____
Phone #: 312-464-1444 ext. 168	Site Gross Area: 6.7 Acres
Fax #: 312-464-0785	# of Units Total: _____
E-Mail: don@strpartners.com	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Director

Date

g Reviewed Per memo dated 8-18-15

Memorandum

To: Latika Bhide, Development Planner
From: Cris Papierniak, Assistant Director of Public Works
Date: August 18, 2015
Subject: 2211 N Burke, P.C. #15-016 Round 1



With regard to the proposed Special Use permit & Variations, I have the following comments:

1. The existing water meter needs to be changed out to a 6" x 2" Fire Meter to cover both fire and domestic flows.
2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.
3. The Structure A should allow unrestricted flow into the proposed detention basin to minimize ponding in Valley.
4. Structure A and Structure B should utilize a grate to screen debris, not a wire mesh.

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

C: file

LF

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-016
 Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-17-400-006-0000
 Location: 2211 N. Burke Dr.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: School
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 6.7 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ ☒ _____

Sanitary Sewer _____ ☒ _____

Storm Sewer _____ ☒ _____

b. Surface Improvement

Pavement _____ ☒ _____

Curb & Gutter _____ ☒ _____

Sidewalks _____ ☒ _____

Street Lighting _____ ☒ _____

c. Easements

Utility & Drainage _____ ☒ _____

Access _____ ☒ _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC ☒ _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

YES NO COMMENTS

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

10. WETLAND EXISTING? _____

RECEIVED

AUG 17 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: EEA, Ltd.

DATE OF PLANS: 6-6-15

James J. M. D. 8/17/15
Director Date

PLAN COMMISSION PC #15-016
Ivy Hill Elementary School
2211 N. Burke Dr.
Special Use
Round 1

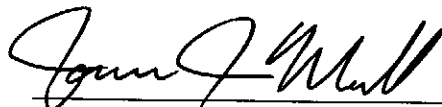
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval,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

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

13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.
14. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. Revise the stormwater calculations accordingly. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.
15. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
16. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
17. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt

pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

18. Sheet C-3.1: The new sanitary service line shall be blind connected to the public sewer main. No need to replace the existing public manhole.
19. Sheet C-6.1: Verify the elevations shown on the details for the outlet control structures.
20. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.
21. The traffic report indicates that another 79 students are anticipated for the ultimate projected school enrollment, which would mostly arrive by bus. However, Table 1 shows trip generation values based upon 'both' one vehicle per child being delivered by car and also all 79 children being delivered by 2 busses. Which method or combination most accurately projects the true new number of cars that can be anticipated?
22. Provide the following in tabular format please:
 - a.) Please provide what the total I.T.E. trip generation based upon the number of staff, and total enrollment calculated for the existing school.
 - b.) Please provide what the existing real trip generation is based upon the current traffic counts.
 - c.) Based upon the I.T.E. trip generation rates provide the calculated number of trips that would be expected from the additional 79 students, and 1 additional staff member.
 - d.) Show what the actual performance of this school would be if the traffic count observed values were used to establish this school's actual trip generation rate for both existing and future build out projected values.
23. The traffic count exhibits #3 and #6 are missing the afternoon pedestrian count data at the intersection of Ivy Lane and Burke Drive.
24. Please review if any accident history has occurred along either of the streets contiguous to this school.
25. The Village has been through two iterations of modifying parking and traffic operations to provide signage and address congestion associated with the north parking lot drop-off and pick-up function. The observation indicated in the traffic report about the number of parents violating the no left turn sign exiting the north lot is troubling. Violation of any signs puts motorists and children at risk. In conjunction with this building revision, a definitive traffic control plan for this school must be developed. Traffic operations within the on-site parking lot, vehicles moving along the street, congestion at the Ivy and Burke intersection, operation of the bus loading lane and exit driveways, etc. must be considered.
26. Are there any student safety patrols, or Adult Crossing guards being proposed for this school?

 8/17/15
James J. Massarelli, P.E. Date
Director of Engineering

Attachment: Sample Onsite Utility Maintenance Agreement (4 pages)

ONSITE UTILITY MAINTENANCE AGREEMENT

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

**** Insert legal description, or attach as Exhibit A ****

PIN Numbers:

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

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

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

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

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

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by Eriksson Engineering Associates, Ltd. dated 6/6/2015, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all storm sewers and appurtenances, including detention basins, located upon said premises.
- c. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- d. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

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

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

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

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

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

This Agreement is entered into the _____ day of _____, 20____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

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

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

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

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 15-016

Project Name Ivy Hill School

Project Location 2211 N. Burke Dr.

Planning Department Contact Latika Bhide

General Comments

No comments at this time.

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

Date August 13, 2015 Reviewed By: LT. Andrew Larson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 ext. 168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-17-400-006-0000
Location: 2211 N. Burke Dr.
Rezoning: Current: Proposed:
Subdivision:
of Lots: Current: Proposed:
PUD: For:
Special Use: ✓ For: School
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 6.7 Acres
of Units Total:
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments.

RECEIVED

AUG - 6 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

[Signature]
Environmental Health Officer

8-5-15

Date

[Signature]
Director

8/5/15

Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-17-400-006-0000
Petitioner: Don Hansen, STR Partners LLC	Location: 2211 N. Burke Dr.
350 W. Ontario Street, Suite 200	Rezoning: _____ Current: _____ Proposed: _____
Chicago, IL 60654	Subdivision: _____
Owner: Arlington Heights School District 25	# of Lots: _____ Current: _____ Proposed: _____
1200 South Dunton Avenue	PUD: _____ For: _____
Arlington Heights, IL 60005	Special Use: ☒ For: School
Contact Person: Don Hansen, STR Partners LLC	Land Use Variation: _____ For: _____
Address: 350 W. Ontario Street, Suite 200	Land Use: _____ Current: _____
Chicago, IL 60654	Proposed: _____
Phone #: 312-464-1444 ext. 168	Site Gross Area: 6.7 Acres
Fax #: 312-464-0785	# of Units Total: _____
E-Mail: don@strpartners.com	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Comments:

PLEASE SEE ATTACHED.

 8/14/15
Date

Planning Department Comments, Ivy Hill School (PL15-016, 2211 N. Burke Drive, Round 1)

7. The property at 2211 N. Burke Drive is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.
8. The following variations are necessary:
 - a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 parking spaces to allow 72 spaces, a variation of 101 spaces.
Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Because the increase in staff is minimal (1) and the majority of additional students will be bused, Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.
9. The Village's Comprehensive Plan designates the property as 'Schools' which is consistent with the use.
10. The maximum allowable Floor Area Ratio is 50%. Please confirm that this requirement is met.
11. The maximum allowable building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.
12. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.
13. For the R-3 district, a maximum building heights of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 23'-9" and meets the height requirement for the R-3 district.
14. What is the square footage of the proposed addition? How large is the gymnasium? The plans do not appear to be 'to scale'.
15. The existing north parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping (there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Burke Road) and is considered non-conforming. No action is required at this time.
16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	35 classrooms 69 staff	Two spaces per each employee plus one space per classroom (2 x 69 + 1 x 35)	173 spaces
Total Required			173 spaces
Total Provided			72 spaces
Surplus / (Deficit)			(101 spaces)

Ivy Hill School
2211 N. Burke Drive
PC 15-016
August 11, 2015

Tree Preservation

- 1) Provide two additional shade trees in order to meet the exchange rate as outlined in Chapter 28, Section 6.15-5.4. Per the exchange rate a total of 19 - 4 inch caliper replacement trees must be provided.
- 2) Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Landscape Issues

- 3) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Provide an additional shade tree in the southwest corner at the end of the parking row.
- 4) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along Valley Lane in order to screen the proposed drive aisle and the parking lot.



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

August 28, 2015

Ms. Latika Bhide, AICP, LEED Green Associate
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: **Round 1 Comments: Responses**
Plan Commission PC #15-016
Ivy Hill Elementary School
2211 N. Burke Dr.

Dear Ms. Bhide:

The following are responses to comments received on August 18 and August 19 for our Plan Commission application.

Building Department 1

6. Show Egress from Gymnasium to Public Way.

Response: Egress from the gymnasium to the public way has been shown on Sheet C-2.1.

Building Department 1A

1. Maintain Turning Radius for Emergency Equipment.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village of Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

Public Works Department 2

1. The existing water meter needs to be changed out to a 6" x 2" Fire Meter to cover both fire and domestic flows.

Response: A new water meter will be provided.

2. There is currently an old backflow device (4" fire). It needs to be changed to a larger size to protect the fire service and domestic service. It needs to be an RPZ.

Response: A new RPZ backflow protection device will be provided.

3. The Structure A should allow unrestricted flow into the proposed detention basin to minimize ponding in Valley.

Response: The storm structure previously labeled as Structure A has been removed due to design revisions. The new catch basin show in the previous location of structure A will now allow for unrestricted flow to the basin.

4. Structure A and Structure B should utilize a grade to screen debris, not a wire mesh.

Response: A wire mesh has been called for in order to allow water to flow to the restrictor structure if the bottom of the wire mesh becomes clogged. The use of a grate would inhibit flow in its entirety if it became clogged. We feel that the use of the wire mesh reduces the potential of the restrictor becoming clogged and failing, therefore, the detail initially submitted has not been revised.

Engineering Department 3

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

Response: Acknowledged.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	9842450.000000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

Response: Eastings and Northings for the project location have been added to the Project Benchmarks description on applicable sheets.

13. The proposed detention facility will be the responsibility of Arlington Heights School District 25 to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A sample document is attached. An editable Word document can be provided.

Response: A signed copy of the Onsite Utility Maintenance Agreement is enclosed.

14. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. Revise the stormwater calculations accordingly. The proposed stormwater detention provided volume of 1.467 acre-feet will cover 83% of the total Village-required volume of the entire property. According to the report, the storage volume under existing conditions was negligible.

Response: The volume control facilities under the paved playground area do not function as detention based practices. Rather, the volume of stone functions as a retention based stormwater management practice to promote infiltration back into the ground as required by the MWRD. The retention volume is provided in the void space between stone, therefore there should be no issues with loading.

The HWL of the basin has been revised to 682.80 in order to provide 1-foot of freeboard between the HWL and proposed first floor elevation. The overland spillway has been raised to 683.3. The internal weir wall located in the outlet structure is at elevation 682.80. The volume provided is reduced from 1.497 to 1.390 (1.30 acre-feet detention +0.09 acre-feet volume control) acre-feet when the HWL is reduced to 682.80 in order to provided the 1-foot of freeboard required. The detention volume provided will account for approximately 79% of the total Village-required volume for the entire property.

Calculations demonstrating the capability of the proposed weir to pass the runoff rate produced by the property during the 100-year rainfall event have been included.

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

Response: A photometric plan and luminaire cut sheets are included.

16. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

Response: An AutoTurn exhibit utilizing the Fire Engine Turning Template provided on the Village or Arlington Heights municipal website has been provided to demonstrate that the Tower Truck is capable of maneuvering through the front entrance.

17. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

Response: The Heavy-Duty pavement section initially called for on the plans has been revised as noted above.

18. Sheet C-3.1: The new sanitary service line shall be blind connected to the public sewer main. No need to replace the existing public manhole.

Response: The existing manhole has been removed from the demolition plan and called out as an existing structure. A new invert is to be cored into the existing structure at elevation 674.10.

19. Sheet C-6.1: Verify the elevations shown on the details for the outlet control structures.

Response: The elevations shown on the detail for the outlet structure have been revised.

20. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees, students, and visitors.

Response: Bike racks are provided at the school on a paved area south of the parking lot but have been temporarily relocated for a mobile classroom. These racks will return to that location after the expansion. The school will monitor the need for additional bike racks and add them as warranted.

21. The traffic report indicates that another 79 students are anticipated for the ultimate projected school enrollment, which would mostly arrive by bus. However, Table 1 shows trip generation values based upon 'both' one vehicle per child being delivered by car and also all 79 children being delivered by 2 busses. Which method or combination most accurately projects the true new number of cars that can be anticipated?

Response: School District 25 anticipates that the growth in students will occur from areas served by busing which will minimize the amount of additional traffic. Please note that some of those students still may be driven to school. To be conservative, the ITE rates were used in case the growth in students occurs from the overall school's attendance area. The projected expansion traffic volumes used in the are higher if the majority of the new students are actually bussed. Bus traffic was shown separately.

22. Provide the following in tabular format please:

- a.) Please provide what the total I.T.E. trip generation based upon the number of staff, and total enrollment calculated for the existing school.
- b.) Please provide what the existing real trip generation is based upon the current traffic counts.
- c.) Based upon the I.T.E. trip generation rates provide the calculated number of trips that would be expected from the additional 79 students, and 1 additional staff member.
- d.) Show what the actual performance of this school would be if the traffic count observed values were used to establish this school's actual trip generation rate for both existing and future build out projected values.

Response: See table below. The capacity analyses were not updated since the difference in the trip generation is only 4 vph higher in the morning and 1 vph less in the afternoon.

Trip Generation Comparison of ITE and School Traffic Volumes

		Morning Arrival			Afternoon Dismissal		
Scenario	Students	In	Out	Total	In	Out	Total
ITE Trip Generation Analysis (LUC 520 Elementary School)							
Existing	562	139	114	253	71	86	157
Expansion	79	20	15	35	10	12	22
Total	641	159	129	288	81	98	179
Existing School Trip Generation from Traffic Counts							
Existing	562	144	134	278	54	93	147
Expansion	79	20	19	39	8	13	21
Total	641	164	153	317	62	106	168
Trip Table Used in Traffic Study							
Existing (Counts)	562	144	134	278	54	93	147
Expansion (ITE)	79	20	15	35	10	12	22
Total	641	164	149	313	64	105	169

23. The traffic count exhibits #3 and #6 are missing the afternoon pedestrian count data at the intersection of Ivy Lane and Burke Drive.

Response: The missing data will be added (29 pedestrians).

24. Please review if any accident history has occurred along either of the streets contiguous to this school.

Response: The crash data has been requested and the analysis will be provided after it is received.

25. The Village has been through two iterations of modifying parking and traffic operations to provide signage and address congestion associated with the north parking lot drop-off and pick-up function. The observation indicated in the traffic report about the number of parents violating the no left turn sign exiting the north lot is troubling. Violation of any signs puts motorists and children at risk. In conjunction with this building revision, a definitive traffic control plan for this school must be developed. Traffic operations within the onsite parking lot, vehicles moving along the street, congestion at the Ivy and Burke intersection, operation of the bus loading lane and exit driveways, etc. must be considered.

Response: School District 25 will set up cones or other portable barriers during morning arrival and afternoon dismissal to prevent left-turning traffic during those times.

26. Are there any student safety patrols, or Adult Crossing guards being proposed for this school?

Response: Yes, adult crossing guards are provided at the Intersections of Burke Drive with Ivy Lane and Valley Lane.

Fire Department 4

No comments at this time.

Health Services Department 6

No comments.

Planning & Community Development Department 7

7. The property at 2211 N. Burke Drive is zoned R-3. Elementary Schools require the approval of a special use in the R-3 district. Since there is no existing Special Use approved for the school, therefore, since the school is proposing expansion at this time, a Special Use Permit must be approved.

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

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

Ivy Hill Elementary School provides education to school-age children of the surrounding neighborhood and is of benefit to the community.

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

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

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

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

8. The following variations are necessary:

a. Chapter 28, Section 11.4, Schedule of Parking Requirements from the requirement to provide 173 parking spaces to allow 72 spaces, a variation of 101 spaces.

Based on the parking data provided by the applicant, and due to this being an existing location for the school, staff supports the variation requested. Because the increase in staff is minimal (1) and the majority of additional students will be bused, Staff agrees that the parking will meet the needs of the current and projected staff and visitor parking demand.

Response: A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 173 spaces (two per each of 69 employees plus one per each of 35 classrooms) to allow 72 spaces.

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

Open field space is limited to the north area of the site east of the north parking lot. Adequate open field space for recreational use could not be provided with expanded asphalt parking.

The plight of the owner is due to unique circumstances.

In order to provide adequate open field and asphalt and pour-in-place playground areas on the site there is no area for expansion of the parking lots.

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

The existing parking supply of 72 spaces meets the existing and projected parking needs of the school during the day for staff and visitors without impacting on-street parking. Parking counts were conducted by Eriksson Engineering Associates, Ltd. on Wednesday, May 27, 2015, after the morning arrival period which found 55 vehicles parked on-site including staff and visitors. Just one additional staff member will be added with the addition to the school building.

9. The Village Comprehensive Plan designates the property as 'Schools' which is consistent with the use.

Response: Acknowledged.

10. The maximum allowance Floor Area Ratio is 50%. Please confirm that this requirement is met.

Response: The Floor Area Ratio requirement is met. The square foot area of the property is 291,852 square feet. Currently with Floor Area of 60,338 square feet, the Floor Area Ratio is 21%. With the proposed additional 21,921 square feet, the Floor Area Ratio would be 28%, less than 50%.

11. The maximum allowance Building Lot coverage for lots greater than 6,600 SF is 35%. Please confirm that this requirement is met.

Response: The Building Lot Coverage requirement is met. Currently with a Footprint of 51,763 square feet, the Building Lot Coverage is 18%. With the proposed additional 14,650 square foot footprint, the Building Lot Coverage would be 23%, less than 35%.

12. There is no requirement for maximum impervious surface coverage for other uses in the R-3 district.

Response: Acknowledged.

13. For the R-3 district, a maximum building height of 25 feet and 2 ½ stories is permitted. The addition has a maximum height of 23'-9" and meets the height requirement for the R-3 district.

Response: Acknowledged.

14. What is the square footage of the proposed addition? How large is the gymnasium? The plans do not appear to be 'to scale.'

Response: The area of the proposed addition, including the gymnasium is 21,921 sq. ft. The net area of the gymnasium is 5,747 sq. ft.

15. The existing north parking lot does not meet the landscape requirements of Chapter 28, Section 6.15 Landscaping {there are no landscaping islands at the end of every row and every 20 spaces and no landscape screen along Burke Road} and is considered non-conforming. No action is required at this time.

Response: No action taken.

16. The total code required parking for this site for Future Floor Plan will be calculated as:

Use	Size	Parking Ratio	Required Parking
Elementary School	35 classrooms 69 staff	Two spaces per each employee plus one space per classroom (2 x 69 + 1 x 35)	173 spaces
Total Required			173 spaces
Total Provided			72 spaces
Surplus / (Deficit)			(101 spaces)

Response: Acknowledged.

Planning & Community Development Department 7A

Tree Preservation

1. Provide two additional shade trees in order to meet the exchange rate as outlined in Chapter 28, Section 6.15-5.4. Per the exchange rate a total of 19 – 4 inch caliper replacement trees must be provided.

Response: Two additional shade trees have been added to the proposed landscape plans in order to meet the exchange rate outline in Chapter 28, Section 6.15-5.4.

2. Increase the size of the proposed shade trees to 4" caliper in order to meet the code requirement.

Response: The size of the proposed shade tree has been increased to 4".

Landscape Issues

3. The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree {Chapter 28, section 6.16-1.2b}. Provide an additional shade tree in the southwest corner at the end of the parking row.

Response: An additional shade tree has been provided at the southwest corner at the end of the parking row.

4. Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provide in order to screen paved areas that are adjacent to a public way or a street or a residential district. Please provide 3' high shrubs along Valley Lane in order to screen the proposed drive aisle and the parking lot.

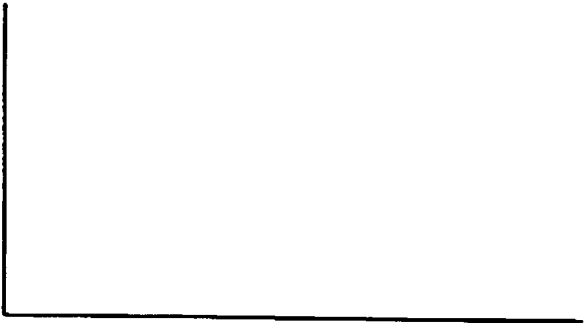
Response: 3' high shrubs have been provided along Valley Lane in order to screen the proposed drive aisle and parking lot.

If you have any questions, or if you need any additional information, please call our office.

Sincerely,



Don Hansen
Senior Project Manager



ONSITE UTILITY MAINTENANCE AGREEMENT

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

THAT PART OF THE WEST HALF OF THE SOUTHEAST QUARTER, EXCEPT THE NORTH 195.00 FEET THEREOF, OF SECTION 17, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT BEING THE INTERSECTION OF THE SOUTH LINE OF THE NORTH 195.00 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 17 WITH THE EAST LINE OF THE SAID WEST HALF OF THE SOUTHEAST QUARTER; THENCE WESTWARD ALONG THE SAID SOUTH LINE OF THE NORTH 195.00 FEET, SOUTH 89 DEGREES, 48 MINUTES, 53 SECONDS WEST, A DISTANCE OF 535.00 FEET; THENCE SOUTH 00 DEGREES 11 MINUTES 07 SECONDS EAST, A DISTANCE OF 125.00 FEET TO A POINT OF CURVATURE; THENCE SOUTHWARD ALONG A CURVED LINE, CONVEXED TO THE WEST OF 1420.15 FEET IN RADIUS, FOR AN ARC LENGTH OF 528.35 FEET; THENCE NORTH 57 DEGREES 12 MINUTES 35 SECONDS EAST, A DISTANCE OF 24.52 FEET TO A POINT OF CURVATURE; THENCE EASTWARD ALONG A CURVED LINE, CONVEXED TO THE NORTH OF 571.24 FEET IN RADIUS, FOR AN ARC LENGTH OF 322.14 FEET TO A POINT OF TANGENCY; THENCE NORTH 89 DEGREES 31 MINUTES 14 SECONDS EAST, A DISTANCE OF 115.09 FEET TO A POINT ON THE AFORESAID EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 17; THENCE NORTHWARD ALONG THE SAID EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER, NORTH 00 DEGREES 28 MINUTES 46 SECONDS WEST, A DISTANCE OF 537.42 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PIN Numbers: 03-17-400-006-0000

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

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

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

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

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

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by Eriksson Engineering Associates, Ltd. dated 6/6/2015, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all storm sewers and appurtenances, including detention basins, located upon said premises.
- c. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- d. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

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

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

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

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

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

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

For: Arlington Heights School District 25

Name: Ryan Schulz

Signature: Ryan Schulz

Title: Director of Facilities

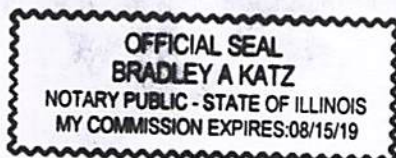
State of Illinois)
) SS
County of Cook)

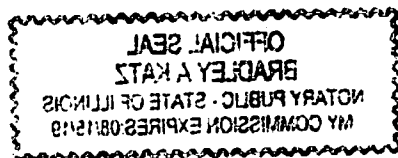
I, Bradley A. Katz, a Notary in and for said County, in the State

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

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

[Signature]
Notary Public





For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

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

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

STORMWATER NARRATIVE

The proposed improvements at Ivy Hill Elementary School of Arlington Heights School District 25, located at 2211 N. Burke Drive include the demolition of existing concrete walks, utility services, asphalt drive and play surfaces, and the construction of a new slab-on-grade gymnasium adjacent to the east wall of the existing commons building, a new 2-story classroom addition located within the existing courtyard, and an extended bus-lane. The existing stormwater management facility will be improved in order to comply with the Village of Arlington Heights Stormwater Management Ordinance and accommodate the runoff created by the additional proposed impervious area within the project area.

EXISTING CONDITIONS

The total contiguous ownership of the parcel is 6.727 (rounded to 6.73 for calculations) acres. Approximately 5.02 acres of the site is tributary to the permitted detention facility. Under MWRD Permit No. 94-079 an existing detention facility extends along the east property line of the parcel. A berm was to be constructed around the basin up to a minimum elevation of 683.0. At a HWL of 682.7 the basin had a required detention capacity of 0.541 acre-feet and a permitted release rate of 1.79 cfs. The actual detention capacity provided was 0.542 per Permit No. 94-079.

In comparing the most recent survey of the campus and the exhibits included with the MWRD Permit No. 94-079 it is apparent that the berm proposed along the east property line was never properly constructed to the minimum proposed elevation of 683.0. The highest elevation surveyed along the berm is 682.5, which is lower than the previously permitted proposed HWL. As such, we have assumed that the detention volume provided under the existing conditions of the campus is negligible.

EXISTING FLOOD PROTECTION AREA:

A FEMA FIRM map, panel number 17031C0201J, panel 201 of 832, revised August 19, 2008 has been enclosed to identify any potential flood zones located within the project vicinity. The FIRM Map does identify a "Zone X" flood area at the extents of the existing building, which is defined as an area of 0.2% (500-Year) annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. No proposed improvements are to occur within the "Zone X" delineation.

"Zone X" areas are not defined as Special Flood Hazard Areas, in, therefore, no special accommodation is required for the area shown on the FEMA FIRM.

EXISTING WETLAND PROTECTION AREA:

No existing wetlands are identified on the U.S. Fish and Wildlife Service National Wetlands Inventory map (see attached).

EXISTING GROUNDWATER OBSERVATION:

Based on a soil survey conducted by ECS, "the long-term ground water table is estimated to be at depths ranging from about 10 to 15 feet below existing surface grade."

PROPOSED CONDITIONS

The construction of a new slab-on-grade gymnasium adjacent to the east wall of the existing commons building, a new 2-story classroom addition located within the existing courtyard, and an extended bus-lane will disturb approximately 2.32 acres. The majority of the proposed project falls within the area previously detained for under MWRD Permit No. 94-079. The additional detention required per the Village of Arlington Heights requirements will be determined based on the net increase in impervious area within the boundaries of the property. The existing impervious area on the property is to increase from 3.20 acre to 3.67 acres under the proposed conditions. This results in a net increase of 0.47 (3.67-3.20) acres of impervious area.

PROPOSED STORMWATER MANAGEMENT FACILITY

No record calculations for the proposed volume of the existing detention facility were included with Permit No. 94-079. As previously stated the existing detention volume provided at the site is negligible due to the past construction efforts.

Utilizing the Village allowable release rate of 0.18 cfs/acre, the total allowable release rate for the site is 1.21 cfs. The increase in impervious area will increase the storage volume required from 1.66 acre-feet to 1.77 acre-feet. An additional volume of 0.11 (1.77-1.66) acre-feet is required for the proposed improvements. The total detention provided for the site would increase from 0.542 acre-feet to 0.652 acre-feet.

However, the additional storage volume required per the MWRD based on the 2.32 acre disturbance of the project is 0.43 acre-feet. In order to satisfy both the Village and MWRD requirements the larger additional volume of 0.43 acre-feet will be required. Therefore, the total detention volume provided for the site would increase from 0.542 acre-feet to 0.972 acre-feet.

The proposed modifications to the detention basin would increase the storage volume from 0.542 acre-feet to 1.30 acre-feet of storage at a HWL of 682.80 at a maximum release rate of 1.17 cfs. The modification to the existing detention facility would provide approximately 73% (1.31/1.78) of the total required detention of the site and reduce the existing release rate of the existing detention facility from 1.79 cfs per MWRD Permit #94-079 to 1.17 cfs, which equates to a 35% reduction in release when compared to the permitted conditions.

VOLUME CONTROL:

Under the MWRD's WMO, volume control is required for the net new impervious area within the limits of the disturbance as well as any impervious area in which the drainage characteristics are altered. Volume control practices are defined as permanent practices designed to capture, retain, and infiltrate stormwater runoff from the new impervious area of development (1.02 acres) after permanent stabilization is achieved. The volume control requirement is determined by multiplying 1" of runoff over the net new impervious area within the limits of disturbance.

The total volume control required for the proposed improvements at Ivy Hill Elementary School is 0.085 (1.02 acres x 1/12 feet) acre-feet. The total volume control to be provided in stone voids beneath the

hard surface playground area and the stone trench around a perforated pipe beneath the basin bottom is approximately 0.091 acre-feet.

The volume required for the under the MWRD WMO is also allowed to be counted toward the Village detention requirements as discussed during a meeting with Mike Pagones, Deputy Director of Engineering for the Village of Arlington Heights. With the addition of the volume control, the total storage provided for the site with the addition of the volume control is 1.400 acre-feet at a release rate of 1.17 cfs at HWL 682.80. The detention provided with the addition of the volume control provides approximately 79% ($1.40/1.78$) of the volume required for the entire parcel.

EMERGENCY OVERFLOW:

The 100-Year Runoff Rate for the site, assuming a time of concentration of 30 minutes is 28.3 cfs. The stormwater management facility is to have two emergency overflow routes. One overflow proposed is located within the outlet control structure. The overflow is proposed to be at the HWL of 682.8. It is capable of conveying 3.76 cfs at 0.35 feet of head. The secondary overflow is located at the south end of the proposed stormwater management facility. The overflow is a 40' broad crested weir at elevation 683.3 (6" above of the proposed HWL). This overflow weir is capable of conveying 26.31 cfs at 0.40 feet of head. The overflow weirs can convey a total of 30.07 cfs under the calculated head conditions.

Emergency Overflow Spillway Calculations

Ivy Hill Elementary School
Addition and Renovations
JC

08/25/15

100-year Rainfall Event

Equation used: $Q = C i A$ (The Rational Formula)

Tributary Area = 6.72 acre
Composite Runoff Coefficient = 0.75
Time of Concentration, T_c = 0.50 hours
100 year Rainfall Depth (Bulletin 70) = 7.58 inches
100 year Rainfall Intensity = 5.61 inches/hour

100-Year Runoff Rate = 28.3 cfs

Weir Equation: $Q = 3.03 L H^{(3/2)}$ (Broad Crested Weir) ****concrete****

Weir Equation: $Q = 2.60 L H^{(3/2)}$ (Broad Crested Weir) ****grass****

Where: L (length) = 40 ft.

H (head) = 0.40 ft.

Pond Overflow Rate

Q = 26.31 cfs

Where: L (length) = 6 ft.

H (head) = 0.35 ft.

Weier Wall Overflow Rate

Q = 3.76 cfs

Total Overflow Rate

Q = 30.07 cfs



D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

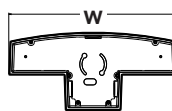
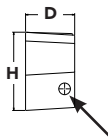
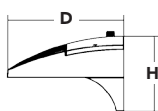
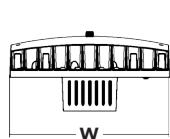
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish <i>(required)</i>
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	208 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	240 ¹				
				T4M Type IV Medium	277 ¹				
				TFTM Forward Throw Medium	347 ²				
				ASYDF Asym-metric diffuse	480 ²				

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com
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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

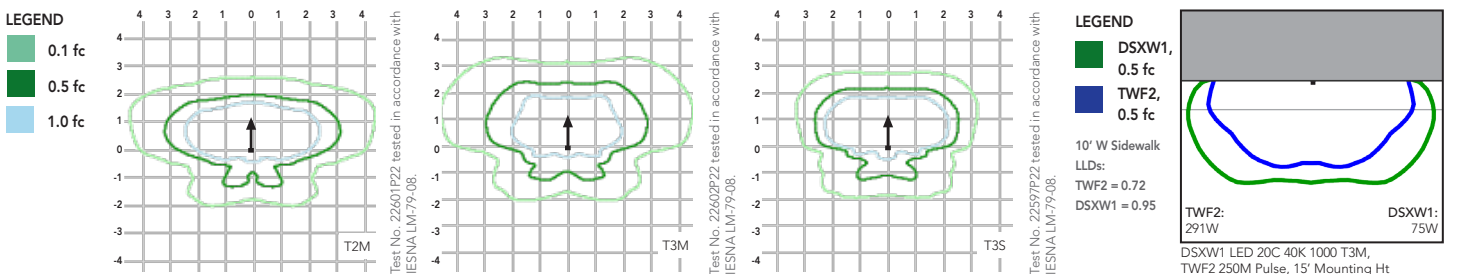
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.





D-Series Size 1 LED Wall Luminaire



d#series

Specifications Luminaire

Width: 13-3/4"
(34.9 cm) **Weight:** 12 lbs
(5.4 kg)

Depth: 10"
(25.4 cm)

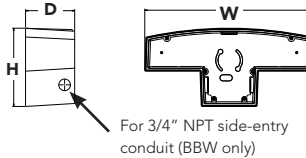
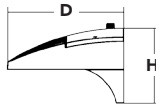
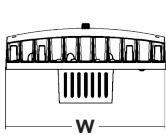
Height: 6-3/8"
(16.2 cm)

Back Box (BBW, ELCW)

Width: 13-3/4"
(34.9 cm) **BBW Weight:** 5 lbs
(2.3 kg)

Depth: 4"
(10.2 cm) **ELCW Weight:** 10 lbs
(4.5 kg)

Height: 6-3/8"
(16.2 cm)



For 3/4" NPT side-entry
conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED									
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW1 LED	10C 10 LEDs (one engine)	350 350 mA	30K 3000 K	T2S Type II Short	MVOLT ¹ 120 ¹	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶	Shipped installed SF Single fuse (120, 277 or 347V) ⁷ DF Double fuse (208, 240 or 480V) ⁷ HS House-side shield ⁸ SPD Separate surge protection ⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone
		530 530 mA	40K 4000 K	T2M Type II Medium	208 ¹				
		700 700 mA	50K 5000 K	T3S Type III Short	240 ¹				
	20C 20 LEDs (two engines)	1000 1000 mA (1 A)	AMBPC Amber phosphor converted	T3M Type III Medium	277 ¹				
				T4M Type IV Medium	347 ²				
				TFTM Forward Throw Medium	480 ²				
				ASYDF Asym-metric diffuse					

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR specifies the Sensor Switch SBGR-10-ODP control; PIRH specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	530mA	20 W	T2S	1,843	1	0	1	92	1,956	1	0	1	98	1,729	1	0	1	86	1,264	0	0	1	63
			T2M	1,756	1	0	1	88	1,864	1	0	1	93	1,648	1	0	1	82	1,205	0	0	1	60
			T3S	1,822	0	0	1	91	1,934	0	0	1	97	1,710	0	0	1	86	1,250	0	0	1	63
			T3M	1,804	1	0	1	90	1,914	1	0	1	96	1,693	1	0	1	85	1,237	0	0	1	62
			T4M	1,767	1	0	1	88	1,876	1	0	1	94	1,658	0	0	1	83	1,212	0	0	1	61
			TFTM	1,837	0	0	1	92	1,950	0	0	1	98	1,724	0	0	1	86	1,260	0	0	1	63
			ASYDF	1,642	1	0	1	82	1,743	1	0	1	87	1,541	1	0	1	77	1,127	0	0	1	56
			T2S	2,272	1	0	1	84	2,409	1	0	1	89	2,421	1	0	1	90	1,544	0	0	1	57
	700mA	27 W	T2M	2,165	1	0	1	80	2,296	1	0	1	85	2,307	1	0	1	85	1,472	0	0	1	55
			T3S	2,247	1	0	1	83	2,382	1	0	1	88	2,394	1	0	1	89	1,527	0	0	1	57
			T3M	2,224	1	0	1	82	2,358	1	0	1	87	2,370	1	0	1	88	1,512	0	0	1	56
			T4M	2,179	1	0	1	81	2,310	1	0	1	86	2,322	1	0	1	86	1,481	0	0	1	55
			TFTM	2,265	1	0	1	84	2,401	1	0	1	89	2,413	1	0	1	89	1,539	0	0	1	57
			ASYDF	2,025	1	0	1	75	2,147	1	0	1	80	2,158	1	0	1	80	1,376	1	0	1	51
			T2S	3,011	1	0	1	75	3,190	1	0	1	80	3,202	1	0	1	80	2,235	1	0	1	58
			T2M	2,870	1	0	1	72	3,040	1	0	1	76	3,051	1	0	1	76	2,130	1	0	2	55
	1000mA	40 W	T3S	2,978	1	0	1	74	3,155	1	0	1	79	3,166	1	0	1	79	2,210	1	0	2	57
			T3M	2,948	1	0	1	74	3,123	1	0	1	78	3,134	1	0	1	78	2,187	1	0	2	56
			T4M	2,888	1	0	1	72	3,059	1	0	1	76	3,071	1	0	1	77	2,143	1	0	2	55
			TFTM	3,002	1	0	1	75	3,180	1	0	1	80	3,192	1	0	1	80	2,228	1	0	2	57
			ASYDF	2,684	1	0	1	67	2,843	1	0	1	71	2,854	1	0	1	71	1,991	1	0	2	51
			T2S	3,649	1	0	1	101	3,876	1	0	1	108	3,429	1	0	1	95	2,504	1	0	1	70
			T2M	3,478	1	0	1	97	3,694	1	0	1	103	3,267	1	0	1	91	2,387	1	0	1	66
			T3S	3,609	1	0	1	100	3,833	1	0	1	106	3,390	1	0	1	94	2,477	1	0	1	69
20C (20 LEDs)	530mA	36 W	T3M	3,572	1	0	1	99	3,794	1	0	1	105	3,356	1	0	1	93	2,451	1	0	2	68
			T4M	3,500	1	0	2	97	3,717	1	0	2	103	3,288	1	0	1	91	2,402	1	0	1	67
			TFTM	3,638	1	0	1	101	3,864	1	0	1	107	3,418	1	0	1	95	2,496	1	0	1	69
			ASYDF	3,252	1	0	2	90	3,454	1	0	2	96	3,056	1	0	2	85	2,232	1	0	1	62
	700mA	47 W	T2S	4,502	1	0	1	96	4,776	1	0	1	102	4,794	1	0	1	102	3,065	1	0	1	65
			T2M	4,290	1	0	1	91	4,552	1	0	1	97	4,569	1	0	1	97	2,921	1	0	1	62
			T3S	4,452	1	0	1	95	4,723	1	0	2	100	4,741	1	0	2	101	3,031	1	0	1	64
			T3M	4,407	1	0	2	94	4,675	1	0	2	99	4,693	1	0	2	100	3,000	1	0	1	64
			T4M	4,318	1	0	2	92	4,581	1	0	2	97	4,598	1	0	2	98	2,939	1	0	1	63
			TFTM	4,488	1	0	2	95	4,761	1	0	2	101	4,779	1	0	2	102	3,055	1	0	1	65
			ASYDF	4,012	1	0	2	85	4,257	1	0	2	91	4,273	1	0	2	91	2,732	1	0	1	58
	1000mA	74 W	T2S	5,963	1	0	1	80	6,327	1	0	1	84	6,351	1	0	1	85	4,429	1	0	1	61
			T2M	5,683	1	0	2	76	6,029	1	0	2	80	6,052	1	0	2	81	4,221	1	0	2	58
			T3S	5,896	1	0	2	79	6,256	1	0	2	83	6,280	1	0	2	84	4,380	1	0	2	60
			T3M	5,837	1	0	2	78	6,193	1	0	2	83	6,216	1	0	2	83	4,335	1	0	2	59
			T4M	5,719	1	0	2	76	6,067	1	0	2	81	6,090	1	0	2	81	4,248	1	0	2	58
			TFTM	5,944	1	0	2	79	6,307	1	0	2	84	6,330	1	0	2	84	4,415	1	0	2	60
			ASYDF	5,314	1	0	2	71	5,638	2	0	2	75	5,660	2	0	2	75	3,947	1	0	2	54

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

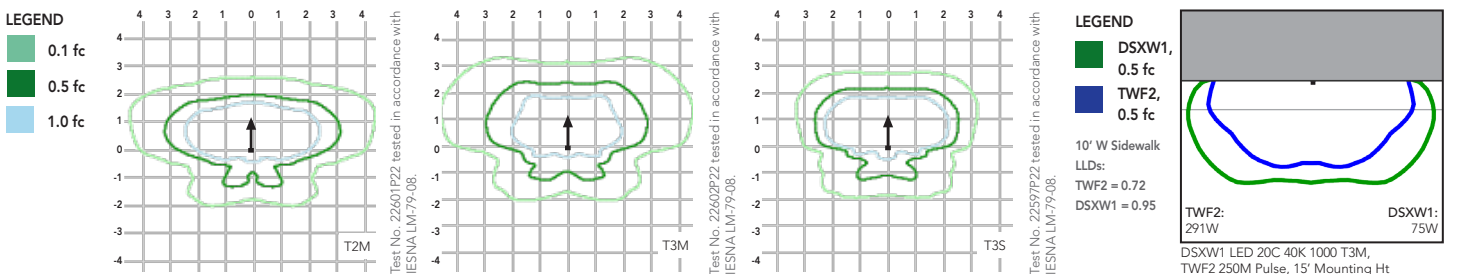
Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	75 W	0.69	0.40	0.35	0.30	0.23	0.17

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a

power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

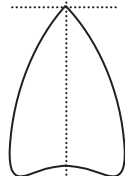
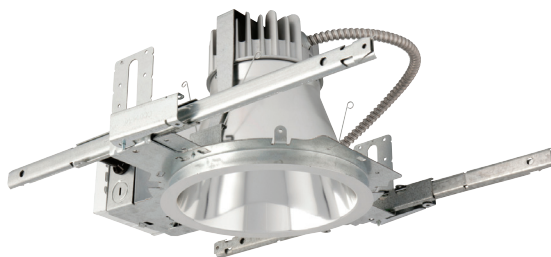
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.





Gotham Architectural Downlighting
LED Downlights

**8" Evo®
Downlight**

Solid-State Lighting



FEATURES

OPTICAL SYSTEM

- Self-flanged semi-specular, matte-diffuse or specular finishing trim
- Patented Bounding Ray™ optical design (U.S. Patent No. 5,800,050)
- 45° cutoff to source and source image
- Top-down flash characteristic
- Polycarbonate lens integral to light engine

MECHANICAL SYSTEM

- 16-gauge galvanized steel construction; maximum 1-1/2" ceiling thickness
- Telescopic mounting bars maximum of 32" and minimum of 15", preinstalled, 4" vertical adjustment
- Toolless adjustments post installation
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C
- Light engine and driver accessible through aperture

ELECTRICAL SYSTEM

- Fully serviceable and upgradeable lensed LED light engine
- 70% lumen maintenance at 60,000 hours
- Tested according to LM-79 and LM-80 standards
- Overload and short circuit protected
- 2.5 SDCM; 85 CRI typical, 90+ CRI optional

LISTINGS

- Fixtures are CSA certified to meet US and Canadian standards; wet location, covered ceiling

WARRANTY

- 5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C.

ORDERING INFORMATION

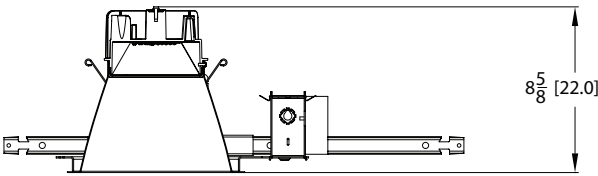
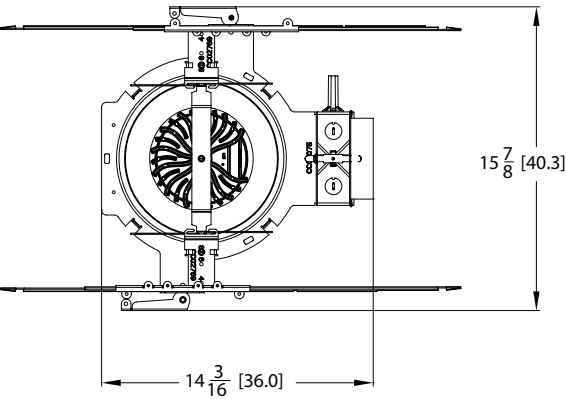
EXAMPLE: EVO 35/25 8AR MWD LSS 120 EZ1

Series	Color temperature	Nominal lumen values	Aperture/Trim color	Distribution	Finish	Voltage
EVO	27/ 2700 K	20 2000 lumens	8AR Clear	VND Very narrow (0.5 s/mh)	LSS Semi-specular	120
	30/ 3000 K	25 2500 lumens	8PR Pewter	ND Narrow (0.7 s/mh)	LD Matte-diffuse	277
	35/ 3500 K	30 3000 lumens	8WTR Wheat	MD Medium (0.9 s/mh)	LS Specular	347²
	40/ 4000 K		8GR Gold	MWD Medium wide (1.0 s/mh)		
			8WR¹ White	WD Wide (1.2 s/mh)		
			8BR¹ Black			
			8WRAMF¹ White anti-microbial			

Driver ³		Options			
EZ1	eldoLED ECOdrive 0-10V dimming driver. Minimum dimming range level 1%	SF⁶	Single fuse	BGTD⁶	Bodine generator transfer device
EZB	eldoLED SOLOdrive 0-10V dimming driver. Minimum dimming level <1%.	TRW⁷	White painted flange	CRI90	High CRI (90+)
EDAB	eldoLED SOLOdrive DALI dimming driver. Minimum dimming level <1%.	TRBL⁸	Black painted flange	CP⁶	Chicago plenum
EDXB	eldoLED POWERdrive DMX with RDM (remote device management). Minimum dimming level <1%. Includes termination resistor.	EL⁹	Emergency battery pack with integral test switch	RRL _____	RELOC®-ready luminaire connectors enable a simple and consistent factory installed option across all ABL luminaire brands. Refer to RRL for complete nomenclature.
EXA1	XPoint Wireless, eldoLED ECOdrive 1% dimming, 0-10V. Refer to XPoint tech sheet.	ELR⁹	Emergency battery pack with remote test switch		
EXAB	XPoint Wireless, eldoLED SOLOdrive <1% dimming, 0-10V. Refer to XPoint tech sheet.	NPS80EZ	nLight® dimming pack controls 0-10V eldoLED drivers.		
ECOS2^{4,5}	Lutron® Hi-Lume® 2-wire forward-phase dimming driver. Minimum dimming level 1%	NPS80EZER¹⁰	nLight® dimming pack controls 0-10V eldoLED drivers. ER controls fixtures on emergency circuit.		
ECOS3⁴	Lutron® Hi-Lume® 3-wire or EcoSystem® dimming driver. Minimum dimming level 1%	WRS¹¹	FIDO wireless monitoring and reporting system		

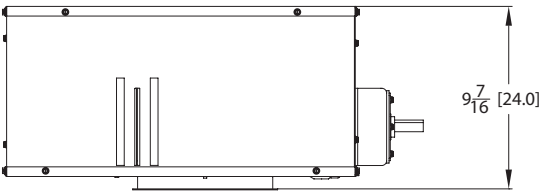
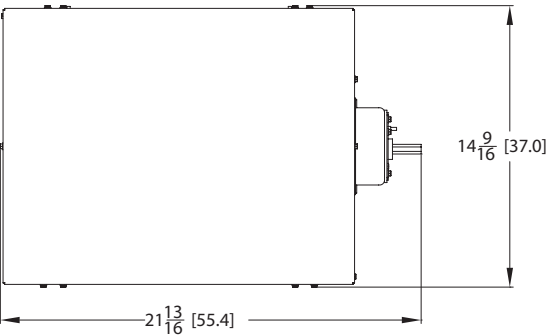
DIMENSIONAL DATA

All dimensions are inches (centimeters) unless otherwise noted.



Aperture: 7-7/8 (20.1)
Ceiling Opening: 8-7/8 (21.5)
Overlap Trim: 9-1/4 (23.5)

DIMENSIONS FOR CHICAGO PLENUM



ELECTRICAL

WATTAGE CONSUMPTION MATRIX			
LUMENS	LM ACTUAL	WATTAGE	LUMENS per WATT
2000	2,287	31.6	72.5
2500	2,964	41.1	72.0
3000	3,398	47.1	72.2

EMERGENCY LUMEN OUTPUT		
LUMENS	WATTAGE	INITIAL OUTPUT
2000	8.4	630
2500	7.2	540
3000	8.4	630

ACCESSORIES

ACCESSORIES order as separate catalog numbers (shipped separately)	
SCA8	Sloped ceiling adapter. Degree of slope must be specified (5D, 10D, 15D, 20D, 25D, 30D). Ex: SCA8 10D. Refer to TECH-190 .
CTA4-8 YK	Ceiling thickness adapter (extends mounting frame to accommodate ceiling thickness up to 5"). Adds 1" to fixture height.
GVRT	Vandal-resistant trim accessory. Refer to TECH-200 .
ISD BC	0-10V wallbox dimmer. Refer to ISD-BC .

NOTES

ORDERING NOTES	
1. Not available with finishes.	7. Not available with white reflector.
2. Not available with EL or ELR options.	8. Not available with black reflector
3. Refer to TECH-240 for compatible dimmers.	9. For dimensional changes, refer to TECH-140 . Not available with 347V.
4. Not available with nLight® and XPoint options.	10. For use with generator supply EM power. Will require an emergency hot feed and normal hot feed.
5. 120V only.	11. Available only with EL/ELR. Not available with CP. PSSD2 included. Refer to PSSD2 .
6. Specify 120V or 277V.	

Distribution Curve	Distribution Data	Output Data	Coefficient of Utilization	Illuminance: Single Luminaire 30" Above Floor
CONSULT FACTORY FOR PHOTOMETRY				

LUMEN OUTPUT MULTIPLIER - CRI		LUMEN OUTPUT MULTIPLIER - CCT		LUMEN OUTPUT MULTIPLIER - TRIM FINISH						
CRI	FACTOR	CRI	FACTOR	FINISH	CLEAR (AR)	PEWTER (PR)	WHEAT (WTR)	GOLD (GR)	WHITE (WR/WRAMF)	BLACK (BR)
80 CRI	1	4000 K	1.035	Specular (LS)	1.00	0.88	0.83	0.95	N/A	N/A
90 CRI	0.79	3500 K	1	Semi-specular (LSS)	0.95	0.84	0.79	0.90	N/A	N/A
		3000 K	0.973	Matte-diffuse (LD)	0.85	0.73	0.69	0.80	N/A	N/A
		2700 K	0.938	Paint	N/A	N/A	N/A	N/A	0.87	0.73

PHOTOMETRY NOTES	
- Tested in accordance with IESNA LM-79-08. - Tested to current IES and NEMA standards under stabilized laboratory conditions. - CRI: 85 typical.	

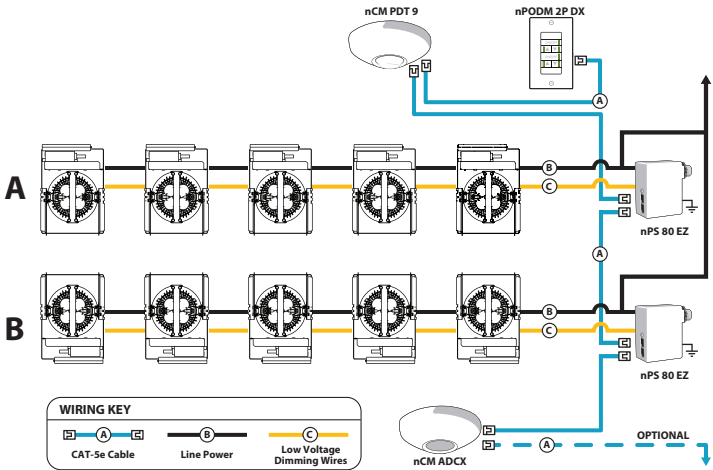
Choose Wall Controls.
nLIGHT offers multiple styles of wall controls – each with varying features and user experience.



Push-Button WallPod
Traditional tactile buttons and LED user feedback



Graphic WallPod
Full color touch screen provides a sophisticated look and feel



EXAMPLE

Group Fixture Control*
*Application diagram applies for fixtures with eldoLED drivers only.

- nPS 80 EZ Dimming/Control Pack (qty 2 required)
- nPODM 2P DX Dual On/Off/Dim Push-Button WallPod
- nCM ADCX Daylight Sensor with Automatic Dimming Control
- nCM PDT 9 Dual Technology Occupancy Sensor

Description: This design provides a dual on/off/dim wall station that enables manual control of the fixtures in Row A and Row B separately. Additionally, a daylight harvesting sensor is provided so the lights in row B can be configured to dim automatically when daylight is available. An occupancy sensor turns off all lights when the space is vacant.

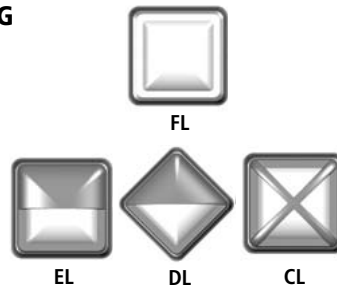
nLight® Control Accessories:			
Order as separate catalog number. Visit www.sensorswitch.com/nLight for complete listing of nLight controls.			
WallPod stations	Model number	Occupancy sensors	Model number
On/Off	nPODM [color]	Small motion 360°, ceiling (PIR / dual tech)	nCM 9 / nCM PDT 9
On/Off & Raise/Lower	nPODM DX [color]	Large motion 360°, ceiling (PIR / dual tech)	nCM 10 / nCM PDT 10
Graphic Touchscreen	nPOD GFX [color]	Wide view (PIR / dual tech)	nWV 16 / nWV PDT 16
Photocell controls	Model number	Wall Switch w/ Raise/Lower (PIR / dual tech)	nWSX LV DX / nWSX PDT LV DX
Dimming	nCM ADCX	Cat-5 cables (plenum rated)	Model number
		10', CAT5 10FT	CAT5 10FT J1
		15', CAT5 15FT	CAT5 15FT J1

MILLENNIUM™ SQUARE

MS11 SERIES – LOW PROFILE HOUSING

PRODUCT FEATURES:

- » Surface mount – ceiling (FL & CL only) or wall mount;
12"W×12"W×4"D (CL, EL, FL)
15"W×15"W×4"D (DL)
- » Peace of Mind Guarantee®
- » Dust and water protected to IP64 standards
- » ADA compliant



PROJECT INFORMATION

Job Name _____

Fixture Type _____

Catalog Number _____

Approved by _____

SPECIFICATIONS

BASEPLATE: Marine grade die-cast aluminum. Integral heat sinks. Baseplate flange interlocks and wraps around lens base producing maximum moisture deflection and resistance to prying. Baseplate provided with four-point mounting holes and one wireway hole. Standard black, bronze or white exterior TGIC polyester powder coat – 5-step pre-treatment. See Ordering Information for optional finishes.

REFLECTOR: Full reflector/wire cover – 92% reflectivity.

LENS: UV-stabilized, high impact resistant, virgin injection molded polycarbonate. High efficiency blondel fluted lens obscures lamp image and maximizes uniformity. Lens secured with four concealed captive Torx® with center pin fasteners. Exclusive water channeling lens design provides 360° ingress protection.

LENS BASE/GRILLE: Lens base shields lamp from viewing angles. High impact resistant, injection molded opaque black, bronze or white polycarbonate. Optional Light Gray, Silver, Forest Green or Custom Color (see Ordering Information below) are chemically bonded, impact resistant finishes.

ELECTRICAL: Fluorescent magnetic ballasts power factor corrected. Fluorescent electronic 120/277/347 and dual voltage ballasts high power factor (<10% THD). LED: Replaceable high-brightness ANSI 3500K (80 CRI min.), 4000K (70 CRI min.), or 5000K (70 CRI min.) white LED array. 120-277VAC, high power factor electronic driver. See options for higher CRI lamp availability.

GASKETING: Die-cut, closed cell EPDM self adhesive gasket seals baseplate to mounting surface. Closed cell, silicone "O" ring gaskets positioned and friction secured in gasket channels of lens base, baseplate and optional surface adapter.

HARDWARE: Four stainless steel Torx® fasteners.

WARRANTY: Standard four-point mounting and polycarbonate lens required for Peace of Mind Guarantee®. One (1) year warranty against defects in materials and workmanship. Five (5) year warranty on LED lamps and driver for defects resulting in a fixture lumen depreciation of 30% or greater.

LISTINGS: Luminaire is certified to UL Standards by either Underwriters Laboratory or Intertek Testing Laboratory for Wet Location (listing includes Emergency Battery Pack "EL" option). UL certified IP64 per IEC 60598. ADA Compliant. All Kenall SSL Luminaires are tested to the IESNA LM-79-08 standard requiring spectroradiometric measurements for CRI and CCT as well as goniophotometric measurements for lighting distributions and total luminous flux.



ORDERING INFORMATION (Ex: MS11DL-PP-MW-18L40K-1-DCC-DV)

Model	Lens Type	Finish	Lamp Type	Lamp Qty	Driver Type	Voltage	Options	Accessories
Model			Lamp Type (Quantity/Ballast/Volt/Starting Temp)			Options		
MS11CL	Crossbar		18L35K	18W 3500K LED (1/120-277/-40°F) (MS11DL/MS11EL only)		EL^	One-Lamp WL Emergency Pack (32°F) with Die-Cast Surface Adapter (SA) – Non ADA (n/a with 13w Twin or LED; 120/277V only)	
MS11DL	Diamond Eyelid		18L40K	18W 4000K LED (1/120-277/-22°F) (MS11DL/MS11EL only)		CEL^	One-Lamp Cold Weather Emergency Pack (0°F) with Die-Cast Surface Adapter (SA) Non ADA (n/a with 13w Twin or LED; 120/277V only)	
MS11EL	Eyelid		18L50K	18W 5000K LED (1/120-277/-40°F) (MS11DL/MS11EL only)		LEL	LED Emergency Battery Backup with Die-Cast Surface Adapter (SA) - Non ADA	
MS11FL	Full Face		20L35K	20W 3500K LED (1/120-277/-40°F) (MS11CL/MS11FL only)		2C^	Two Circuit Wiring (2 Lamp Quantity only; n/a with EL or CEL Option)	
Lens Type			20L40K	20W 4000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)		BPC	Photo Control – Shielded Button Type with Die-Cast Surface Adapter (SA) – (Non ADA; 120 or 277V only)	
PP	Pearlescent Polycarbonate		20L50K	20W 5000K LED (1/120-277/-40°F) (MS11CL/MS11FL only)		FS	Single Fuse & Holder	
S^	Clear Starburst Polycarbonate		13	13W Twin (2/MB/120/32°F) (MS11CL/MS11FL only)		NAT	Natatorium Environment Option	
Finish			13Q^	13W Quad (1,2/RS/120,277,347/0°F)		R80	Minimum 80 CRI (4000K LED only)	
DB	Dark Bronze		18Q^	18W Quad (1,2/RS/120,277,347/0°F)		WMR	Wiremold V500 Series™ Ready (See Tech Sheet; UL Damp Location Rated Only)	
FG	Forest Green		26Q^	26W Quad (1,2/RS/120,277,347/0°F)		Accessories		
LG	Light Gray		32P	32W PLT (1/RS/120,277,347/0°F)		SA	Die-Cast Surface Adapter (Non ADA)	
MB	Matte Black		42P	42W PLT (1/RS/120,277,347/0°F)		9500	Torx® Screwdriver	
MW	Matte White		Lamp Quantity (See Lamp Type for availability)			▲ 1 lamp max MS11DL		
SL	Silver		1	One Lamp		^ n/a with LED		
CC	Custom Color (Consult factory)		2	Two Lamps		■ n/a with BPC		
			Driver Type (LED only)					
			DCC			Dimming Constant Current		
			SCC			Standard Constant Current		
			Voltage (See Lamp Type for availability)					
			120			120 Volts		
			277			277 Volts		
			347^■			347 Volts		
			DV^■			120-277 Volts, electronic ballasts or LED driver only		



www.kenall.com

P: 800-4-Kenall

F: 262-891-9701

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MS11_L-061114

MILLENNIUM™ SQUARE

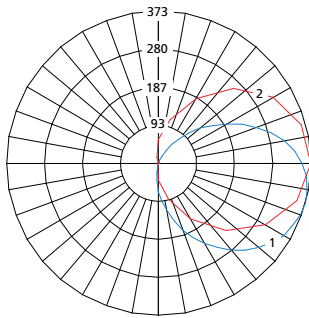
MS11 SERIES – LOW PROFILE HOUSING

PERFORMANCE

Model	Lamp Type	Initial Delivered Lumens		Input Power (W)	Drive Current (mA)	Estd. L70 LED Life (hrs)
		@ 25°C (lm)	Efficacy (lm/W)			
MS11DL	18L35K	901	46	20	700	55,000
	18L40K	1028	53	20	700	55,000
	18L50K	1095	56	20	700	55,000
MS11EL	18L35K	899	46	20	700	55,000
	18L40K	1025	52	20	700	55,000
	18L50K	1092	56	20	700	55,000
MS11FL	20L35K	1182	53	22	700	60,000
	20L40K	1348	61	22	700	60,000
	20L50K	1437	65	22	700	60,000

Displayed information above is for PP Lens type only. Info subject to change. Visit www.kenall.com for IES files and additional information.

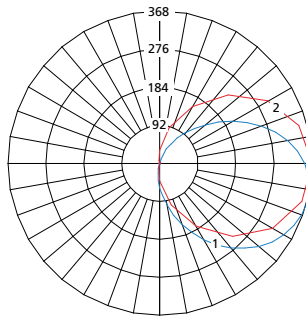
Model: MS11DL-PP-MW-18L40K-1-DV



Max Candela = 373 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

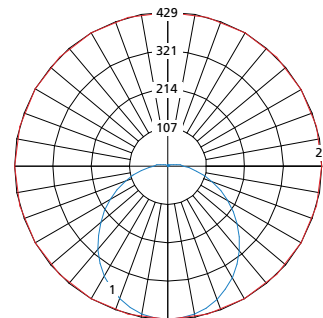
Model: MS11EL-PP-MW-18L40K-1-DV



Max Candela = 368 Located At Horizontal Angle = 0, Vertical Angle = 75

1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (75) (Through Max. Cd.)

Model: MS11FL-PP-MW-20L40K-1-DV

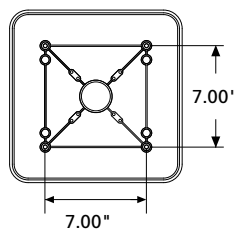
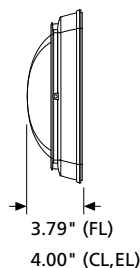
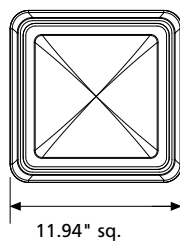


Max Candela = 429 Located At Horizontal Angle = 0, Vertical Angle = 0

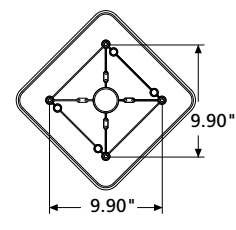
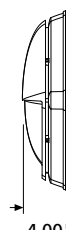
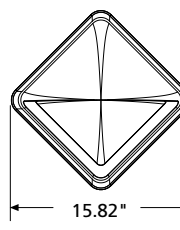
1 - Vertical Plane Through Horizontal Angles (0-180) (Through Max. Cd.)
2 - Horizontal Cone Through Vertical Angle (0) (Through Max. Cd.)

DIMENSIONAL DATA

MS11FL, CL, EL

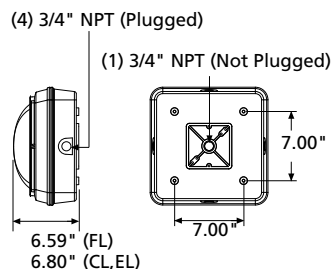


MS11DL

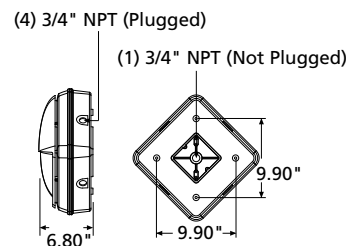


SURFACE ADAPTER SIDE & BACK VIEW

MS11FL, CL, EL



MS11DL



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MS11_L-061114



KACM LED

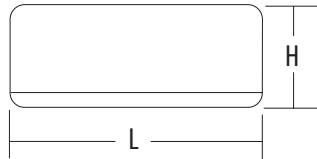
LED Surface Luminaire



CONTOUR

Specifications

Length:	17-1/2" (44.5 cm)
Width:	17-1/2" (44.5 cm)
Height:	7-1/8" (18.1 cm)
Weight (max):	36 lbs. (16.4 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The Contour® Series luminaires offer traditional square dayforms with softened edges for a versatile look that complements many applications.

The KACM LED combines the latest in LED technology with the familiar aesthetic of the Contour® Series for stylish, high-performance illumination that lasts. It is ideal for replacing 100-400W metal halide in surface/canopy lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: KACM LED 60C 700 50K R5 MVOLT SRM DDBXD

KACM LED						
Series	LEDs	Drive current	Color Temp ¹	Distribution	Voltage	Mounting
KACM LED	20C 30C ¹ 40C 60C	530 mA 700 mA	30K 3000K 40K 4000K 50K 5000K	R2 Type II R3 Type III R4 Type IV R5 Type V R5VS Type V very short	MVOLT ² 120 ² 277 ² 208 ² 347 240 ² 480	Shipped installed SRM Surface mount TC Through-wire conduit tee (Provided by others) Shipped separately³ YK Yoke/trunnion mount

Options						Finish (required)
Shipped installed						
SF	Single fuse (120, 277, 347V) ²		BL30	Bi-level switched dimming, 30% ^{5,6}		DDBXD Dark bronze
DF	Double fuse (208, 240, 480V) ²		BL50	Bi-level switched dimming, 50% ^{5,6}		DBLXD Black
PIR	Ambient/motion sensor, 8-15' mounting height ⁴		HS	Houseside shield		DNAXD Natural aluminum
PIRH	Ambient/motionsensor, 15-30' mounting height ⁴					DWHXD White
PIR3FC3V	Motion/ambient sensor for 8-15' mounting heights and for typical applications requiring daylight harvesting and Title 24 compliance ⁴					DDBTXD Textured dark bronze
PIRH3FC3V	Motion/ambient sensor for 15-30' mounting heights and typical applications requiring daylight harvesting and Title 24 compliance ⁴					DBLBXD Textured black
						DNATXD Textured natural aluminum
						DWHGXD Textured white
					Shipped separately³	
					WG Wire guard	

Accessories

Ordered and shipped separately.

KACMYK DDBXD U	Yoke/trunnion accessory (specify finish)
KACWG U	Wire guard accessory

NOTES

- 30C not available with 530mA and 347V or 480V.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Also available as a separate accessory; see Accessories information at left.
- PIR & PIR3FC3V specifies the Acuity Controls **SBGR 10 ODP** motion/ambient sensor, the PIRH & PIRH3FC3V specifies the Acuity Controls **SBGR 6 ODP** motion/ambient sensor.
- Requires an additional switched circuit.
- Dimming driver standard. MVOLT only.



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35W	R2	3,439	1	0	1	98	3,659	1	0	1	105	3,672	1	0	1	105
			R3	3,425	1	0	1	98	3,644	1	0	1	104	3,657	1	0	1	104
			R4	3,429	1	0	1	98	3,648	1	0	1	104	3,661	1	0	1	105
			R5	3,640	2	0	1	104	3,872	2	0	1	111	3,886	2	0	1	111
			R5VS	3,652	2	0	0	104	3,886	2	0	0	111	3,899	2	0	0	111
	700 mA	46W	R2	4,366	1	0	1	95	4,645	1	0	1	101	4,662	1	0	1	101
			R3	4,348	1	0	2	95	4,626	1	0	2	101	4,643	1	0	2	101
			R4	4,354	1	0	2	95	4,632	1	0	2	101	4,648	1	0	2	101
			R5	4,621	3	0	1	100	4,916	3	0	1	107	4,933	3	0	1	107
			R5VS	4,637	2	0	0	101	4,933	2	0	0	107	4,951	2	0	0	108
30C (30 LEDs)	530 mA	53W	R2	5,117	1	0	2	97	5,443	1	0	2	103	5,463	1	0	2	103
			R3	5,096	1	0	2	96	5,421	1	0	2	102	5,440	1	0	2	103
			R4	5,102	1	0	2	96	5,427	1	0	2	102	5,447	1	0	2	103
			R5	5,414	3	0	1	102	5,760	3	0	1	109	5,781	3	0	1	109
			R5VS	5,433	2	0	0	103	5,780	2	0	0	109	5,801	2	0	0	109
	700 mA	69W	R2	6,471	1	0	2	94	6,884	2	0	2	100	6,909	1	0	2	100
			R3	6,444	1	0	2	93	6,856	1	0	2	99	6,880	1	0	2	100
			R4	6,452	1	0	2	94	6,864	1	0	2	99	6,889	1	0	2	100
			R5	6,848	3	0	1	99	7,285	3	0	2	106	7,311	3	0	1	106
			R5VS	6,872	3	0	0	100	7,310	3	0	0	106	7,337	2	0	0	106
40C (40 LEDs)	530 mA	71W	R2	6,762	2	0	2	95	7,194	2	0	2	101	7,220	2	0	2	102
			R3	6,735	1	0	2	95	7,164	2	0	2	101	7,190	2	0	2	101
			R4	6,743	1	0	2	95	7,173	1	0	2	101	7,199	1	0	2	101
			R5	7,156	3	0	2	101	7,613	3	0	2	107	7,640	3	0	2	108
			R5VS	7,181	3	0	0	101	7,640	3	0	0	108	7,667	3	0	0	108
	700 mA	94W	R2	8,516	2	0	2	91	9,060	2	0	2	96	9,092	2	0	2	97
			R3	8,481	2	0	2	90	9,022	2	0	2	96	9,055	2	0	2	96
			R4	8,491	2	0	2	90	9,033	2	0	2	96	9,066	2	0	2	96
			R5	9,012	3	0	2	96	9,587	3	0	2	102	9,621	3	0	2	102
			R5VS	9,043	3	0	0	96	9,621	3	0	0	102	9,655	3	0	0	103
60C (60 LEDs)	530 mA	103W	R2	9,952	2	0	2	97	10,587	2	0	2	103	10,625	2	0	2	103
			R3	9,911	2	0	2	96	10,543	2	0	2	102	10,581	2	0	2	103
			R4	9,923	2	0	2	96	10,556	2	0	2	102	10,594	2	0	2	103
			R5	10,531	4	0	2	102	11,203	4	0	2	109	11,243	4	0	2	109
			R5VS	10,568	3	0	0	103	11,242	3	0	0	109	11,283	3	0	0	110
	700 mA	137W	R2	12,407	2	0	2	91	13,199	3	0	3	96	13,247	3	0	3	97
			R3	12,356	2	0	3	90	13,145	2	0	3	96	13,192	2	0	3	96
			R4	12,371	2	0	3	90	13,161	2	0	3	96	13,208	2	0	3	96
			R5	13,129	4	0	2	96	13,967	4	0	2	102	14,018	4	0	2	102
			R5VS	13,176	3	0	1	96	14,017	4	0	1	102	14,067	4	0	1	103

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-122°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **KACM LED 60C** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.94	0.91	0.84

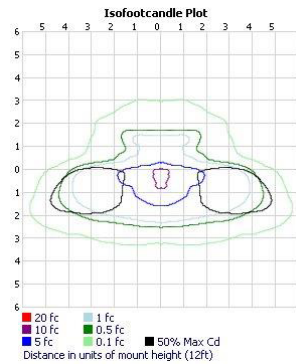
Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
20	530	35W	0.30	0.18	0.16	0.15	N/A	
	700	46W	0.39	0.23	0.20	0.18	0.15	0.12
30	530	53W	0.44	0.26	0.23	0.20	N/A	
	700	69W	0.58	0.34	0.29	0.26	0.21	0.16
40	530	71W	0.60	0.35	0.32	0.29	0.21	0.16
	700	94W	0.79	0.46	0.41	0.36	0.27	0.20
60	530	103W	0.87	0.50	0.44	0.39	0.29	0.22
	700	137W	1.15	0.66	0.58	0.51	0.40	0.29

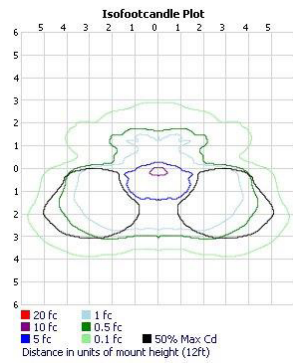
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [KACM LED homepage](#).

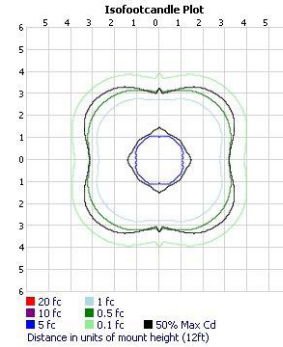
Isofootcandle plots for the KACM LED 40C 700 40K XX MVOLT. Distances are in units of mounting height (8').



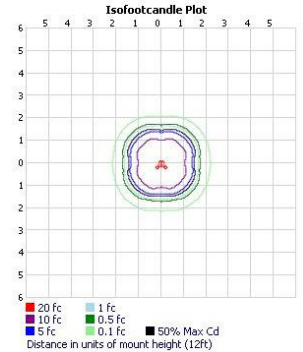
KACM LED 40C 700 40K R2 MVOLT



KACM LED 40C 700 40K R3 MVOLT

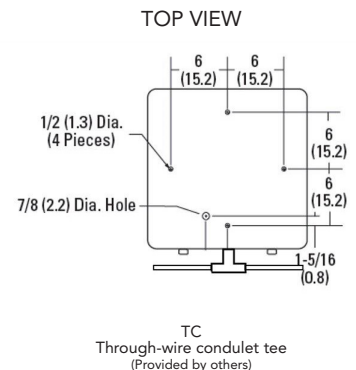
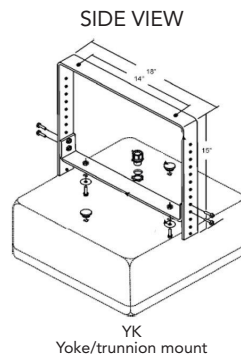
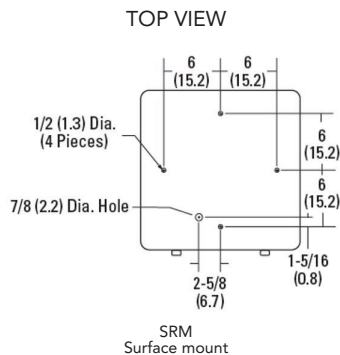


KACM LED 40C 700 40K R5 MVOLT



KACM LED 40C 700 40K R5VS MVOLT

Mounting



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings and long life of the KACM LED surface-mount luminaire make it a reliable choice for illuminating parking garages, convenience stores, hotels, and canopy walkways.

CONSTRUCTION

Single-piece die-cast, aluminum housing with contoured edges has a 0.12" nominal wall thickness. Die-cast door frame has an impact-resistant, tempered glass lens that is fully gasketed with one-piece tubular silicone.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS

Precision-molded refractive acrylic lenses housed behind the door frame lens are available in 5 distributions. Light engines are available in 3000K (70 CRI min.), 4000K (70 CRI min.), 5000K (70 CRI min.) configurations.

ELECTRICAL

Light engines consist of 20, 34, 40, or 60 high efficacy LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of over 100,000

hours with <1% failure rate. Internal 10kV surge protection meets a minimum Category C low operation per ANSI/IEEE C62.41.2).

INSTALLATION

Standard configuration utilizes four 1/2" mounting holes and one 7/8" electrical connection hole located on top for surface mounting (hardware included). Mount on concrete, steel, or aluminum only. Mount on covered ceilings only. Not for use in dwellings. Also available with a through-wire conduit (conduit/outlet) tee option or a yoke/trunnion mount option.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is rated IP65 for outdoor applications. Rated for -40°C minimum ambient conditions. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

NOTE: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



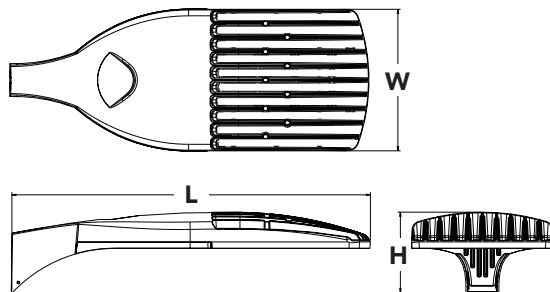
D-Series Size 1 LED Area Luminaire

d#series



Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED						
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics 30C 30 LEDs (one engine) 40C 40 LEDs (two engines) 60C 60 LEDs (two engines) Rotated optics ¹ 60C 60 LEDs (two engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ²	T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium T5VS Type V Very Short T5S Type V Short T5M Type V Medium T5W Type V Wide	MVOLT ³ 120 ³ 208 ³ 240 ³ 277 ³ 347 ⁴ 480 ⁴	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁵ RPUMBA Round pole universal mounting adaptor ⁵ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁶

Control options	Other options	Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁷ PER5 Five-wire receptacle only (no controls) ^{7,8} PER7 Seven-wire receptacle only (no controls) ^{7,8} DMG 0-10V dimming driver (no controls) ⁹ DCR Dimmable and controllable via ROAM® (no controls) ¹⁰ DS Dual switching ^{11,12} PIR Motion sensor, 8-15' mounting height ¹³	Shipped installed HS House-side shield ¹⁶ WTB Utility terminal block ¹⁷ SF Single fuse (120, 277, 347V) ¹⁸ DF Double fuse (208, 240, 480V) ¹⁸ L90 Left rotated optics ¹⁹ R90 Right rotated optics ¹⁹	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Accessories	
Ordered and shipped separately:	
DL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁰
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁰
DL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁰
SC U	Shorting cap ²⁰
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

Controls & Shields

NOTES

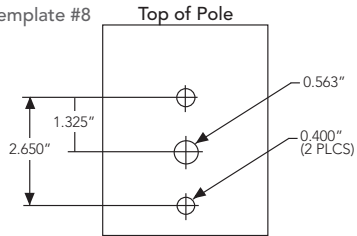
- Rotated optics available with 60C only.
- AMBPC only available with 530mA or 700mA.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).
- Not available with BL30, BL50 or PNMT options.
- Available as a separate combination accessory: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
- DMG option for 347V or 480V requires 1000mA.
- Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with DS, PIR, PIRH, PER5, PER7, BL30, BL50 or PNMT options.

- Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
- Requires an additional switched circuit.
- PIR specifies the SensorSwitch SBGR-10-ODP control; PIRH specifies the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DS, PER5 or PER7.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50.
- Also available as a separate accessory; see Accessories information.
- WTB not available with DS.
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Available with 60 LEDs (60C option) only.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.



Drilling

Template #8



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° *
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

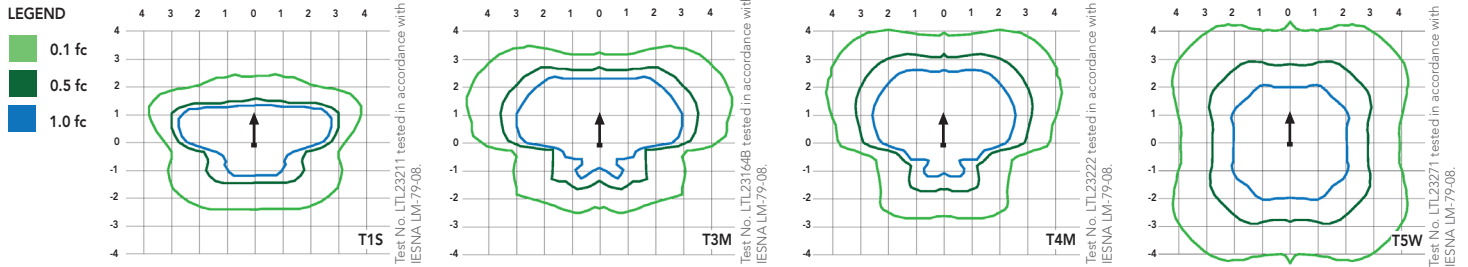
Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	1.00
40°C	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	--	--
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX1 LED 60C 1000			
	1.0	0.95	0.93	0.88
	DSX1 LED 60C 700			
	1.0	0.99	0.98	0.96

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	700 mA	68 W	T1S	5,697	1	0	1	84	7,127	2	0	2	105	7,180	2	0	2	106	4,561	1	0	1	67
			T2S	5,967	2	0	2	88	7,465	2	0	2	110	7,521	2	0	2	111	4,777	1	0	1	70
			T2M	5,773	1	0	2	85	7,222	2	0	2	106	7,276	2	0	2	107	4,622	1	0	2	68
			T3S	5,901	1	0	2	87	7,382	2	0	2	109	7,437	2	0	2	109	4,724	1	0	1	69
			T3M	5,872	1	0	2	86	7,346	2	0	2	108	7,401	2	0	2	109	4,701	1	0	2	69
			T4M	5,882	1	0	2	87	7,359	2	0	2	108	7,414	2	0	2	109	4,709	1	0	2	69
			TFTM	5,793	1	0	2	85	7,247	1	0	2	107	7,301	1	0	2	107	4,638	1	0	2	68
			TSVS	6,148	2	0	2	90	7,691	3	0	1	113	7,749	3	0	1	114	4,922	2	0	0	72
			TSS	6,074	2	0	0	89	7,598	3	0	0	112	7,655	3	0	0	113	4,863	2	0	0	72
			TSM	6,150	3	0	1	90	7,694	3	0	2	113	7,752	3	0	2	114	4,924	3	0	1	72
			TSW	5,979	3	0	1	88	7,479	3	0	2	110	7,536	3	0	2	111	4,787	3	0	1	70
	1000 mA	105 W	T1S	7,913	2	0	2	75	9,899	2	0	2	94	9,973	2	0	2	95					
			T2S	8,288	2	0	2	79	10,368	2	0	2	99	10,446	2	0	2	99					
			T2M	8,019	2	0	2	76	10,031	2	0	3	96	10,106	2	0	3	96					
			T3S	8,196	2	0	2	78	10,253	2	0	2	98	10,330	2	0	2	98					
			T3M	8,156	2	0	2	78	10,202	2	0	2	97	10,279	2	0	2	98					
			T4M	8,170	2	0	2	78	10,220	2	0	2	97	10,297	2	0	2	98					
			TFTM	8,046	2	0	2	77	10,065	2	0	3	96	10,141	2	0	3	97					
			TSVS	8,539	3	0	1	81	10,682	3	0	1	102	10,762	3	0	1	102					
			TSS	8,436	3	0	1	80	10,553	3	0	1	101	10,632	3	0	1	101					
			TSM	8,542	3	0	2	81	10,686	4	0	2	102	10,766	4	0	2	103					
40C (40 LEDs)	700 mA	89 W	TSW	8,304	3	0	2	79	10,388	4	0	2	99	10,466	4	0	2	100					
			T1S	7,511	2	0	2	84	9,396	2	0	2	106	9,467	2	0	2	90	6,014	1	0	1	68
			T2S	7,868	2	0	2	88	9,842	2	0	2	111	9,916	2	0	2	94	6,299	2	0	2	71
			T2M	7,612	2	0	2	86	9,522	2	0	3	107	9,594	2	0	3	91	6,094	2	0	2	68
			T3S	7,780	2	0	2	87	9,733	2	0	2	109	9,806	2	0	2	93	6,229	1	0	2	70
			T3M	7,742	2	0	2	87	9,685	2	0	2	109	9,758	2	0	2	93	6,198	2	0	2	70
			T4M	7,756	2	0	2	87	9,702	2	0	2	109	9,775	2	0	2	93	6,209	1	0	2	70
			TFTM	7,638	2	0	2	86	9,555	2	0	2	107	9,627	2	0	2	92	6,115	1	0	2	69
			TSVS	8,106	3	0	1	91	10,140	3	0	1	114	10,216	3	0	1	97	6,490	2	0	0	73
			TSS	8,008	3	0	1	90	10,017	3	0	1	113	10,093	3	0	1	96	6,411	2	0	0	72
	1000 mA	138 W	TSM	8,109	3	0	2	91	10,144	4	0	2	114	10,220	4	0	2	97	6,492	3	0	1	73
			TSW	7,883	3	0	2	89	9,861	4	0	2	111	9,936	4	0	2	95	6,311	3	0	2	71
			T1S	10,384	2	0	2	75	12,990	3	0	3	94	13,088	3	0	3	95					
			T2S	10,876	2	0	2	79	13,606	3	0	3	99	13,708	3	0	3	99					
			T2M	10,523	2	0	3	76	13,164	3	0	3	95	13,263	3	0	3	96					
			T3S	10,756	2	0	2	78	13,455	2	0	2	97	13,556	3	0	3	98					
			T3M	10,703	2	0	2	78	13,389	3	0	3	97	13,490	3	0	3	98					
			T4M	10,722	2	0	2	78	13,412	3	0	3	97	13,513	3	0	3	98					
			TFTM	10,559	2	0	3	77	13,209	2	0	3	96	13,308	2	0	3	96					
			TSVS	11,206	3	0	1	81	14,018	4	0	1	102	14,124	4	0	1	102					
60C (60 LEDs)	700 mA	131 W	TSS	11,070	3	0	1	80	13,848	3	0	1	100	13,953	3	0	1	101					
			TSM	11,210	4	0	2	81	14,023	4	0	2	102	14,129	4	0	2	102					
			TSW	10,898	4	0	2	79	13,633	4	0	2	99	13,735	4	0	2	100					
			T1S	11,182	2	0	2	81	13,988	3	0	3	101	14,093	3	0	3	102	8,952	2	0	2	68
			T2S	11,712	3	0	3	85	14,651	3	0	3	106	14,761	3	0	3	107	9,377	2	0	2	72
			T2M	11,332	2	0	3	82	14,175	3	0	3	103	14,282	3	0	3	103	9,072	2	0	2	69
			T3S	11,582	2	0	2	84	14,489	3	0	3	105	14,598	3	0	3	106	9,273	2	0	2	71
			T3M	11,525	2	0	2	84	14,418	3	0	3	104	14,526	3	0	3	105	9,227	2	0	2	70
			T4M	11,546	2	0	2	84	14,443	3	0	3	105	14,552	3	0	3	105	9,243	2	0	2	71
			TFTM	11,370	2	0	3	82	14,224	2	0	3	103	14,331	2	0	3	104	9,103	2	0	2	69
	1000 mA	209 W	TSVS	12,067	3	0	1	87	15,095	4	0	1	109	15,209	4	0	1	110	9,661	3	0	1	74
			TSS	11,921	3	0	1	86	14,913	4	0	1	108	15,025	4	0	1	109	9,544	3	0	1	73
			TSM	12,071	4	0	2	87	15,101	4	0	2	109	15,214	4	0	2	110	9,665	3	0	2	74
			TSW	11,735	4	0	2	85	14,680	4	0	2	106	14,791	4	0	2	107	9,395	4	0	2	72
			T1S	15,307	3	0	3	73	19,148	3	0	3	92	19,292	3	0	3	92					
			T2S	16,033	3	0	3	77	20,056	3	0	3	96	20,207	3	0	3	97					
			T2M	15,512	3	0	3	74	19,405	3	0	3	93	19,551	3	0	3	94					
			T3S	15,855	3	0	3	76	19,834	3	0	3	95	19,983	3	0	3	96					
			T3M	15,777	3	0	3	75	19,736	3	0	4	94	19,885	3	0	4	95					
			T4M	15,805	3	0	3	76	19,771	3	0	4	95	19,920	3	0	4	95					
			TFTM	15,565	3	0	3	74	19,471	3	0	4	93	19,617	3	0	4	94					
			TSVS	16,519	4	0	1	79	20,664	4	0	1	99	20,820	4	0	1	100					
			TSS	16,319	4	0	1	78	20,414	4	0	1	98	20,567	4	0	1	98					
			TSM	16,525	4	0	2	79	20,672	5	0	3	99	20,827	5	0	3	100					
			TSW	16,065	4	0	3	77	20,096	5	0	3	96	20,247	5	0	3	97					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.2 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



Item: Final Plat of Subdivision - Christina Court

Department: Planning & Community Development

The Village Board approved the Preliminary Plat of Subdivision for Christina Court on June 15, 2015.

The Village Board directed staff and added a condition to the Ordinance approving the Preliminary Plat that "Prior to Final Plat approval, the Petitioner will work with Staff to come up with a method to provide a contribution to the Village to cover costs related to ongoing maintenance of the detention basin." A meeting was held with the developer immediately after the Board meeting and staff requested additional information in July which was received this week. As a result, the petition is not ready to proceed to the Village Board until the required information has been reviewed.

However, Staff recommends that the Plan Commission recommend approval of the Final Plat of Subdivision subject to negotiating an acceptable fee for the maintenance of the detention area prior to Village Board consideration.

ATTACHMENTS:

Description

Staff Memo
Final Plat of Subdivision

Type

Memorandum
Exhibits

MEMORANDUM

TO: Chairman Lorenzini and members of the Plan Commission

FROM: Latika Bhide 
Development Planner

DATE: September 9, 2015

RE: Christina Court, Final Plat of Subdivision

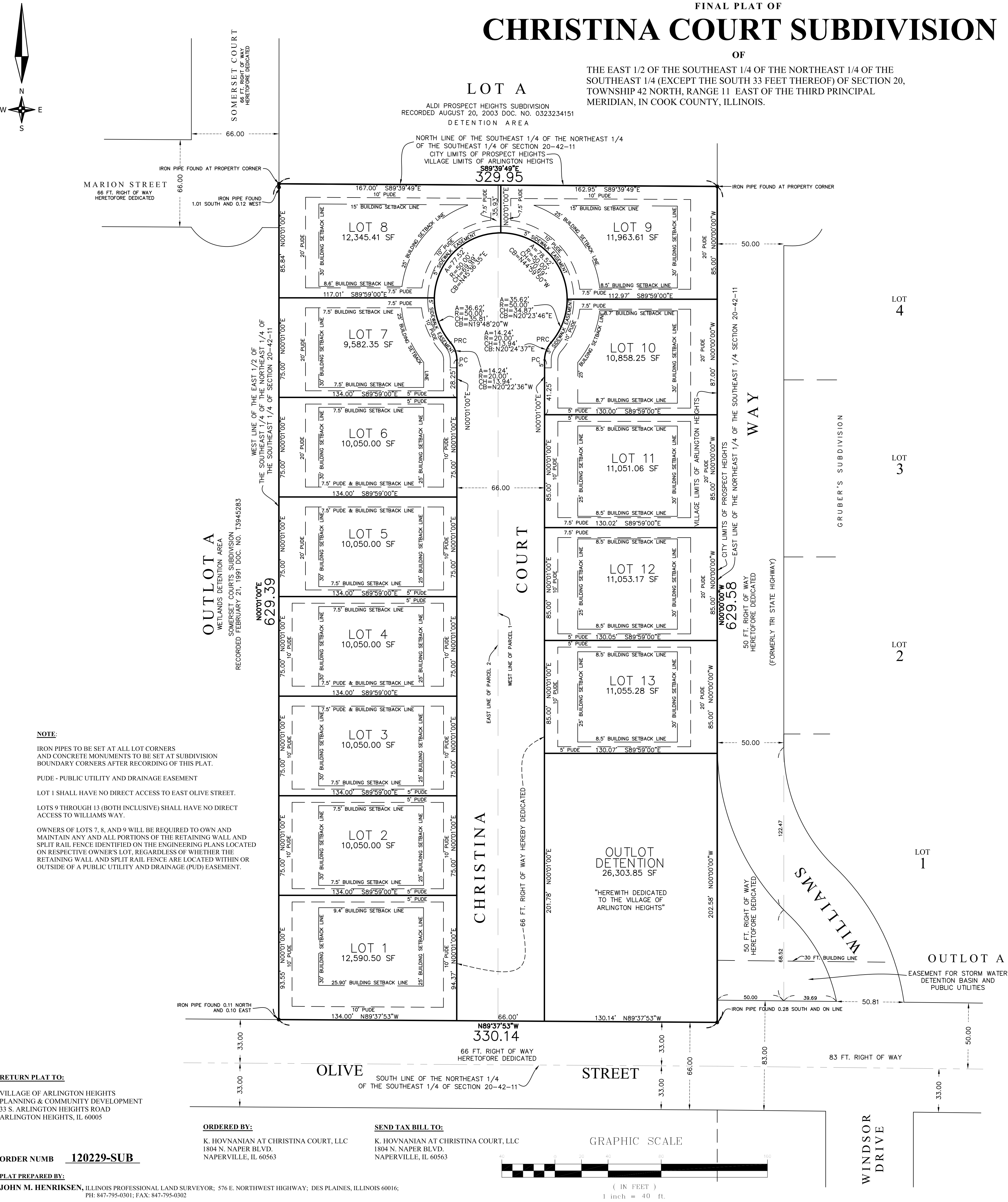
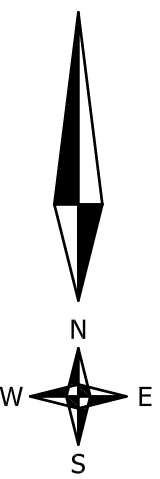
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However, Staff recommends that the Plan Commission recommend approval of the Final Plat of Subdivision subject to negotiating an acceptable fee for the maintenance of the detention area prior to Village Board consideration.

If you should require any additional information, please let me know.

C: Charles Witherington-Perkins, Director of Planning &Community Development
Bill Enright, Deputy Director of Planning &Community Development



OWNER'S CERTIFICATE:

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

WE, THE UNDERSIGNED, K. HOVNANIAN AT CHRISTINA COURT, LLC, A LIMITED LIABILITY COMPANY IN THE STATE OF ILLINOIS, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS CHRISTINA COURT SUBDIVISION, AN ADDITION TO VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ALL STREETS AND ALLEYS AND PUBLIC OPEN SPACES SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERRECTED OR MAINTAINED NO BUILDING OR STRUCTURE. THERE ARE STRIPS OF GROUND, AS SHOWN ON THIS PLAT AND MARKED "EASEMENT" RESERVED FOR THE USE OF PUBLIC UTILITIES FOR THE INSTALLATION OF WATER AND SEWER MAINS, POLLS, DUCTS, LINES AND WIRES, SUBJECT AT ALL TIMES TO THE PROPER AUTHORITIES AND TO THE EASEMENT HEREIN RESERVED. NO PERMANENT OR OTHER STRUCTURES ARE TO BE ERRECTED OR MAINTAINED UPON THESE STRIPS OF LAND, BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES, AND TO THE RIGHTS OF THE OWNERS OF OTHER LOTS IN THIS SUBDIVISION.

THE FOREGOING COVENANTS (OR RESTRICTIONS), ARE TO RUN WITH THE LAND AND SHALL BE BINDING ON ALL PARTIES AND ALL PERSONS CLAIMING UNDER THEM UNTIL JANUARY 1, 2030 (25-YEAR PERIOD IS SUGGESTED), AT WHICH TIME SAID COVENANTS (OR RESTRICTIONS) SHALL BE AUTOMATICALLY EXTENDED FOR SUCCESSIVE PERIODS OF TEN YEARS UNLESS INDICATED OTHERWISE BY NEGATIVE VOTE OF A MAJORITY OF THE THEN OWNERS OF THE BUILDING SITES COVERED BY THESE COVENANTS (OR RESTRICTIONS), IN WHOLE OR IN PART, WHICH SAID VOTE WILL BE EVIDENCED BY A PETITION IN WRITING SIGNED BY THE OWNERS AND DULY RECORDED. INVALIDATION OF ANY ONE OF THE FOREGOING COVENANTS (OR RESTRICTIONS) BY JUDGEMENT OR COURT ORDER SHALL IN NO WAY AFFECT ANY OF THE OTHER VARIOUS COVENANTS (OR RESTRICTIONS), WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

THE RIGHT TO ENFORCE THESE PROVISIONS BY INJUNCTION, TOGETHER WITH THE RIGHT TO CAUSE THE REMOVAL BY DUE PROCESS OF LAW, OF ANY STRUCTURE OR PART THEREOF ERRECTED OR MAINTAINED IN VIOLATION, IS HEREBY DEDICATED TO THE PUBLIC, AND RESERVED TO THE SEVERAL OWNERS OF THE SEVERAL LOTS IN THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

ADDITIONALLY, WE HEREBY CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE PROPERTY HEREON DESCRIBED IS LOCATED WITHIN THE BOUNDARIES OF:

ELEMENTARY SCHOOL DISTRICT: 25 HIGH SCHOOL DISTRICT: 214

DATED THIS _____ DAY OF _____, 20____.

NAME: _____

AS: _____

NAME: _____

AS: _____

NOTARY CERTIFICATE

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE OF ILLINOIS, DO HEREBY CERTIFY THAT _____ AND _____ ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS _____ AND _____ APPEARED BEFORE ME THIS DAY IN _____ PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEREOF OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE USES AND PURPOSES THEREIN.

SET FORTH AND THE SAID _____ AND _____ DID ALSO THEN AND THERE ACKNOWLEDGE THAT AS CUSTODIAN OF THE COMPANY SEAL OF SAID COMPANY, DID AFFIX SAID SEAL OF SAID COMPANY TO THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AS THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 20____.

NOTARY PUBLIC COMMISSION EXPIRES _____

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH RESUBDIVISION OR ANY PART THEREOF OR THAT IF SUCH SURFACE WATER DRAINAGE WILL CHANGE, REASONABLE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DISCHARGE OF SURFACE WATERS INTO PUBLIC OR PRIVATE AREA, AND/OR DRAINS WHICH THE DEVELOPER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF SUBSTANTIAL DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE RESUBDIVISION.

ON THIS _____ DAY OF _____, 20____.

ILLINOIS PROFESSIONAL ENGINEER NO. _____
LICENSE EXPIRES _____

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THIS SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND NATURAL GAS AND COMMUNICATIONS SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

AT&T, ILLINOIS BELL TELEPHONE CO. (AMERITECH), GRANTEEES

APPROVED BY: _____, THIS _____ DAY OF _____, 20____.

TITLE: _____

COMMONWEALTH EDISON COMPANY

APPROVED BY: _____, THIS _____ DAY OF _____, 20____.

TITLE: _____

NORTHERN ILLINOIS GAS COMPANY (NICOR)

APPROVED BY: _____, THIS _____ DAY OF _____, 20____.

TITLE: _____

COMCAST

APPROVED BY: _____, THIS _____ DAY OF _____, 20____.

TITLE: _____

WIDE OPEN WEST

APPROVED BY: _____, THIS _____ DAY OF _____, 20____.

TITLE: _____

THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY TO INSTALL, OPERATE, MAINTAIN, REPAIR, AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND SOUNDS AND SIGNALS AND NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "EASEMENT", "COMMON AREA OR AREAS", AND STREETS AND ALLEYS WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", TOGETHER WITH THE RIGHT TO INSTALL, REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO CUT, TRIM, OR REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO TREES, BUSHES, ROOTS, AND FENCES AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT AS "EASEMENT" WITHOUT THE PRIOR WRITTEN CONSENT OF THE GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CH. 765 ILCS 605(c), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, IS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS/ PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH AREAS MAY BE DESIGNATED ON THE PLAT BY OTHER TERMS.

PUBLIC UTILITY EASEMENTS PROVIDED, SHALL BE FOR THE USE OF MUNICIPAL, SEWER AND WATER LINES, STORM DRAINAGE AND PUBLIC UTILITY LINES, LINES FOR ANY CABLE TELEVISION FRANCHISE GRANTED BY THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, AND OTHER MUNICIPAL USES.

COOK COUNTY CLERK CERTIFICATE STAMP:

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

VILLAGE COLLECTOR:

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

I, _____ VILLAGE COLLECTOR FOR THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE AGAINST ANY OF THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS _____ DAY OF _____, 20____.

VILLAGE COLLECTOR

VILLAGE OFFICIALS:

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

CHAIRMAN _____ SECRETARY _____

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

PRESIDENT _____ VILLAGE CLERK _____

APPROVED BY THE DIRECTOR OF ENGINEERING _____

SURVEYOR'S DESIGNATION OF RECORDING

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

I, JOHN M. HENRIKSEN, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY DESIGNATE K. HOVNANIAN AT CHRISTINA COURT, LLC OR REPRESENTATIVE THEREOF OR THE VILLAGE OF ARLINGTON HEIGHTS TO RECORD THIS SUBDIVISION PLAT WITH THE COOK COUNTY RECORDER OF DEEDS. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES, AS A CONDITION OF THIS GRANT, SAID DEDIGNEE IS HEREBY REQUIRED TO PROVIDE TO THIS SURVEYOR, A CERTIFIED COPY OF SAID PLAT, IMMEDIATELY UPON RECORDING OF SAME. RECEIPT OF SAID CERTIFIED COPY WILL SERVE AS NOTICE TO THE SURVEYOR THAT THE PLAT HEREON DRAWN HAS BEEN RECORDED.

DATED THIS _____ DAY OF _____, 20____.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2668

IN ACCORDANCE WITH PUBLIC ACT 86-1238 THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY:

NAME _____
ADDRESS _____
CITY & STATE _____

SURVEYOR CERTIFICATE:

STATE OF ILLINOIS
COUNTY OF COOK) S.S.

I, JOHN M. HENRIKSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:
THE EAST 1/2 OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT THE SOUTH 33 FEET THEREOF) OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1310 E. OLIVE STREET ARLINGTON HEIGHTS, IL
P.L.N. #03-20-401-016-0000

PARCEL 2:
THE WEST 1/2 OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT THE SOUTH 33 FEET THEREOF) OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1306 E. OLIVE STREET ARLINGTON HEIGHTS, IL
P.L.N. #03-20-401-015-0000

THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECT AT A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

I FURTHER CERTIFY THAT ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE NATIONAL FLOOD INSURANCE PROGRAM FOR THIS AREA OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, BEING COMMUNITY NUMBER 17056, PANEL 0202, MAP NUMBER 17031C020-7, HAVING A MAP REVISED DATE OF AUGUST, 19, 2008, THE NATIONAL FLOOD INSURANCE PROGRAM HAS DETERMINED THAT THE AREA WITHIN THE PROPERTY HEREON DRAWN LIES WITHIN ITS UNSHADED ZONE "X", WHICH IS DEFINED AS AN AREA DETERMINED TO BE OUTSIDE THE 0.2 % ANNUAL CHANCE FLOODPLAIN.

I FURTHER CERTIFY THAT THE LAND INCLUDED IN THE SUBDIVISION DESCRIBED HEREIN IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, WHICH HAS ADOPTED A VILLAGE PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

DES PLAINES, ILLINOIS. JUNE 10, 2015.

PRELIMINARY

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2668
LICENSE EXPIRES NOVEMBER 30, 2016.

NO.	DATE	DESCRIPTION
3	7/16/15	REVISED DRAWING BY SURVEYOR
2	6/18/15	REVISED DRAWING BY SURVEYOR
1	6/15/15	REVIEW COMMENTS & REVISE CERTIFICATES
NO.	DATE	DESCRIPTION