



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
August 24, 2016
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. YMA Taekwondo & Krav Maga - 8/10/16

IV. PUBLIC HEARINGS

- A. Arlington Ale House - 111 W. Campbell St.-3rd Floor - PC#16-019
Special Use for Restaurant, Land Use Variation
- B. Kensington School - 840 E. Kensington Rd. - PC#16-007
Special Use for Daycare, Amendment to PUD Ordinance
- C. Potbelly Restaurant - 3400 W. Euclid Ave. - PC#16-018
Special Use for Restaurant & Drive-thru

V. OTHER BUSINESS

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: YMA Taekwondo & Krav Maga - 8/10/16

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 8/10/16 - DRAFT

Type

Minutes

DRAFT

PLAN

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

COMMISSION

RE: YMA TAEKWONDO & KRAV MAGA - 110 EAST CENTRAL ROAD - PC# 16-013
LAND USE VARIATION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall,
33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the
10th day of August, 2016, at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

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

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Roll call please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Thank you. Okay, the first item on the agenda is, the next item on the agenda is approval of meeting minutes from July 27th, 2016 regarding the pharmacy.

COMMISSIONER GREEN: I'd like to make that motion for approval.

CHAIRMAN LORENZINI: Second?

COMMISSIONER ENNES: I'll second it.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you.

COMMISSIONER WARSKOW: I was not in attendance at that meeting.

CHAIRMAN LORENZINI: Okay, next item on the agenda is Public Hearing PC# 16-013, YMA Taekwondo & Krav Maga. Is the Petitioner here?

MS. SKORDILIS: Right here.

CHAIRMAN LORENZINI: Yes, would you please come forward?

MS. SKORDILIS: Sure.

CHAIRMAN LORENZINI: Have all the proper notices been given, Sam?

MR. HUBBARD: They have.

CHAIRMAN LORENZINI: Thank you. Would you please raise your right hand and I'll swear you in?

(Witness sworn.)

CHAIRMAN LORENZINI: Thank you. Have you read the conditions in the Planning Department's report and do you accept them?

MS. SKORDILIS: Yes, we have.

CHAIRMAN LORENZINI: Thank you. Would you give us a brief presentation of what your project is about?

MS. SKORDILIS: Sure. Verbally?

CHAIRMAN LORENZINI: You do it first and then we'll have Sam do it next.

MS. SKORDILIS: Okay, well, I like to piggyback against Sam because he does such nice job. But anyway, I'm here on behalf of my father, John Mantis, he is with us. Basically, the location 110 East Central has essentially been vacant since the late 1990's. The County has put a barrier, thus giving us significant ingress/egress issues from the property.

The property is zoned O-T. The taekwondo studio, my father had surgery earlier this year to his knee and was in rehab where he was approached by Master Ann of YMA Taekwondo. She asked if she can rent the 2,700 square-foot portion of the property.

CHAIRMAN LORENZINI: Can I interrupt you for one second?

MS. SKORDILIS: Sure.

CHAIRMAN LORENZINI: I just forgot to ask you, could you give us your name and spell it please?

MS. SKORDILIS: Sure. It's Eva, E-v-a, last name is Skordilis, S-k-o-r-d-i-l-i-s.

CHAIRMAN LORENZINI: Thank you.

MS. SKORDILIS: Good enough?

CHAIRMAN LORENZINI: Proceed, yes.

MS. SKORDILIS: Okay. Anyway, so while my father was in rehab, Master Ann approached or had phoned my father. My father said he wasn't certain if it was zoned for martial arts. So, she came to the Village, asked, there was a female wherever in the Building Department that she had gone and they told her that she can go ahead. My father could not afford, the property has been vacant for so long, so he really can't afford to assist any potential tenants with any build-out. So, Master Ann was told that she can, so my father and her did the lease.

She put flooring in. She put the mirrors in. She called the Health Department, the Fire Department, the inspections were passed. When she came to get her business, or to move her business license because she was located, she was on Arlington Heights Road, so when it was time for her to move her business license from the Arlington Heights Road to 110 East Central, they informed her, well, she filled out the application. They told her she would get the business license in two days.

Two weeks later, somebody from the Village called Master Ann and said that we have a problem, that the property wasn't zoned appropriately. My father called me and we came to the Village and we got the process rolling to get the property zoned for special use.

CHAIRMAN LORENZINI: Okay, and it's going to be used as a martial arts studio?

MS. SKORDILIS: It is, yes. It is. Bill Enright said that they were going to let her continue because the Fire Department was there, so health-wise it wasn't any risk for her to continue her operations. So, they allowed her to continue her business, and now we're here so

DRAFT

4

that Master Ann hopefully will get the approval and then Master Ann can go about and get her business license.

CHAIRMAN LORENZINI: Okay, thank you. You can sit down while Sam gives us the Staff report. Sam?

MR. HUBBARD: Yes. So, as you've heard, it is a multi-tenant building. There's about a 4,200 square-foot basement. There is also approximately 1,300 square-foot vacant space currently, and a 2,700 square-foot space occupied by the taekwondo studio. There have been chronic vacancies at this property. It is within the O-T Office Transitional Zoning District, and martial arts studios are classified by our zoning code as recreational facilities. They're not listed as permitted or special uses within the O-T District, so a land use variation is required.

The property is classified as Commercial by our Comprehensive Plan, and so the proposed taekwondo studio is consistent with this classification. The Petitioner has provided us with her responses to the land use variation criteria. We've reviewed those responses at the Staff level and we concur that the necessary criteria for approval have been met.

Regarding parking, by code we only would require 23 parking spaces. There are 28 spaces on the site, so it is compliant with regards to parking regulations. Additionally, the Applicant has surveyed the property on eight days during the week and weekend while the taekwondo studio was in operation. So, we're getting an adequate picture of what the parking demand is with this proposed use. Based on the survey, she found that the parking lot was at most only used up to 29 percent. So, there is not a parking problem on this property. Staff is confident that the proposed use and any future use in the vacant office space wouldn't create a parking issue.

Regarding landscaping, we did find that the site was noncompliant with parking lot landscape islands which are required at the end of each parking row. So, specifically at the southern edge of the property where the two parking rows end, there should be landscaping. There is space for it but there is just no landscaping that's there. So, we're recommending a condition of approval to require the Petitioner to install some landscaping on both sides of that drive aisle in front of the parking lot. These would be low-lying shrubs so they shouldn't interfere with the visibility of the signage that's currently in that location. The Petitioner is aware of that and has agreed to it.

Additionally, the Public Works Department has identified that an RPZ is missing on the domestic line which services the building and have asked that that be installed as a part of this process. The Petitioner is aware of that and has agreed, and that is also a recommended condition of approval for compliance.

That pretty much sums it up. We're supportive of this, recommending approval, and happy to answer any questions.

CHAIRMAN LORENZINI: Thank you, Sam. Is there a motion to approve the Staff report to the public record?

COMMISSIONER ENNES: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER CHERWIN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

DRAFT

5

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Next, we'll go to the Commissioners for questions. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: Well, I was at Plat & Sub when we went over this in a lot of detail. So, I really don't have any questions. I think they've done a great job and I'm very supportive of this proposal. I'm happy that they're going to be able to finally rent this after a decade-and-a-half.

MS. SKORDILIS: Thank you.

CHAIRMAN LORENZINI: Would you mind coming forward in case there are any questions for you?

MS. SKORDILIS: Sure.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: I correctly read in the Staff report that the Japan Auto will allow exit through their property onto Arlington Heights Road?

MS. SKORDILIS: Yes. There is an ingress that does, they turn in from Arlington Heights Road and they have access to the property on Central. So, that has been established with Japan Auto Service.

COMMISSIONER WARSKOW: Wonderful. Other than --

MS. SKORDILIS: We lost some parking spots.

MR. HUBBARD: I was just going to add it was a required condition of approval when Japan Auto went through the process to provide that access. I think we recommended that it be done through a reciprocal access agreement. We know the access is constructed. The Petitioner owns both properties, so there is no problem at this time.

We would recommend that that reciprocal access agreement be formalized and recorded. We're not going to require it at this time. It's only to the benefit of the Petitioner, so if they don't want to do it, you know, that's up to them. But it's not a requirement.

MS. SKORDILIS: We'll take it into consideration. But Japan Auto Service has the ability to go right, onto Central, so there would be no reason for them to loop around and go into this parking lot for them to go right onto Central. Because the only exit from here is right onto Central, but now with Japan Auto Service, the people can go right onto Arlington Heights also.

COMMISSIONER WARSKOW: Okay. I live just a couple of blocks down, so I have seen how long the property has been vacant. So, I am very happy that you have a tenant and that there will be some landscaping in those parking rows.

MS. SKORDILIS: Thank you. Well, we're hoping, too, with the traffic now, and Japan Auto Service, it obviously looks a lot better than a dilapidated gas station, I know it's a used car lot but it's still better than a dilapidated gas station. But we're hoping with the traffic, that we might possibly rent the office space to the right of this property, too.

COMMISSIONER WARSKOW: Wonderful.

MS. SKORDILIS: Thank you.

CHAIRMAN LORENZINI: Commissioner Warskow, anything else?

COMMISSIONER WARSKOW: No, that's all.

CHAIRMAN LORENZINI: Commissioner Ennes, any questions?

COMMISSIONER ENNES: Sam, I have a question. At one point, I believe

there were some issues with Japan Auto as far as their landscaping, how they were maintaining it. Have those all been cleared up? There's nothing pending?

MR. HUBBARD: I'm not aware of any issues, so I would hope that --

COMMISSIONER ENNES: Does the Petitioner --

MS. SKORDILIS: We're not aware of anything either, yes.

COMMISSIONER ENNES: I thought the Village went to them because of some concerns from the neighbors.

MS. SKORDILIS: Okay.

COMMISSIONER JENSEN: I think there were two areas of concern. I don't know that they have been addressed, but one of them had to do with they were parking more vehicles there than they were allowed to park. I don't know that's been addressed.

MS. SKORDILIS: Yes, and I think they rectified that, yes.

COMMISSIONER JENSEN: The other one, well, the neon lights were kind of, to those of us who live in the neighborhood, a little distracting, but I don't know if anyone's ever complained about them.

CHAIRMAN LORENZINI: Commissioner Ennes, anything else?

COMMISSIONER ENNES: Yes. I am very familiar with the property, going all the way back to your --

MS. SKORDILIS: We miss those days.

COMMISSIONER ENNES: I'm well aware of the issues, so it's good to hear that you finally have a tenant. Will you still have, you said you have office space there that isn't rented and you're hoping to get that rented?

MS. SKORDILIS: Yes. There's 1,300 square feet to the west of this connecting master and to the right side of the property, the 2,700 square feet. But there's 1,300 that used to be a TACA, he used to do some computer, something with computers.

COMMISSIONER ENNES: The basement, is that being used?

MS. SKORDILIS: The basement's vacant.

COMMISSIONER ENNES: It's vacant.

MS. SKORDILIS: Yes.

COMMISSIONER ENNES: Will you be trying to rent that?

MS. SKORDILIS: Probably not. There is no, it's zoned L-T, no one is going to put desks down there.

COMMISSIONER ENNES: As I recall, your father utilized the property for his grocery business?

MS. SKORDILIS: Yes. There was a produce business. My brother still runs my father's produce business, it's my brother's now. But he parks a truck in the back. So, in the morning, three to four times a week, he'll come, pull out the produce truck, pull in his pickup truck, and then he comes back around 3:00-4:00 o'clock and parks the truck.

COMMISSIONER ENNES: I am very glad that you've got a tenant because I know of the problems that that non-mountable median has caused you. So, I'm all in favor of it.

MS. SKORDILIS: Thank you, and where it's important with Ann, she has 70 established customers in Arlington Heights. Families will seek her out where they might not sit in traffic to go get flowers, but to drop their children off for taekwondo, it's kind of a specialty. So, this is where we're just as lucky as she is, you know, in getting her in the spot.

CHAIRMAN LORENZINI: Thank you. Commissioner Green?

DRAFT

7

COMMISSIONER GREEN: Yes, I, too, was in the discussion at Plat & Sub. I think it's a great fit and I'm so happy for you that you've got a tenant here. You know, I'm just sorry you had to go through this process.

MS. SKORDILIS: Well, we appreciate your support.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I'd echo everything that was said. I was also at the Plat & Sub Committee and really support this. We've talked a little bit from the building side, the rental side. I am also familiar with Master Ann and her business and she does a great job, great service to the community. I do think it's a real good fit in the space. People are going to come and train with Master Ann and, you know, they'll be going back to this facility. The layout and sort of the location and the barriers aren't going to be a big issue for those folks. So, great fit, congratulations for getting it filled.

MS. SKORDILIS: Thank you.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: It's unanimous. I'm equally happy that you finally found a tenant for your space. I know it's been vacant for a long time, and I think that a taekwondo studio is perfect because it's not going to bring a lot of traffic there and entry and exiting shouldn't be a problem. So, I'm very happy that you finally have a tenant for your space.

MS. SKORDILIS: Thank you. Appreciate that.

COMMISSIONER CHERWIN: If I could just add one comment, I'm sorry. Going back to what Sam said about the reciprocal easement agreement, I would just say, and I know it's not a big issue now, but if you do ever get rid of that Japan Auto site, you're going to have a problem if you don't have that in place to protect your inner property.

MS. SKORDILIS: That's a good point. As long as he owns both properties, I feel like we're safe because we would not put anybody in there unless they knew of the ingress/egress issues. But we will take that into consideration.

COMMISSIONER CHERWIN: Yes, it's very, I mean it's very simple to do. You know, it's a legal document, but you definitely want to get that taken care of before you get rid of the Japan Auto property. Just a comment.

MS. SKORDILIS: Thank you, appreciate that.

CHAIRMAN LORENZINI: Okay, my turn. I don't have any questions, but I, too, live in the area. It's been vacant for a long time and I'm glad to see somebody going in there. But I'm really shocked at how long it's been vacant, since the 90's?

MS. SKORDILIS: Yes.

CHAIRMAN LORENZINI: That's too bad. So, I guess we're done with the Commissioners' comments. Anybody from the public have any comments or questions? If not, we'll close the public comment portion and go back to the Commissioners for final questions and/or recommendation.

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

A motion to recommend to the Village Board of Trustees approval of PC# 16-013, a Land Use Variation to allow a "recreation facility, commercial" (martial arts studio) within the O-T District.

This approval is subject to the following conditions:

LeGRAND REPORTING & VIDEO SERVICES
Chicago & Roselle, Illinois - Miami & Orlando, Florida
(630) 894-9389 - (800) 219-1212

1. **Prior to formal occupancy and business license approval, the required RPZ device must be installed per the review letter dated 6/10/16 from the Public Works Department.**
2. **Prior to November 1, 2016, the Petitioner must install 36-inch shrubs within the landscape islands located at the southern end of each parking row.**
3. **The Petitioner shall comply with all applicable federal, state, and local codes, regulations and policies.**

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER SIGALOS: I'll second that.

CHAIRMAN LORENZINI: Okay, roll call vote please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Congratulations, you received a unanimous approval. But the next step is you have to go to the Board of Trustees for final approval. Sam, is there a date for that?

MR. HUBBARD: We're targeting September 6th.

MS. SKORDILIS: September 4th I thought?

MR. HUBBARD: That's the day after Labor Day, I think we're closed on that Monday.

CHAIRMAN LORENZINI: Well, Sam can confirm that with you. Give him a call.

MS. SKORDILIS: Okay.

CHAIRMAN LORENZINI: So, thank you and good luck.

MS. SKORDILIS: Appreciate it. Thank you, appreciate it.

CHAIRMAN LORENZINI: Okay, next item on the agenda is the 2017 budget. Sam, do you have some discussion on that?

MR. HUBBARD: Pretty straightforward. I think we just basically mirrored what we did last year. There was a slight adjustment. I think we did reduce the copying budget line item from \$500 to \$250. But pretty much everything stays the same.

CHAIRMAN LORENZINI: Okay, any questions or comments from the Commissioners?

COMMISSIONER ENNES: Did we get approval for a raise?

DRAFT

9

COMMISSIONER WARSKOW: Ask for a raise, you mean?

COMMISSIONER JENSEN: Well, I think you ought to be commended to finally adjusting the photocopying since we've gotten into the electronic world, for many of us for a long time. It's good that you've got that adjusted and moved in the right direction. I like this little bit tighter budget.

CHAIRMAN LORENZINI: Any other comments or questions? All right, do we need a --

MR. HUBBARD: Yes, you need a motion to approve.

CHAIRMAN LORENZINI: Do we have a motion to approve the budget?

COMMISSIONER JENSEN: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: Roll call on this?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Okay, any other business?

MR. HUBBARD: That's it.

CHAIRMAN LORENZINI: Motion to adjourn?

COMMISSIONER GREEN: Motion to adjourn.

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: We're done.

(Whereupon, the meeting was adjourned at
7:49 p.m.)

DRAFT

10

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

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

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2016.

NOTARY PUBLIC



Item: Arlington Ale House - 111 W. Campbell St.-3rd Floor - PC#16-019

Department: Planning & Community Development

Requested Action:

1. Special Use Permit to allow a restaurant within the B-5 District.

Variations Identified:

1. Land Use Variation to allow a restaurant with no on premise kitchen facility.
2. Land Use Variation to allow a "Restaurant, Amusement Device Arcade" of up to 20 amusement devices within the B-5 District.
3. Variation to waive the requirements in Section 6.12-1 to eliminate the requirement for a traffic and parking study prepared by a qualified professional engineer.

Recommendation

The Staff Development Committee has reviewed the proposed request for a Special Use Permit to allow a restaurant, a Land Use Variation to allow a restaurant with no full kitchen, a Land Use Variation to allow a "Restaurant, Amusement Device Arcade" with up to 20 amusement devices within the B-5 District, and a Variation to waive the requirements in Section 6.12-1 to eliminate the requirement for a traffic and parking study prepared by a qualified professional engineer, and recommends approval of this application subject to the following conditions:

1. Prior to consideration by the Village Board for final approval of this application, the petitioner must provide a capacity analysis of the maximum number of individuals permitted to occupy the space based on all building code regulations. Upon receipt and review of this information, additional restrictions and limitations may be imposed on the use of the space, which may result in modifications to the floor plan.
2. The petitioner shall provide food service from Arlington Heights restaurants and /or catering establishments for customers within the restaurant in accordance with liquor license requirements.
3. Maximum occupancy of the space shall not exceed 313 persons and must be in

accordance with all building code requirements, which maximum occupancy may be increased in the future in accordance with all building code requirements.

4. The outdoor dining patio shall be subject to the following:

- a. Prior to issuance of a building permit to allow the expanded patio and associated improvements, the petitioner shall obtain Metropolis Condo Board approval and shall be subject to any conditions required by the condo association.
- b. Prior to the issuance of a building permit for said expansion and associated improvements, construction details and material specifications shall be provided for review. The petitioner shall provide a review and certification from an acoustical consultant/engineer stating that the expanded patio design will not create noise that may impact the Metropolis Theater operation. Upon completion and use of the patio area, should any negative noise impact be experienced by the Metropolis Theater, the applicant will be required to add additional noise suppression materials to eliminate the noise impact to the theater.
- c. Compliance with Outdoor Eating Café code requirements. As part of the Outdoor Eating Café Permit process and building permit process, the applicant must provide complete details on all screening and railing around the patio, all furniture and equipment on the patio, all lighting elements on the patio, and any sound/speaker elements on the patio, all for review and approval by the Village.
- d. The petitioner must provide documentation from a licensed structural engineer certifying that an expansion of the patio, including all proposed improvements to the rooftop area, will not threaten the structural integrity of the roof. Upon receipt and review of this documentation, the Village has the sole right to approve or deny any proposed expansion to the rooftop patio and/or any associated improvements to the roof.

5. The proposed bridge connection between the Metropolis building and Vail Avenue garage shall be subject to the following:

- a. Documentation from a licensed structural engineer indicating the structural ability of the Vail Avenue garage to accommodate said bridge connection (all costs to be incurred by the Petitioner).
- b. An analysis of the impact of said bridge connection to the parking within the garage.
- c. Acceptance of a maintenance and liability agreement for said bridge connection.
- d. Upon receipt and analysis of the info outlined in items 4a through 4c above, the Village reserves the right as the owner of the garage to approve

or deny said bridge connection at its sole discretion.

6. The exterior patio area shall not be detrimental to the health, safety, morals or general welfare of person residing or working within the vicinity. As such, the Village, at its sole discretion, reserves the right to impose additional restrictions on the exterior patio or revoke the portion of this special use permit that authorizes use of the exterior patio.

7. The petitioner is required to hold a neighborhood meeting with the residents of the Metropolis Place condo building. Prior to the Plan Commission hearing, the petitioner must provide a summary of this meeting to Village staff, which summary shall outline any concerns raised during the neighborhood meeting. Based on this summary, the Village may add additional conditions of approval prior to appearance before the Village Board for final approval.

8. The petitioner shall obtain the appropriate number of parking permits for employees to park in the Municipal Garage.

9. The petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Legal Notice	Correspondence
Aerial	Exhibits
Plat & Sub Minutes	Minutes
Plat of Survey	Exhibits
Justification	Correspondence
Food Service Descripton	Correspondence
Project Narrative	Correspondence
Market Study	Correspondence
Floor Plan	Exhibits
Renderings	Exhibits
Department Comments - Round 1	Exhibits
Petitioner Response to Department Comments - Round 1	Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: August 24, 2016
Date Prepared: August 19, 2016
Project Title: Arlington Ale House
Address: 111 W. Campbell St. – Unit 301

BACKGROUND INFORMATION

Petitioner: Kevin McCaskey
Address: 106 N. Kaspar Ave.
 Arlington Heights, IL 60005

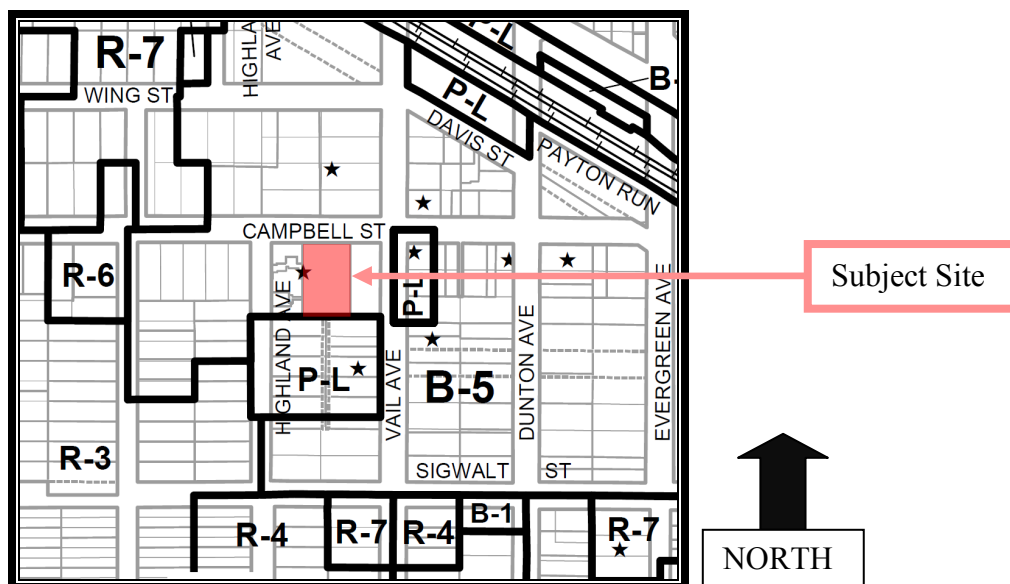
Existing Zoning: B-5, Downtown District

Requested Action:

- Special Use Permit to allow a restaurant within the B-5 District.

Variations Identified:

- Land Use Variation to allow a restaurant with no on premise kitchen facility.
- Land Use Variation to allow a "Restaurant, Amusement Device Arcade" of up to 20 amusement devices within the B-5 District.
- Variation to waive the requirements in Section 6.12-1 to eliminate the requirement for a traffic and parking study prepared by a qualified professional engineer.

**Surrounding Properties:**

Direction	Zoning	Existing Use	Comprehensive Plan
North	B-5, Downtown District	Mixed Use multi-story commercial/residential building	Mixed Use
South	P-L, Public Land District	Vail St. Parking Garage	Government
East	B-5, Downtown District	Multi-tenant commercial building	Mixed Use

West	B-5, Downtown District	Mixed Use multi-story commercial/residential building (Metropolis Place)	Mixed Use
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Background:

The subject property is part of the Metropolis PUD, which was approved in 1998 to authorize the redevelopment of the northern portion of the block bounded by Campbell Street to the north, Vail Avenue to the east, Highland Avenue to the west, and Sigwalt Street to the south. The Metropolis PUD contains the 7-story Lofts at Metropolis Place condominium building on the west side and the two-story restaurant and banquet building on the east side. The center of the PUD contains the 4 story Metropolis building, which has restaurant space on the ground floor, as well as the Metropolis Theater which occupies space on both the ground floor and second floor. The 3rd floor of the Metropolis building contains the subject property and the fourth floor contains office space.

The subject unit is located on the 3rd floor and contains approximately 10,000 square feet of floor area as well as an exterior patio that opens out and extends onto the roof of the 2nd floor. Originally, the space was used by Labatt Brewing Company as an office/training facility for bartenders and brew personnel. The space provides a unique interior, which is built out with three separate bar areas each having their own theme (English pub, classic American, and Spanish cantina) and also includes a 126 seat auditorium space. There are two interior fire escape stairways but primary access to the site comes from a double set of elevators in the lobby of the Metropolis building. Since all restaurants are required to have a special use permit, the proposed ale house must be approved for a special use permit. Additionally, since the space does not have a full kitchen, a land use variation must be approved to allow a restaurant without a full kitchen. It should be noted that on July 18th, 2016, the Village created a new classification of liquor license that is available to restaurants located on the 2nd floor or above and within the B-5 zoning district and that have food available for purchase, either from food prepared on site or from food prepared elsewhere and delivered to the premises.

The petitioner plans to serve food prepared by local restaurants and would offer a limited selection of items provided by these partnering restaurants. Food would be ordered through staff at the Arlington Ale House and delivered by the restaurant that prepares the food. All food would be delivered in disposable containers as there would be no full kitchen on site. The proposed hours of operation are 3:00pm – 1:00am Mondays through Thursdays, 3:00pm – 2:00am on Fridays, 11:00am – 2:00am on Saturdays, and 10:00am - 1:00am on Sundays.

A variety of entertainment options would be included within the Arlington Ale House, such as three ping pong tables, two baggo courts, and four pool tables. These elements are considered “amusement devices” and the petitioner has indicated that he may have a future need for up to 20 amusement devices. Restaurants with 10 or more amusement devices are classified as “Restaurant, Amusement Device Arcades”. This classification of use is neither a permitted nor special use within the B-5 District, and therefore a Land Use Variation is required.

As indicated above, the subject unit contains a 126 seat theater area, which the petitioner would use for a variety of functions, including live music, seminars, corporate events, lectures, wine tastings, and fantasy football. The unit has an existing 1,272 square foot exterior patio, and the petitioner has proposed an expansion to this patio, along with a future bridge connection to the neighboring Vail Avenue public parking garage. Although the subject property does not provide any off-street parking spaces, the original PUD from 1999 granted a variation to allow no on-site parking for the PUD properties. Parking may be provided within the neighboring Vail Avenue garage, and staff is has surveyed the garage to determine its capacity to accommodate parking for the proposed use. Further details on this will be provided within the Traffic & Parking section of this report.

Finally, it should be noted that staff has concerns about the potential over-occupancy of the proposed space given the existing means of egress from the 3rd floor unit in emergency situations. Additional details on this will be provided within the Occupancy Issues section of this report.

Plat and Subdivision Committee Meeting Summary

A public meeting of the Plat and Subdivision Committee was held on July 27, 2016. The Subcommittee was supportive of the petitioner’s efforts and they were excited about the concept, which they believed was unique and different to the Village and surrounding communities. The Plat and Subdivision Committee did not convey concern with parking, however, they did mention that

the petitioner would be required to address the effect of the outdoor patio on the surrounding property owners during the public hearing with the Plan Commission. Additionally, both staff and the Plat and Subdivision Committee recommended that the petitioner hold an informational meeting with the owners of the residential condo building (Metropolis Place) to the west of the subject property prior to appearing before the Plan Commission in order to introduce the project to the surrounding residents. The petitioner has scheduled this meeting for Monday, August 22nd and will provide a summary of the meeting to staff prior to the Plan Commission hearing.

The Plat and Subdivision Committee encouraged the petitioner to continue forward with the approval process.

Zoning and Comprehensive Plan

As indicated above, the property is within the B-5, Downtown District, and all restaurants are classified as a special uses within the B-5 District. Therefore, a Special Use Permit is required. The petitioner is required to demonstrate conformance to the following criteria necessary for Special Use Permit approval:

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

The petitioner has provided a response to these criteria (attached). Staff notes that the petitioner will comply with all liquor license provisions, and will offer a unique dining and entertainment experience that is not currently found within Downtown Arlington Heights. As such, staff concurs with the petitioner that the necessary criteria for Special Use Permit approval has been met.

Since there will be no on-site kitchen, a Land Use Variation to allow a restaurant without a full kitchen is required. Additionally, a Land Use Variation to allow a "Restaurant, Amusement Device Arcade" is required, and petitioner must demonstrate conformance to the Land Use Variation criteria as summarized below:

- 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.***
- 2. The plight of the owner is due to unique circumstances.***
- 3. The variation, if granted, will not alter the essential character of the locality.***

The petitioner has provided a response to these criteria (attached). Staff notes that the subject property has been vacant for close to a decade and has been unable to attract a tenant. Furthermore, staff agrees that the installation of a full kitchen is a financial burden and logistically difficult to install. As such, requiring a full kitchen would jeopardize the ability of the subject property to yield a reasonable return. Given the 3rd floor location, which is atypical for suburban restaurants, staff believes a unique circumstance exists in this instance. Staff concurs with the petitioner that the necessary criteria for both Land Use Variations has been met.

The Village's Comprehensive Plan designates the future use of the subject property as "Mixed Use". The proposed use is part of the Metropolis mixed use development and therefore consistent with the Comprehensive Plan.

Exterior Rooftop Patio

As indicated above, the petitioner is proposing to expand the existing outdoor patio from 1,272 square feet to 4,749 square feet, as well as provide a future bridge connection from the patio area to the 4th floor of the Vail Avenue garage. A picture of the existing outdoor patio is contained in Exhibit I. The outdoor patio area has room for two baggo courts and three ping-pong tables, and would also contain lounge chairs and exterior patio chairs and tables with approximately 124 seats. A screen would enclose the patio area, and a "green roof" would be added to the remaining areas of the roof that are not covered by the patio. The petitioner has indicated that exterior speakers would be added to the outdoor patio area but would be designed as a "directional sound system" so as to contain most of the sound to the patio area.

The exterior patio must comply with hours of operation for outdoor dining, which prohibits usage of the patio after 11:00pm on any day of the week. Additionally, the petitioner will be required to obtain a one-time “Outdoor Eating Café” permit. As part of this process, staff will have the ability to review all elements of the patio, such as the patio furniture, exterior speakers, lighting, screening elements, etc. It should be noted that the remaining areas of the rooftop outside of the existing patio are a common element and the existing patio is a limited common element. Therefore, approval to expand the patio area and to install the “green roof” will require approval from the condo board of the commercial building. As the Village is the owner of the Metropolis Theater unit, the Village is a member of the commercial building condo board.

Furthermore, although the petitioner has provided a report from a structural engineer that indicates the rooftop can accommodate an additional 145 pounds per square foot of “dead weight”, it is unclear as to whether the proposed patio expansion elements can conform to this requirement. Any expansion of the patio and any addition of a “green roof” will require review by a structural engineer to ensure that these elements will not compromise the structural integrity of the roof. Therefore, it is not known at this time whether the roof can accommodate the additional elements as proposed by the petitioner. The Village’s structural engineering consultant will review any proposed expansion to the rooftop area during the permitting process.

Finally, as the outdoor patio is located directly above the Metropolis Theater, the petitioner will be required to demonstrate, through an acoustical analysis prepared by a sound engineer, that use of the patio area will have no detrimental noise impact on the theater below.

Traffic & Parking

The petitioner has requested a variation from Section 6.12-1 to waive the requirement for a traffic and parking study prepared by a qualified professional engineer and has submitted written justification to the following criteria (attached):

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.***
2. ***The plight of the owner is due to unique circumstances.***
3. ***The variation, if granted, will not alter the essential character of the locality.***

Staff is supportive of the requested Variation and concurs that the necessary criteria for approval have been met. Staff does not believe that the proposed use will have a negative impact on traffic within the surrounding area.

Although a parking Variation was granted when the original Metropolis PUD was established, staff has analyzed the capacity of the Vail Avenue garage to handle the additional parking demand that would be generated by the proposed use. Table 1 indicates the code required parking based on the use of the subject property:

Table 1 – Code required parking

SPACE	CODE USE	SEATING AREA (SQ FT)	NUMBER OF SEATS	PARKING RATIO (1:X)	PARKING REQUIRED
Auditorium	Theater	1,665	126	(1 per 4 seats)/2	16
Interior Seating Area	B-5 Restaurant	4,103	N/A	250	16
Exterior Patio Area	Exempt from Parking Requirements	N/A	N/A	N/A	0
Total Required					32
<i>Total Provided</i>					32*
Surplus / (Deficit)					0

* No on-site parking is provided within this development. However, Section 11.3-3 of Chapter 28 allows all uses within the B-5 Zoning District to provide parking within 1,000 feet of the use served. The Vail Avenue public parking garage can provide the 32 required parking spaces for the proposed use.

Additionally, in 2002, the Village worked with Rich and Associates to prepare an analysis for the expected parking demand of uses within Downtown Arlington Heights. This analysis was based on surveys of local businesses, employees, and visitors to the downtown area, as well as models that the consultant had developed over multiples years of experience. Based on the Rich and Associates data, the projected parking demand for the proposed Arlington Ale House is as shown below in Table 2:

Table 2 – Parking Demand per Rich and Associates Study

SPACE	SEATING AREA (SQ FT)	NUMBER OF SEATS	WEEKDAY PARKING RATIO (1:X)	PARKING REQUIRED		WEEKEND PARKING RATIO (1:X)	PARKING REQUIRED
Auditorium	1,665	126	.45 spaces per seat	57		.45 spaces per seat	57
Interior Seating Area	4,103	N/A	9.48 spaces per 1,000 sq. ft.	39		11 spaces per 1,000 sq. ft.	45
Exterior Patio Area	4,413	N/A	9.48 spaces per 1,000 sq. ft.	42		11 spaces per 1,000 sq. ft.	49
Total Required (Weekday)			138				
Total Required (Weekend)			151				

Furthermore, in past instances the Village has utilized parking data prepared by HNTB (a nationally recognized engineering consultant) to forecast parking demands for downtown uses. Using the HNTB data, the projected parking demands is as shown below:

Table 3 – Parking Demand per HNTB data:

SPACE	SEATING AREA (SQ FT)	NUMBER OF SEATS	PARKING RATIO (1:X)	PARKING REQUIRED
Auditorium	1,665	126	1 space per 3.5 seats	36
Interior Seating Area	4,103	N/A	1 space per 100 sq. ft.	41
Exterior Patio Area	4,413	N/A	1 space per 100 sq. ft.	44
Total Required				121

Exhibit II illustrates the amount of available spaces within the Vail Avenue parking garage at various times of the day as per a survey conducted by the Village in July of 2016. Based on Tables 2 and 3, the likely the parking demand created by the Arlington Ale House will be somewhere between 121 cars and 151 cars. The parking survey illustrates that at no point during the Friday and Saturday evening dinner and late evening hours were there less than 128 available spaces on the 4th floor of the parking garage and 179 spaces available on the 5th floor parking garage. Based on this data, it is clear that the garage has capacity to accommodate the parking needs of the Arlington Ale House, as well as capacity to handle future uses within the downtown area. It should be noted that additional parking is also available on the street and in other parking facilities located within the downtown area.

Occupancy Issues

In review of the application, staff has determined that the maximum occupancy of the space will be limited to 313 persons, which is governed by the ability of occupants to safely exit the facility in case of an emergency. Based on this restriction, the petitioner has provided two practical scenarios for occupancy of the space as dictated by the functions of the business (see the petitioner response to round 1 review comments attached). In the first instance, the petitioner has outlined a scenario where 313 occupants could reasonably be expected within the restaurant and exterior patio. In the second instance, the petitioner has outlined a scenario

where 141 occupants could be expected to utilize the theater/auditorium area. Therefore, if use of both spaces occurs simultaneously, there is potential to exceed the maximum allowable occupancy of 313 individuals for the space.

Furthermore, although the building code provides a maximum occupant load for the space as based on the ability to provide safe egress for 313 individuals in emergency situations, the space as designed could exceed this limit. It is unclear as to the exact number of individuals that could fit within the space, which number could exceed the 313 occupant limit per egress requirements. The petitioner is working with his architect to clarify this figure. The size of the space will allow more occupants than as allowed per egress restrictions. The potential exists for the space to exceed the 313 occupant restriction and mechanisms to control and enforce this limit need to be established.

Options may exist that would address the occupancy concerns, such as the aforementioned bridge connection to the Vail Avenue parking garage, which could potentially provide another means of safe egress from the space. However, it is unknown as to the feasibility of this bridge connection, or whether it could even qualify as a means of safety egress. These details must be determined prior to appearance before the Village Board. If safe occupancy of the space cannot be provided given the plans as proposed, restrictions to and/or use of certain spaces may be required.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed request for a Special Use Permit to allow a restaurant, a Land Use Variation to allow a restaurant with no full kitchen, a Land Use Variation to allow a "Restaurant, Amusement Device Arcade" with up to 20 amusement devices within the B-5 District, and a Variation to waive the requirements in Section 6.12-1 to eliminate the requirement for a traffic and parking study prepared by a qualified professional engineer, and recommends approval of this application subject to the following conditions:

1. Prior to consideration by the Village Board for final approval of this application, the petitioner must provide a capacity analysis of the maximum number of individuals permitted to occupy the space based on all building code regulations. Upon receipt and review of this information, additional restrictions and limitations may be imposed on the use of the space, which may result in modifications to the floor plan.
2. The petitioner shall provide food service from Arlington Heights restaurants and /or catering establishments for customers within the restaurant in accordance with liquor license requirements.
3. Maximum occupancy of the space shall not exceed 313 persons and must be in accordance with all building code requirements, which maximum occupancy may be increased in the future in accordance with all building code requirements.
4. The outdoor dining patio shall be subject to the following:
 - a. Prior to issuance of a building permit to allow the expanded patio and associated improvements, the petitioner shall obtain Metropolis Condo Board approval and shall be subject to any conditions required by the condo association.
 - b. Prior to the issuance of a building permit for said expansion and associated improvements, construction details and material specifications shall be provided for review. The petitioner shall provide a review and certification from an acoustical consultant/engineer stating that the expanded patio design will not create noise that may impact the Metropolis Theater operation. Upon completion and use of the patio area, should any negative noise impact be experienced by the Metropolis Theater, the applicant will be required to add additional noise suppression materials to eliminate the noise impact to the theater.
 - c. Compliance with Outdoor Eating Café code requirements. As part of the Outdoor Eating Café Permit process and building permit process, the applicant must provide complete details on all screening and railing around the patio, all furniture and equipment on the patio, all lighting elements on the patio, and any sound/speaker elements on the patio, all for review and approval by the Village.
 - d. The petitioner must provide documentation from a licensed structural engineer certifying that an expansion of the patio, including all proposed improvements to the rooftop area, will not threaten the structural integrity of the

roof. Upon receipt and review of this documentation, the Village has the sole right to approve or deny any proposed expansion to the rooftop patio and/or any associated improvements to the roof.

5. The proposed bridge connection between the Metropolis building and Vail Avenue garage shall be subject to the following:
 - a. Documentation from a licensed structural engineer indicating the structural ability of the Vail Avenue garage to accommodate said bridge connection (all costs to be incurred by the Petitioner).
 - b. An analysis of the impact of said bridge connection to the parking within the garage.
 - c. Acceptance of a maintenance and liability agreement for said bridge connection.
 - d. Upon receipt and analysis of the info outlined in items 4a through 4c above, the Village reserves the right as the owner of the garage to approve or deny said bridge connection at its sole discretion.
6. The exterior patio area shall not be detrimental to the health, safety, morals or general welfare of person residing or working within the vicinity. As such, the Village, at its sole discretion, reserves the right to impose additional restrictions on the exterior patio or revoke the portion of this special use permit that authorizes use of the exterior patio.
7. The petitioner is required to hold a neighborhood meeting with the residents of the Metropolis Place condo building. Prior to the Plan Commission hearing, the petitioner must provide a summary of this meeting to Village staff, which summary shall outline any concerns raised during the neighborhood meeting. Based on this summary, the Village may add additional conditions of approval prior to appearance before the Village Board for final approval.
8. The petitioner shall obtain the appropriate number of parking permits for employees to park in the Municipal Garage subject to availability.
9. The petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

August 22, 2016

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

EXHIBIT I – EXISTING OUTDOOR PATIO



EXHIBIT II – SURVEY OF VAIL STREET PARKING GARAGE

PARKING SPACE SURVEY - AVAILABLE OPEN SPACES VAIL GARAGE - "D"														
Date	Day of Week	Time	Level 1			Level 2				Level 3		Level 4		Level 5
			Garage 4-hour	Highland 4-hour	Handicap	Permit	Handicap	Dunton Tower Permit	Dunton Tower Handicap	Permit	Handicap	Permit	Handicap	
TOTAL NUMBER OF SPACES =			181	24	12	149	8	38	4	243	2	241	1	252
07/14/16	Thurs	Noon	107	2	11	5	2	2	4	38	2	175	1	68
		2:00 PM	99	4	9	2	3	3	4	47	2	144	1	67
		6:00 PM	43	0	9	13	3	0	2	76	2	170	1	122
		8:00 PM	4	0	1	15	2	0	2	100	2	115	1	166
07/15/16	Fri	2:00 AM	165	24	11	8	3	1	2	147	2	188	1	249
07/15/16	Fri	Noon	78	1	12	11	6	2	4	73	2	181	1	124
		2:00 PM	101	3	10	13	1	2	4	78	2	155	1	125
		6:00 PM	15	6	8	35	0	1	4	92	2	177	1	179
		8:00 PM	0	0	7	12	4	0	4	116	2	128	1	180
07/16/16	Sat	2:00 AM	168	24	12	1	4	0	4	161	2	199	1	250
07/16/16	Sat	Noon	66	4	8	39	4	5	4	150	2	206	1	223
		2:00 PM	63	0	10	40	4	1	4	148	2	207	1	224
		6:00 PM	4	0	10	42	6	0	4	135	2	203	1	217
		8:00 PM	5	0	7	32	4	0	2	127	2	150	0	191
07/17/16	Sun	2:00 AM	178	23	12	2	3	0	2	153	2	178	1	245
								Total 4-Hour Only Parking (Level 1 & Highland Avenue)						217
								Total Permit Parking Only - All Hours (Levels 2 & 3)						444
								Total Permit Parking/Free After 12 Noon Parking (Level 4)						242
								Total Daily Fee Parking (Level 5)						252
								Total Overall Spaces						1,155

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
AUGUST 24, 2016, AT 7:30
P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 16-019, a Special Use Permit to allow a restaurant, a Land Use Variation to allow a restaurant with no full kitchen, and a Variation from the requirements in Section 6.12-1 of the Municipal Code to waive the requirement of a traffic study and parking analysis prepared by a qualified professional engineer, on the subject property, said property located at 111 West Campbell Street, Unit 301, in Arlington Heights, IL, legally described as:
LOT 2 IN METROPOLIS, BEING A RESUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED MARCH 15, 1999 AS DOCUMENT NUMBER 99243785, IN COOK COUNTY, ILLINOIS.
And other variations as determined necessary by the Plan Commission.
All persons desiring to be heard shall be given the opportunity 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 Department 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 9, 2016 (4448968)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

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

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published August 10, 2016 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Daule Baltz
Authorized Agent

Control # 4448968

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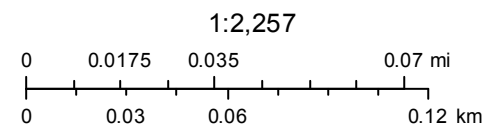
AUG 15 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Metropolis Building - Aerial



July 22, 2016



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

July 27, 2016

Project Title: Arlington Ale House
Address: 111 W. Campbell St. – Unit 301
Petitioner: Kevin McCaskey
106 N. Kaspar Ave.
Arlington Heights, IL 60005

Requested Action:

- Special Use Permit to allow a restaurant within the B-5 District.

Variations Required:

- Land Use Variation to allow a restaurant with no on premise kitchen facility.
- Variation to waive the requirements in Section 6.12-1 to remove the requirement for a traffic and parking study prepared by a qualified professional engineer.

Attendees: Kevin McCaskey, Petitioner
Bill Sheffer, Attorney for Petitioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Terry Ennes, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary

The subject property is part of the Metropolis PUD, which was approved in 1998 to authorize the redevelopment of the northern portion of the block bounded by Campbell Street to the north, Vail Avenue to the east, Highland Avenue to the west, and Sigwalt Street to the south. The Metropolis PUD contains the 7-story Lofts at Metropolis Place condominium building on the west, and the two-story restaurant and banquet building on the east. The center of the PUD contains the 4 story Metropolis building, which contains restaurant space on the ground floor, as well as the Metropolis Theater. The 3rd floor of the Metropolis building contains the subject property and the fourth floor contains office space.

The subject unit is located on the 3rd floor and contains approximately 10,000 square feet of floor area as well as an exterior patio that opens out and extends onto the roof of the 3rd floor. Originally, the space was used by Labatt Brewing Company as an office/training facility for bartenders and brew personnel. The space provides a unique interior, which is built out with three separate bar areas each having their own theme (English pub, classic American, and Spanish cantina) and also includes a 126 seat auditorium space. There are two interior fire escape stairways but primary access to the site comes from a double set of elevators in the lobby of the Metropolis building. Since all restaurants are required to have a special use permit, the proposed ale house must be approved for a special use permit. Additionally, since the space does not have a full kitchen, a land use variation must be approved to allow a restaurant without a full kitchen. The petitioner plans to serve food prepared by other restaurants in the area but has not yet provided details on how this arrangement will work.

Meeting Discussion:

Mr. McCaskey provided a brief history of himself and some of his properties within Arlington Heights, and how he decided to purchase the subject property. He said he is under contract to purchase the subject property. He described how he wanted to bring a business to Arlington Heights that would complement with the existing businesses downtown and be something that the community could be excited about. He described his proposed concept to create a bar/tavern that would serve food from neighboring restaurants, including Mago's, Armonds, and Cortlands, and that he would only provide food from "pre-approved" restaurants.

Commissioner Green said it was a very interesting concept, but that the implementation of use would be what the Plan Commission was interested in. He said that you cannot open a bar in Arlington Heights, and so the Plan Commission would want to ensure that the provision of food was viable.

Commissioner Sigalos asked how the food service would work and if there would be a menu that had certain items from each restaurant on the menu.

Mr. McCaskey explained that they would have "mini menu" from each restaurant and that they would order through the various "approved" restaurants. He said the food would come in plastic containers and would be delivered by the restaurants. He said that the Ale House would not provide plates or silverware because then they would have to have a dishwasher and grease trap. He said that all food containers would be disposable and that they would recycle as much as possible.

Commissioner Ennes asked how many patrons per day were anticipated or shown in the proposed business plan.

Mr. McCaskey responded that he did not have an answer. He explained that he had been going to many of the downtown restaurants to try to understand the market for downtown restaurants that serve alcohol. He stated that the space could hold around 250-300 people per the occupancy regulations and that he didn't anticipate that they would reach the maximum occupant load. He explained that he would not be making his money on selling food and that the draw of the space would have to be the entertainment and environment, which had to complement the Metropolis Theater and not compete with it. He said he would work closely with the Metropolis Theater to make sure that their entertainment venues complimented each other.

Commissioner Jensen said he recalled the Arlington Beer Company came before the Plan Commission and the commissioners were informed that if the business did have a kitchen on premise then they could not sell alcohol.

Mr. Hubbard clarified that the liquor code had recently been amended to create a new liquor license that would apply only to businesses within the downtown area that were located on the second floor or above, which liquor license did not require a kitchen on premises but required that food still be provided via some outside arrangement.

Commissioner Jensen stated that he didn't have a problem with this concept.

Discussion ensued regarding the Arlington Beer Company proposal.

Mr. Hubbard stated that staff was excited about the proposed use within the downtown area and said that staff just needed further details from the petitioner on the proposed use so that staff could understand the potential effects on the neighbors. He said the outdoor patio area had the potential to effect some of the adjacent properties and so they wanted the petitioner to provide additional details so that staff could help the petitioner address any potential concerns from the neighbors.

Mr. Sheffer stated that they had spoken to a Metropolis Place condo board member and they it was their intention to speak with the full board.

Mr. Hubbard stated that this was a good idea and staff would require the petitioner to hold a meeting with the Metropolis Place condo owners to introduce the proposed development to them.

Mr. McCaskey said that they had hired a design professional to prepare graphics of the proposed outdoor patio area so that they could show the neighbors how they would improve the appearance of the space.

Commissioner Green stated that the petitioner may want to look into an above floor grease trap, which may be a viable option that would be less expensive than the traditional grease trap.

Commissioner Ennes asked if the patio would create noise.

Mr. McCaskey responded "yes".

Commissioner Ennes said that this was something that would need to be addressed during the Plan Commission hearing.

Commissioner Sigalos asked if a structural engineer had evaluated the potential to expand the patio.

Mr. McCaskey replied that a structural engineer had looked at the roof and determined that there was adequate capacity to support a patio expansion.

Commissioner Jensen asked how much detail staff was looking for on the proposed aspects of the business that would be phased in over time.

Mr. Hubbard replied that an updated floor plan would be needed that showed where the entertainment elements would be located, how many pool tables/baggo/ping pong tables there would be, and that the floor plan needed to show the size of the seating areas. He said that although he understood that the petitioner had an evolving vision for the space, staff needed to know the specific details in order to properly classify the use for zoning approval purposes and to understand the potential impacts of the use.

RECOMMENDATION

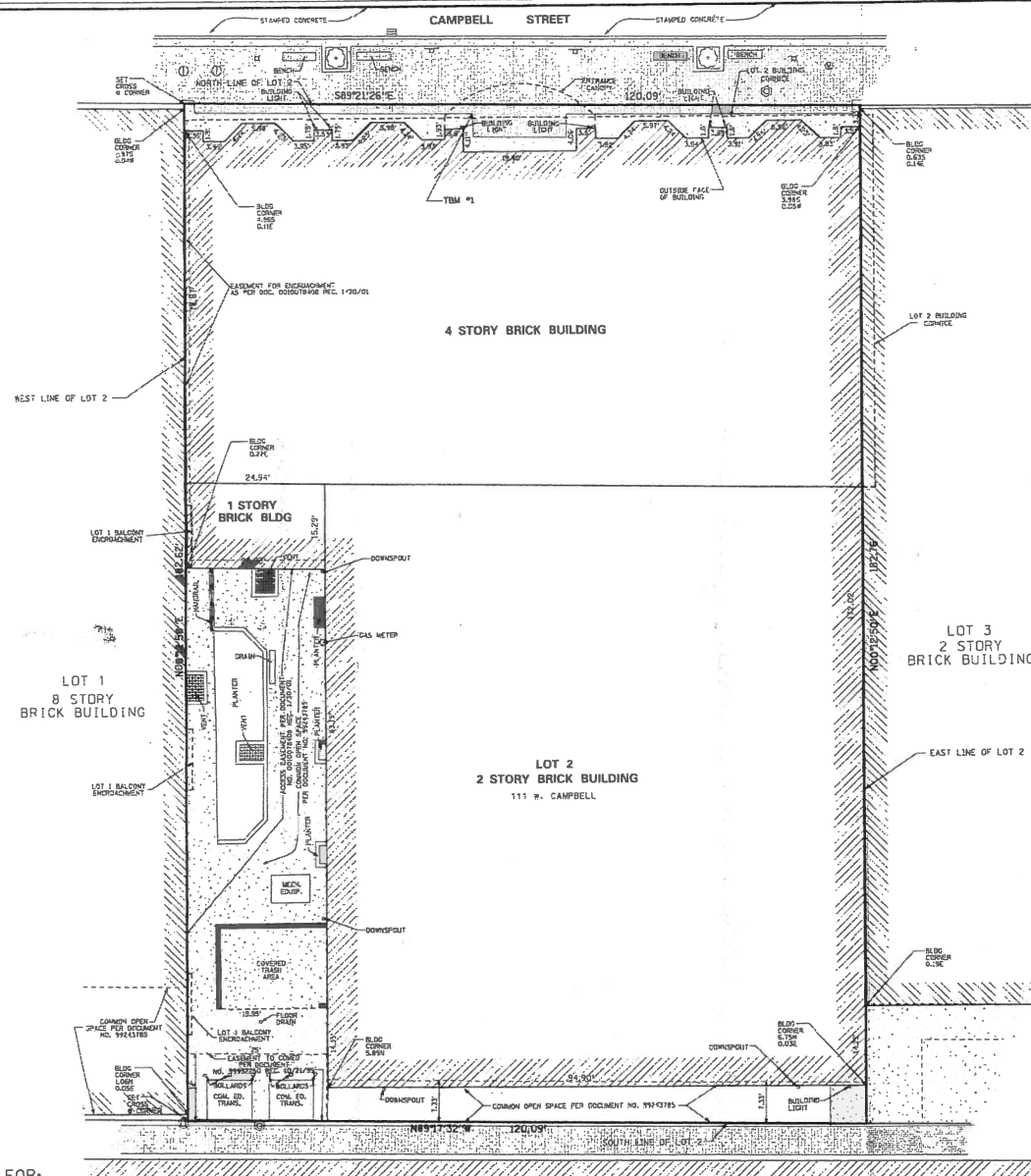
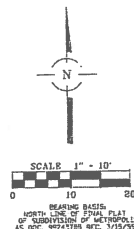
The Plat & Subdivision Committee was supportive of the proposal and advised the petitioner to move forward.

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

EXHIBIT C TO DECLARATION OF CONDOMINIUM OWNERSHIP FOR METROPOLIS COMMERCIAL CONDOMINIUM

LOT 2 IN METROPOLIS, BEING A RESUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 29 TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED MARCH 15, 1999 AS DOCUMENT NUMBER 99-43785, IN COOK COUNTY, ILLINOIS.

AREA SURVEYED 21,948 SQ. FT.
ALSO KNOWN AS 111 WEST CAMPBELL STREET



BENCHMARK DESCRIPTION

3" DIA. BRASS DISC IN CONCRETE 35'± NORTH OF THE CENTERLINE OF SOUTH STREET AND 25'± WEST OF THE CENTERLINE OF HIGHWAY AND AVENUE AT NORTHWEST CORNER OF INTERSECTION.
ELEV. = 684.82
MAY 1958

TBM #1

TOP OF FOUNDATION 0.35' WEST OF ENTRANCE TO THEATER.
ELEV. = 684.36

STATE OF ILLINOIS
COUNTY OF COOK

WE, SPACED, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-061911, DO HEREBY DECLARE THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

GIVEN UNDER OUR HAND AND SEAL THIS 27th DAY OF OCTOBER 2008 IN ROSEMONT, ILLINOIS.

C. Brian Burrows
C. BRIAN BURROWS, CIVIL ENGINEER, NO. 038-0247

LICENSE EXPIRES: 11-20-2008

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE. REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

PREPARED FOR:
MR. NICK S. PEPPERS
STORINO, RAMELLO & DURKIN
9501 WEST DEVON AVENUE
ROSEMONT, IL 60018

MULTI LEVEL PARKING STRUCTURE

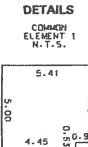
REVISIONS
1/06/04



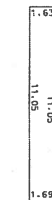
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

5575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-0300 Fax: (847) 696-4545

DATE: 10/15/03
JOB NO: 3634
FILENAME: LOT2 TITLE.DGN
SHEET: 1 OF 5



COMMON
ELEMENT 2
N.T.S.



LEGEND:
FLR = FINISHED FLOOR
CLG = FINISHED CEILING
DIMENSIONS CALCULATED FROM
ARCHITECTURAL DRAWINGS.
THIS IS A GRAPHIC
REPRESENTATION ONLY AND
NO RELIANCE SHALL BE PLACED
ON THE SCALE OF DRAWING.
NOTE:
ALL WALL MEASUREMENTS ARE
TO FINISHED WALL SURFACES
AT FLOOR LEVEL.

REVISIONS: 1/08/04 1/13/04 10/04/04		CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS	DATE: 11/13/03 JOB NO: 3634 FRENAME: LOT214HDF/LR.DGN
	9575 W. Higgins Road, Suite 200, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065		SHEET 1 OF 5

MBM Realty LLC
553 South Arthur Ave
Arlington Heights, IL 60005
847-507-7941

July 8, 2016

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

RE: Arlington Ale House
111 West Campbell Street Third Floor
Arlington Heights, IL 60005
Special Use Criteria
Land Use Variation Criteria

Special Use Criteria—Land Use Variation-

The property otherwise known as 111 Campbell street unit 301 is in needs a special use and land variation.

It was an office space that was created to duplicate a pub style atmosphere to educate and train employees of Budwiser how to pour beer and socialize with patrons. Because this was not open to the public there was no need to create a commercial kitchen . This property has been vacant for over 10 years and is situated in one of the most desirable locations in Arlington Heights. After numerous contractors if was deemed either physically not possible or financially feasible to install a kitchen at said location.

For that reason I would like to help add to an already vibrant downtown and make it better by adding a 10000 square foot facility that would be a place for both a families and adults to enjoy. It would be great compliment to the downtown area since it is above the Metropolis Theatre. It would serve a better purpose as a facility for the public than a vacant property that does not generate employment for residents and revenue for the Village of Arlington Heights

Kevin McCaskey
President, CEO, MBM Realty

MBM Realty LLC
553 South Arthur Ave
Arlington Heights, IL 60005
847-507-7941

July 22, 2016

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

RE: Arlington Ale House
111 West Campbell Street Third Floor
Arlington Heights, IL 60005
Food Service

Arlington Ale House has reached out to various local restaurants and is excited about the opportunity to work together to bring what was a unique concept to something that is becoming more and more popular. The partner will create a shortened version of their large menu. This Mini menu will have a tasting of its most popular foods as well as well as ones that will be easy to deliver. The more complex meals will be encouraged to be eaten at their facility. By using multiple partners will create many benefits. It will let the patrons of Arlington Ale House to sample multiple restaurants at once. It will also allow the partners to generate business that they otherwise would not have by allowing new patrons to sample their food.

In order to keep control of quality and safety Arlington Ale House will only allow food to be consumed by our preapproved list of partners. Partners can be added by either the request of the restaurant or patrons of Arlington Ale House. At that point a process will start between Arlington Ale House and the restaurant and they will make sure there is a way that will create a relationship which will bring a fresh, safe, and efficient product to the consumer. If the quality of food goes down or the patrons of Arlington Ale House or are not satisfied these individual partners then can be discontinued. If in fact a patron of Arlington Ale House is not satisfied with food quality then Arlington Ale House will make good with patron and then deal with issue themselves with their business partner. On larger events we will have partners in place for catering for special events. We have been in touch with a local caterer and they are looking forward to working together.

Food will be ordered by the customer from the menu provided by Arlington Ale House staff. The food will be delivered by the chosen restaurant to the customer in a safe transferable container along with silverware and napkins. The container will be used for eating purposes and will eliminate the need for plates. Once food is consumed an employee will take garbage of which most will be recycled. Arlington Ale House will be able to discard this material in an efficient safe and clean manner.

Arlington Ale House is looking forward to adding its touch to a great downtown and making it even better.

Kevin McCaskey

President, CEO MBM Realty LLC

MBM Realty LLC
553 South Arthur Avenue
Arlington Heights, IL 60005
847-507-7941

July 22, 2016

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

RE: Arlington Ale House
111 West Campbell Street Third Floor
Arlington Heights, IL 60005
Usage /Entertainment Options

Arlington Ale House will be a fun place for people to come and enjoy food drink and conversation. They have already been in contact with the Metropolis Condo Board , Metropolis Theater Mgmt. and the neighboring business community. They look forward in creating a vibrant atmosphere and will continue to work closely with both neighbor in and outside the building. It is our goal to work with the Metropolis Theater and compliment not compete with the great job they are already doing.

Arlington Ale House has an auditorium that seats about 100 guests. The type of entertainment will be something different the is neighbor in the lobby. Arlington Ale House will take the advisement from Metropolis Theater regarding what they feel is appropriate and work closely with them.

The auditorium area will be used for seminars either corporate to small local meeting. It may provide light live music or show sporting events on the televisions. The ideas are open and Arlington Ale House will hire an events planner to utilize is space as well as communicate with Metropolis Theater.

The auditorium is just one of many that Arlington Ale House has to offer. The interior will have tables chairs and couches for relaxing while listening to music or conversation. Other forms of entertainment may be pool, ping pong, or pinball machines. A layout of these items will be provided by HKM.

Kevin McCaskey

President ,CEO MBM Realty LLC

MBM Realty LLC
553 South Arthur Avenue
Arlington Heights, IL 60005
847-507-7941

July 22, 2016

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

RE: Arlington Ale House
111 West Campbell Street Third Floor
Arlington Heights, IL 60005
Market Study

Description of Business

The vacant space at 111 W. Campbell, unit 301, shall be described as Arlington Ale House.

The goal of obtaining this property is to utilize the space in a manner that will turn a 10-year vacant property into a vibrant community orientated atmosphere to help compliment downtown Arlington Heights. The plan is to utilize the existing layout with the aid of local restaurants to provide food and create an atmosphere where people can gather to eat, drink, and socialize. Our goal is to add entertainment such as pool, darts, music, etc. as well as an outdoor patio. The goal of having food delivered is two- fold. First it solves the need to build a commercial style kitchen that has been deemed financially and physically unrealistic. Secondly we will be able to utilize the great food of nearby restaurants that will help generate income for neighboring businesses as well as giving the customers the unique option of ordering food from multiple places. They will be able to order pizza from one place, a burger from another a burrito from a third. This can even solve the lifelong problem of where do we eat? Now everyone can order from where they want and eat it at the same place.

Arlington Ale House has been in contact with the owners of various local restaurants and taverns and has verbal agreements in place to work with each facility. We are now in the planning stages of creating menus from each partner to be presented to patrons of Arlington Ale House. We will have a main menu booklet which will be divided so each partner will showcase the food they will provide.

Arlington Ale House will have a variety of food from each sponsor but not a duplicate of their entire menu. Our goal is to give their patrons a sampling of each sponsor and encourage them to dine at their facility to enjoy their full menu at a later date. This will be another way to cross promote neighboring businesses. Food will be offered from our partners and at this point will be the only food consumed on premises. There may be change in the future to allow other partners to participate but must be pre-approved. This will allow the safety and quality of food standards to stay at the highest level.

The auditorium will hold about 100 guest and will open up many opportunities for the local community. Arlington Ale House will work closely with Metropolis Theater and make sure the venues selected will compliment and not compete with the theater below. We have already started an

introduction/relationship and look forward to working together closely in the future. The goal of the Arlington Ale House auditorium will be mixed use. It will be available to the public for a variety of options. It could be live music, seminars, corporate events, lectures, wine tastings, fantasy football etc.

Sales Data

The existing property has been vacant for 10 years. By allowing Arlington Ale House to open it will create jobs both full and part time for 15-20 employees. It will create tax income from both food/beverage sales as well as remove the vacant status regarding its property taxes.

Impact of Arlington Ale House on Area

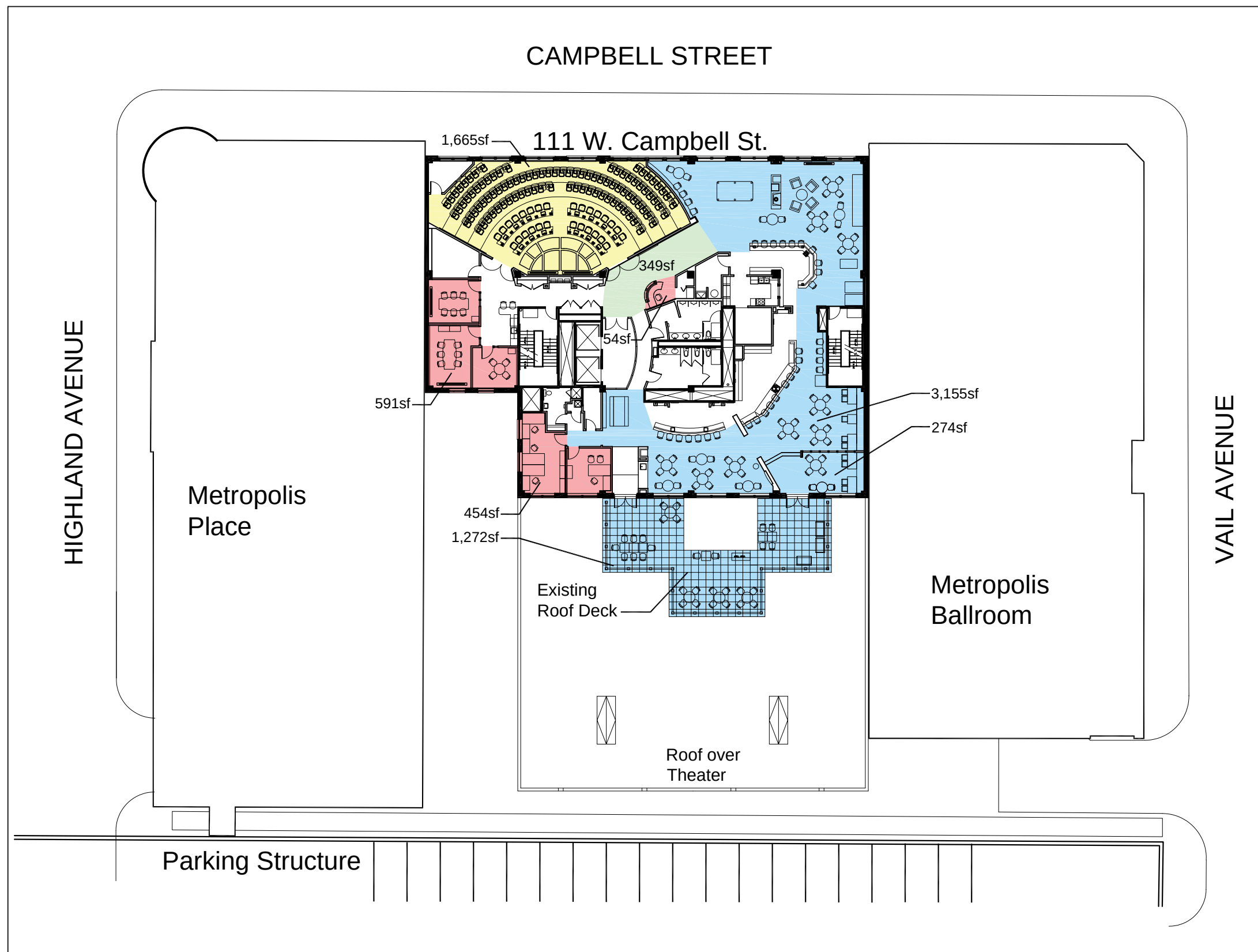
The impact of this new facility will be helpful on many levels and with little impact on traffic. Most of the patrons in the downtown area either walk, train, or even Uber. If driving is needed a public parking garage is located just south of building and therefor will have very little effect on the 2 hour street parking.

Conclusion

By adding another destination spot to Arlington Heights will only help bring local as well as neighboring towns to visit. The new facility will help compliment such neighbors as Metropolis Theater, Peggy Kinnane's, Cortlands Garage, Mago's, and Armand's Pizzeria to name a few. This new facility will work hand and hand with its neighbors and make a great town even better!

Kevin McCaskey

President,CEO,MBM Realty

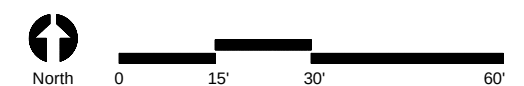


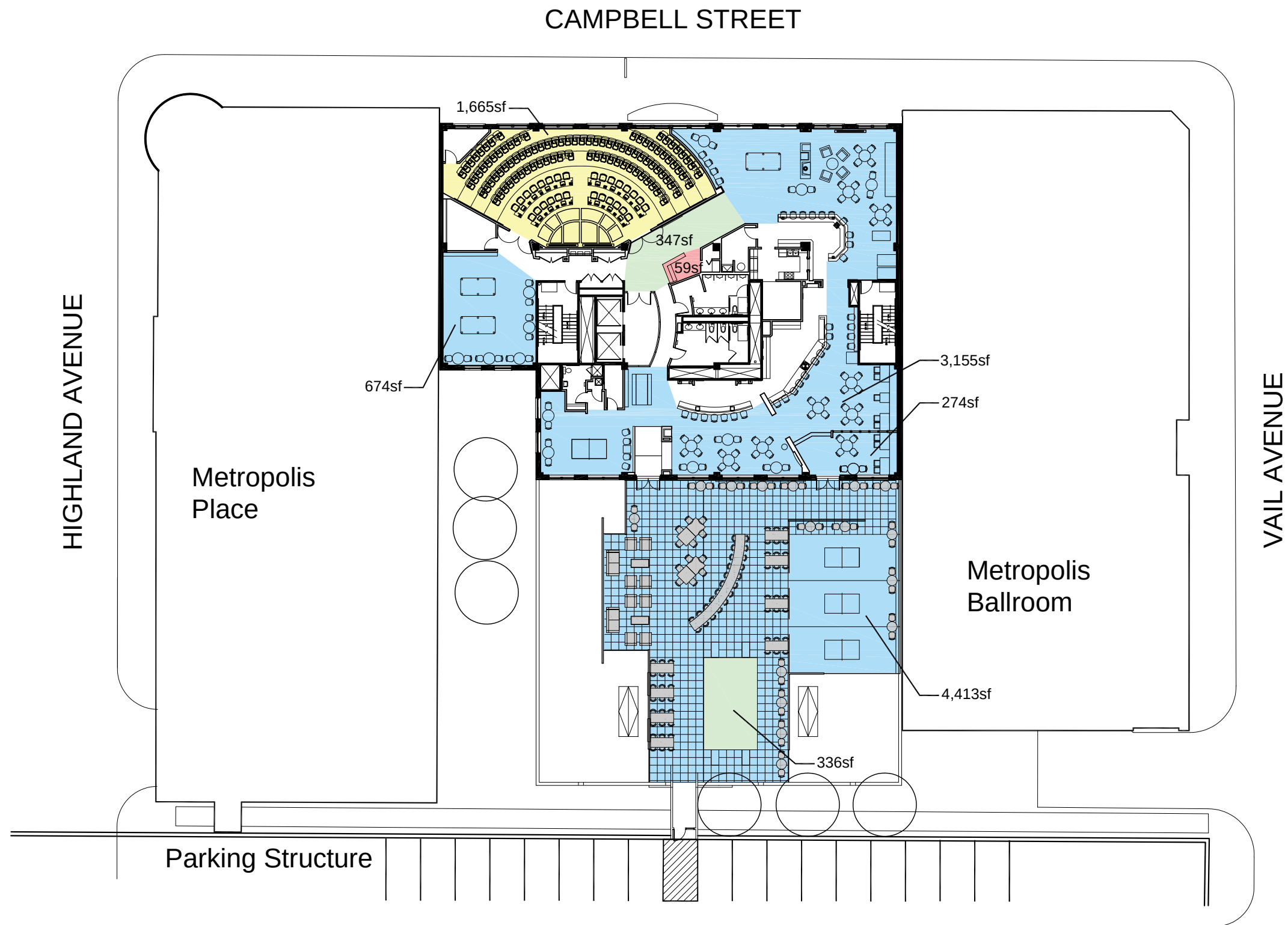
- Waiting/ Standing Areas - 349sf
- Seating Areas - 4,701sf
- Auditorium - 1,665sf
Fixed Seat Count (126)
- Business Area - 1,099sf

Arlington Ale House

Arlington Heights, IL

Existing Conditions



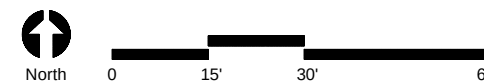


- Waiting/ Standing Areas - 683sf
- Seating Areas - 8,516sf
- Auditorium - 1,665sf
Fixed Seat Count (126)
- Business Area - 59sf

Arlington Ale House

Arlington Heights, IL

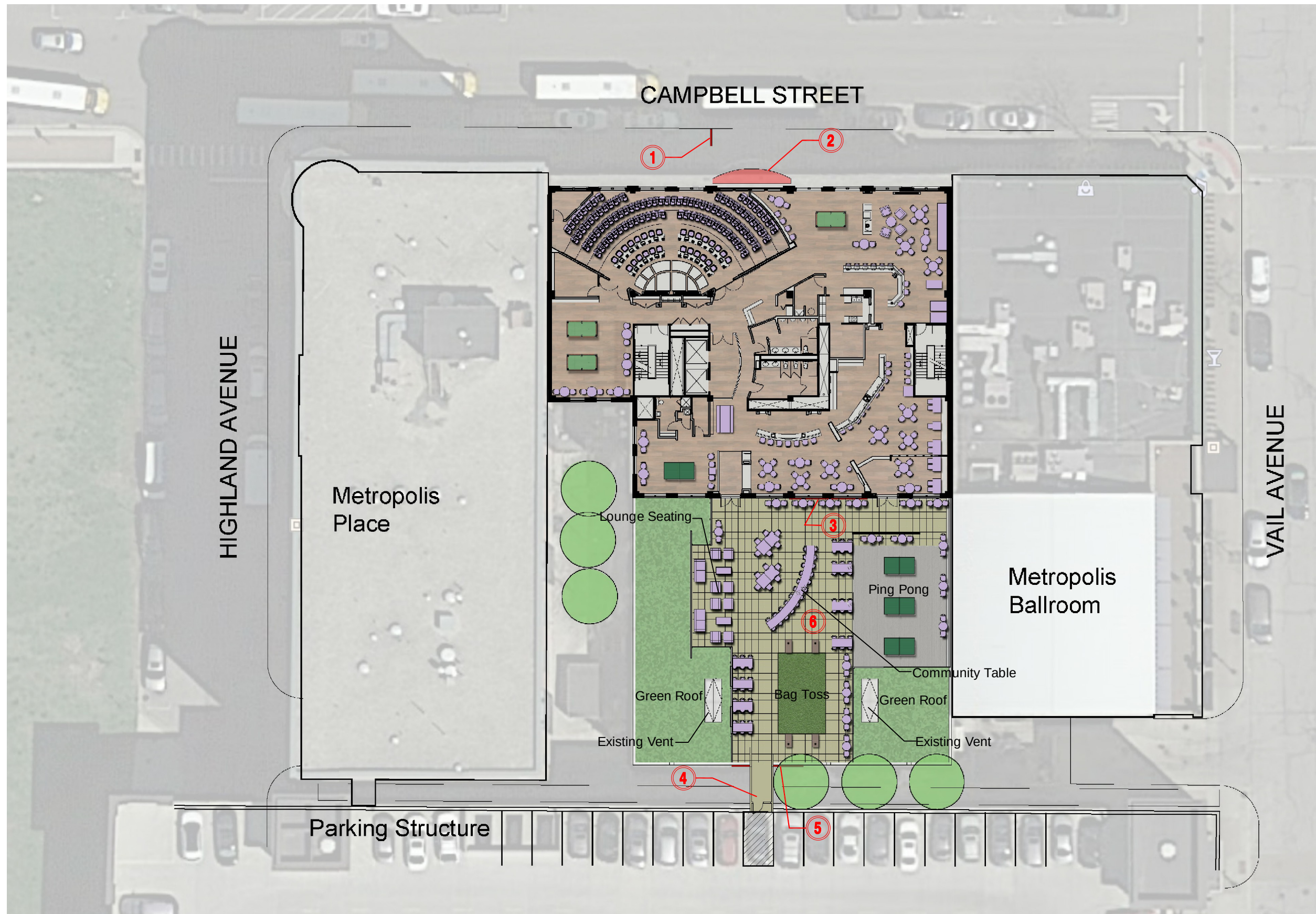
Proposed Modifications



43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 00000 © 2016



July 29, 2016 ARCHITECTS + PLANNERS, INC.



- ① Ground Sign
- ② Illuminated Crown Sign
- ③ Illuminated Spandrel Sign
- ④ Access Bridge
- ⑤ Illuminated Wall Panel w/ Sign
- ⑥ Expanded Roof Deck

Arlington Ale House

Arlington Heights, IL

Proposed Modifications

Illustrative Plan



0 15' 30' 60'

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 00000 © 2016



July 29, 2016 ARCHITECTS + PLANNERS, INC.



Campbell Entrance



South Alley

Proposed Modifications



Existing

Wood Privacy Fence

Sedum Roof Trays



Awning

Mesh Infill Railing

Proposed

Proposed Modifications

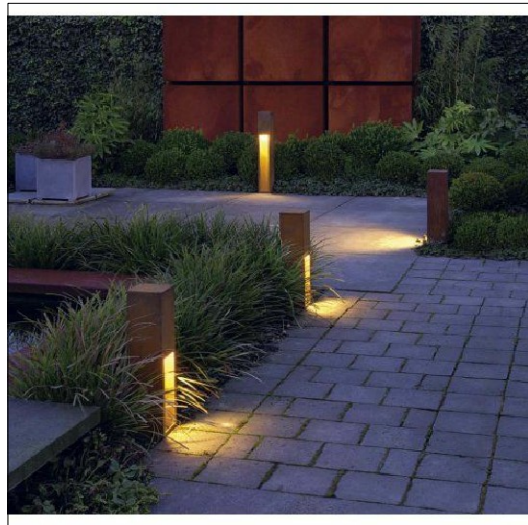


Existing



Proposed

Proposed Modifications



Bollard Lighting



Sedum Tray & Paver
Green Roof



Glass Railing

Seating Clusters



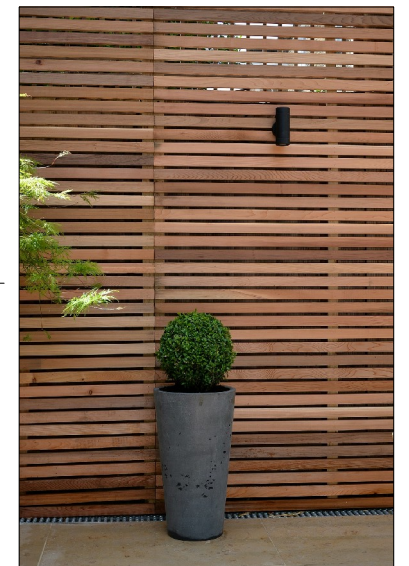
Outdoor Activities



Lounge Seating



Privacy Screen
Wall



Wire Mesh Railing



Heaters



Concept Montage



North



McCaskey
LaBatts

Arlington Ale House
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 00000 © 2016

HKM
ARCHITECTS + PLANNERS, INC.

August 16, 2016

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>PC 16-019</u> Petitioner: <u>KEVIN MCCASKEY</u> <u>106 NORTH KASPAR AVE</u> <u>ARLINGTON HEIGHTS IL 60005</u> Owner: <u>AMERICAN BANK AND TRUST CO</u> <u>1542 SOUTH RANDALL ROAD</u> <u>GENEVA IL 60134</u> Contact Person: <u>KEVIN MCCASKEY</u> Address: <u>106 NORTH KASPAR AVE</u> <u>ARLINGTON HEIGHTS IL 60005</u> Phone #: <u>847-507-7941</u> Fax #: _____ E-Mail: <u>MCCASKEYKEVIN@YAHOO.COM</u>	P.I.N.# <u>03293460371007</u> Location: <u>111 WEST CAMPBELL STREET</u> Rezoning: _____ Current: _____ Proposed: _____ Subdivision: _____ # of Lots: _____ Current: _____ Proposed: _____ PUD: _____ For: _____ Special Use: ☒ For: _____ Land Use Variation: ☒ For: <u>NO KITCHEN</u> Land Use: _____ Current: _____ Proposed: _____ Site Gross Area: _____ # of Units Total: _____ 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____
--	--

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

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

YES NO

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

6. GENERAL COMMENTS:

THE SAFE EGRESS CALCULATED MAXIMUM OCCUPANT COUNT FOR THE WHOLE FLOOR, INCLUDING OUTSIDE PATIO, IS ABOUT 313 TOTAL. THIS MAX. OCCUPANT COUNT IS SUBJECT TO FURTHER REFINEMENT / RECALCULATION BASED ON OTHER CODE AND SAFETY REQUIREMENTS. FOR EXAMPLE THE WOMENS TOILET COUNT, USING THE ILLINOIS PLUMBING CODE TABLES, WILL LIMIT THE MAXIMUM FLOOR OCCUPANT COUNT TO A SUBSTANTIAL NUMBER UNDER 300 TOTAL. YOUR ARCHITECT/DESIGN PROFESSIONAL MUST CALCULATE OCCUPANT COUNTS FOR EACH SPACE AND THE FLOOR AS A WHOLE. ADDITIONALLY THE ROOF SPACE/AREA MUST BE DESIGNED TO COMPLY WITH I.B.C FLOOR CONSTRUCTION/MATERIAL BASED ON TYPE OF CONSTRUCTION.

CHARLEY CRAIG Director A.B.O.	8-1-16 Date
----------------------------------	----------------



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

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

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AUG 03 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

P. C. Number 16-019 Round 1

Project Name Arlington Ale House

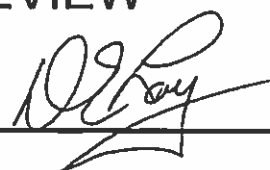
Project Location 111 W. Campbell St, Unit # 301

Planning Department Contact Sam Hubbard, Planning and Community Development

General Comments

1. Waiting or standing area (683 SF) is not permitted to encroach upon the required means of egress. (Sec. 12.1.7.2 NFPA 101, Life Safety Code, 2000 Ed.)
2. A fenced outdoor assembly occupancy shall not have less than 2 widely separated means of egress from the enclosure. (Sec. 12.2.4.2. NFPA 101, Life Safety Code, 2000 Ed.)
3. Auditorium type occupancies shall provide an egress route so that any individual is able to move without hinderance at any time from an occupied space to an exit. (Sec. 12.2.5.4.2 NFPA 101, Life Safety Code, 2000 Ed.)
4. Access and egress routes shall be maintained so that crowd management, security and emergency medical personnel are able to reach any individual at anytime. (Sec. 12.2.5.4.3 NFPA 101, Life Safety Code, 2000 Ed.)
5. Travel distance to exits shall not exceed 200 ft. (IFC).
6. An approved fire safety and evacuation plan shall be prepared and maintained. Sec. 404.2 IFC
7. All current building, fire, and life safety code currently adopted would be required to be followed.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT
TO DETAILED PLAN REVIEW

Date 08-2-16 Reviewed By: 

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Scott T. Shirley, Director of Public Works
Date: August 15, 2016
Subject: 111 W. Campbell St, Unit 301, P.C. #16-019

With regard to the proposed Land Use Variation, I have the following comments:

Internal Buildout

No comments

Roof/Garden Buildout

1. Roof drainage flows south to scuppers. Provision needs to be made for drainage. Perhaps a raised surface. The roof is sloped. Will play area be sloped also?
2. Green roofs are heavy. A structural engineer needs to review loading, how the proposed improvement will affect the roof and parking garage access.
3. Access into parking garage is confusing. Will this be a fire exit only? If this will be an entrance, how will access be controlled?
4. How do we insure that theater does not experience sound transfer?
5. Is the current roof design the best design for this type of planned use?
6. How will roof be inspected and maintained going forward, if the patio is installed as proposed?
7. Will garage access be ADA compliant if floor plates do not match up?
8. Will the catwalk be closed in the winter?
9. How will the catwalk be drained?
10. How will the catwalk and patio allow for snow removal?
11. Catwalk must be properly lit.

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

C: Tom Kuehne, Director of Finance
Cris Papierniak, Assistant Director of Public Works
Steve Mullany, Services Coordinator
Robin Ward, In-House Counsel

LF

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-019
 Petitioner: KEVIN MCCASKEY
106 NORTH KASPAR AVE
ARLINGTON HEIGHTS IL 60005
 Owner: AMERICAN BANK AND TRUST CO
1542 SOUTH RANDALL ROAD
GENEVA IL 60134
 Contact Person: KEVIN MCCASKEY
 Address: 106 NORTH KASPAR AVE
ARLINGTON HEIGHTS IL 60005
 Phone #: 847-507-7941
 Fax #: _____
 E-Mail: MCCASKEYKEVIN@YAHOO.COM

P.I.N.# 03293460371007
 Location: 111 WEST CAMPBELL STREET
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: _____
 Land Use Variation: ☒ For: NO KITCHEN
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: _____
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ ☒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 _____

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? _____

YES NO COMMENTS

_____ ☒_____ ☒_____ ☒_____ ☒_____ ☒_____ ☒_____ ☒_____ ☒

N/A

N/A

NO STUDY PROVIDED

~~GENERAL COMMENTS ATTACHED~~

No FURTHER COMMENTS AT THIS TIME.

PLANS PREPARED BY: HKMDATE OF PLANS: 7-29-16

Director

Date

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 AUG 03 2016
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

John J. Mull 8/3/16

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington Ale House – PC# 16-019
111 W. Campbell #301
Special Use Permit/Land Use Variation

Round 1 Review Comments

08/08/16

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 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:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Scheduled events, such as live entertainment, may cause noise complaints from nearby tenants and should be addressed.

ofc C Regilio -1301

Carrie Regilio, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

RECEIVED

AUG - 9 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

GRB #54

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>16-019</u>	P.I.N.# <u>03293460371007</u>
Petitioner: <u>KEVIN MCCASKEY</u>	Location: <u>111 WEST CAMPBELL STREET</u>
<u>106 NORTH KASPAR AVE</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>ARLINGTON HEIGHTS IL 60005</u>	Subdivision: <u> </u>
Owner: <u>AMERICAN BANK AND TRUST CO</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>1542 SOUTH RANDALL ROAD</u>	PUD: <u> </u> For: <u> </u>
<u>GENEVA IL 60134</u>	Special Use: <u>✓</u> For: <u> </u>
Contact Person: <u>KEVIN MCCASKEY</u>	Land Use Variation: <u>✓</u> For: <u>NO KITCHEN</u>
Address: <u>106 NORTH KASPAR AVE</u>	Land Use: <u> </u> Current: <u> </u>
<u>ARLINGTON HEIGHTS IL 60005</u>	Proposed: <u> </u>
Phone #: <u>847-507-7941</u>	Site Gross Area: <u> </u>
Fax #: <u> </u>	# of Units Total: <u> </u>
E-Mail: <u>MCCASKEYKEVIN@YAHOO.COM</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

1. GENERAL COMMENTS:

See the attached accessibility comments.

RECEIVED

AUG - 4 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

8/3/16

Date

James McCalister

tor

8/3/16

Direc
Date

Plan Review

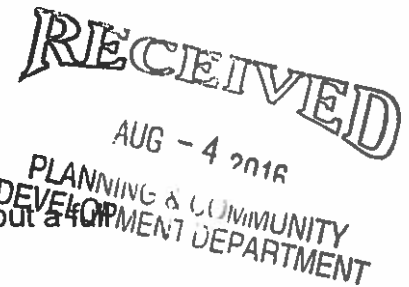
Address: Arlington Ale House
111 W. Campbell Street – Unit 301
Special Use Permit to allow a Restaurant,
Land Use Variation to allow a Restaurant without a kitchen
P.C. #16-019 Round 1

Submitted to: Sam Hubbard, Planning & Community Development

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

Date: August 2, 2016

Re: Illinois Accessibility Code (IAC), Effective April 1997
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>



Proposed Modifications Sheets

1. Dining Counter and Bar

Counters and Bars. Where food and drink is served at counters and bars exceeding 34 inches in height for consumption by customers, a portion of the main counter and bar measuring a minimum 60 inches in length shall be provided in compliance with Section 400310(w) or service shall be provided at accessible tables in the same area. IAC Sec. 400.320(L)(2). (See National Restaurant Assoc.'s "Restaurant Design Requirements" illustrations attached.)

Accessible counters, bars and accessible tables are those that provide;

Clear knee space measuring:

- A. At least 27 inches high measured from the floor to the bottom edge of the table, bar or counter.
- B. At least 30 inches wide, measured between table legs or table supports
- C. At least 19 inches deep, measured from the table edge to the table leg or table support. And
- D. Table top heights of 28 to 34 inches high.
See IAC Sections 400.320(l)(1 and 2) and 400.310(w)(1-4).

2. Access Bridge

The addition of the Access Bridge will require Reserved Parking Spaces to be located in the closest proximity to the Access Bridge Entrance per IAC Section 400.310(c)(1-7).

Restaurant Design Requirements

Fixed or Built-in Seating or Tables

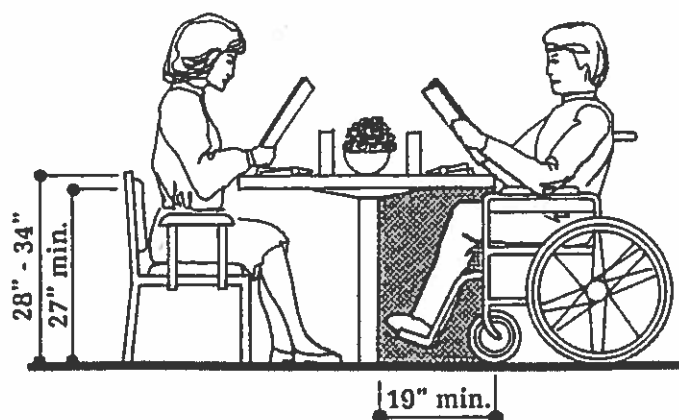
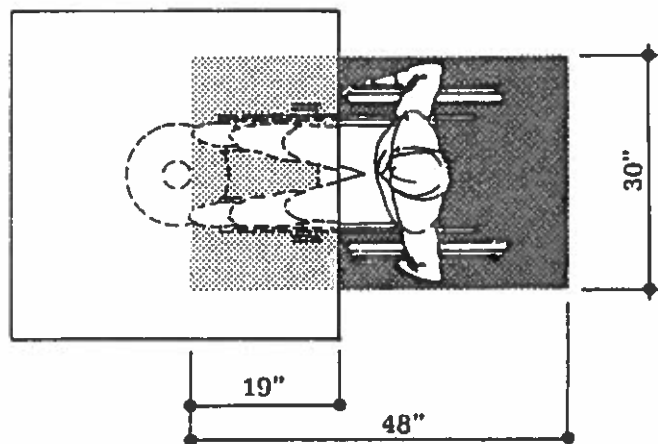
Number and Distribution [ADAAG 5.1]

Where fixed tables (or dining counters where food is consumed but there is no service) are provided, at least 5%, but not less than one, of the fixed tables (or a portion of the counter) must be accessible (requirements are listed below).

In restaurants that have separate smoking and non-smoking sections, the required number of accessible fixed tables (or counters) must be proportionally distributed in both sections. In new construction, and wherever feasible in alterations, accessible tables must be distributed throughout the space or facility.

Clear Floor Space [ADAAG 4.32.2]

If seating spaces for people using wheelchairs are provided at fixed tables or counters, a clear floor space of 30 inches by 48 inches must be provided. This clear floor space must not overlap with knee space by more than 19 inches.



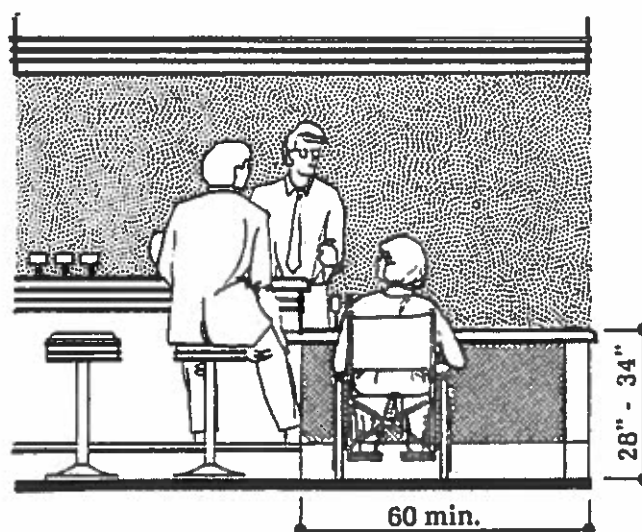
Knee Clearance [ADAAG 4.32.3]

If seating for people using wheelchairs is provided at tables or counters, knee spaces at accessible tables or counters must be at least 27 inches high, 30 inches wide, and 19 inches deep.

Table or Counter Height [ADAAG 4.32.4]

The tops of accessible tables and counters must be from 28 inches to 34 inches above the finished floor or ground (see illustration).

Counters and Bars



Height and Knee Clearance [ADAAG 5.2]

Where food or drink is served at counters that are more than 34 inches in height, a portion of the counter must be provided which is at least 60 inches in length, from



Planning & Community Development Dept. Review

August 10, 2016

REVIEW ROUND 1

Project: 111 W. Campbell St., Unit 301 – Kevin McCaskey
Arlington Ale House

Case Number: PC 16-019

General:

7. All signage must comply with the provisions of Chapter 30 of the Municipal Code and will be reviewed separately as part of a signage permit application. Please contact Steve Hautzinger at shautzinger@vah.com for information on the signage approval process
8. The presence of 8 amusement devices (3 ping pong tables, 1 baggo table, 4 pool tables) classifies this aspect of the use as an "Amusement Arcade, Small". Since "Amusement Arcades, Small" are not a permitted or special use within the B-5 Zoning District, a Land Use Variation is required. Please provide a separate response to each of the three individual Variation approval criteria as summarized at the end of this review, as they relate to the Land Use Variation request for a "Amusement Arcade, Small".
9. The underlying PUD that approved the Metropolis development has a condition of approval that limits deliveries to between the hours of 7:00am – 3:00pm on Monday through Saturday, and prohibits deliveries on Sundays. Please provide information on expected delivery schedules to determine ability to conform to this restriction.
10. Capacity for the entire space will be restricted by the occupant load calculations as governed by the Building Code and Illinois Plumbing Code. Please provide plumbing fixture maximum occupancy calculations based on the existing bathrooms to determine how this may restrict overall capacity of the space.

Exterior Patio Area:

11. The exterior patio area is subject to annual permitting and review based on the "Outdoor Eating Cafes on Private Property" regulations within Section 5.1-14.2c of Chapter 28. Please confirm that you will follow all restrictions of Section 5.1-14.2c.
12. The patio must be shortened so that it does not encroach past the vents on the southern end of the rooftop area. Please revise the patio area to show a layout that does not encroach south of these vents.
13. Please provide detailed information on the screen enclosure that will surround the patio (height, how it will be anchored to the roof, materials, etc.). Please provide a catalog cut sheet of the proposed screen. Please clarify if the screen will enclose the entire patio area or just portions of the patio area.
14. Please provide additional information on the "green roof". Will the area be grass? Other landscaping? How will the green roof be constructed?
15. Please clarify if any exterior speakers or music is proposed for the outdoor patio area.
16. Will any exterior lighting elements be proposed for the patio area? If so, please provide details on these elements.

17. Please provide details on the proposed patio furniture, including catalog cut sheets for the tables, chairs, and lounge furniture. Will these items be stored inside overnight? Will they be anchored to the roof to ensure that they will not blow over? Where will they be stored during the winter?

18. Please clarify if any railings are proposed on the edges of the roof.

Parking:

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

SPACE	CODE USE	SEATING AREA (SQ FT)	NUMBER OF SEATS	PARKING RATIO (1:X)	PARKING REQUIRED
Auditorium	Theater	1,665	127	(1 per 4 seats)/2	16
Interior Seating Area	B-5 Restaurant	4,103	N/A	250	16
Exterior Patio Area	Exempt from Parking Requirements	N/A	N/A	N/A	0
Total Required					32
<i>Total Provided</i>					32*
Surplus / (Deficit)					0

* No on-site parking is provided within this development. However, Section 11.3-3 of Chapter 28 allows all uses within the B-5 Zoning District to provide parking within 1,000 feet of the use served. The Vail Street public parking garage can provide the 23 required parking spaces for the proposed use.

However, the petitioner should make arrangements with the Village to provide monthly employee parking permits (which can be purchase from the Village at a reduced rate) for the Vail Street Parking Garage for all full time employees.

20. Section 6.12-1 requires submission of a traffic study and parking analysis prepared by a qualified profession engineer. A Variation from this requirement is needed. Please provide a separate response to each of the three individual Variation approval criteria as summarized at the end of this review, as they relate to the a Variation request to waive the parking/traffic study requirement.

Justification Criteria for Variation Approval:

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

Prepared by: 

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-019
 Petitioner: KEVIN MCCASKEY
106 NORTH KASPAR AVE
ARLINGTON HEIGHTS IL 60005
 Owner: AMERICAN BANK AND TRUST CO
1542 SOUTH RANDALL ROAD
GENEVA IL 60134
 Contact Person: KEVIN MCCASKEY
 Address: 106 NORTH KASPAR AVE
ARLINGTON HEIGHTS IL 60005
 Phone #: 847-507-7941
 Fax #: _____
 E-Mail: MCCASKEYKEVIN@YAHOO.COM

P.I.N.# 03293460371007
 Location: 111 WEST CAMPBELL STREET
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ☒ For: _____
 Land Use Variation: ☒ For: NO KITCHEN
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: _____
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

LANDSCAPE & TREE PRESERVATION:

	<u>YES</u>	<u>NO</u>
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

 8/10/16
 Coordinator Date



ARCHITECTS + PLANNERS, INC.

ARCHITECTURE
LAND PLANNING
LANDSCAPE ARCHITECTURE
INTERIOR ARCHITECTURE

August 16, 2016

Revised August 18, 2016

Mr. Sam Hubbard
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL
60005

RE: Arlington Ale House, 100 W. Campbell, Third Floor, Staff Comments Round #1

Dear Sam,

Building Department.

Comments regarding safe egress, occupancy by IBC and occupancy by IL Plumbing Code.

Maximum number of occupants by egress stair width per BC 2009.

East stair.

$50" \times .03"/\text{occupant} = 166.67 \text{ occupants}$

West stair.

$44" \times .03"/\text{occupant} = 146.67 \text{ occupants}$

313 occupants total

Compliance with IL Plumbing Code.

313 occupants/2 = 157 male occupants

2 water closets required (1 provided but complies by substituting per code an additional urinal for a water closet)

1 urinal required (4 provided, 1 substituted leaving 3 as additional)

2 lavatories required (3 provided)

313 occupants/2 = 157 female occupants

4 water closets required (plan complies if the existing unisex powder room is designated female)

2 lavatories required (3 provided)

The proposed plan complies.

Compliance with egress provisions of IBC 2009

Although the building was designed under a previous code, HKM finds no non-compliant egress requirement for the current or proposed space configuration under the current code. The proposed bridge to the parking deck was not considered. For this exercise HKM limited its egress analysis to these items:

- Number of exits
- Stair width (limits occupancy per above)
- Common path of travel
- Dead end
- Main exit required
- Aisle widths at tables and chairs (see diagram)
- Travel distance (see diagram)
- Separation of exits*

*This is a matter of interpretation. For the proposed roof deck, the separation of the existing exits from the roof deck to the interior work if the code reviewer agrees that 1/3 the diagonal dimension can be used. If the code reviewer finds that 1/2 the diagonal dimension must be used, the deck can be brought into compliance with some adjustments to its shape. This has to do with requirements for sprinklered vs non-sprinklered spaces as they apply to an outdoor space.

Practical scenarios using an occupancy limit of 313.

1. Ale house + Roof Deck

a. Classroom	0
b. Waiting	23
c. Indoor seating	133
d. Outdoor seating	128
e. Standing	17
f. <u>Staff</u>	<u>12</u>
g. Total	313 occupants
2. Corporate Conferencing

a. Classroom	126 seats
b. <u>Staff and presenters</u>	<u>15</u>
c. Total	141 occupants

Fire Safety Division

1. Agree. See egress diagram attached.



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INTERIOR ARCHITECTURE

2. We believe we comply with separation distance requirements for the outdoor deck without considering the proposed "bridge". See Compliance with egress provisions of IBC 2009 above.
3. Agree.
4. Agree.
5. See attached diagram regarding travel distance to exits.
6. Agree.
7. Agree.

Engineering Department

No comments.

Fire Department

No comments.

Community Service Bureau

Petitioner agrees with comments and will comply with Agent contact information request upon approval of project.

Disability Services

1. Dining counter and bar accessibility comments. Petitioner agrees to maintain IAC accessibility compliance.

Planning and Community Development

7. Signage, critical to project feasibility, will be pursued on a separate track with Stave Hautzinger, coordinated with the Theater operators.
8. Agree.
9. Agree.
10. Agree. See above.
11. N.A.
12. Petitioner agrees to work with the Fire Department to insure that the operation of the existing smoke vents is not impaired and that they are out of reach of roof deck patrons. That may result in a layout that extends south of the existing vents, but separated by rails and adequate distance.



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13. See exhibits.
14. See exhibits.
15. Background music is a necessary part of the function of the roof deck. A directional sound system will be utilized that will localize most of the sound to the deck area.
16. See exhibits.
17. See exhibits.
18. See exhibits.
19. Agree.
20. Petitioner requests a variation so that a traffic study and parking analysis need not be prepared.

Public Works Department

1. Drainage can be accommodated under concrete roof pavers supported by shims and pedestals. The concept is for a level surface. As the roof slopes down toward the south, the height of the pedestals would adjust to keep the roof surface level. In other conditions, curbs would be installed to support rail and screen wall systems. These can be detailed to allow for proper drainage.
2. The roof structure was designed for such an application. Attached is a letter from the original structural engineer. As the project progresses, the engineer will monitor the true weight of the imposed loads and limit the designs accordingly.
3. The proposed "bridge" is not intended to be part of the required means of egress. It could have a locked gate.
4. With the services of an acoustical engineer, the original roof structure was designed for the acoustic isolation of the theater from car noise in the adjacent parking deck and airplanes, etc and with a future roof deck in mind. It has a double concrete slab with a foam interlayer supported by a metal deck on long span joists. That being said, the final blessing of the current design may need to come from an acoustical engineer.
5. The roof was originally planned for such a purpose.
6. Pavers are loosely installed and can be removed for roof inspection.
7. We think it is close just by observation, but the project elevations need to be surveyed.
8. Properly maintained the "bridge" would not need to be closed in winter, even if the weather precluded the use of the roof deck. Seasonal scheduling has not been determined by the Owner yet.



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9. Drainage from the "bridge" can be directed to the theater roof.
10. Snow from the "bridge" can be pushed into unused areas of the deck if the Owner would decide to maintain a clear path to the indoor space in winter.
11. Agree.

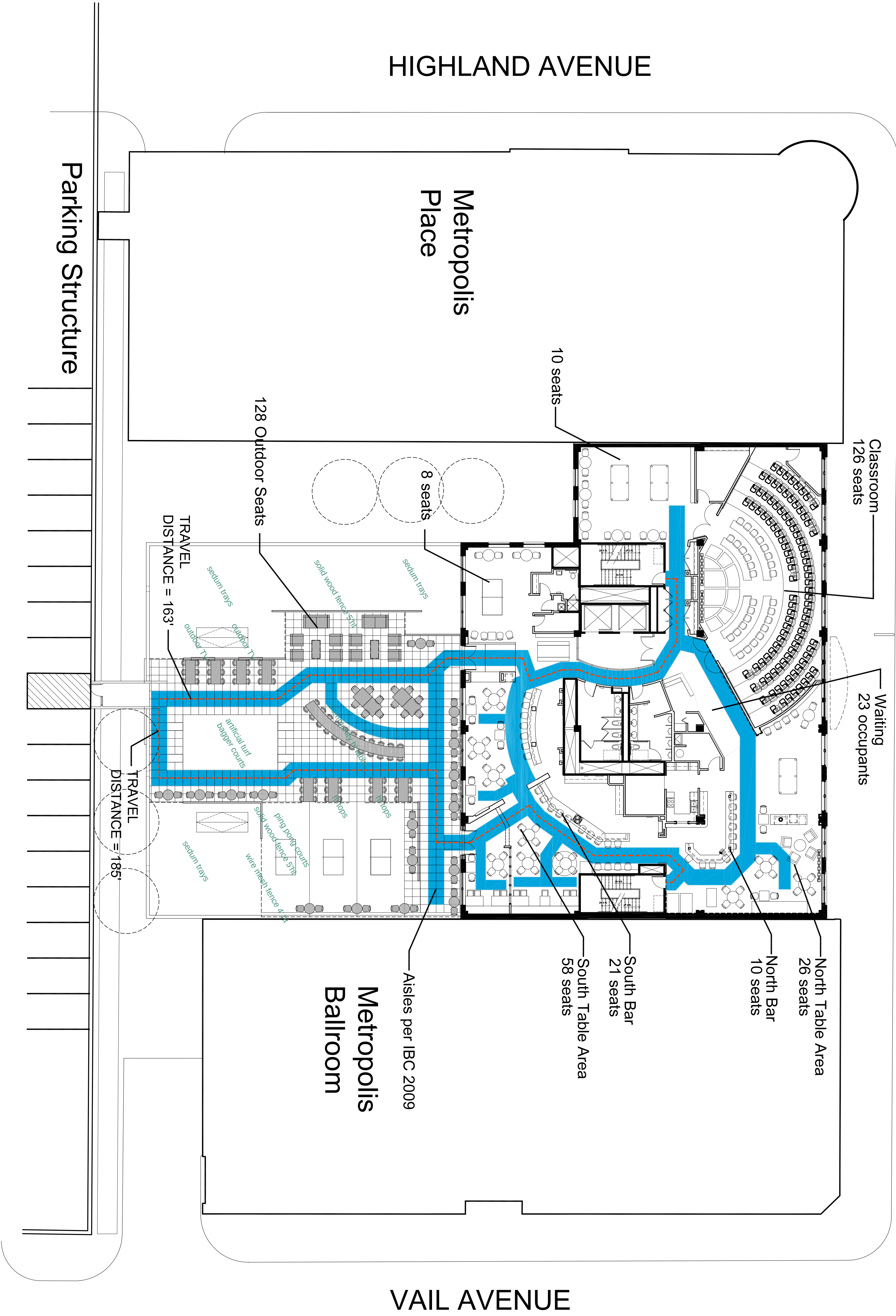
We hope this helps! We are ready to discuss when needed.

Submitted,

A handwritten signature in black ink that reads 'Mark Hopkins'.

Mark Hopkins
Principal

CAMPBELL STREET



HIGHLAND AVENUE

Metropolis Place

10 seats

Classroom
126 seats

Waiting
23 occupants

North Table Area
26 seats

North Bar
10 seats

South Bar
21 seats

South Table Area
58 seats

Aisles per IBC 2009

Metropolis Ballroom

128 Outdoor Seats

8 seats

TRAVEL
DISTANCE = 163'

TRAVEL
DISTANCE = 185'

Parking Structure

VAIL AVENUE

Proposed Modifications - EGRESS

Lindsay & Associates, Inc.
Consulting Structural Engineers

July 5, 2016

Mr. Mark W. Hopkins
HKM Architects + Planners, Inc.
43 S. Vail Avenue
Arlington Heights Illinois 60005

Project: Metropolis Project Theater / Office
Theater Roof Structure at Office 3rd Floor Level
Arlington Heights, Illinois
Lindsay Project No. pHKM20160701

Client Project No.

Dear Mark:

Lindsay & Associates, Inc. has completed the review of structural capacity of the Theater Roof Structure based upon the information presented on Sheet T-S2.3 dated 09-24-99 of the original structural drawings prepared for the above referenced project.

The existing Theater Roof Structure has been designed to safely support an assembly Live Load of 100psf in addition to the total Dead Load of 145psf (105psf structure self-weight + 40psf super-imposed dead load).

If you have any questions or comments concerning the above information, or if we can be of further assistance, please do not hesitate to call us at your earliest convenience.

Sincerely,

LINDSAY & ASSOCIATES, INC.



Terrence M. Lindsay, PE, SE, SECB
President

TML: psd

Z:\2016proj\pHKM20160701 Metropolis Roof Deck\pHKM20160701L_20160705 Metropolis Roof Deck.doc



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

Department: Planning & Community Development

Requested Action

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

Variations Required

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

Recommendation

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

- 1. Prior to appearance before the Village Board for final approval, the petitioner must provide written confirmation from all utility companies that have rights to the Utility Easement, which states they are amenable to either the proposed encroachments within the Utility Easement or the abrogation or reduction in size of said easement if it is determined that the easement is not necessary. If any amendment or abrogation of the easement is required, this amendment or abrogation must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.

2. The petitioner must amend the Pedestrian Access Easement to be a 20' wide easement that follows the proposed pedestrian pathway and runs from the northern property line down to the southern property line. This amendment must be recorded with the Cook County Recorder of Deeds, and proof of this recording must be provided prior to issuance of a building permit.
3. The petitioner must amend the existing Cross Drainage Easement as per the requirements of the Engineering Department. This amendment must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
4. Prior to issuance of a building permit, the petitioner must provide the Village with an easement for the portion of public sidewalk that encroaches on the southeast corner of the site. This easement must be recorded with the Cook County Recorder of Deeds and proof of this recording must be provided prior to issuance of a building permit.
5. The plans must be revised to relocate the proposed dumpster enclosure and surrounding landscape elements to the location as indicated in Exhibit C, which also may involve the relocation of the 4' tall fence.
6. The plans must be revised to reduce the width of the 35.02' drive aisle so as to be no less than 24' in width and no greater than 28' in width, provided that these reductions still conform to all fire truck turning radius requirements. Such reductions may require the elimination of one parking space.
7. The petitioner shall comply with all applicable Design Commission requirements.
8. The petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Report
Legal Notification	Correspondence
Aerial	Exhibits
Plat & Sub Minutes	Minutes
DC Staff Report 8/9/16	Board or Commission Report
DC Minutes 8/9/16 - DRAFT	Minutes
DC Staff Report 4/26/16	Board or Commission Report
DC Minutes 4/26/16	Minutes
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Autoturn Diagram	Exhibits
Eng. Plans	Exhibits
Landscape Plan 1 of 2	Exhibits
Landscape Plan 2 of 2	Exhibits

Market Study	Exhibits
Photometric Plan	Exhibits
Traffic Study	Exhibits
Justification	Correspondence
Easements	Exhibits
Dept. Review Comments Round 1	Correspondence
Petition Response to Dept. Round 1	Correspondence
Dept. Review Comments Round 2	Correspondence
Petition Response to Dept. Round 2	Correspondence
Dept. Review Comments Round 3	Correspondence
Petitioner Response to Dept. Round 3	Correspondence
Dept. Review Comments Round 4	Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

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

BACKGROUND INFORMATION

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

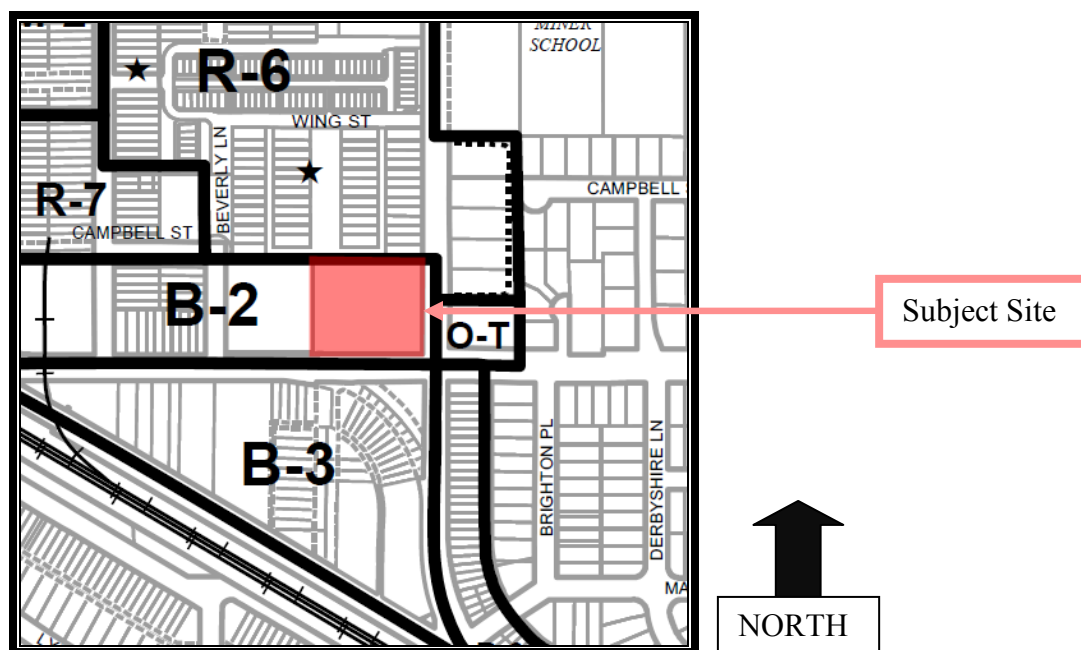
Existing Zoning: B-2, General Business District

Requested Action:

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

Variations Required:

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

**Surrounding Properties**

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

Background:

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

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

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

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

Zoning and Comprehensive Plan

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

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

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

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

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

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

Hickory Kensington TIF District

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

Marketability of Site for Commercial

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

Building, Site Plan and Landscaping

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

Dumpster Enclosure

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

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

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

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

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

Playground Equipment

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

Landscaping

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

Drive Aisle Width:

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

Existing Easements

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

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

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

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

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

Traffic & Parking

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

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

Table 1: Parking Analysis

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

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

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

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

Design Commission:

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

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

RECOMMENDATION

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

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

August 19, 2016

Bill Enright, AICP
Deputy Director of Planning and Community Development

C: Randy Recklaus, Village Manager
All Department Heads

EXHIBIT A – PUD Approved Plan

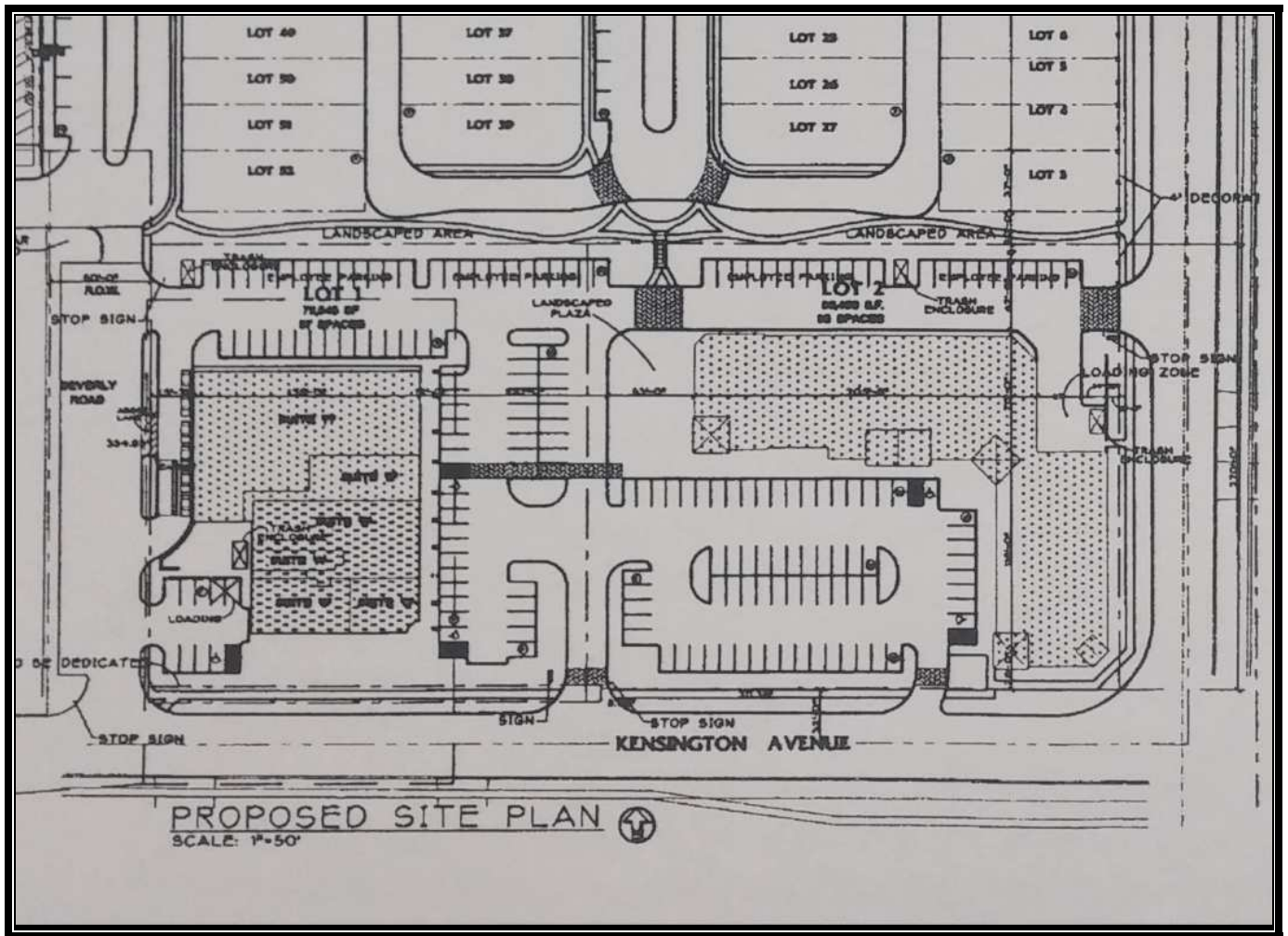
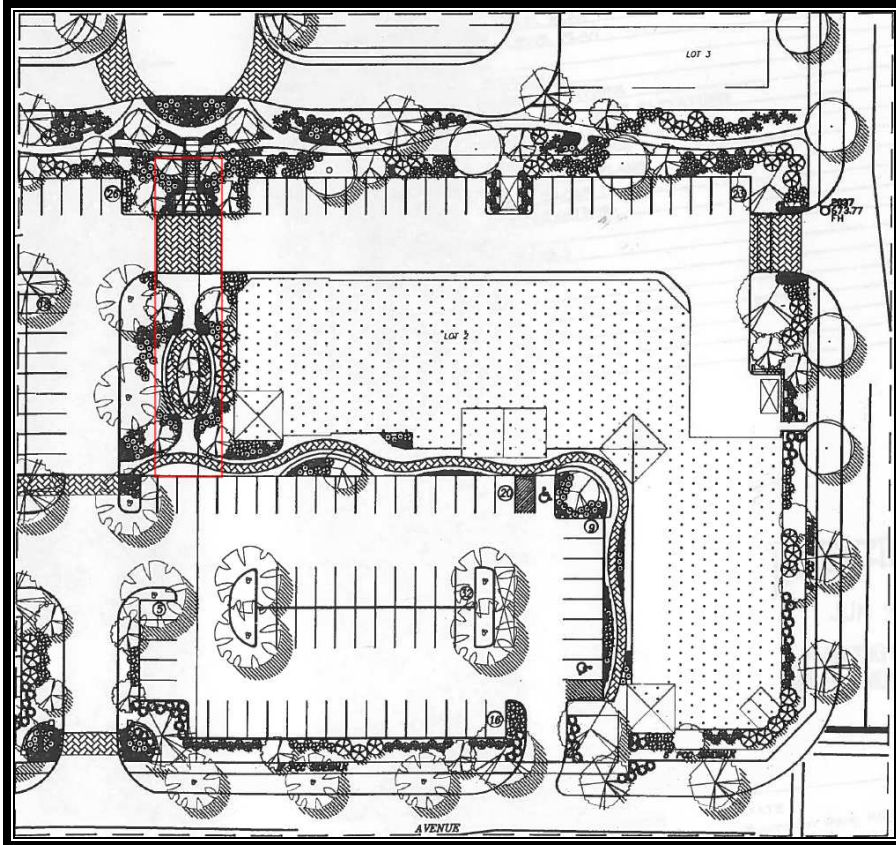


EXHIBIT B – Previously Approved Plaza Area (in red)



Plaza Area Close Up

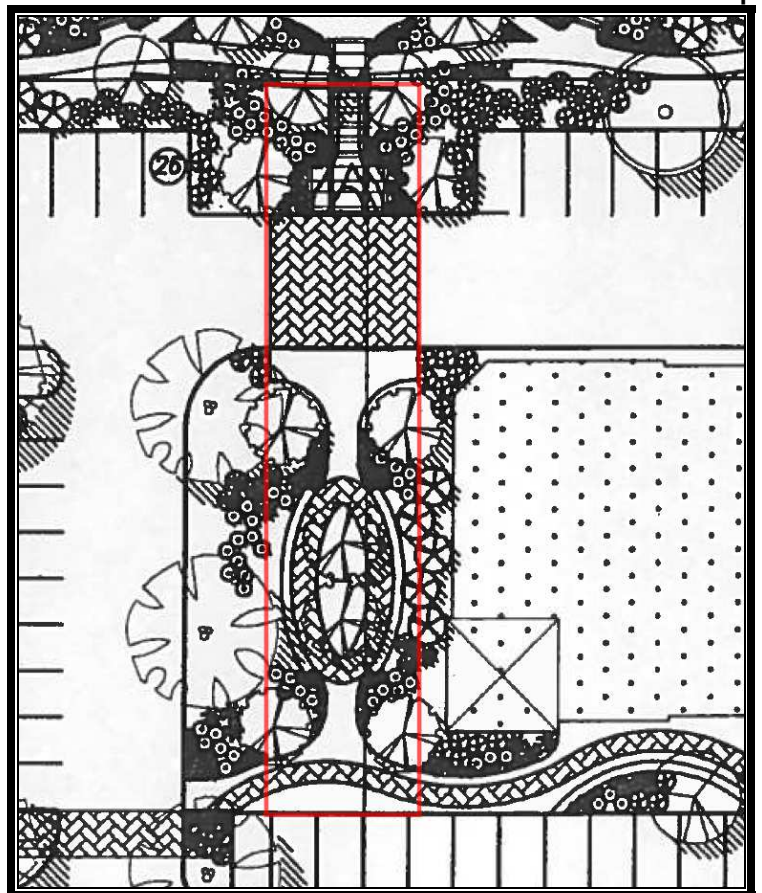
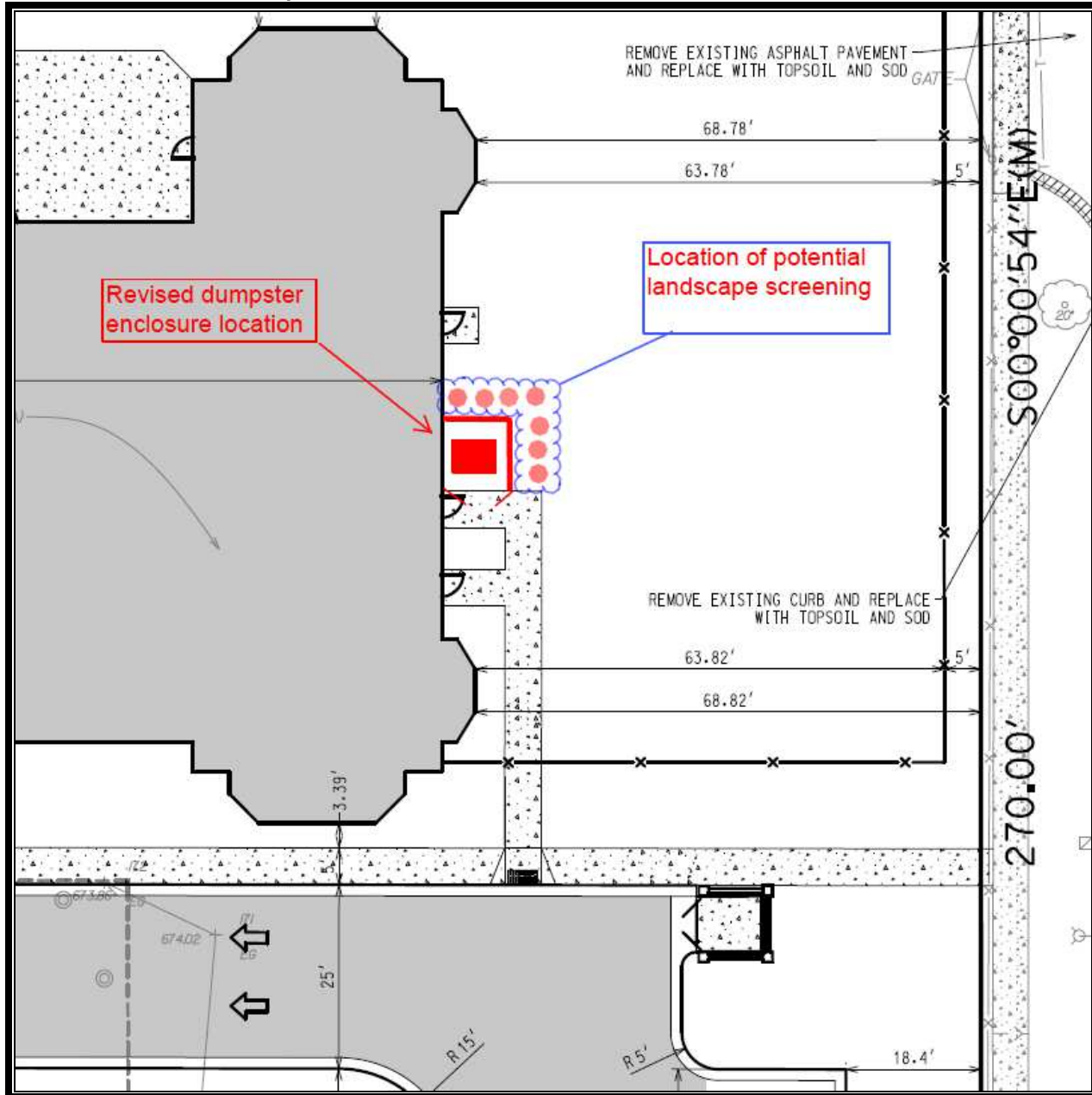


EXHIBIT C – Revised Dumpster Enclosure Location.



NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON MAY 25, 2016, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 16-007, an amendment to an existing Planned Unit Development (PUD) to allow certain modifications to a previously approved plan including modifications to previously approved variations from Chapter 28 of the Arlington Heights Municipal Code, an amendment to the Plat of Subdivision to alter existing easements, and a Special Use Permit to allow a Day Care Center, said property located at 840 East Kensington Road, Arlington Heights, IL, legally described as:

LOT 2 IN ARLINGTON MARKET, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 28, 2007 AS DOCUMENT NUMBER 0705915065, AND AS CORRECTED BY THE CERTIFICATE OF CORRECTION RECORDED JULY 30, 2007 AS DOCUMENT NUMBER 0721144016 IN COOK COUNTY, ILLINOIS.

As part of said request, the Petitioner is requesting the following variations from the Arlington Heights Municipal Code:

- a variation from Chapter 28, Section 6.5-2 to allow a dumpster enclosure within the front yard;
- a variation from Chapter 28, Section 6.13-3a to allow a 4' tall fence within the front yard;
- and other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity 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 Department 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 May 10, 2016 (4440419)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

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

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published May 10, 2016 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Laurel Baltz
Authorized Agent

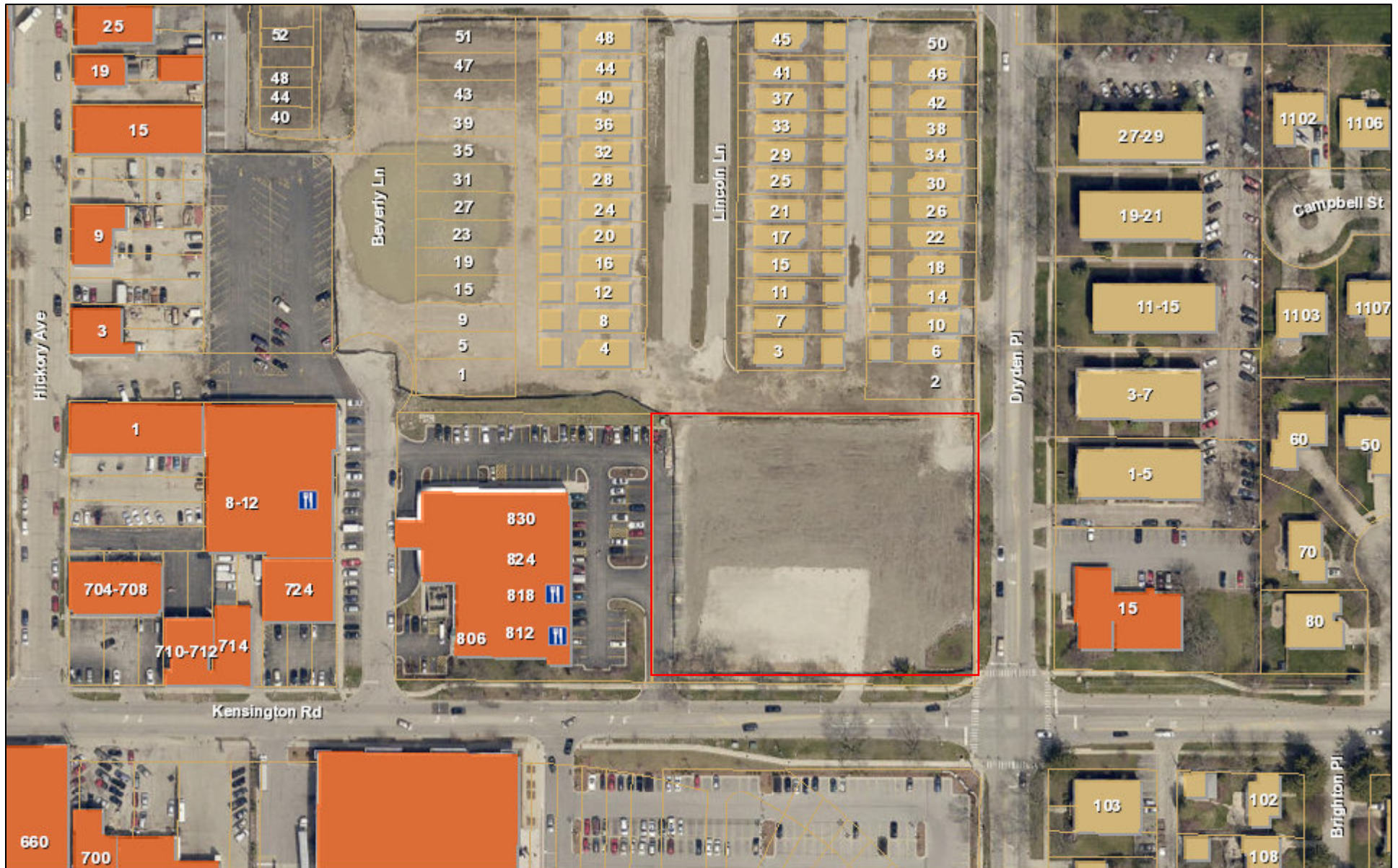
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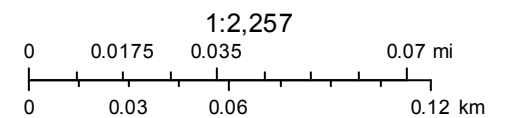
MAY 13 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Kensington School



November 30, 2015



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

December , 9 2015

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

Requested Action:

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

Variations Required:

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

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

Project Summary

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

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

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

Meeting Discussion:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Marlas replied that he hoped they would.

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

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

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

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

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

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

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

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

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

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

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

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

Discussion ensued regarding the Elmhurst and Wheaton locations.

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

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

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

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

Commissioner Sigalos asked what their radius was for market capture.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATION

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

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

STAFF DESIGN COMMISSION REPORT RE-REVIEW

PROJECT INFORMATION:

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

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

PETITIONER INFORMATION:

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

Requested Action(s):

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

ANALYSIS

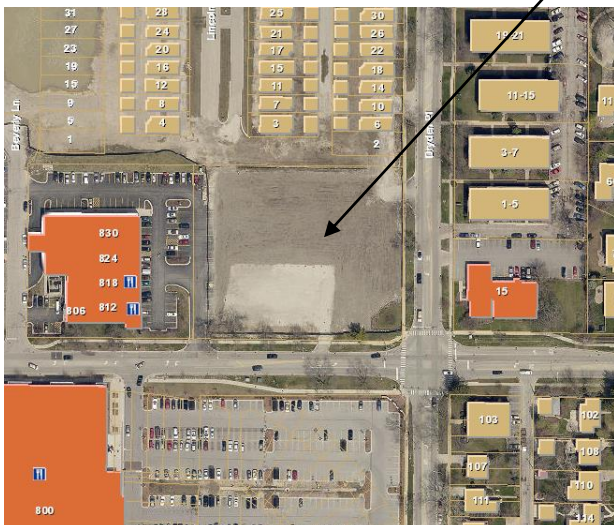
Summary:

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

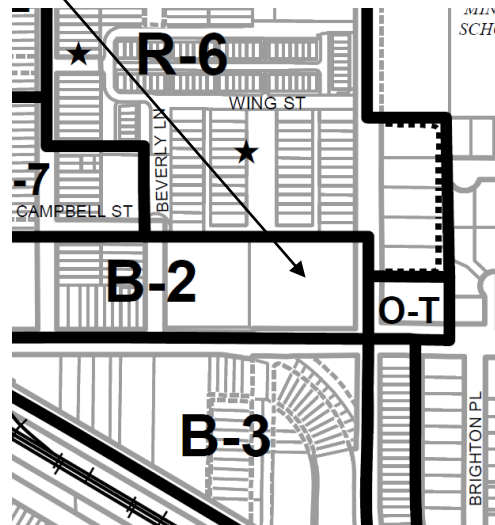
The petitioner is proposing to build a new 15,000 square foot, single-story preschool / children's day care center. The proposed development includes 54 on-grade parking spaces and a large fenced in playground area around the sides and rear of the building. The two acre site is currently vacant and it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

Site:

Subject Property



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

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

Project Update:

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

Staff Comments from April 26, 2016:

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

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

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

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

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

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

Landscaping. Improvements to the landscaping were recommended as follows:

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

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

Design Commission Feedback from April 26, 2016:

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

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

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

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

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

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

Design Revisions, August 9, 2016:

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

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

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

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

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

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

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

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

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

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

Staff Comments, August 9, 2016:

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

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

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

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

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

Street Lights

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



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

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

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

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

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

RECOMMENDATION:

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

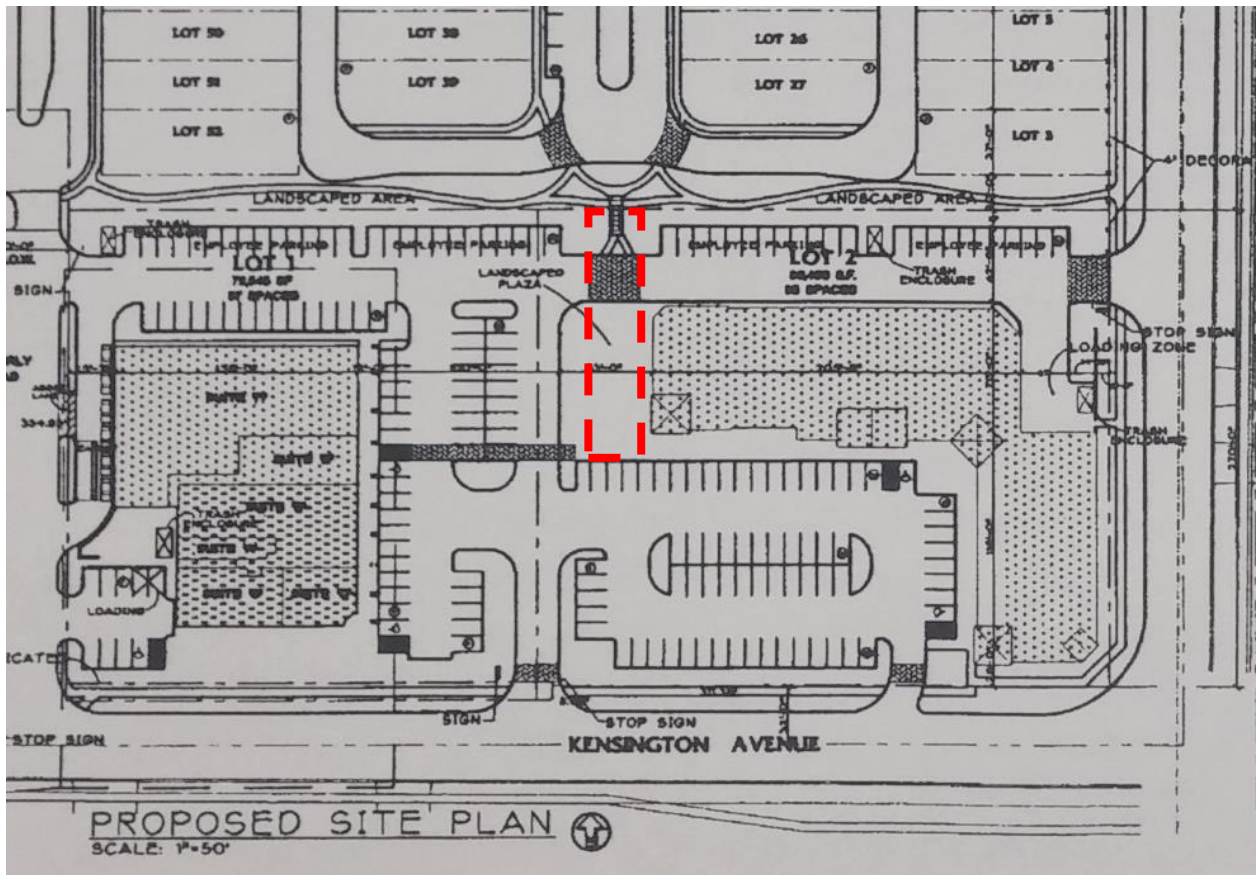
1. The roofing shall be "musket gray" standing seam metal.
2. Consider changing the trim color from white to a darker color.
3. The ground sign shall be limited to 6-feet in height.
4. Provide a mix of perennials in front of the ground sign.
5. Relocate the trash enclosure to the east side of the building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

August 2, 2016

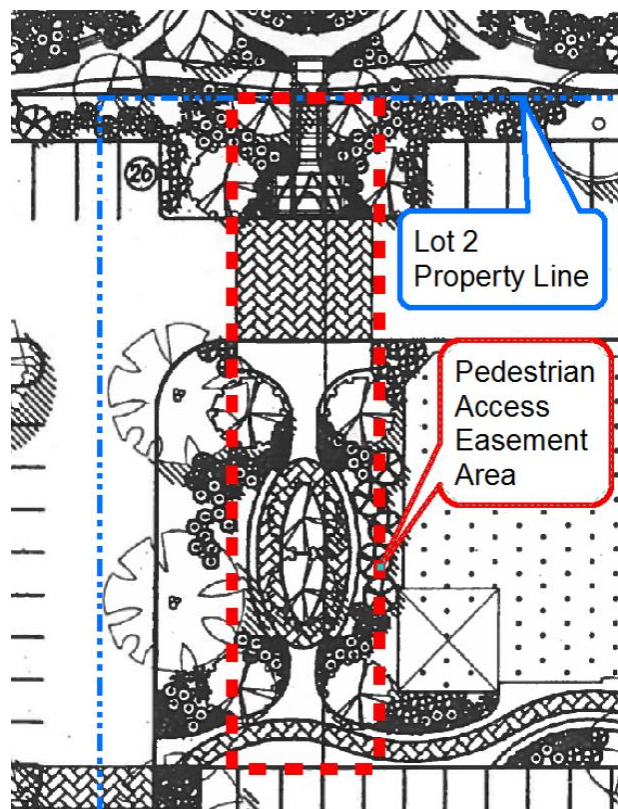
Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

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

EXHIBIT A – Approved PUD Site Plan and Landscaped Plaza



Pedestrian Access Easement /
 Landscaped Plaza Detail



DRAFT

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

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

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

Members Absent: Ted Eckhardt, Chair

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

REVIEW OF MEETING MINUTES FROM JULY 26, 2016

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

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

Date Prepared: April 18, 2016

PETITIONER INFORMATION:

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

Requested Action(s):

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

ANALYSIS

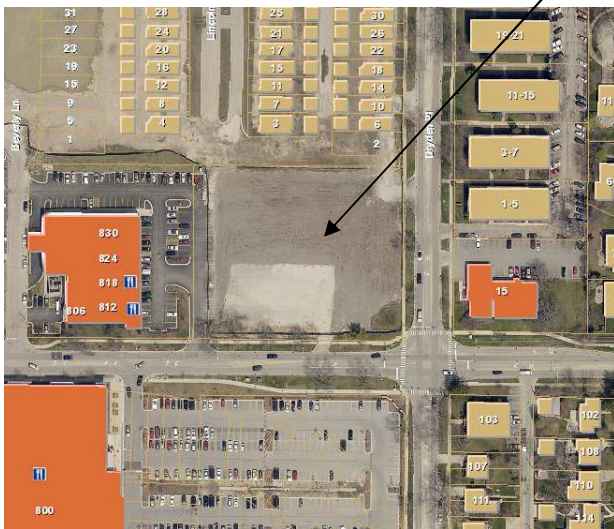
Summary:

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

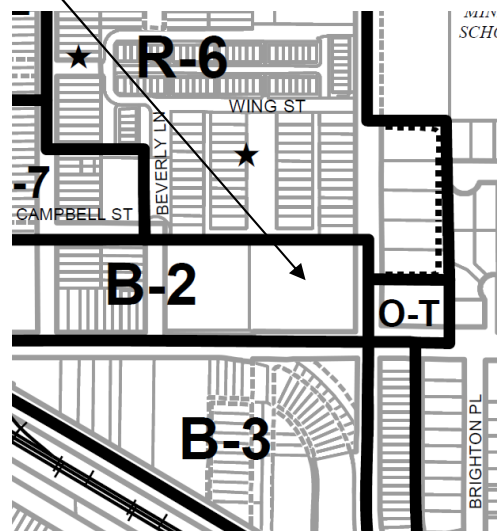
The petitioner is proposing to build a new 15,000 square foot, single-story preschool / children's day care center. The proposed development includes 54 on-grade parking spaces and a large fenced in playground area around the sides and rear of the building. The two acre site is currently vacant and it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

Site:

Subject Property



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

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

Architectural Design:

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

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

Per the Design Guidelines, architectural design features shall include:

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

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

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

Some options to consider when revising the design are:

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



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



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

Key Site Features:

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

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



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

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

RECOMMENDATION:

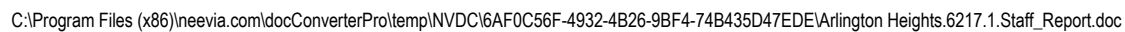
It is recommended that the Design Commission **evaluate and require revisions** to the proposed design for *Kensington School* to be located at 840 E. Kensington Road. This recommendation is based on the plans dated 3/9/16 and received 3/18/16, Design Commission recommendations, compliance with all applicable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

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

____ April 19, 2016

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

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



APPROVED

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

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

Members Present: Ted Eckhardt, Chair
Anthony Fasolo
Jonathan Kubow

Members Absent: Alan Bombick
John Fitzgerald

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMMISSIONER FASOLO SECONDED THE MOTION.

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

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

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

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

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

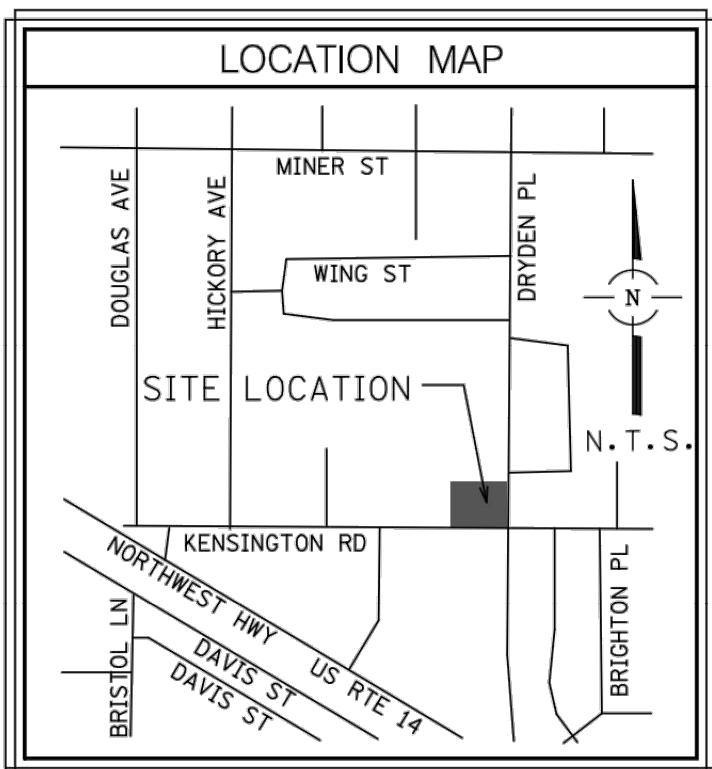
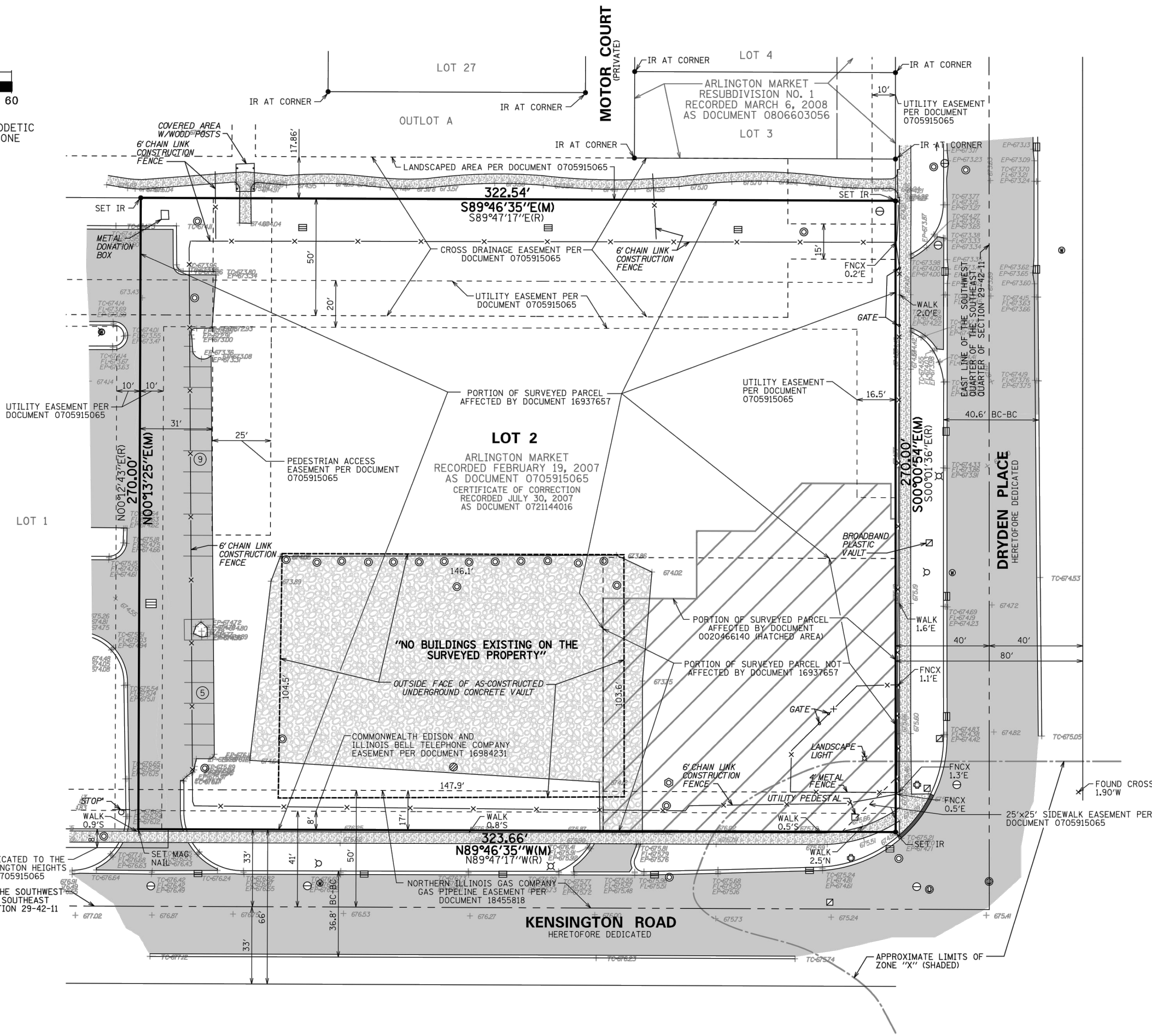
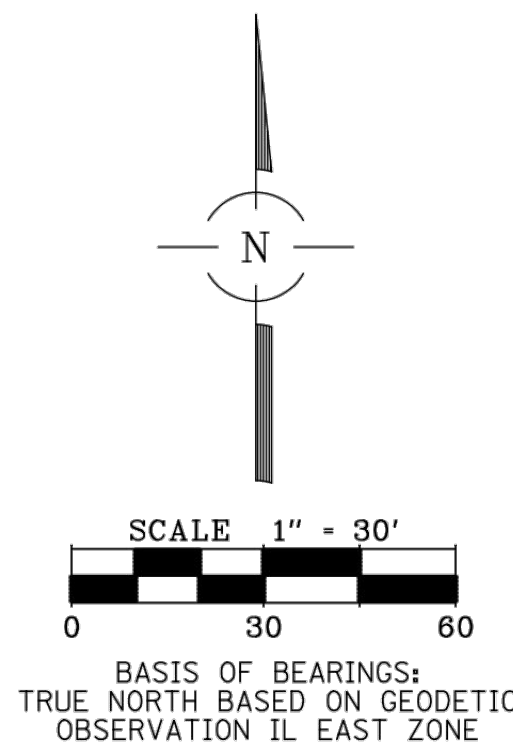
Ms. Marlas apologized for the fact that they were here tonight with a different use for a pre-existing plan for the site, and she realized the dichotomy of that. She hoped that they could be true to both concepts because it is so important that Kensington retain its identity, and she felt that the greater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

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

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

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

ALTA /ACSM LAND TITLE SURVEY



PREPARED FOR:
SCOTT & KRAUS, LLC
150 S WACKER DRIVE
SUITE 2900
CHICAGO, IL 60606

LEGEND	
	SANITARY MANHOLE
	STORM MANHOLE
	CATCH BASIN
	FLARED END SECTION
	ELECTRIC MANHOLE
	FIRE HYDRANT
	VALVE AND VAULT
	WATER VALVE
	GAS VALVE
	HAND HOLE
	STREET LIGHT
	UTILITY POLE
	TRAFFIC SIGNAL
	TRAFFIC SIGNAL BOX
	BOLLARD
	SGN
	UNIDENTIFIED MANHOLE
	OVERHEAD WIRE ON UTILITY POLES
	FENCE
	GUARDRAIL
	ASPHALT
	CONCRETE
	GRAVEL
	BC BACK OF CURB
	FCNC FENCE CORNER
	IR IRON ROD
	M MEASURED
	R RECORD

STATE OF ILLINOIS)
COUNTY OF COOK) SS
TO: CAPRI DEVELOPMENT LLC
AND: P8 AND J V, LLC
AND: TO: PARKWAY BANK AND TRUST COMPANY
AND: TO: CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JUSTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 9 AND 11(a) OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 7, 2015.

GIVEN UNDER MY HAND AND SEAL THIS 22nd DAY OF OCTOBER, 2015 IN ROSEMONT, ILLINOIS.

REBECCA Y. POPECK, L.P.L.S., No. 035-3642
LICENSE EXPIRES: 11-30-2016
rpopeck@spacecoinc.com
(VALID ONLY IF EMBOSSED SEAL AFFIXED)



PROPERTY DESCRIPTION:

LOT 2 IN ARLINGTON MARKET, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 28, 2007 AS DOCUMENT NUMBER 0705915065, AND AS CORRECTED BY CERTIFICATE OF CORRECTION RECORDED JULY 30, 2007 AS DOCUMENT NUMBER 0721144016 IN COOK COUNTY, ILLINOIS.

NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY CHICAGO TITLE INSURANCE COMPANY, ORDER NUMBER 1401 008978175 D2 WITH AN EFFECTIVE DATE OF APRIL 22, 2015.

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND/OR ENGINEERING DESIGN PLANS. THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE. OTHER UTILITIES NOT SHOWN MAY EXIST. NO UNDERGROUND UTILITIES WERE LOCATED. BEFORE DIGGING CALL J.U.L.I.E. AT 1-800-892-0123.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

TAX P.I.N. (PER TITLE COMMITMENT):
03-29-411-018-0000

THIS PROFESSIONAL SERVICE ALSO CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

SPACECO, INC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM REGISTERED UNDER LICENSE NUMBER 184-001157.

NO ADDRESSES FOR THE SUBJECT PARCELS WERE DISCLOSED IN RECORD DOCUMENTS OR OBSERVED WHILE CONDUCTING THE SURVEY. (TABLE A, ITEM 2)

BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) PANEL/MAP NUMBER 17031C0203J DATED AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES IN "ZONE X (UNSHADED)" AND "ZONE X (SHADED)" AS IDENTIFIED BY SAID F.I.R.M. MAP. "ZONE X (UNSHADED)" IS DEFINED AS AREA DETERMINED TO BE ANNUAL CHANCE FLOODPLAIN. "ZONE X (SHADED)" IS DEFINED AS AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OF WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

PROPERTY SURVEYED CONTAINS 87,237 SQUARE FEET, OR 2.003 ACRES, MORE OR LESS. (TABLE A, ITEM 4)

THERE ARE 14 STRIPED PARKING SPACES ON THE SURVEYED PROPERTY, 0 OF WHICH ARE MARKED HANDICAPPED (DOES NOT INCLUDE PARTIAL STALLS). (TABLE A, ITEM 9)

NOTES FROM TITLE COMMITMENT:

N 20. PROCEEDING PENDING IN CIRCUIT COURT AS CASE NUMBER 09CH51534 FILED DECEMBER 2, 2009 BY TRAPANI CONSTRUCTION CO, INC. FOR FORECLOSURE OF MECHANICS LIEN DOCUMENT NUMBER 0834249046. NOTE: A COMPLETE EXAMINATION OF SAID PROCEEDING HAS NOT BEEN MADE. (SURVEYOR'S NOTE) SAID LIEN DOCUMENT AFFECTS THE SURVEYED PROPERTY, BUT CONTAINS NO PLOTTABLE EASEMENTS AND/OR RESTRICTIONS. FOR PARTICULARS SEE DOCUMENT.)

O 21. PROCEEDING PENDING IN CASE NUMBER 09CM3003014 FILED BY VILLAGE OF ARLINGTON HEIGHTS AGAINST ARLINGTON MARKET, LLC FOR EJECTMENT UPON THE LAND, INSPECT THE LAND, REQUIRE DEFENDANT TO TAKE CERTAIN ACTIONS AND FOR FINES AND COST. LIS PENDENS RECORDED SEPTEMBER 9, 2009 AS DOCUMENT NUMBER 0925255036. NOTE: A COMPLETE EXAMINATION OF SAID PROCEEDING HAS NOT BEEN MADE. (SURVEYOR'S NOTE) SAID LIS PENDENS DOCUMENT AFFECTS THE SURVEYED PROPERTY, BUT CONTAINS NO PLOTTABLE EASEMENTS AND/OR RESTRICTIONS. FOR PARTICULARS SEE DOCUMENT.)

P 22. EASEMENT FOR GAS MAIN TO NORTHERN ILLINOIS GAS COMPANY DATED MARCH 21, 1962 AND RECORDED APRIL 23, 1962 AS DOCUMENT 18455818 UPON, UNDER, ALONG AND ACROSS THE FOLLOWING THAT PART OF UNDERLYING PARCEL A LYING BETWEEN THE CENTER LINE OF FOUNDRY ROAD AND A LINE DRAWN 50 FEET NORTH OF AND PARALLEL WITH SAID HIGHWAYS CENTERLINE. (SURVEYOR'S NOTE) AFFECTS THE SURVEYED PARCEL AND HAS BEEN SHOWN HEREON.)

O 23. EASEMENT TO THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY DATED AUGUST 6, 1967 AND RECORDED AUGUST 13, 1967 AS DOCUMENT 16984231. (SURVEYOR'S NOTE) AFFECTS THE SURVEYED PARCEL AND HAS BEEN SHOWN HEREON.)

R 24. TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE DECLARATION FOR EASEMENTS OVER THE LAND, AS CREATED BY INSTRUMENT RECORDED AS DOCUMENT 16937657. (SURVEYOR'S NOTE) SAID DECLARATION AFFECTS MOST OF THE SURVEYED AND OTHER PROPERTY. THE PORTION AFFECTED BY SAID DECLARATION HAS BEEN SHOWN HEREON. SAID DECLARATION GRANTS THE FOLLOWING RIGHTS AND EASEMENTS:

- TO LAY, CONSTRUCT, IMPROVE, MAINTAIN AND OPERATE ON THE PROPERTY SUCH ROADWAYS, STREETS, DRIVEWAYS, WALKWAYS, MALLS, PARKING AREAS, LIGHTING SYSTEMS, LANDSCAPING, CONDUITS AND SERVICES LINES AS ARLINGTON MARKET, INC. FROM TIME TO TIME SHALL ELECT.
- TO USE ALL ROADWAYS, STREETS AND DRIVEWAYS AT ANY TIME LOCATED ON THE PREMISES FOR INGRESS AND EGRESS OF PERSONS, OVER AND THROUGH THE PREMISES AND TO AND FROM ADJACENT PUBLIC STREETS AND HIGHWAYS.
- TO USE ALL WALKWAYS AND MALLS AT ANY TIME LOCATED ON THE PREMISES FOR INGRESS AND EGRESS OF PERSONS, OVER AND THROUGH THE PREMISES AND TO AND FROM ADJACENT PUBLIC STREETS AND HIGHWAYS.
- TO USE ANY AND ALL PARKING AREAS AT ANY TIME LOCATED ON THE PREMISES FOR PARKING AND MOTOR VEHICLES AND FOR THE PASSAGE OF PERSONS, OVER THE PREMISES AND TO AND FROM ADJACENT PUBLIC STREETS AND HIGHWAYS.
- TO USE ANY LIGHTING SYSTEM AT ANY TIME LOCATED ON THE PREMISES.
- TO MAINTAIN AND LANDSCAPE AREAS AT ANY TIME LOCATED ON THE PREMISES FOR THE PURPOSE OF IMPROVING THE APPEARANCE OF THE PREMISES PROVIDED THAT NO ADVERTISING SIGNS OR OTHER STRUCTURES SHALL BE CONSTRUCTED OR MAINTAINED ON ANY OF SUCH LANDSCAPED AREAS OR UPON ANY PART OF THE PREMISES EXCEPT WITH WRITTEN CONSENT.
- TO USE ANY AND ALL SANITARY AND DRAINAGE SEWERS, UTILITY SERVICES LINE, WIRES AND LINES CONNECTED WITH UTILITY FACILITIES (INCLUDING BUT NOT LIMITED TO THOSE REQUIRED FOR TELEPHONE, TELEGRAPH, GAS AND ELECTRIC AND WATER SERVICE) AT ANY TIME EXISTING ON, ACROSS OR UNDER THE SURFACE OF THE PREMISES, AND TO LAY, CONSTRUCT, MAINTAINING AND USE UNDER THE SURFACE OF THE PREMISES OR ANY PART THEREOF ANY AND ALL SANITARY AND DRAINAGE SEWERS, UTILITY PIPES, WIRED AND LINED CONNECTING WITH UTILITIES OUTSIDE THE PREMISES.
- TO USE ANY AND ALL OTHER FACILITIES OF ANY KIND PRESENTLY EXISTING OR HEREINAFTER INSTALLED DESIGNED FOR THE COMMON USE OF PERSONS HAVING PROPER ACCESS TO THE PREMISES AND RIGHTS ARE BLANKET OR THE LOCATION IS FLUID NATURE AND THEREFORE CANNOT BE PLOTTED.)

S 25. TERMS, PROVISIONS, CONDITIONS AND LIMITATIONS OF THE ORDINANCE RECORDED OCTOBER 17, 1980 AS DOCUMENT 25628132 FOR THE PURPOSES OF REGULATING AND ENFORCING ALL VEHICULAR TRAFFIC AND PARKING OF AUTOMOBILES WITHIN THE ARLINGTON MARKET SHOPPING CENTER. (SURVEYOR'S NOTE) SAID ORDINANCE AFFECTS ALL OF THE SURVEYED PROPERTY, BUT IS BLANKET IN NATURE AND THEREFORE NOT PLOTTABLE.)

T 26. TERMS, PROVISIONS, CONDITIONS AND LIMITATIONS AS CONTAINED IN ORDINANCE GRANTING A SPECIAL USE FOR A RESTAURANT, A COPY OF WHICH WAS RECORDED JULY 21, 1988 AS DOCUMENT 88321637. (SURVEYOR'S NOTE) SAID ORDINANCE AFFECTS ALL OF THE SURVEYED PROPERTY, BUT IS BLANKET IN NATURE AND THEREFORE NOT PLOTTABLE.)

U 27. TERMS, CONDITIONS AND LIMITATIONS CONTAINED IN THE NO FURTHER REMEDIATION LETTER ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND RECORDED APRIL 3, 1998 AS DOCUMENT 98077746. (SURVEYOR'S NOTE) SAID ORDINANCE AFFECTS ALL OF THE SURVEYED PROPERTY, BUT IS BLANKET IN NATURE AND THEREFORE NOT PLOTTABLE.)

V 28. TERMS, CONDITIONS AND LIMITATIONS CONTAINED IN THE NO FURTHER REMEDIATION LETTER ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND RECORDED OCTOBER 6, 1997 AS DOCUMENT 97142854. (SURVEYOR'S NOTE) SAID LETTER AFFECTS THE ENTIRE SURVEYED PARCEL AND OTHER PROPERTY.

W 29. TERMS, CONDITIONS AND LIMITATIONS CONTAINED IN THE NO FURTHER REMEDIATION LETTER ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND RECORDED APRIL 23, 2002 AS DOCUMENT 0020466140. (SURVEYOR'S NOTE) SAID LETTER AFFECTS A PORTION OF THE SURVEYED PARCEL AND THE LIMITS AFFECTED HAVE BEEN SHOWN HEREON.)

Y 30. EASEMENTS AS SET FORTH ON THE PLAT OF ARLINGTON MARKET SUBDIVISION RECORDED FEBRUARY 28, 2007 AS DOCUMENT NUMBER 0705915065, TOGETHER WITH THE EASEMENT PROVISIONS CONTAINED THEREON. (SURVEYOR'S NOTE) SAID EASEMENT PROVISIONS ARE NOT PLOTTABLE. FOR PARTICULARS SEE DOCUMENT.)

NOTES FROM TITLE COMMITMENT:

(CONTINUED)

Z 31. CROSS DRAINAGE EASEMENT AS SHOWN ON THE PLAT OF SUBDIVISION OF ARLINGTON MARKET RECORDED AS DOCUMENT NUMBER 0705915065. (SURVEYOR'S NOTE) SAID CROSS DRAINAGE EASEMENT AFFECTS THE SURVEYED PARCEL AND HAS BEEN SHOWN HEREON.)

AA 32. PEDESTRIAN ACCESS EASEMENT AS SHOWN ON THE PLAT OF ARLINGTON MARKET RECORDED AS DOCUMENT 0705915065. (SURVEYOR'S NOTE) SAID PEDESTRIAN ACCESS EASEMENT AFFECTS THE SURVEYED PARCEL AND HAS BEEN SHOWN HEREON.)

AB 33. UTILITY EASEMENT AS SHOWN ON THE PLAT OF SUBDIVISION OF ARLINGTON MARKET RECORDED AS DOCUMENT NUMBER 0705915065. (SURVEYOR'S NOTE) SAID UTILITY EASEMENT AFFECTS THE SURVEYED PARCEL AND HAS BEEN SHOWN HEREON.)

AC 34. SIDEWALK EASEMENT AS SHOWN ON THE PLAT OF SUBDIVISION OF ARLINGTON MARKET RECORDED AS DOCUMENT 0705915065, OVER THE SOUTHEASTERLY CORNER OF THE LAND. (SURVEYOR'S NOTE) SAID SIDEWALK EASEMENT AFFECTS THE SURVEYED PARCEL AND HAS BEEN SHOWN HEREON.)

AD 35. NOTATIONS CONTAINED ON THE PLAT OF SUBDIVISION OF ARLINGTON MARKET RECORDED AS DOCUMENT NUMBER 0705915065.

ADDITIONAL EASEMENT PROVISIONS:

PEDESTRIAN BRIDGE ACCESS EASEMENT (ACCESS PATH FROM RESIDENTIAL TO COMMERCIAL PROPERTY) THE OWNER AND OCCUPANTS OF LOTS 3 THROUGH 58, INCLUSIVE, COLLECTIVELY THE "RESIDENTIAL LOTS", INCLUDING THE APPLICABLE HOMEOWNERS ASSOCIATION (THE "ASSOCIATION") REPRESENTING SUCH OWNERS, AS PROVIDED IN THE DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THE ARLINGTON MARKET RESIDENTIAL DEVELOPMENT, (THE "DECLARATION OF COVS"), AND THEIR RESPECTIVE LICENSEES, INVITEES, SUCCESSORS AND ASSIGNS, ARE HEREBY GRANTED A PERPETUAL NON-EXCLUSIVE EASEMENT OVER AND UPON THE PEDESTRIAN BRIDGE AND THE PEDESTRIAN ACCESS EASEMENT AREA FOR THE PURPOSE OF PROVIDING PEDESTRIAN INGRESS AND EGRESS TO AND FROM THE RESIDENTIAL LOTS FROM AND TO LOTS 1 AND 2 AS SHOWN ON THE PLAT. (SURVEYOR'S NOTE) SAID PEDESTRIAN BRIDGE ACCESS EASEMENT BURENS THE SURVEYED PROPERTY AND HAS BEEN SHOWN HEREON.)

CROSS DRAINAGE EASEMENT AND MAINTENANCE OF IMPROVEMENTS: PERPETUAL NON-EXCLUSIVE EASEMENT FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF THE DRAINAGE DETENTION, AND/OR RETENTION OF STORM WATER RUNOFF. IS HEREBY DECLARED, CREATED, RESERVED AND GRANTED OVER, UNDER, AND UPON THOSE PORTIONS OF THE PROPERTY (EACH A "DRAINAGE EASEMENT PARCEL") LABELED ON THIS PLAT AS BEING SUBJECT TO "CROSS DRAINAGE EASEMENT". THE FOREGOING DRAINAGE EASEMENT BURENS EACH LOT CONTAINING ONE OR MORE DRAINAGE EASEMENT PARCELS (OR ANY PORTION THEREOF) AND BENEFITS THE OWNERS AND OCCUPANTS OF THE ENTIRE PROPERTY SHOWN ON THIS PLAT AND THE ASSOCIATION. THE "DRAINAGE FACILITIES" SHALL MEAN AND CONSIST OF ANY UNDERGROUND DETENTION FACILITIES AND STORM SEWER PIPES AND OTHER RELATED FACILITIES LOCATED THROUGHOUT THE PROPERTY IN DRAINAGE EASEMENT PARCELS. (SURVEYOR'S NOTE) SAID CROSS DRAINAGE EASEMENT BURENS THE SURVEYED PROPERTY AND HAS BEEN SHOWN HEREON.)

MAINTENANCE AND COST SHARING: THE OBLIGATION TO PERFORM ALL MAINTENANCE, REPAIR AND REPLACEMENT OF THE DRAINAGE FACILITIES SHALL BE THAT OF THE OWNERS OF LOTS 3 THROUGH 58, INCLUSIVE, TO BE PERFORMED ON THEIR BEHALF BY THE ASSOCIATION. PROVIDED, HOWEVER, THAT OWNERS OF LOTS 1 AND 2 SHALL REIMBURSE THE ASSOCIATION (WITH THE OWNER OF LOT 1 AND 2 EACH ALLOCATED 5% UNLESS THEY AGREE OTHERWISE AND SO NOTIFY THE ASSOCIATION) (SURVEYOR'S NOTE) SAID COST SHARING PROVISIONS BURENS THE SURVEYED PROPERTY, BUT ARE NOT PLOTTABLE.)

RIGHT TO PERFORM: IF THE ASSOCIATION FAILS TO PERFORM ITS OBLIGATIONS OF MAINTENANCE, REPAIR OR REPLACEMENT OF THE DRAINAGE FACILITIES, THE OWNERS OF LOT 1 AND/OR 2, AFTER GIVING THE ASSOCIATION WRITTEN NOTICE AND A REASONABLE OPPORTUNITY TO CURE SUCH FAILURE WITHIN 30 DAYS AFTER SUCH NOTICE (OR LESS TIME IN THE EVENT OF AN EMERGENCY), MAY PERFORM THE REQUIRED MAINTENANCE, REPAIR OR REPLACEMENT, IN WHICH EVENT THE ASSOCIATION SHALL PROMPTLY REIMBURSE SAID OWNERS FOR 50% OF THE REASONABLE AMOUNT EXPENDED, TOGETHER WITH INTEREST ON THE AMOUNT DUE OF 1% PER MONTH (OR ANY PORTION OF A MONTH) UNTIL PAID. (SURVEYOR'S NOTE) SAID RIGHT TO PERFORM PROVISIONS BENEFIT THE SURVEYED PROPERTY, BUT ARE NOT PLOTTABLE.)

CROSS PARKING EASEMENT BETWEEN RETAIL LOT OWNERS ALL OWNERS, OCCUPANTS, TENANTS AND LICENSEES OF LOTS 1 AND 2, AND THEIR RESPECTIVE INVITEES, SUCCESSORS AND ASSIGNS, ARE HEREBY GRANTED A NON-EXCLUSIVE EASEMENT FOR THE PURPOSE OF PARKING AUTOMOBILES AND OTHER VEHICLES ON ANY PARKING FIELD NOW OR HEREAFTER EXISTING ON LOTS 1 AND 2, SUBJECT TO THE REASONABLE PARKING RULES AND REGULATIONS ESTABLISHED BY THE OWNERS OF SUCH LOTS (SURVEYOR'S NOTE) SAID CROSS PARKING EASEMENT BENEFITS AND BURENS THE SURVEYED PROPERTY, BUT ARE NOT PLOTTABLE.)

RIGHT FOR FUTURE EASEMENTS

1. ACCESS TO NORTH LINCOLN LANE

IF, AT ANY TIME IN THE FUTURE, THE VILLAGE OF ARLINGTON HEIGHTS MANDATES VEHICULAR ACCESS FROM LINCOLN AVENUE TO AND THROUGH THE PRIVATE ROADWAY SYSTEM LOCATED ON LOTS A, B 57 AND 58, INCLUSIVE, OR ANY PART OF SUCH ROADWAY SYSTEM, THEN THE OWNERS OF LOTS 1 AND 2 AND THE ASSOCIATION AGREE TO GRANT A NON-EXCLUSIVE EASEMENT TO THE PUBLIC OVER ALL SUCH PRIVATE ROADWAYS, TO THE EXTENT REQUIRED BY THE VILLAGE, FOR THE PURPOSES OF SUCH VEHICULAR ACCESS. ANY SUCH EASEMENT SHALL CONTAIN APPROPRIATE PROVISIONS FOR CROSS EASEMENTS, AS APPLICABLE, AND SHARING OF COSTS AND OTHER CUSTOMARY PROVISIONS. (SURVEYOR'S NOTE) SAID ACCESS TO NORTH LINCOLN LANE PROVISIONS DOES NOT APPEAR TO BURDEN THE SURVEYED PROPERTY.)

ACCESS FOR RESIDENTIAL DEVELOPMENT TO THE WEST

IF, AT ANY TIME IN THE FUTURE, THE VILLAGE OF ARLINGTON HEIGHTS GRANTS APPROVAL FOR ANY NEW RESIDENTIAL DEVELOPMENT IMMEDIATELY ADJACENT TO, AND WEST OF THE RESIDENTIAL LOTS, AND AS PART OF SUCH APPROVAL, THE VILLAGE GRANTS APPROVAL FOR A CURE CUT AND ROADWAY TO ADJACENT SUCH NEW RESIDENTIAL DEVELOPMENT TO AND HAVE VEHICULAR ACCESS OVER, THE EXISTING ROADWAY SYSTEM LOCATED ON LOTS A, B, 57 AND 58, INCLUSIVE, OR ANY PART OF SUCH ROADWAY SYSTEM, THEN THE OWNERS OF LOTS 1 THROUGH 58 (AND THE ASSOCIATION), AGREE TO GRANT FOR THE BENEFIT OF THE OWNERS OF SUCH NEW RESIDENTIAL DEVELOPMENT A NON-EXCLUSIVE EASEMENT OVER ALL SUCH PRIVATE ROADWAYS, TO THE EXTENT REQUIRED BY THE VILLAGE FOR THE PURPOSES OF SUCH VEHICULAR ACCESS. ANY SUCH EASEMENT SHALL CONTAIN APPROPRIATE PROVISIONS FOR CROSS EASEMENTS, AS APPLICABLE, AND SHARING OF COSTS AND OTHER PROVISIONS DOES NOT APPEAR TO BURDEN THE SURVEYED DEVELOPMENT.)

ACCESS FOR BUSINESS ALONG HICKORY

ACCESS EASEMENTS FOR VEHICULAR, PEDESTRIAN AND MAINTENANCE PURPOSES SHALL BE PROVIDED FOR THE BENEFIT OF THE EXISTING BUSINESSES LOCATED AT 15, 25 AND 29 HICKORY STREET. TO THE EXTENT REQUIRED TO PROVIDE THEM WITH ACCESS TO THEIR REAR SERVICE AREAS, SUCH EASEMENTS WILL BE PROVIDED OVER THE MOTOR COURT AND ROADWAYS ON THE PLATTED PROPERTY THAT ARE ADJACENT TO SAID BUSINESSES. (SURVEYOR'S NOTE) SAID ACCESS FOR BUSINESS ALONG HICKORY PROVISIONS DOES NOT APPEAR TO BURDEN THE SURVEYED PROPERTY.)

EMERGENCY ACCESS EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS, AND ITS SUCCESSORS AND ASSIGNS, OVER ALL THAT AREA DESIGNATED ON THE ATTACHED PLAT AS "INGRESS/EGRESS" FOR EMERGENCY VEHICLE ACCESS TO THE PROPERTY WITHIN AND ADJOINING THIS SUBDIVISION. (SURVEYOR'S NOTE) SAID EMERGENCY ACCESS EASEMENT PROVISIONS DOES NOT APPEAR TO BURDEN THE SURVEYED PROPERTY.)

X 36. AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS, GRANTING PRELIMINARY APPROVAL OF A PLANNED UNIT DEVELOPMENT, PRELIMINARY APPROVAL OF A PLAT OF RESUBDIVISION, SPECIAL USE PERMITS AND VARIATIONS FROM THE ARLINGTON HEIGHTS MUNICIPAL CODE, RECORDED NOVEMBER 3, 2006 AS DOCUMENT 0630722028, AN ORDINANCE GRANTING FINAL APPROVAL OF A PLANNED UNIT DEVELOPMENT RECORDED APRIL 26, 2007 AS DOCUMENT 071609049, AN ORDINANCE APPROVING A PRELIMINARY PLAT OF RESUBDIVISION, AMENDING PLANNED UNIT DEVELOPMENT ORDINANCE NUMBER 06-043 AND GRANTING CERTAIN VARIATIONS FROM THE ARLINGTON HEIGHTS MUNICIPAL CODE RECORDED FEBRUARY 13, 2008 AS DOCUMENT 0804431051, AN ORDINANCE APPROVING AN AMENDMENT TO A PLANNED UNIT DEVELOPMENT, GRANTING A PRELIMINARY PLAT OF RESUBDIVISION AND CERTAIN VARIATIONS FROM CHAPTERS 28 AND 29 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE RECORDED MAY 30, 2014 AS DOCUMENT 1415029008. (SURVEYOR'S NOTE) SAID ORDINANCES AFFECT THE SURVEYED PROPERTY, BUT CONTAINS NO PLOTTABLE EASEMENTS AND/OR RESTRICTIONS. FOR PARTICULARS SEE DOCUMENT.)

AJ 37. AN ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, DESIGNATING THE HICKORY/KENSINGTON AREA A REDEVELOPMENT PROJECT AREA PURSUANT TO THE REAL PROPERTY TAX INCREMENTAL ALLOCATION REDEVELOPMENT PROJECT ACT RECORDED AUGUST 20, 2014 AS DOCUMENT 1423245035, AN ORDINANCE ADOPTING TAX INCREMENTAL ALLOCATION FINANCING FOR THE HICKORY/KENSINGTON AREA RECORDED AUGUST 20, 2014 AS DOCUMENT 1423245035, AN ORDINANCE APPROVING A TAX INCREMENTAL REDEVELOPMENT PLAN AND REDEVELOPMENT PROJECT FOR THE HICKORY-KENSINGTON AREA RECORDED AUGUST 20, 2014 AS DOCUMENT 1423245037. (SURVEYOR'S NOTE) SAID ORDINANCES AFFECT THE SURVEYED PROPERTY, BUT CONTAINS NO PLOTTABLE EASEMENTS AND/OR RESTRICTIONS. FOR PARTICULARS SEE DOCUMENT.)

REVISIONS:	

SPACECO INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

DATE: 10/21/2015

JOB NO: 6124.07

FILENAME:
6124.07ALTA-1.2

SHEET
1 OF 1



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

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

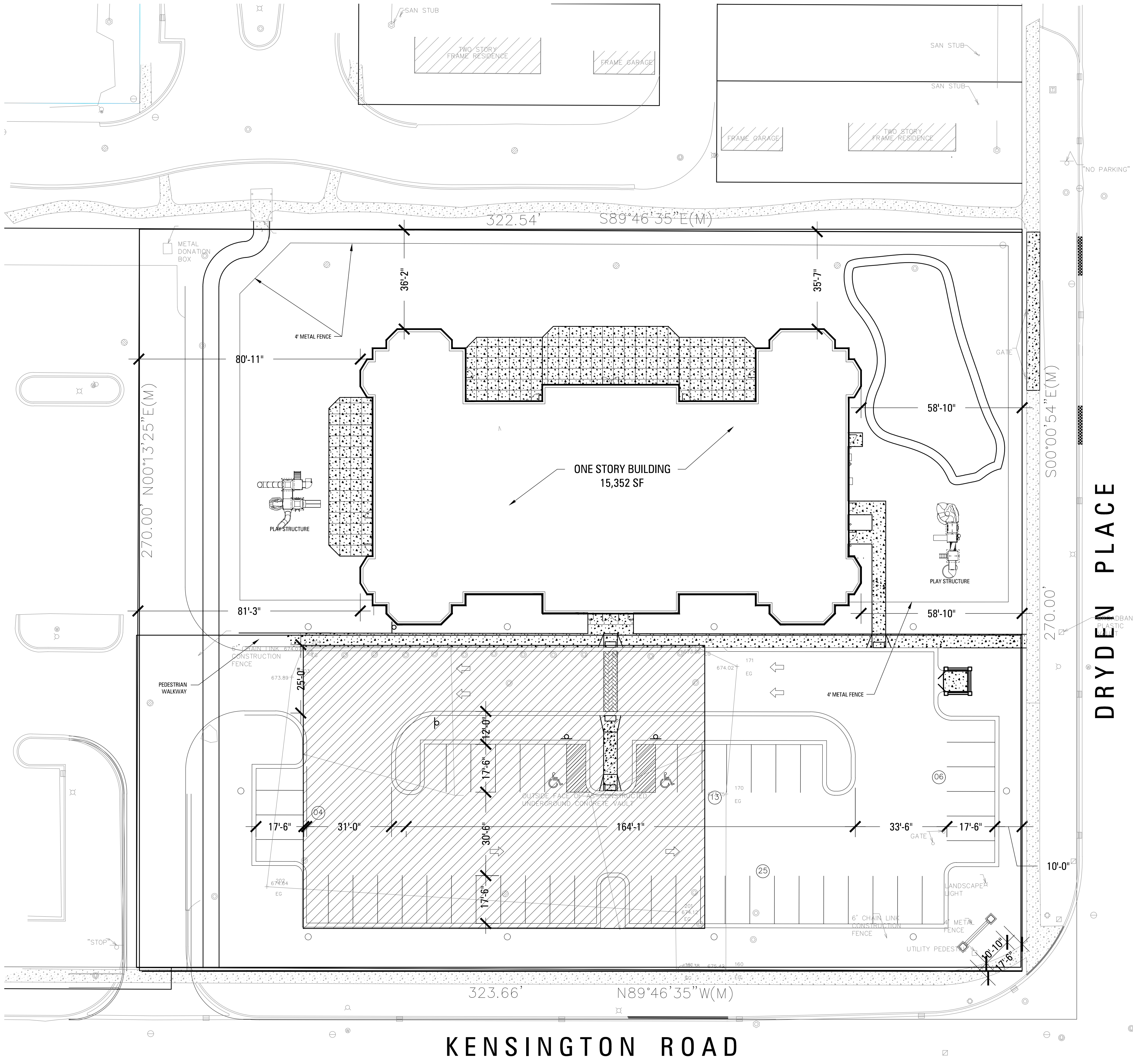
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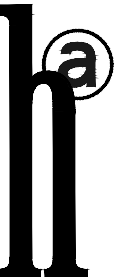
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SHEET NUMBER

A-01





HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

CLIENT:

CONSULTING ENGINEER:

**KENSINGTON SCHOOL
NEW CONSTRUCTION**

840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS

CLIENT: **KENSINGTON SCHOOL**

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

DATE: **07.13.2106**

PROJECT NUMBER: **2776.00**

DRAWN BY: **XX**

CHECKED BY: **JH**

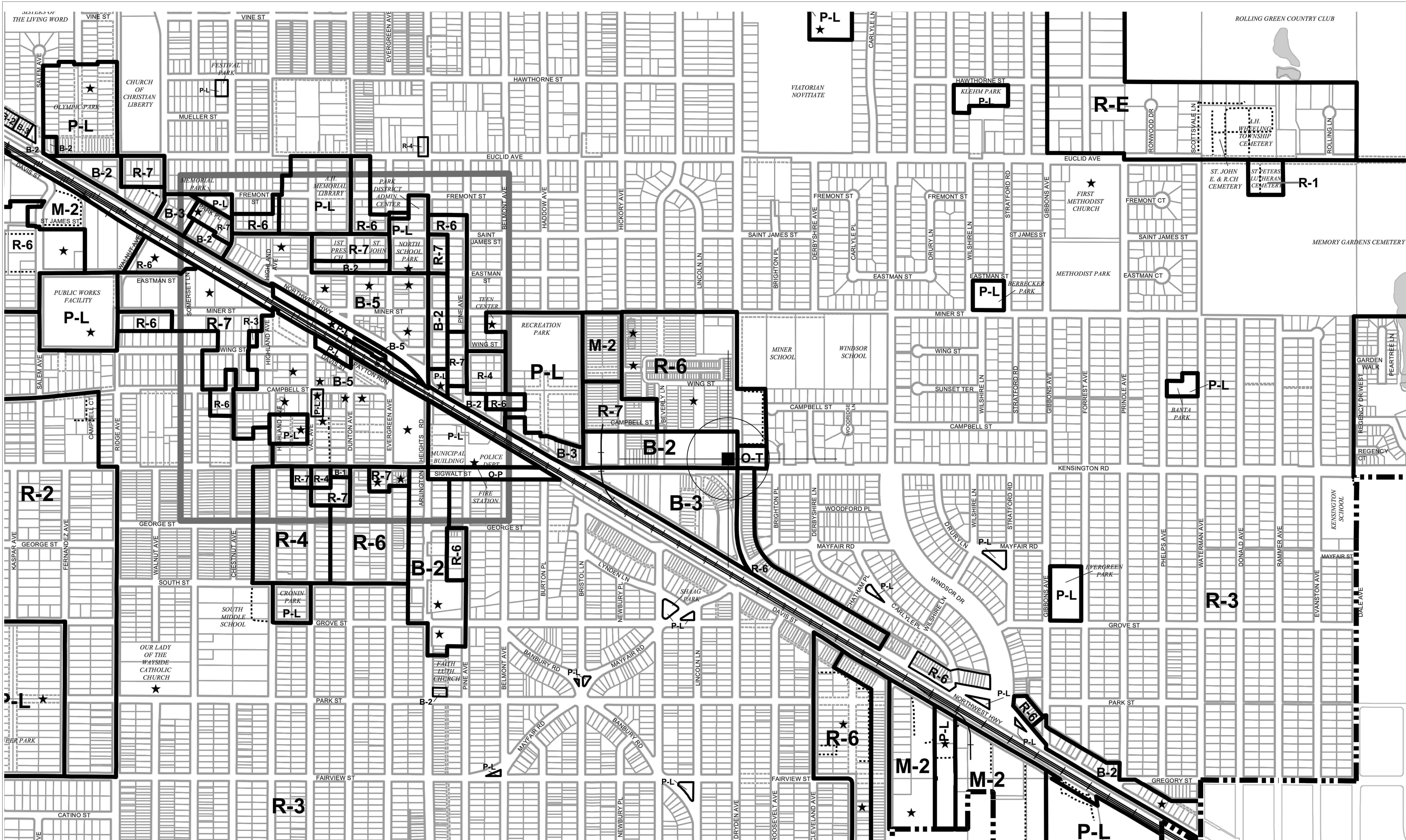
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SHEET TITLE:
SITE PLAN

SHEET NUMBER:
A-02

01

SITE PLAN
1" = 20'-0"



01 ZONING MAP

BUILDING CODES:

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

CONSULTING ENGINEER:

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

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

DATE: 07.13.2106

PROJECT NUMBER: 2776.00

DRAWN BY: XX

CHECKED BY: JH

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SHEET TITLE:
ZONING MAP

SHEET NUMBER:

A-03

CLIENT:

CONSULTING ENGINEER:

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

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

REV DATE DESCRIPTION

DATE: **07.13.2106**

PROJECT NUMBER: **2776.00**

DRAWN BY: **XX**

CHECKED BY: **JH**

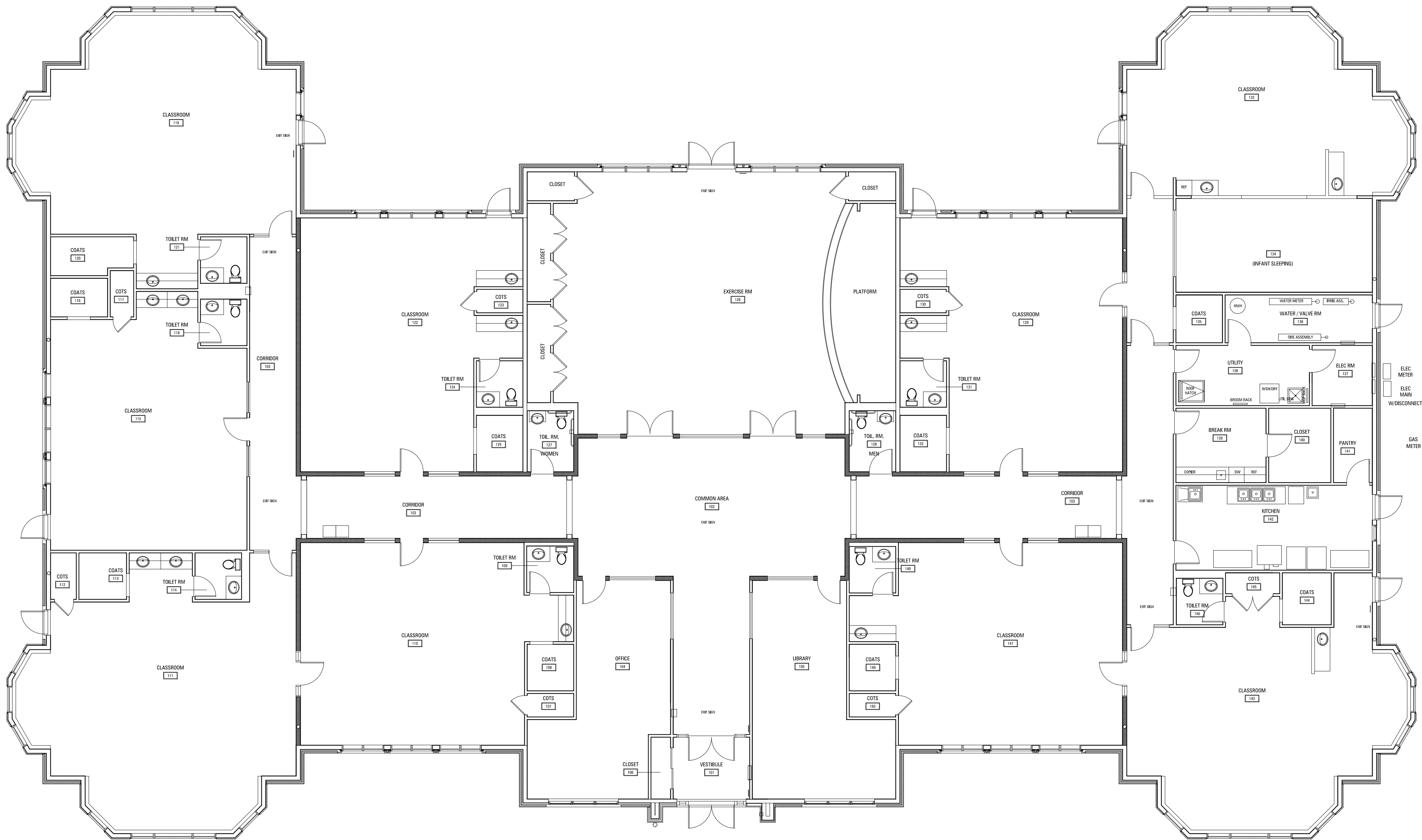
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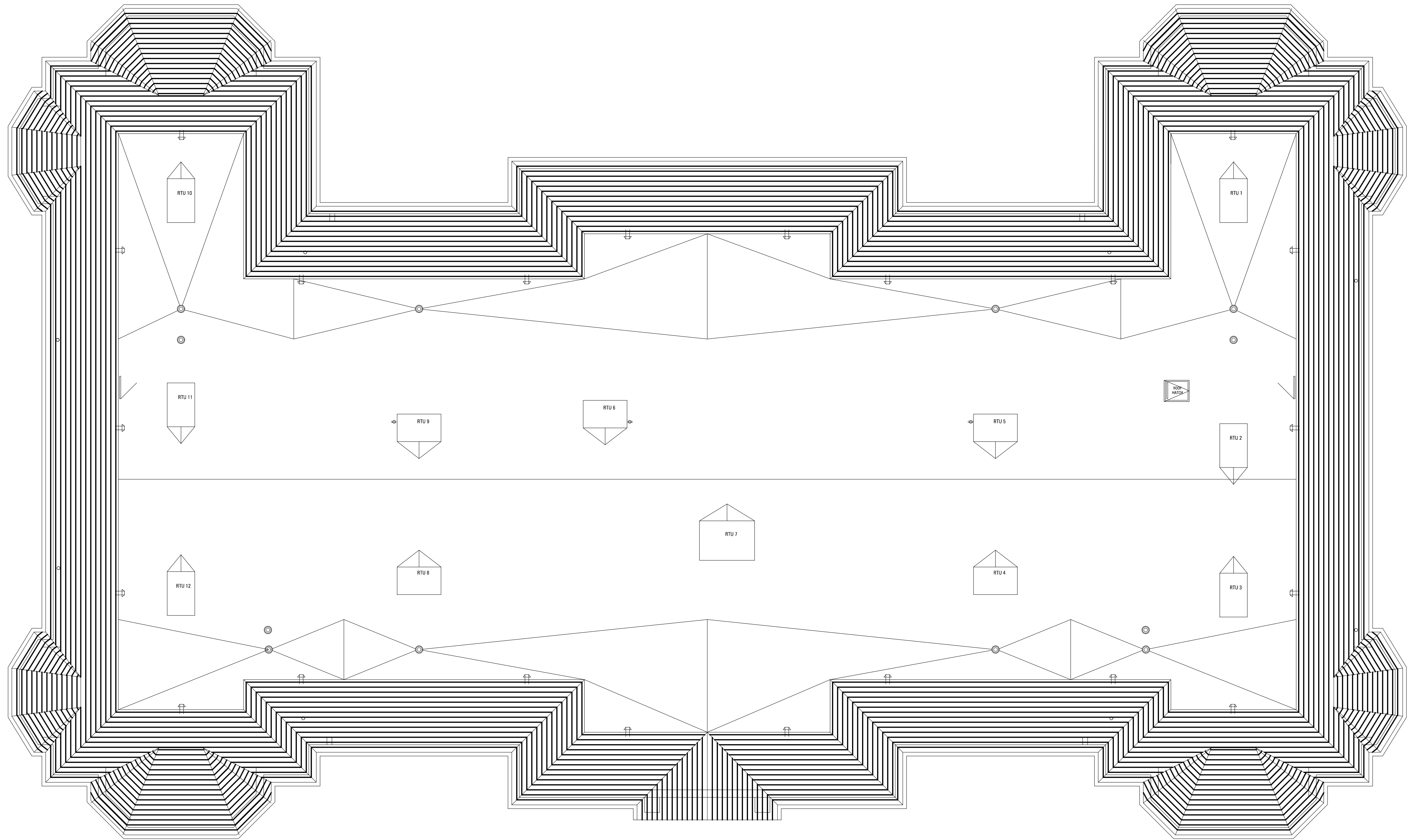
SHEET TITLE:

**FIRST FLOOR
PLAN**

SHEET NUMBER:

A-04





HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

CLIENT:

CONSULTING ENGINEER:

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

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

REV	DATE	DESCRIPTION
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DATE: 07.13.2106

PROJECT NUMBER: 2776.00

DRAWN BY: XX

CHECKED BY: JH

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SHEET TITLE:

ROOF PLAN

SHEET NUMBER:

A-05



HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

NT:

SULTING ENGINEER:

**KENSINGTON SCHOOL
NEW CONSTRUCTION**

840 E. KENSINGTON RD.
ARLINGTON HEIGHTS, ILLINOIS

CLIENT: **KENSINGTON SCHOOL**

[illegible]

TE: 07.13.2106

PROJECT NUMBER: 2776.00

HECKED BY: JH

HECKED BY: JH

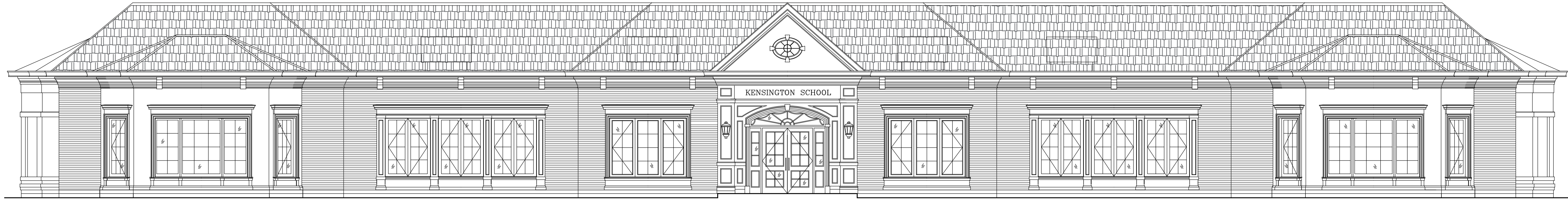
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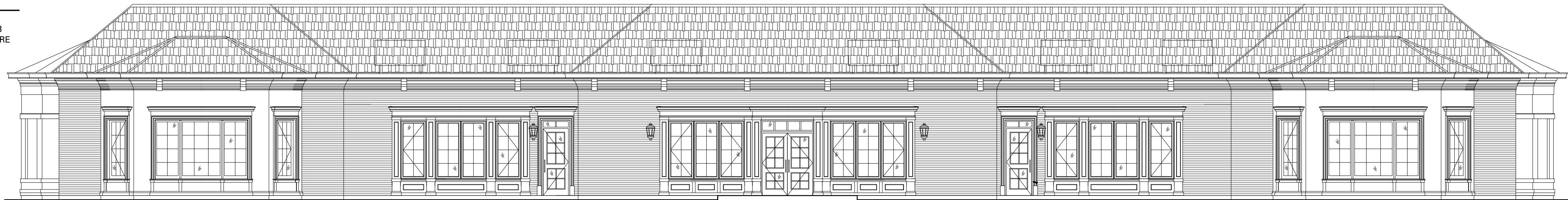
EXTERIOR IMAGES

T NUMBER:

A-06



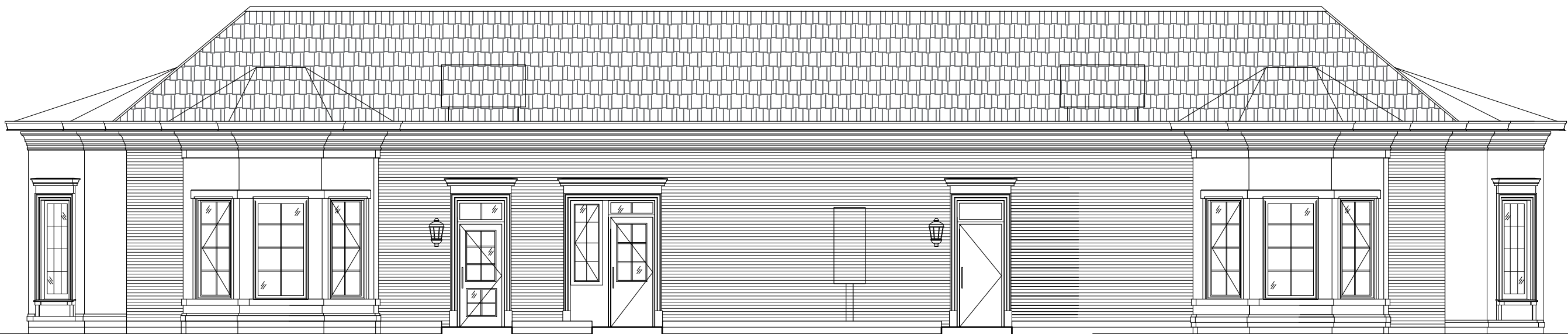
A SOUTH ELEVATION
1/8" = 1'-0"



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



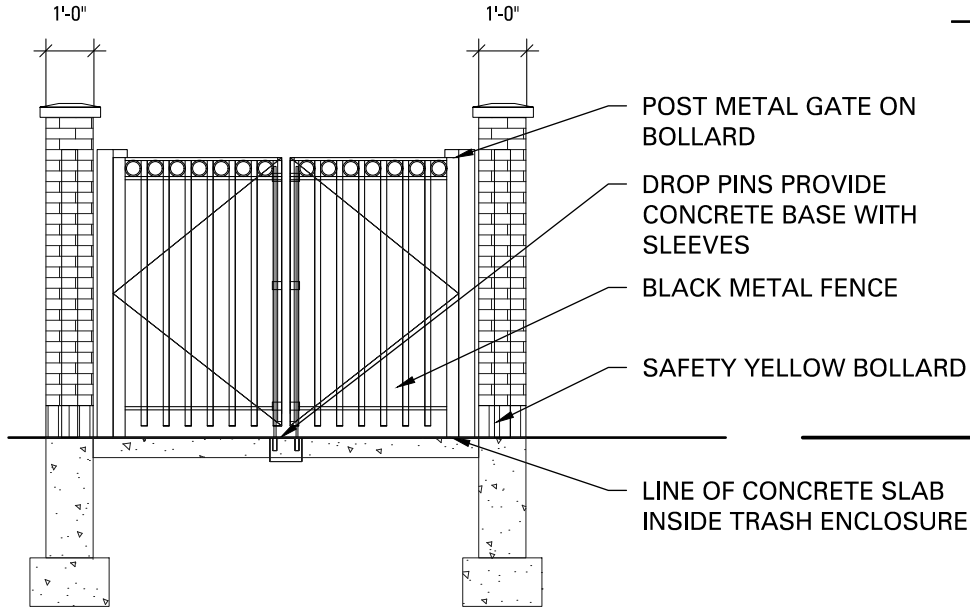
C WEST ELEVATION
1/8" = 1'-0"



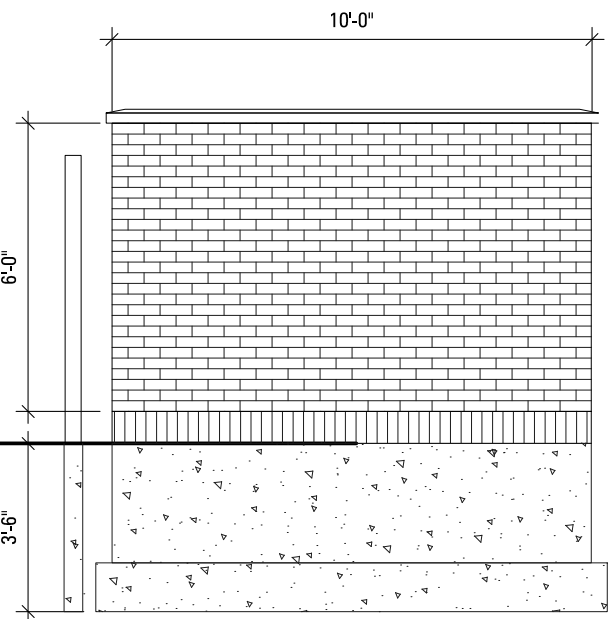
D EAST ELEVATION
1/8" = 1'-0"



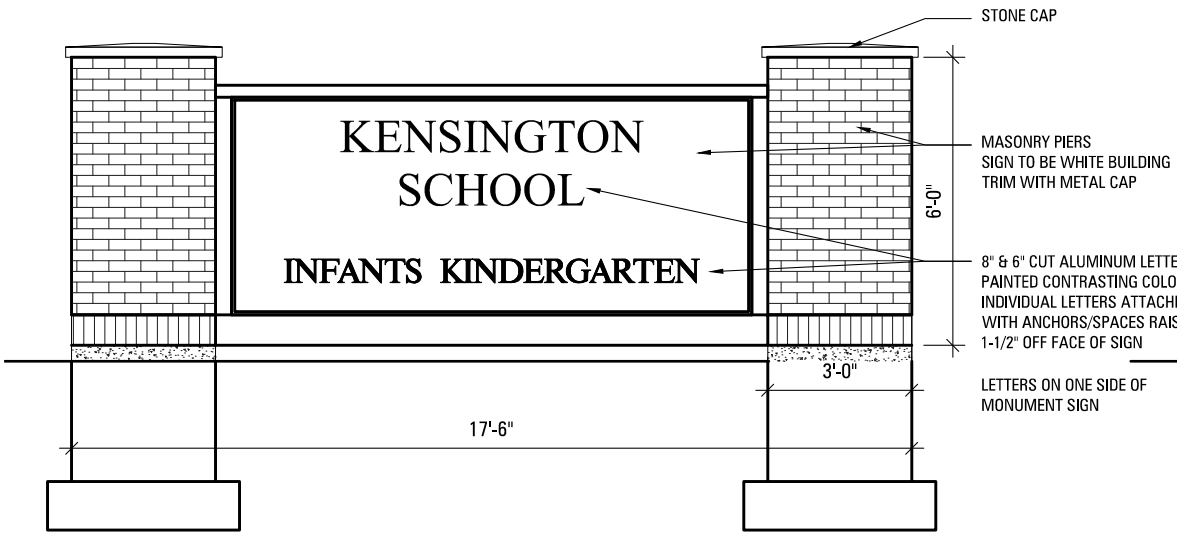
E ENTRY
3/8" = 1'-0"



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



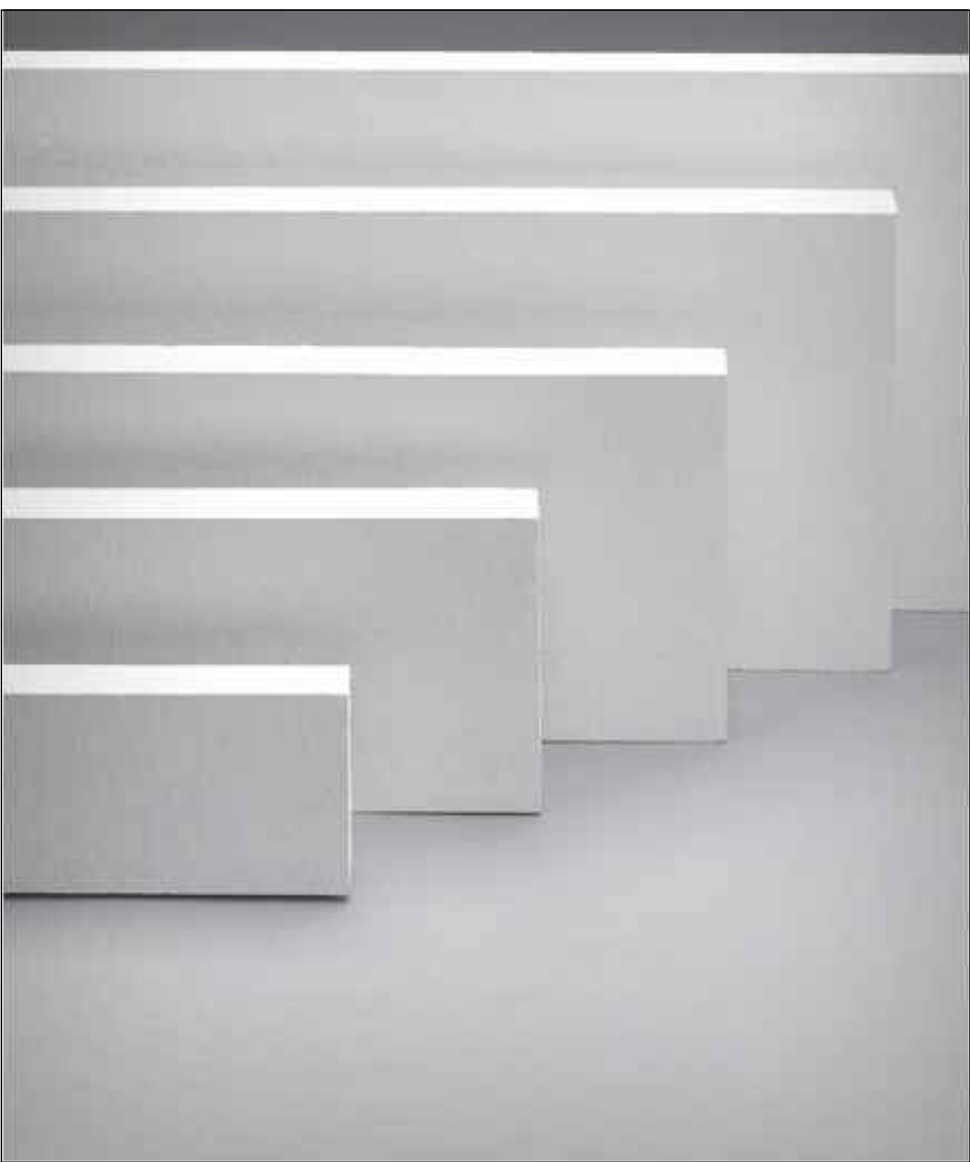
8" CUT ALUMINUM LETTERS PAINTED CONTRASTING COLOR. INDIVIDUAL LETTERS ATTACHED WITH ANCHORS/SPACES RAISED 1-1/2" OFF FACE OF SIGN



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



CERTAINTEED ASPHALT SHINGLES
GRAND MANOR - GATEHOUSE SLATE



EXTERIOR SIDING
HARDIE BOARD SMOOTH FACED TRIM
COLOR: ARCTIC WHITE



CROWN:
PREFAB ALUMINUM CORNICE
COLOR: POLAR



FACE BRICK:
BORAL: NEW ORLEANS BRICK



PARKING LOT LIGHT FIXTURE:
CYCLONE - HISTORIA CY25T4



BUILDING LIGHT FIXTURE:
EF CHAPMAN - SUSSEX
CH02032



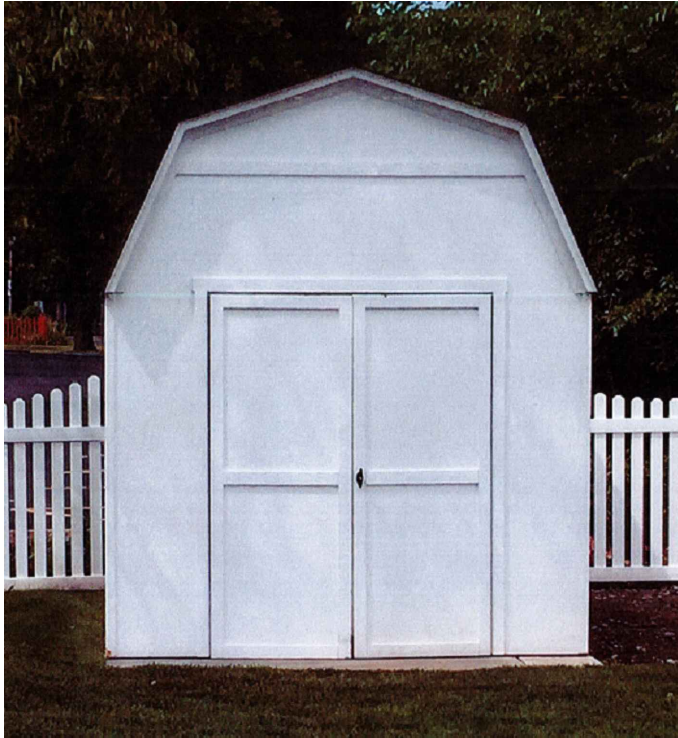
METAL FENCE:
ALUMINUM FENCE
COLOR: BLACK



WINDOWS:
EAGLE CASEMENT WINDOWS
COLOR: WHITE

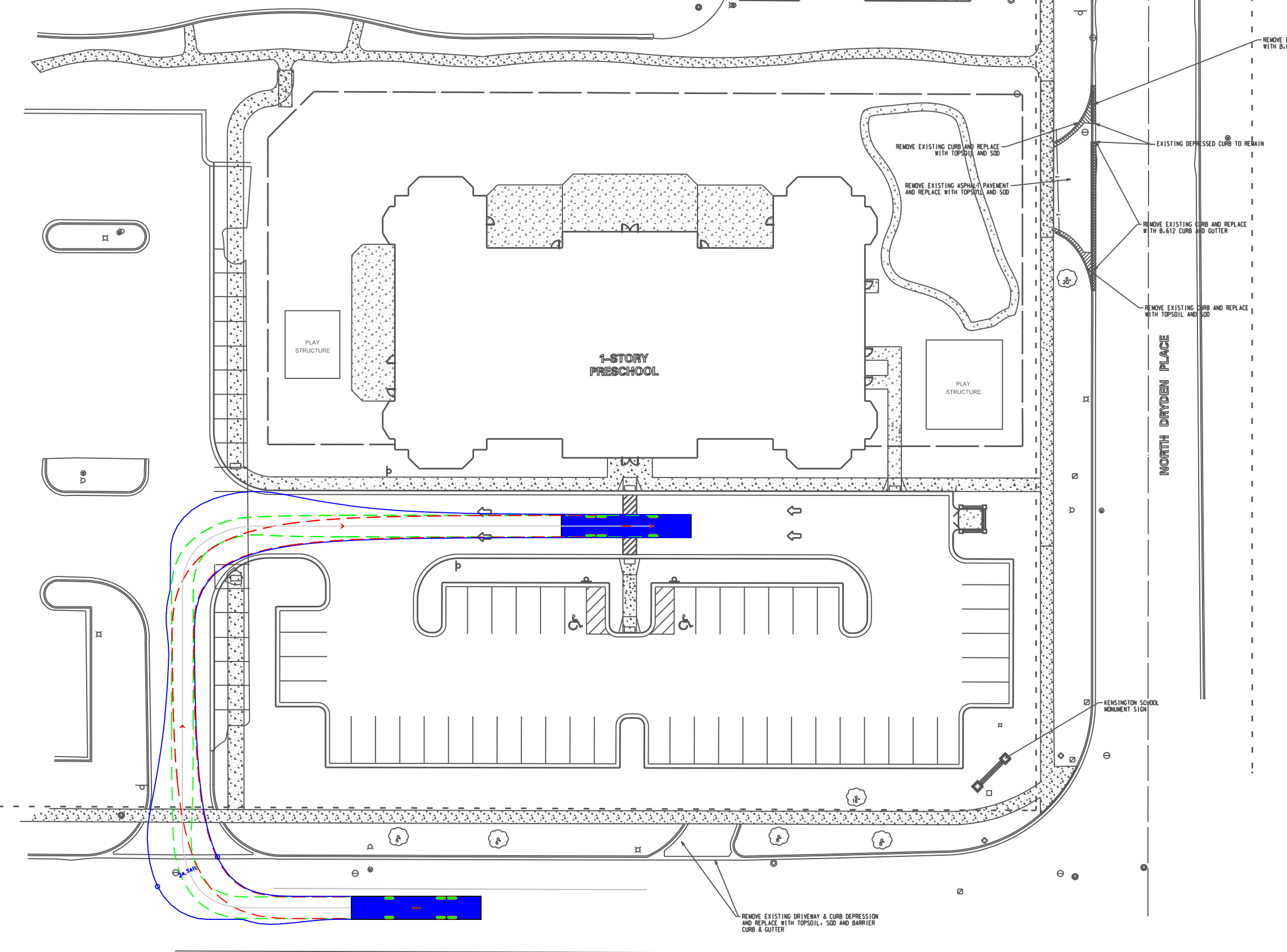


STORAGE SHED:

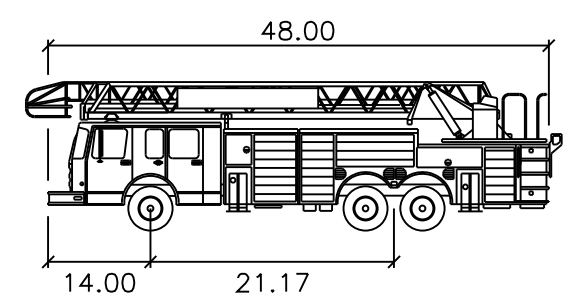


GROUND EQUIP
NUTOYS LEISU
SCAPE FORMS
MENT AS SHO



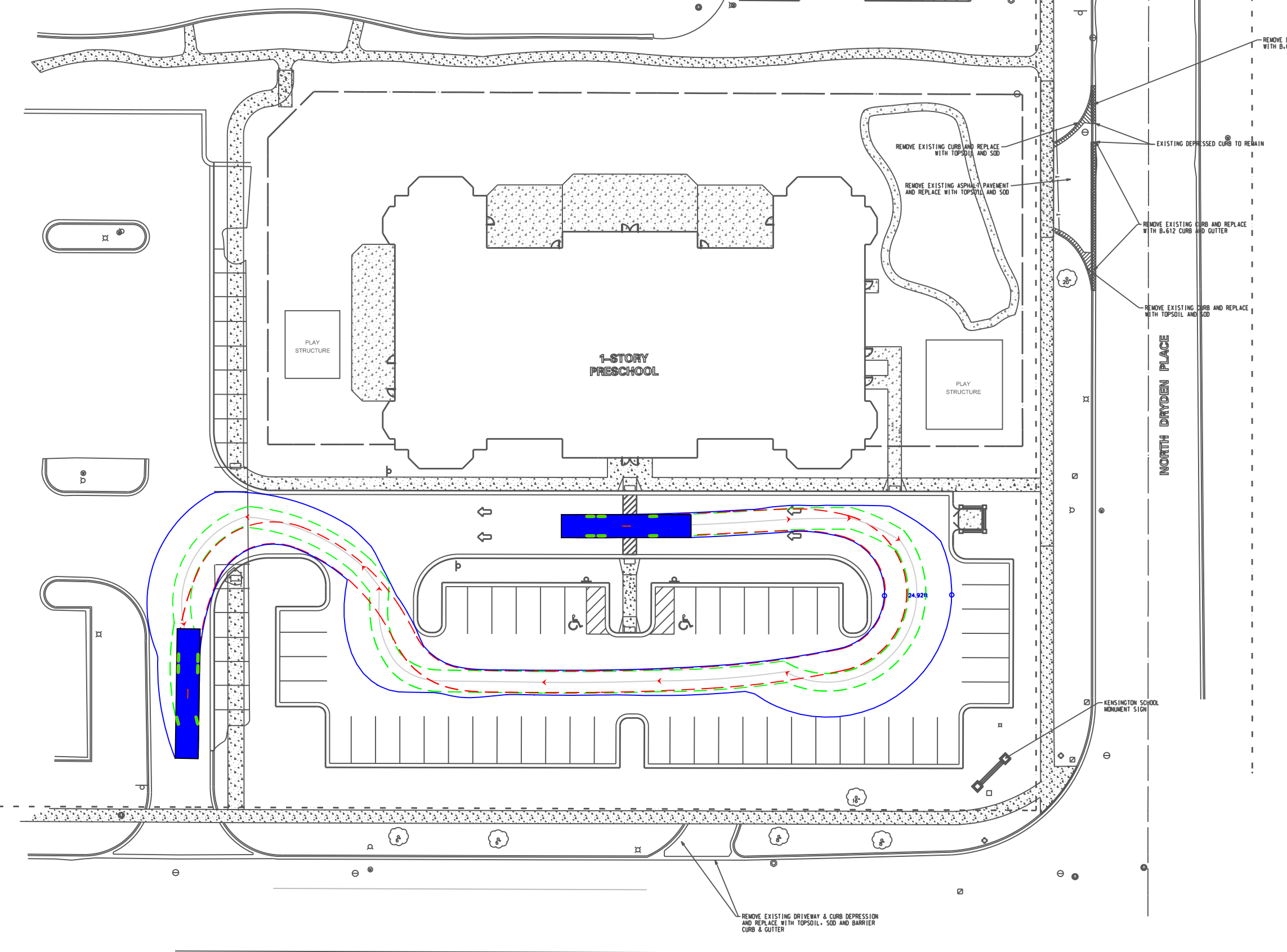


DESIGN VEHICLE

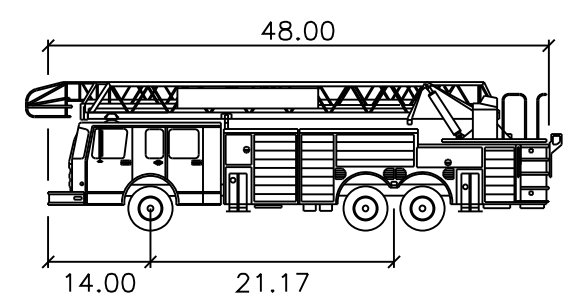


Arlington Hts FT
Tower 131 feet
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 40.0

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



DESIGN VEHICLE



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

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

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

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

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

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

DESCRIPTION: SEE SHEET E1 FOR BENCHMARK INFORMATION

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

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

[illegible]

LOCATION MAP

The map illustrates the proposed site location for a 78' V.A.H. combined sewer. Key features include:

- Streets:** Euclid Ave, Miner St, M. Hickory Ave, S. Reynolds Pl, Dryden Place, Kensington Road, Northwest Highway, E. Davis Street, Arthur Ave, Central Rd, and Helas Park.
- Existing Infrastructure:** Existing 8' sanitary connection to 16" combined sewer, 78' V.A.H. combined sewer, and a 6' x 6' x 5'6" box culvert.
- Proposed Site Location:** Indicated by a shaded area near the intersection of Dryden Place and Kensington Road.
- Other Features:** A north arrow and the text "N.T.S." (Not To Scale) are located in the bottom right corner.

KEY MAP

LINCOLN LANE

DRYDEN PLACE

KENSINGTON ROAD

N

N.T.S.

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

**FOR PRELIMINARY REVIEW
NOT FOR CONSTRUCTION**

**KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS**

Phone: (847) 696-4060 Fax: (847) 696-4065

SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

PACECO INC.

FILENAME:
-07TITLE.DGN

DATE: 12/16

B NO.
24.07

MEET

21

1 OF 13

GENERAL NOTES

1. REFERENCED CODES
 - A. ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS: ADOPTED JANUARY 1, 2007 BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THEREIN; AND IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY; EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.
 - B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, PUBLISHED JULY 2009, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY; EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISIONS SHALL APPLY.
 - C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES. WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.
 - D. ALL METHOD OF CONSTRUCTION AND MATERIALS SHALL CONFORM THE MOST RECENT EDITION OF "A MANUAL FOR PRACTICE FOR THE DESIGN OF CALCULIC & PRIVATE IMPROVEMENTS" PUBLISHED BY THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT.
 - E. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.
2. UTILITY LOCATIONS
 - A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.
 - B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL 811, I.E., AT 800-892-0122, AND THE MUNICIPALITY, FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.
 - C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
3. UTILITY COORDINATION
 - A. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.
 - B. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.
 - C. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. THAT SHALL BE CONTACTED ONE MONTH PRIOR TO START OF CONSTRUCTION IN ITS UTILITY AREAS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.
4. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LIMIT AND GRADE STATION IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS; HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK; OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISCREPANCY BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
5. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.
6. UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER, AS APPROPRIATE.
7. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.
8. CONTRACTOR SHALL VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
9. COMMENCING CONSTRUCTION
 - A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.
 - B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.
10. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.
11. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.
12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
13. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CURBUTTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.
14. ALL FIELD TILE AND PERFORATED DRAINS ENCOUNTERED DURING CONSTRUCTION SHALL NOT BE CONNECTED TO ANY SEWER THAT IS TRIBUTARY TO MWD. A RECORD OF THE LOCATION OF ALL FIELD TILE, CURB AND DRAIN PIPE, DISCOVERED, SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
16. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE, RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
17. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.
18. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (SSRBC) ARTICLE 201.05.
19. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT MEETING THE OWNER'S APPROVAL AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
20. ALL CUTS OVER 1" IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER 1" IN DIAMETER SHALL BE REPAIRED WITH AN APPROPRIATE SEALANT. BRANCHES REMOVED FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE OFF-SITE.

22. GENERAL EXCAVATION/UNDERGROUND NOTES

- SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.
- PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS REGARDSLESS OF TIME PERIOD EXCAVATIONS WILL BE OPEN. CARRY DOWN SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH OSHA AND GOVERNING AUTHORITY.
- PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BODIES, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADE AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, Sumps, SUCTION AND DISCHARGE LINES AND OTHER Dewatering SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
- IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.

23. FINAL ACCEPTANCE

- ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.
- BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.
- NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.
- AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

24. UNDERGROUND NOTES

- UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
- WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.
- ANY Dewatering OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR Dewatering. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR Dewatering AND BRACING TO A MINIMUM DEPTH OF 1 (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.
- TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING DOT CA-6 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (SSRB) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.
- THE CONTRACTOR SHALL INSTALL A 4" x 4" x 8' (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VAULTS. THE POST SHALL EXTEND 4' ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.
- AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT REAR YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.
- HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.
- ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.)
- SLEEVES FOR UTILITY (COWED, TELEPHONE, ETC.) STREET CROSSING, SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 8" PVC INSTALLED 26" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. TRENCH SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL.
- THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.

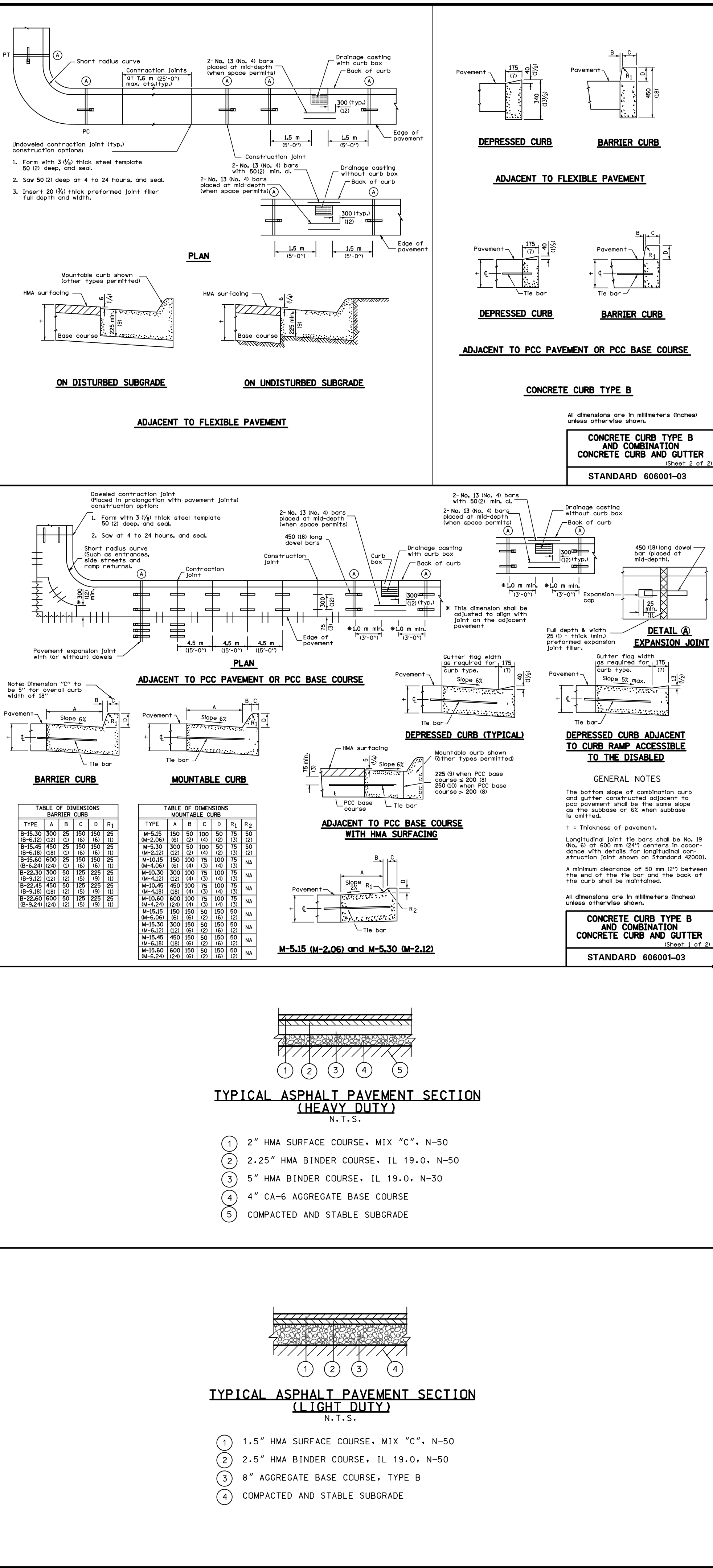
25. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR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

SIDEWALK DETAIL

NOTES:

- CONCRETE SHALL BE 100T CLASS S1.
- MINIMUM SIDEWALK THICKNESS SHALL BE 5".
- MAXIMUM TRANSVERSE SLOPE SHALL BE 1/4" /ft. (2%) TYPICAL.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED AT A SPACING OF 5'.
3/4" EXPANSION JOINT SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 50'.
- AGGREGATE SUB-BASE COURSE SHALL BE MECHANICALLY COMPACTED.
- ALL SIDEWALKS SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.

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ABBREVIATIONS

HOLE	I - INVERT OR INLET	T/P
INNHOLE	TF - TOP OF FOUNDATION	B/P
	GF - GARAGE FLOOR	WM -
	TC - TOP OF CURB	SAN
T	TD - TOP OF DEPRESSED CURB	STM
	TW - TOP OF RETAINING WALL	LO -
I	BW - BOTTOM OF RETAINING WALL	PLO
(HYDRANT)	OP - OUTLET OF PIPE	

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

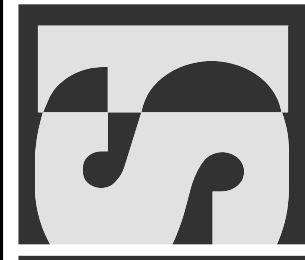
<u>COMMONWEALTH EDISON</u>	<u>MCI COMMUNICATIONS</u>	<u>NORTHWEST WATER COMMISSION</u>
201 N. ARTHUR AVE. MOUNT PROSPECT, IL 60056-2221 PHONE: (773) 870-2056 FAX: (773) 870-2028 CONTACT PERSON: JUDITH L. SCHOMER	2400 NORTH GLENVILLE RICHARDSON, TX. 75082 PHONE: (972) 729-6010 CONTACT PERSON: BETH SEUBERT	1525 N. WOLF ROAD DES PLAINES, IL 60016 PHONE: (847) 355-0777 FAX: (847) 635-3524 CONTACT PERSON: ROBERT TOBEN

GENERAL NOTES AND TYPICAL SECTIONS

KENSINGTON SCHOOL
 ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4055



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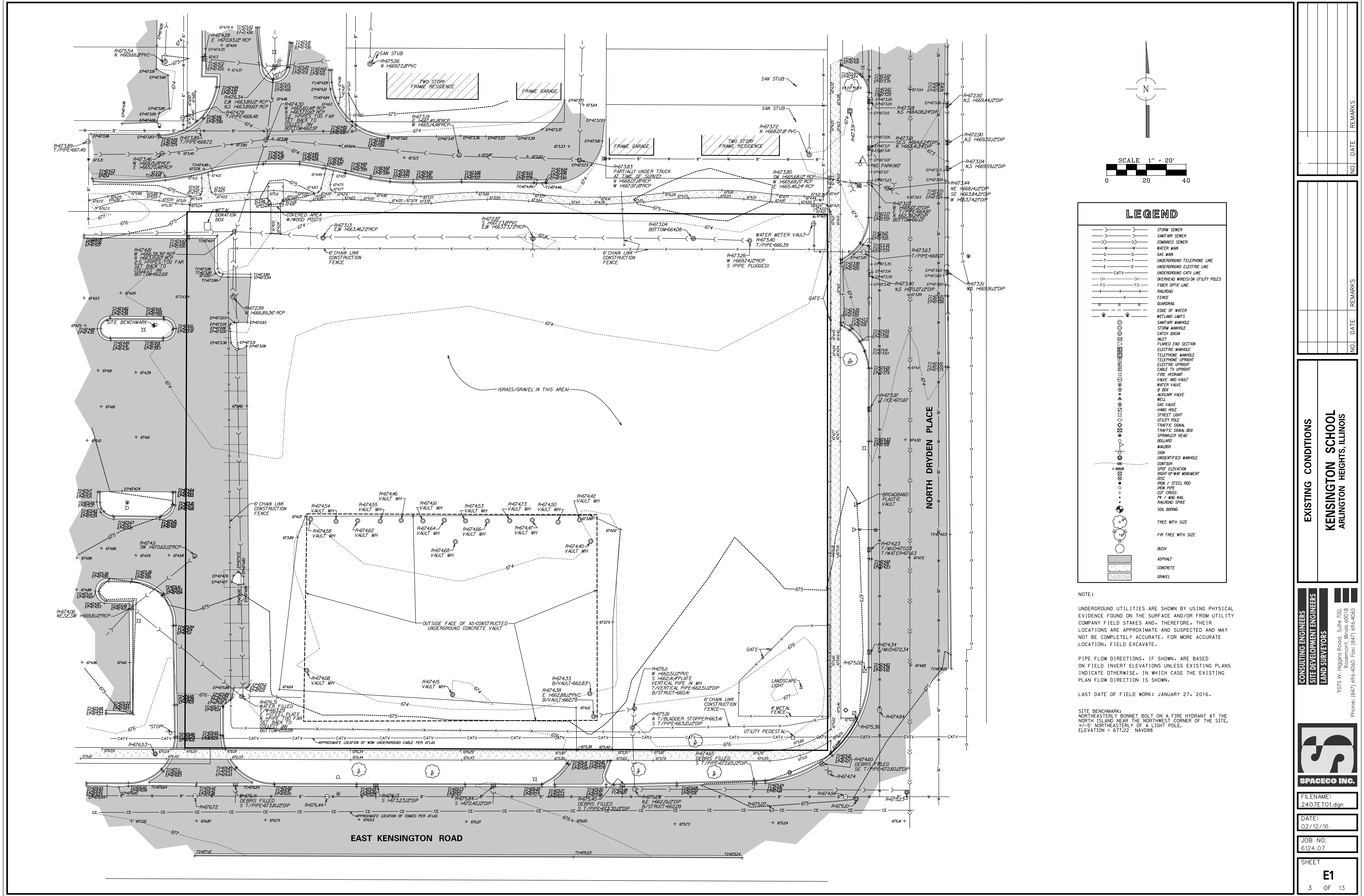
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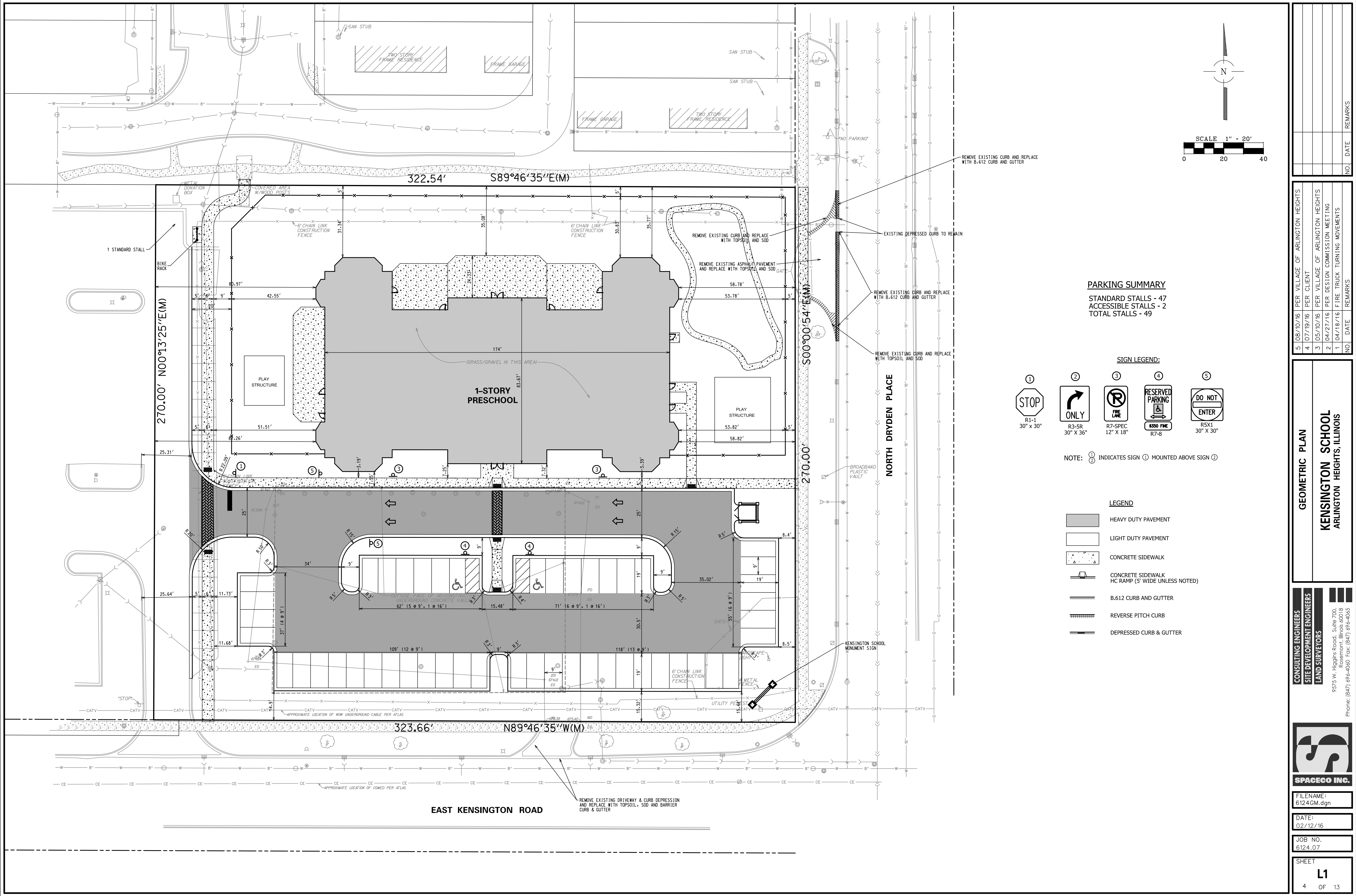
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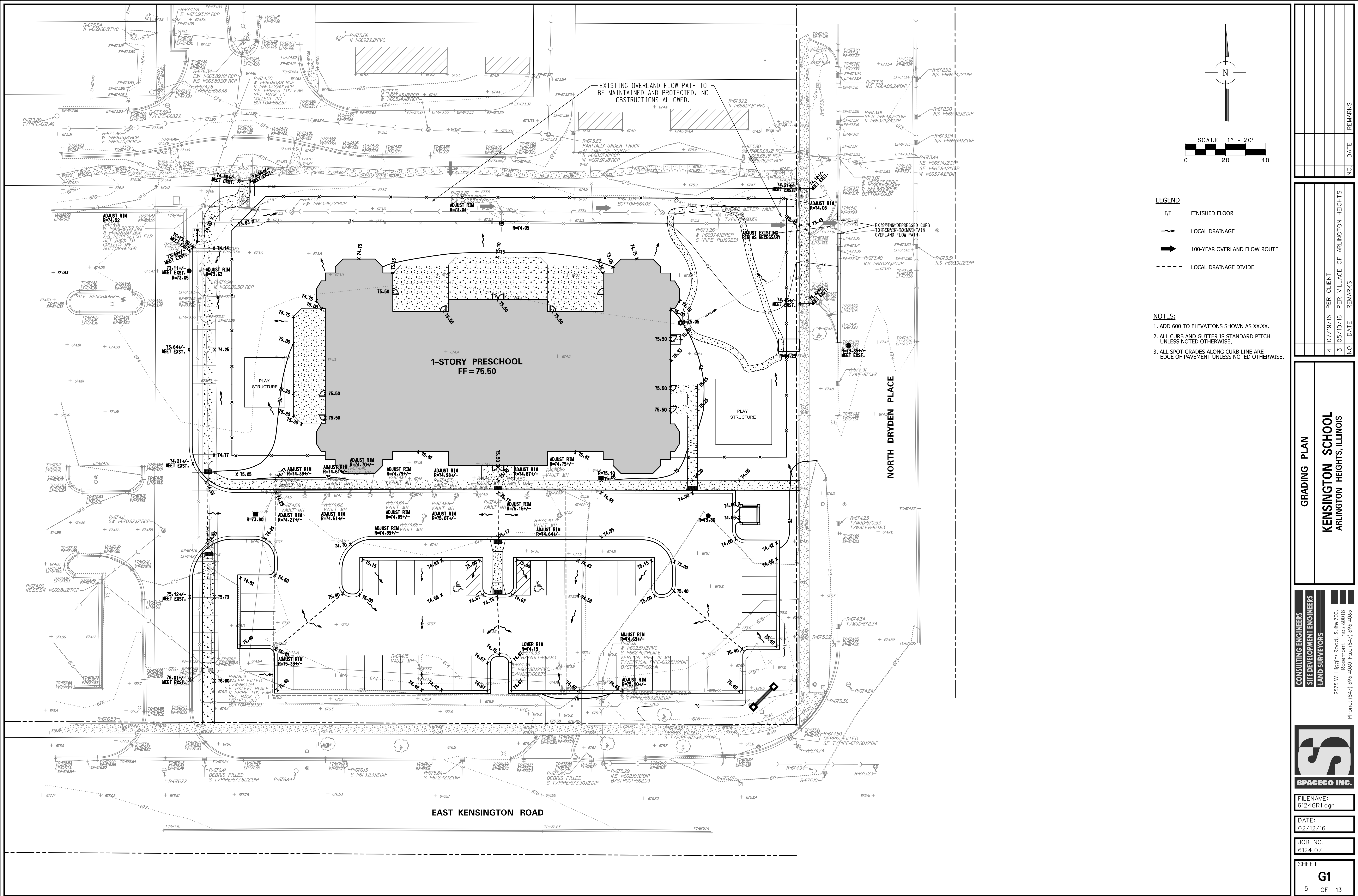
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2 OF 13







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

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

NO.	DATE	REMARKS

NO.	DATE	REMARKS

GRADING PLAN

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
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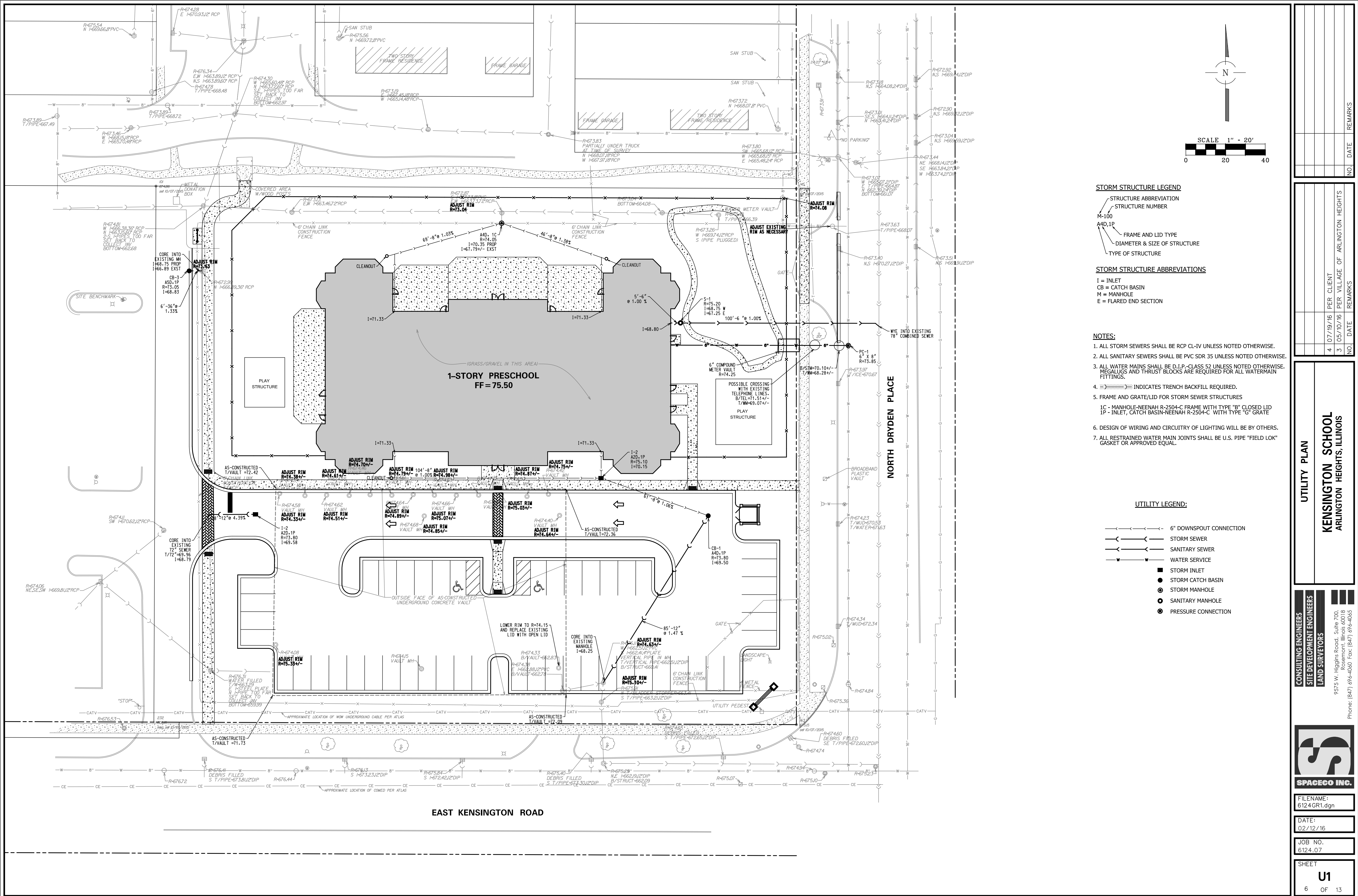
SPACECO INC.

FILENAME:
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02/12/16

JOB NO.
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5 OF 13



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

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

UTILITY PLAN

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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SPACECO INC.

FILENAME:
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DATE:
02/12/16

JOB NO.
6124.07

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6 OF 13

This Soil Erosion & Sediment Control (SESC) Plan has been prepared to fulfill one of the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit No. ILR10-NPDES. The SESC Plan should be maintained on site as an integral component of the Storm Water Pollution Prevention Plan (SWPPP). The SWPPP, including the SESC Plan, should be amended whenever there is a change in design, construction operation, or maintenance which has a significant effect on the potential for the discharge of pollutants to the waters of the State and which has not otherwise been addressed in the SWPPP. The SWPPP shall also be amended if it proves to be ineffective in eliminating or significantly minimizing pollutants, or in otherwise achieving the general objectives of controlling pollutants in storm water discharges associated with construction site activity. In addition, the SWPPP shall be amended to identify any new contractor and/or subcontractor that will implement a measure of the SWPPP.

1. SITE DESCRIPTION

A. The following is a description of the nature of the construction activity: The proposed development consists of construction one story preschool. The construction activities for site improvement include as a minimum: pavement construction, utility installation, and soil erosion and sediment control measures.

B. The following is a description of the intended sequence of construction activities which will disturb soils for major portions of the construction site:

Describe proposed construction sequence, sample follows:

- 1) Install perimeter sediment control measures
- a) Selective vegetation removal for silt fence installation
- b) Silt fence installation
- c) Construction fencing around areas not to be disturbed
- d) Stabilized construction entrance
- 2) Clear and grub (as necessary)
- 3) Construct sediment-capturing devices (sediment traps, sediment basins, etc.)
- 4) Strip topsoil, stockpile topsoil and grade site
- 5) Temporarily stabilize topsoil stockpiles (seed and silt fence around top of slope)
- 6) Install storm sewer, sanitary sewer, watermain and associated inlet & outlet manholes
- 7) Temporarily stabilize all areas including lots that have reached mass grade
- 8) Install roadways
- 9) Permanently stabilize all outlot areas
- 10) Install buildings and grade individual lots
- 11) Permanently stabilize lots
- 12) Remove all temporary soil erosion and sediment control measures after the site is stabilized with vegetation

- C. The site has a total acreage of approximately 2.05 acres. Construction activity will disturb approximately 1.83 acres of the site.
- D. 1) An estimated runoff coefficient of the site after construction activities are completed is: _____
- 2) Existing data describing the soil or quality of any discharge from the site is included in: _____

- E. Refer to Sheets G/L, G/L1, PPI-PP3, SCL-SE3 for a site plan indicating:
- 1) drainage patterns;
 - 2) approximate slopes anticipated before and after major grading activities;
 - 3) locations where vehicles enter or exit the site and controls to minimize off-site sediment tracking;
 - 4) areas of soil disturbance;
 - 5) the location of major structural and nonstructural controls;
 - 6) the location of areas where stabilization practices are expected to occur;
 - 7) surface waters (including wetlands); and,
 - 8) locations where storm water is discharged to a surface water.
- F. 1) The name of the receiving water(s) is(are): Willow Creek
- 2) The name of the ultimate receiving water is: Mississippi River
- 3) The extent of wetland acreage of the site is: 0 acres.

- G. Potential sources of pollution associated with this construction activity may include:
- sediment from disturbed soils
 - portable sanitary stations
 - fuel tanks
 - staging areas
 - waste containers
 - chemical storage areas
 - oil or other petroleum products
 - adhesives
 - tar
 - solvents
 - detergents
 - fertilizers
 - raw materials (e.g., bagged portland cement)
 - construction debris
 - landscape waste
 - concrete and concrete trucks
 - litter
2. CONTROLS

This section of the SESC Plan addresses the various controls that should be implemented for each of the major construction activities described in the "Site Description" section. For each measure identified in the SWPPP, the contractor is responsible for implementing the measure should be identified. All contractors and subcontractors that are identified should be required to sign a copy of the certification statement from Part IV.F. of the ILR10 Permit in accordance with Part VI.G., Signatory Requirements, of the ILR10 Permit. All signed certification statements should be maintained in the SWPPP.

- A. Approved State or Local Plans
- The management practices, controls and other provisions contained in the SWPPP should be at least as protective as the requirements contained in the Illinois Environmental Protection Agency's (IEPA) and the United States Department of Agriculture's National Resource Conservation Service (NRCS) Illinois Urban Manual, 2002. Requirements specified in sediment and erosion control site plans or site permits or storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of a Notice of Intent (NOI), to be authorized to discharge under the ILR10 permit. Incorporated by reference and are enforceable under the ILR10 permit even if they are not specifically included in a SWPPP required under the ILR10 permit. This provision does not apply to provisions of master plans, comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit that is issued for the construction site.
- The soil erosion and sediment control measures for this site should meet the requirements of the following agencies:
- Village of Arlington Heights
 - North Cook County SWD
 - IEPA

- B. Control Implementation Schedule
- Best Management Practices will be implemented on an as-needed basis to protect water quality. Perimeter controls of the site should be installed prior to soil disturbance (excluding soil disturbance necessary to install the controls), including demolition activities. Perimeter controls, including the silt fence, should be actively maintained until final stabilization of those portions of the site upward of the perimeter control. Stabilized construction entrances and sediment traps should be installed as described in the intended sequence of construction activities. The contractor is responsible for the adequate protection (including sediment control) of existing sewers and sewer structures during construction operations. As necessary, the appropriate sediment control measure should be installed prior to land disturbing activities.

Stabilization measures should be initiated where construction activities have temporarily or permanently ceased, in accordance with Local and State requirements, as described below. Once construction activity in an area has permanently ceased, that area should be permanently stabilized. Temporary perimeter controls should be removed after final stabilization of those portions of the site upward of the perimeter control.

- C. Erosion and Sediment Controls
- The appropriate soil erosion and sediment controls should be implemented on site and should be modified to reflect the current phase of construction. All temporary sediment and erosion control measures should be repaired or replaced as soon as practicable to maintain NPDES compliance. Permittee or an authorized agent is responsible for inspecting all sediment and erosion control measures at a minimum of every 7 calendar days and within 24 hours of the end of a 0.5-inch (or greater) rain event, or snowfall equivalent.

Unless otherwise indicated, all vegetative and structural erosion and sediment control practices should be installed to the Standard Practice. The contractor is responsible for the installation of any additional erosion and sediment control measures necessary to minimize erosion and sedimentation as determined by the Engineer or Primary Contact.

- 1) Stabilization Practices - Areas that will not be paved or covered with non-erosive material should be stabilized using procedures in substantial conformance with the Illinois Urban Manual. This SESC Plan includes site-specific soil erosion and sediment control measures. Additional erosion controls should be implemented as necessary, as determined by the Engineer or Primary Contact.

- The following temporary and permanent stabilization practices, at a minimum, are proposed:
- permanent seeding
 - temporary seeding
 - erosion control blanket

Site-specific scheduling of the implementation of these practices is included in the Soil Protection Chart. A record of the dates when major grading activities occur, when construction activities cease on a portion of the site, and when stabilization measures are initiated should be included in the SWPPP. Except as provided in paragraphs (a) and (b) below, stabilization measures shall be initiated as soon as practicable on all portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity on that portion of the site has temporarily or permanently ceased.

- (a) where the initiation of stabilization measures by the 7th day after construction activity temporarily or permanently ceased is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
- (b) where construction activity will resume on a portion of the site within 14 days from when activities ceased, (e.g., the total time period that construction activity is temporarily ceased is less than 14 days) then stabilization measures do not have to be initiated on that portion of site by the 7th day after construction activity temporarily ceased.

- 2) Structural Practices - Provided below is a description of structural practices that should be implemented, to the degree attainable to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Structural practices should be placed on upland soils to the degree practicable. The installation of the following devices may be subject to Section 404 of the Clean Water Act:
- stabilized construction entrance
 - silt fence
 - sediment traps

- D. Storm Water Management
- Provided below is a description of measures that will be installed during the construction process to control the pollutants in storm water discharges that will occur after the construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.
- 1) The practices selected for implementation were determined on the basis of technical guidance contained in the Illinois Urban Manual, Federal, State, and/or Local Requirements. The storm water management measures include:
- Fee-in-lieu stormwater detention
 - Permanent vegetation and native plantings

- 2) Velocity dissipation devices, such as rip-rap aprons at flared end sections or level spreaders, shall be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a watercourse so that the natural, physical, and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

- E. Waste Management
- Solid waste materials including trash, construction debris, excess construction materials, machinery, tools and other items will be collected and disposed of off site by the contractor. The contractor is responsible to acquire the permit required for such disposal. Burning on site will not be permitted. No solid materials, including building materials, shall be discharged to Waters of the State, except as authorized by a Section 404 permit. All waste materials should be collected and stored in approved receptacles. No wastes should be placed in any location other than in the approved containers appropriate for the materials being disposed. There should be no liquid wastes deposited into dumpsters or other containers which may leak. Receptacles with deficiencies should be replaced as soon as possible and the appropriate clean-up procedure should take place, if necessary. Construction waste material is not to be buried on site. Waste disposal should comply with all Local, State, and Federal regulations.
- On-site hazardous material storage should be minimized and stored in labeled, separate receptacles from non-hazardous waste. All hazardous waste should be disposed of in the manner specified by local or State regulation or by the manufacturer.

- F. Concrete Waste Management
- Concrete waste or washout should not be allowed in the street or allowed to reach a storm water drainage system or watercourse. When practicable, a sign should be posted at each location to identify the washout. To the extent practicable, concrete washout areas should be located at reasonable distance from a storm water drainage inlet or watercourse, and should be located at least 10 feet behind the curb. If the washout area is adjacent to a paved road, A stabilized entrance that meets Illinois Urban Manual standards should be installed at each washout area.

The containment facilities should be of sufficient volume to completely contain all liquid and concrete waste materials including enough capacity for anticipated levels of rainwater. The dried concrete waste material should be picked up and disposed of properly when 75% capacity is reached. Hardened concrete can be properly recycled and used again on site (as approved by the Engineer) or hauled off site to an appropriate landfill.

- G. Concrete Cutting
- Concrete waste management should be implemented to contain and dispose of saw-cutting slurries. Concrete cutting should be cleaned-up and disposed into the concrete washout facility as described above.

- H. Vehicle Storage and Maintenance
- When not in use, construction vehicles should be stored in a designated area(s) outside of the regulatory floodplain, away from any natural or created watercourse, pond, drainage-way or storm drain. Controls should be installed to minimize the potential of runoff from the storage area(s) from reaching storm drains or water courses. Vehicle maintenance (including both routine maintenance as well as on-site repairs) should be made within a designated area(s) to prevent the migration of mechanical fluids (oil, antifreeze, etc.) into watercourses, wetlands or storm drains. Drip pans or absorbent pads should be used for all vehicle and equipment maintenance activities that involve grease, oil, solvents, or other vehicle fluids. Construction vehicles should be inspected frequently to identify any leaks; leaks should be repaired immediately or the vehicle should be removed from site. Dispose of all used oil, antifreeze, solvents and other vehicle-related chemicals in accordance with United States Environmental Protection Agency (USEPA) and IEPA regulations and per Material Safety Data Sheet (MSDS) and/or manufacturer instructions. Contractors should immediately report spills to the Primary Contact.

- I. Material Storage and Good Housekeeping
- Materials and/or contaminants should be stored in a manner that minimizes the potential to discharge into storm drains or watercourses. An on-site area should be designated for material delivery and storage. All materials kept on site should be stored in their original containers with legible labels, and if possible, under a roof or other enclosure. Labels should be replaced if damaged or difficult to read. Bermed-off storage areas are an acceptable control measure to prevent contamination of storm water. MSDS should be available for referencing clean-up procedures. Any release of chemical/contaminants should be immediately cleaned up and disposed of properly. Contractors should immediately report all spills to the Primary Contact, who should notify the appropriate agencies, if needed.

To reduce the risks associated with hazardous materials on site, hazardous products should be kept in original containers with legible labels. If a spill of hazardous materials and all other material on site should be retained on site at all times. Hazardous materials and all other material on site should be stored in accordance with manufacturer or MSDS specifications. When disposing of hazardous materials, follow manufacturer or Local and State recommended methods.

- The following good housekeeping practices should be followed on site during the construction project:
- An effort should be made to store only enough product required to do the job.
 - All materials stored on site should be stored in a neat, orderly manner in their appropriate containers and adequately protected from the environment.
 - Products should be kept in their original containers with the original manufacturer's label.
 - Substances should not be mixed with one another unless recommended by the manufacturer.
 - Operations should be observed as necessary to ensure proper use and disposal of materials on site.
 - Whenever possible, all of a product should be used up before disposing of the container.
 - Manufacturer's recommendations for proper use and disposal should be followed.

- J. Management of Portable Sanitary Stations
- To the extent practicable, portable sanitary stations should be located in an area that does not drain to any protected natural areas, Waters of the State, or storm water structures and should be anchored to the ground to prevent from tipping over. Portable sanitary stations located on impervious surfaces should be placed on top of a secondary containment device, or be surrounded by a control device (e.g., gravel-bag berm). The contractor should not create or allow unsanitary conditions. Sanitary waste should be disposed of in accordance with applicable State and/or Local regulations.

- K. Spill Prevention and Clean-up Procedures
- Manufacturer's recommended methods for spill clean-up should be available and site personnel should be made aware of the procedures and the location of the information and clean-up supplies. Materials and equipment necessary for spill clean-up should be kept in the material storage area on site. Equipment and materials should not be limited to, but not limited to, brooms, dustpans, rags, gloves, goggles, kitty litter, sand, sawdust and plastic and/or metal trash containers specifically for this purpose.

Discharges of a hazardous substance or oil caused by a spill (e.g., a spill of oil into a separate storm sewer or Waters of the State) are not authorized by the ILR10 permit. If a spill occurs, notify the Primary Contact immediately. The construction site should have the capacity to control, contain, and remove spills. If they occur, Spills should be cleaned up immediately (after discovery) in accordance with MSDS and should not be buried on site or washed into storm sewer drainage inlets, drainage-ways, or Waters of the State.

Spills in excess of Federal Reportable Quantities (as established under 40 CFR Parts 110, 117, or 302), should be reported to the National Response Center by calling (800) 424-8802. MSDS often include information on Federal Reportable Quantities for materials. Spills of toxic or hazardous materials should be reported to the appropriate State or Local government agency, as required. When cleaning up a spill, the area should be kept well ventilated and appropriate personal protective equipment should be used to minimize injury from contact with a hazardous substance.

- In addition to the good housekeeping and other management practices discussed in the previous sections of these Notes, the following minimum practices should be followed to reduce the risk of spill:
- On-site vehicles should be monitored for leaks and should receive regular preventative maintenance to reduce the chance of leakage.
 - Petroleum products should be stored in tightly sealed and clearly labeled containers.
 - Contractors should follow the manufacturer's recommendations for proper use, storage, and disposal of materials. Excess materials should be disposed of according to the manufacturer's instructions or State and Local regulations, and should not be discharged to the storm sewer or waterbody.

- L. De-Watering Operations
- During de-watering/pumping operations, only uncontaminated water should be allowed to discharge to protected natural areas, Waters of the State, or to a storm sewer system in accordance with Local permits. Inlet hoses should be placed in a stabilized sand pit or floated at the surface of the water in order to limit the amount of sediment introduced. Pumping operations may be discharged to a stabilized area that consists of an energy dissipating device (e.g., stone), sediment filter bag, or both. Adequate erosion controls should be used during de-watering operations as necessary. Stabilized conveyance channels should be installed to direct water to the desired location as applicable. Additional control measures may be installed at the outlet area at the discretion of the Primary Contact or Engineer.

- M. Off-Site Vehicle Tracking
- The site should have one or more stabilized construction entrances in conformance with the Plan details. Stabilized construction entrance(s) should be installed to help reduce vehicle tracking of sediments. Streets should be swept as needed to reduce excess sediment, dirt, or stone tracked from the site. Maintenance may include top dressing the stabilized entrance with additional stone and removing top layers of stone and sediments, as needed. Vehicles hauling erodible material to and from the construction site should be covered with a tarp.

- N. Topsoil Stockpile Management
- If topsoil is to be stockpiled at the site, select a location so that it will not erode, block drainage, or interfere with work on site. Topsoil stockpiles should not be located in the 100-year floodplain or a designated buffer protecting Waters of the State. During construction of the project, soil stockpiles should be stabilized or protected with sediment trapping measures. Perimeter controls, such as silt fences, should be placed around the stockpile immediately. Stabilization of the stockpile should be completed if the stockpile is to remain undisturbed for longer than thirty days.

- O. Dust Control
- Dust control should be implemented on site as necessary. Repetitive treatment should be applied as needed to accomplish control when temporary dust suppressant controls are used or a water truck should be present on site (or available) for sprinkling/irrigation to limit the amount of dust leaving the site. Watering should be applied daily (or more frequently) to be effective. Caution should be used not to overwater, as that may cause erosion.
- If field observations indicate that additional protection from wind erosion (in addition to, or in place of watering) is necessary, alternative dust suppressant controls should be implemented at the discretion and approval of the Engineer and/or Primary Contact.
- Street cleaning should also be used as necessary to control dust. Paved areas that have soil on them from the construction site should be cleaned as needed, utilizing a street sweeper or bucket-type endloader or scraper at the direction of the Engineer and/or Primary Contact.

3. MAINTENANCE
- Maintenance of the controls incorporated into this project should be performed as needed to assure their continued effectiveness. This includes prompt and effective repair and/or replacement of deficient control measures. The following is a description of procedures that should be used to maintain, in good and effective operating condition, erosion and sediment control measures and other protective measures identified in the SESC Plan and Standard Specifications.
- Dust control: When temporary dust control measures are used, repetitive treatment should be applied as needed to accomplish control.

- Sediment filter bags: Sediment filter bags should be installed on pump outlet hoses that discharge off site or to sensitive on-site areas, and should be placed on an area that allows for the bag to be removed without producing a sediment discharge. The bags should be inspected frequently and repaired or replaced as needed.
- Silt fences: Silt fences should be inspected regularly for undercutting where the fence meets the ground, overlapping, and tears along the length of the fence. Deficiencies should be repaired immediately. Remove accumulated sediments from the fence base when the sediment reaches one-half the fence height. During final stabilization, properly dispose of any sediment that has accumulated on the silt fence. Alternative sediment control measures should be considered for areas where silt fence continually fails.

- Stabilized construction entrance: The stabilized construction entrances should be maintained to prevent tracking of sediment onto public streets. Maintenance includes top dressing with additional stone and removing top layers of stone and sediment. The sediment tracked onto the public right-of-way should be removed immediately.
- Temporary sediment traps: Temporary sediment traps should be inspected after each period of significant rainfall. Remove sediment and restore the trap to its original dimensions when the sediment has accumulated to one-half the design depth of the permanent pool. Place the sediment that is removed in a designated disposal area. Check the structure for damage from erosion or piping. After all sediment-producing areas have been permanently stabilized, remove the structure and all unstable sediment. Grade the area to blend with the adjoining grade and stabilize properly.

4. INSPECTIONS
- The Permittee (or their authorized representative) will be responsible for conducting site inspections in compliance with the ILR10 NPDES Permit. After each inspection, a report should be prepared and signed by the person who performed the inspection. The inspection report should be maintained on site as part of the SWPPP.

- Inspections should be conducted at least once every seven calendar days and within 24 hours of the end of a storm event that is 0.5 inches or greater, or equivalent snowfall.
- Each inspection should include the following components:

- A. Disturbed areas and areas used for the storage of materials that are exposed to precipitation should be inspected for evidence of, or the potential for, pollutants entering the drainage system. Soil erosion and sediment control measures identified in the SWPPP should be observed to ensure that they have been installed and are operating correctly. Where discharge points are accessible, they should be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to the receiving waters. Locations where vehicles enter or exit the site should be inspected for off-site sediment tracking. All pumping operations and other potential non-storm water discharge sources should also be inspected.
- B. Based on the results of the inspection, the description of potential pollutant sources identified, and the pollution prevention measures described in the SWPPP should be revised, as appropriate, as soon as practicable after the inspection. The modifications, if any, shall provide for timely implementation of any changes to the SWPPP within 7 calendar days following the inspection.

- C. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of the SWPPP, and actions taken in accordance with paragraph B, above should be made and retained as part of the SWPPP for at least three years from the date that permit coverage expires or is terminated. The report shall be signed in accordance with Part VI.G. (Signatory Requirements) of the ILR10 NPDES Permit.

- D. The Permittee shall notify the appropriate agency field operations section office by e-mail at: ags.sancc@illinois.gov, or telephone or fax within 24 hours of any incidence of non-compliance for any violation of the storm water pollution prevention plan observed during any inspection conducted or for violation of any condition of this permit. The Permittee should complete and submit within 5 days an incidence of non-compliance (IONC) report for any violation of the SWPPP observed during an inspection conducted, including those not required by the SWPPP. Submission should be on forms provided by IEPA and include specific information on the cause of non-compliance, actions which were taken to prevent any further causes of non-compliance, and a statement detailing any environmental impact, which may have resulted from the non-compliance.

- E. All reports of non-compliance shall be signed by a responsible authority as defined in Part VI.G. (Signatory Requirements), of the ILR10 NPDES Permit.

- F. After the initial contact has been made within the appropriate agency field operations section office, all reports of non-compliance shall be mailed to IEPA at the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

5. NON-STORM WATER DISCHARGES
- Except for flows from fire fighting activities, possible sources of non-storm water that may be combined with storm water discharges associated with the proposed activity, are described below:

- Water used to wash vehicles where detergents are not used;
- Water used to control dust;
- Potentially wash waters where spills or leaks of toxic or hazardous materials have not occurred (unless spilled materials have been removed) and where detergents are not used;
- Irrigation ditches;
- Uncontaminated ground water; and,
- Foundation or footing drains where flows are not contaminated with process materials such as solvents;
- Landscape irrigation drainages;
- Uncontaminated air conditioning condensate.

Pollution prevention measures should be implemented for non-storm water components of the discharge.

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A			B	C					
DORMANT SEEDING	B										C	
TEMPORARY SEEDING			C			D						
SODDING			E									
MULCHING	F											

- A KENTUCKY BLUEGRASS 90 LBS/ACRE
MIXED WITH PERENNIAL RYEGRASS
30 LBS/ACRE.
- C SPRING OATS 100 LBS/ACRE
D WHEAT OR CEREAL RYE
150 LBS/ACRE.
- B KENTUCKY BLUEGRASS 135 LBS/ACRE
MIXED WITH PERENNIAL RYEGRASS
45 LBS/ACRE + STRAW MULCH 2 TONS/ACRE.
- E SOD
- F STRAW MULCH 2 TONS/ACRE.

- IRRIGATION NEEDED DURING JUNE AND JULY.
- IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.

SOIL PROTECTION CHART

CONTRACTOR CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

PROJECT: ARLINGTON CROSSINGS PHASE 1

PERMIT #: ILR10-N132

DATE

CONTRACTOR SIGNATURE

TELEPHONE NUMBER

PRINTED NAME & TITLE

NAME OF CONTRACTING FIRM

STREET ADDRESS

CITY, STATE, ZIP CODE

TRADE/ RESPONSIBILITIES:

NOTE:
ALL CONTRACTORS PERFORMING WORK ON THIS SITE ARE REQUIRED TO SIGN A CONTRACTOR CERTIFICATION STATEMENT AS ILLUSTRATED ABOVE. THE SIGNED STATEMENTS WILL BE MAINTAINED ON THE SITE WITH THE SWPPP.

OWNER SWPPP CERTIFICATION

PROJECT: ARLINGTON CROSSINGS PHASE 1

PERMIT #: ILR10-N132

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED TO ME. ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNATURE OF OWNER

DATE

PRINTED NAME OF OWNER

NOTE:
THE CERTIFICATION ILLUSTRATED ABOVE SHALL BE SIGNED BY THE OWNER LISTED ON THE NOTICE OF INTENT IN ACCORDANCE WITH PART VI.G. OF THE ILR10 NPDES PERMIT. THE SIGNED STATEMENT SHALL BE MAINTAINED ON THE SITE WITH THE SWPPP.

SOIL EROSION AND SEDIMENT CONTROL PLAN

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

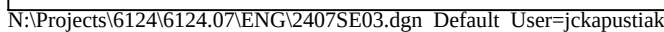
9575W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

FILE NAME:
2407SE01.dgn

DATE:
02/12/16

JOB NO.
6124.07

SHEET
SE1
7 OF 13



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

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

9 OF 13

EARTHWORK NOTES		PAVING NOTES		SANITARY SEWER NOTES		STORM SEWER NOTES	
1. GENERAL A. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE. THE CONTRACTOR SHALL OBTAIN AND READ THE GEOTECHNICAL REPORTS AVAILABLE FROM THE OWNER. B. ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND APPRAISE HIMSELF OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS LOW-BID FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER. C. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC. MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS. D. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION, AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC. E. PLANS FOR THE SITE DEWATERING, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION. F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES", THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC. TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC. SHALL OCCUR BEFORE GRADING BEGINS. A MUNICIPAL EROSION CONTROL INSPECTION MAY BE REQUIRED BEFORE ANY EARTHWORK IS PERFORMED. G. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A "SNOW FENCE" AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED. H. EXCESS MATERIALS, IF NOT UTILIZED AS FILL, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR. I. ALL EARTHWORK SHALL BE DONE UNDER THE SUPERVISION OF AN ILLINOIS LICENSED ENGINEER WHO SPECIALIZES IN THE GEOTECHNICAL FIELD (SOILS ENGINEER). THIS ENGINEER WILL BE RESPONSIBLE FOR ENSURING THAT ALL UNSUITABLE MATERIALS ARE REMOVED, ALL STRUCTURAL FILL MATERIALS ARE PROPERLY PLACED AND COMPACTED, ALL PAVEMENT SUBGRADES ARE PROPERLY PREPARED, PROOF ROLLING SUBGRADES AND BASE COURSES, AND ENSURING THAT ALL WATER RETAINING EMBANKMENTS ARE PROPERLY CONSTRUCTED. THE DEVELOPER PAYS FOR ALL GEOTECHNICAL SERVICES. 2. TOPSOIL EXCAVATION INCLUDES: A. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS. B. PLACEMENT OF THE EXCAVATED MATERIAL IN OWNER DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED, AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STOCKPILE. C. TOPSOIL STOCKPILED FOR RESPREAD SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE. D. TOPSOIL RESPREAD SHALL INCLUDE HAULING AND SPREADING 6" OF TOPSOIL OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR DIRECTED BY THE OWNER. E. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS. 3. EARTH EXCAVATION INCLUDES: A. EXCAVATION OF CLAY AND OTHER MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION. B. PLACEMENT OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, TO WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCUERANCE OF THE OWNER. C. COMPACTION OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALKS, ETC. COMPACTION SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS. D. EXCAVATIONS: QUANTITIES OF EARTH EXCAVATION INDICATED ELSEWHERE IN THIS CONTRACT HAVE BEEN COMPUTED BY THE END AREA METHOD AS PROVIDED FOR IN SECTION 202 OF THE STANDARD SPECIFICATIONS. EXCAVATED MATERIALS NOT NEEDED FOR THIS JOB SITE SHALL BE LEGALLY DISPOSED OF. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF EARTH EXCAVATION. 4. UNSUITABLE MATERIAL UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCUERANCE OF THE OWNER. 5. MISCELLANEOUS THE CONTRACTOR SHALL: A. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS. B. SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL. IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS. C. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION. D. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL. THE CURBS SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS CURED FOR AT LEAST 7 DAYS. E. TRENCH COMPACTION: ALL TRENCHES SHALL BE COMPACTED BY MECHANICAL TECHNIQUES APPROVED BY THE SOILS ENGINEER UNTIL PROPER COMPACTION IS ACHIEVED. THE REQUIREMENT FOR MECHANICAL COMPACTION MAY BE WAIVED IF, IN THE OPINION OF THE SOILS ENGINEER AND THE MUNICIPAL ENGINEER, THE BACKFILLED TRENCHES MEET THE DENSITY REQUIREMENTS. JETTING OF TRENCHES FOR COMPACTION WILL NOT BE ALLOWED. 6. TESTING AND FINAL ACCEPTANCE A. THE CONTRACTOR SHALL PROVIDE AS A MINIMUM, A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE MATERIAL. THIS SHALL BE WITNESSED BY MUNICIPAL ENGINEER AND THE OWNER. SEE PAVING SPECIFICATION. B. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL, OR OTHERWISE CORRECTED, APPROVED BY THE SOILS CONSULTANT. C. ANY TESTING THAT IS REQUIRED OF THIS CONSTRUCTION IS CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION. NO SEPARATE PAYMENT WILL BE MADE.		1. GENERAL A. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION AND COMPACTION; PLACEMENT OF SUB-BASE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING AND CURING CONCRETE PAVEMENT, CURBS AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK. B. COMPACTION REQUIREMENTS: [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)] SUB-GRADE = 93%; SUB-BASE = 93%; AGGREGATE BASE COURSE = 95%; BITUMINOUS COURSES = REFER TO SSSBC ARTICLE 406.07. THE SOILS ENGINEER IS RESPONSIBLE FOR ENSURING THAT MATERIALS ARE PROPERLY PLACED AND COMPACTED. C. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION AND IN ACCORDANCE WITH THE MUNICIPAL CODE. 2. SUB-GRADE PREPARATION A. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHALL SATISFY HIMSELF THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISH TOP SUBGRADE ELEVATION HAS BEEN WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE CONTRACTOR ADVISES THE OWNER AND ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT HE HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE. B. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT. THE SOILS ENGINEER SHALL CONDUCT AND THE VILLAGE SHALL WITNESS ALL PROOF ROLLS. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED IN A MANNER APPROVED BY THE OWNER OR HIS REPRESENTATIVE. THIS MAY INCLUDE ONE OR MORE OF THE FOLLOWING METHODS: 1) SCARIFY DISC AND AERATE. 2) REMOVE AND REPLACE WITH STRUCTURAL CLAY FILL. 3) REMOVE AND REPLACE WITH GRANULAR MATERIAL. 4) USE OF GEOTEXTILE FABRIC. MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE 1/4" TO 1/2" IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA. C. PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREA SHALL BE FINE GRADED TO WITHIN 0.04 FEET (1/2") OF FINAL SUBGRADE ELEVATION, TO A POINT TWO (2) FEET BEYOND THE BACK OF CURB, SO AS TO INSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS QUANTITY OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED. D. PRIOR TO PLACEMENT OF THE BASE COURSE, ALL SUBGRADES MUST BE APPROVED BY THE MUNICIPAL ENGINEER, SOILS ENGINEER AND/OR OWNER. 3. CONCRETE WORK A. ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE CLASS SJ OR PV PER (SSRBC) SECTION 1020.04 WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) BAG MIX AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT FOURTEEN (14) DAYS. ALL CONCRETE SHALL BE BROOM FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL. THE ADDITION OF CALCIUM CHLORIDE AND THE SUBSTITUTION OF FLY ASH FOR PORTLAND CEMENT IS PROHIBITED. 1,500 LBS OF COLLOATED, FILLERED, POLYPROPYLENE OLEFIN FIBERS 0.50 TO 0.75 INCHES IN LENGTH SHALL BE ADDED TO EACH CUBIC YARD OF CONCRETE USED FOR SIDEWALKS. THE FIBERS SHALL BE AS MANUFACTURED UNDER THE NAME "FIBERNESE" OR EQUAL. B. CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS-SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. PREMOLED FIBER EXPANSION JOINTS, WITH TWO 3/4" X 18" EPOXY COATED STEEL DONUT BARS, SHALL BE INSTALLED AT SIXTY (60) FOOT INTERVALS AND AT ALL PC'S, PT'S AND CURB RETURNS. ALTERNATE ENDS OF THE DONUT BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. SAVED OR FORMED CONTRACTION JOINTS SHALL BE PROVIDED AT NO GREATER THAN FIFTEEN (15) FOOT INTERVALS BETWEEN EXPANSION JOINTS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED. C. CURBS SHALL BE DEPRESSED AT LOCATIONS WHERE PUBLIC WALKS/PEDESTRIAN PATHS INTERSECT CURB LINES, AND OTHER LOCATIONS AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY. (SEE CONSTRUCTION STANDARDS FOR DETAIL). BARRIER CURB SHALL ALSO BE DEPRESSED AT DRIVEWAY LOCATIONS. D. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE. THE CONCRETE MUST CURE FOR AT LEAST SEVEN DAYS BEFORE THE CURBS ARE BACKFILLED. E. CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5 FOOT INTERVALS AND 1/2" PREMOLED FIBER EXPANSION JOINTS AT 50 FOOT INTERVALS, AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, ETC. F. CONCRETE DRIVEWAY APRONS SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE 6" X 6" NO. 6 WELDED WIRE MESH IN DRIVEWAYS. PROVIDE 1/2" PREMOLED FIBER EXPANSION JOINT ADJACENT TO CURBS AND CONCRETE SIDEWALKS. PROVIDE SAVED OR FORMED CONTRACTION JOINT AT MID-POINT AND 15 FOOT MAXIMUM. G. STANDARD REINFORCED CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. SAVED OR FORMED CONTRACTION EXPANSION JOINTS SHALL BE AS SHOWN ON THE PLANS. H. CONCRETE CURING AND PROTECTION SHALL BE IN ACCORDANCE WITH (SSRBC) - METHOD 1, II, OR III. I. THE COST OF AGGREGATE BASE OR SUB-BASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM. 4. FLEXIBLE PAVEMENT A. THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, DRIVEWAYS, SIDEWALKS AND PATHS SHALL BE AS DETAILED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE FLEXIBLE PAVEMENTS SHALL CONSIST OF AGGREGATE BASE COURSE, TYPE B; BITUMINOUS CONCRETE BINDER COURSE; AND BITUMINOUS CONCRETE SURFACE COURSE OF THE THICKNESS AND MATERIALS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS. THE PAVING IS TO BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS. B. ALL TRAFFIC SHALL BE KEPT OFF THE COMPLETED AGGREGATE BASE UNTIL THE BINDER COURSE IS LAID. THE AGGREGATE BASE SHALL BE UNIFORMLY PRIME COATED AT A RATE OF 0.4 TO 0.5 GALLONS PER SQUARE YARD PRIOR TO PLACING THE BINDER COURSE. PRIME COAT MATERIALS SHALL BE BITUMINOUS M.C. = 50. C. PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE BINDER COURSE SHALL BE CLEANED, AND TACK COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE BINDER, BASE OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE whatever EQUIPMENT AND MANPOWER NECESSARY, INCLUDING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. THE TACK COAT SHALL BE UNIFORMLY APPLIED TO THE BINDER COURSE AT A RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS SPECIFIED IN (SSRBC) SECTION 406-02. D. SEAMS IN BASE, BINDER AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6". E. FOR NEW STREETS, THE CONTRACTOR SHALL PERMIT THE BITUMINOUS CONCRETE BINDER COURSE TO WEATHER ONE (1) WINTER SEASON PRIOR TO THE INSTALLATION OF THE BITUMINOUS CONCRETE SURFACE COURSE UNLESS OTHERWISE SPECIFIED BY THE MUNICIPAL ENGINEER OR OWNER. 5. TESTING AND FINAL ACCEPTANCE A. THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE OWNER AND/OR MUNICIPALITY. TESTING SHALL BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND THE TESTING REQUIREMENTS OF THE MUNICIPALITY. B. WHEN REQUESTED BY THE OWNER, TEST RESULTS AND DOCUMENTATION FOR THE CONCRETE, BASE COURSE, BITUMINOUS CONCRETE BINDER, AND/OR SURFACE COURSE, SHALL BE SUBMITTED FOR VERIFICATION. C. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN REQUESTED BY THE OWNER OR MUNICIPALITY, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION. D. WHEN REQUESTED BY THE OWNER OR MUNICIPALITY, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE FULL DEPTH BITUMINOUS CONCRETE PAVEMENT STRUCTURE WITH A CORE DRILL WHERE DIRECTED, IN ORDER TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED FOR BY THE METHOD DESCRIBED IN (SSRBC), ART. 407.10. E. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.		1. GENERAL A. SANITARY SEWER PIPE SHALL BE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE WITH A STANDARD DIMENSION RATIO (SDR) OF 26 CONFORMING TO ASTM D-2241 WITH O-RING GASKETED JOINTS CONFORMING TO ASTM D-3122 AND PVC (POLYVINYL CHLORIDE) PLASTIC PIPE WITH A STANDARD DIMENSION RATIO (SDR) OF 21 CONFORMING TO ASTM D-2241 WITH PUSH-ON JOINTS CONFORMING TO ASTM D-3139 AS SHOWN ON THE PLANS. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF SANITARY SEWER COMPLETE IN PLACE. B. SANITARY SEWER PIPE 18" AND LARGER, WHERE NOTED ON THE PLANS, OR WHERE THE IEPA MINIMUM SEPARATION CANNOT BE MAINTAINED, SHALL BE ONE OF THE FOLLOWING: PLAN CODE DESCRIPTION DIP: DUCTILE IRON WATERMAIN QUALITY PIPE, CLASS 52, (ANSI 21-51) WITH MECHANICAL OR O-RING GASKETED JOINTS (ANSI 21-11). PVC: PRESSURE RATED PVC PIPE MEETING ASTM D-2241 WITH ASTM D-3139 GASKETED JOINT, SDR 26 C. "BAND-SEAL" OR SIMILAR FLEXIBLE TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND-SEAL", "FERMCO", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON ANY SEWER MAIN. D. ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE. E. ALL FLOOR DRAINS SHALL CONNECT TO THE SANITARY SEWER. F. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE MUNICIPALITY. G. WATERMANS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH IEPA REQUIREMENTS AS SPECIFIED IN "WATER MAIN" SECTION. H. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE EXCEPT UNDER SPECIAL CIRCUMSTANCES AND THEN ONLY UNDER THE FOLLOWING RULES: a) PERMISSION SHALL BE OBTAINED FROM THE MUNICIPAL ENGINEERING DEPARTMENT IN WRITING PRIOR TO BEGINNING CONSTRUCTION. b) THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF A MINIMUM OF 18" ABOVE THE TOP OF THE SEWER AND 18" HORIZONTALLY AWAY FROM THE EDGE OF THE SEWER. 2. BEDDING: A. BEDDING SHALL CONSIST OF A MINIMUM OF FOUR (4") INCHES OF COMPACTED CRUSHED GRAVEL OR STONE, GRADATION NO. CA-11 OR CA-13. THE SEWER SHALL HAVE MECHANICALLY TAMPED CRUSHED GRAVEL OR STONE COVER ABOVE THE TOP OF THE PIPE TO A MINIMUM OF TWELVE (12") INCHES FOR PVC PIPE AND TO THE SPRING LINE FOR DIP. THE BEDDING AND COVER MATERIAL SHALL BE ASTM D-2321 CLASS II FOR PVC PIPE AND ASTM D-448 SIZE 67 FOR DIP PIPE. THE COST OF THE BEDDING AND COVER SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER. B. ALL UNSUITABLE MATERIAL SHALL BE REMOVED BELOW THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CA-6 CRUSHED GRAVEL OR STONE. C. ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF FIVE (5') FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL (CA-6) AND THOROUGHLY MECHANICALLY COMPACTED IN 9" THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED. REFER TO THE TRENCH BACKFILL LIMITS DETAIL. 3. MANHOLES: A. SANITARY SEWER MANHOLES SHALL BE 4'-0" I.D. PRECAST CONCRETE SECTIONS CONFORMING TO ASTM D-478 WITH PREFORMED BITUMINOUS OR "O" RING JOINTS. IN ACCORDANCE WITH MUNICIPAL REGULATIONS, AND HAVE AN ECCENTRIC CONE INSTALLED TO LINE UP WITH THE MANHOLE STEPS. ALL MANHOLE STEPS SHALL BE AT 16" O.C. SIMILAR TO NEENAH R-1980. B. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT SLEEVES. THE BOTTOM OF MANHOLE SHALL HAVE A CONCRETE BENCH POURED TO FACILITATE SMOOTH FLOWS. 4. FRAMES AND LIDS: A. ALL SANITARY SEWER MANHOLE FRAMES AND LIDS SHALL BE NEENAH R-1712 UNLESS OTHERWISE NOTED ON THE PLANS. THE LIDS SHALL HAVE RECESSED (CONCEALED) PICK HOLE AND BE SELF SEALING WITH AN "O" RING GASKET. THE LIDS SHALL HAVE THE WORDS "SANITARY" EMBOSSED ON THE SURFACE. THE JOINTS BETWEEN FRAME AND CONCRETE SECTION SHALL BE SEALED WITH A BUTYL ROPE. B. A MAXIMUM OF EIGHT (8) INCHES OF CONCRETE ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. RINGS SHALL BE SEALED TOGETHER WITH BUTYL ROPE. 5. DROP MANHOLE ASSEMBLIES: A. DROP MANHOLE ASSEMBLIES: DROP MANHOLE ASSEMBLIES SHALL BE PROVIDED AT THE JUNCTION OF SANITARY SEWERS WHERE THE DIFFERENCE IN INVERT GRADES IS TWO FEET (2') OR MORE, OR AS SHOWN ON THE PLANS. THE ENTIRE DROP ASSEMBLY SHALL BE CAST IN CONCRETE MONOLITHICALLY WITH THE MANHOLE BARREL SECTION. 6. CLEANING: A. ALL MANHOLES AND PIPES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS, AND ALL VISIBLE LEAKAGE ELIMINATED, BEFORE FINAL INSPECTION AND ACCEPTANCE. 7. TESTING: A. DEFLECTION AND LEAKAGE TESTING WILL BE REQUIRED. THE PROCEDURE AND ALLOWABLE TESTING LIMITS SHALL BE AS SPECIFIED IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", OR MUNICIPAL CODES. IN THE EVENT OF A DISCREPANCY BETWEEN THE STANDARD SPECIFICATIONS AND THE MUNICIPAL CODE, THE MUNICIPAL CODE SHALL GOVERN. THE FULL LENGTH OF THE SANITARY SEWER IS REQUIRED TO BE BOTH AIR TESTED AND DEFLECTION TESTED. B. TESTING THE ALIGNMENT/STRAIGHTNESS SHALL BE IN ACCORDANCE WITH MUNICIPAL CODE. C. TESTING OF MANHOLES TO BE IN ACCORDANCE WITH ASTM 969. 8. TELEVISION: A. ALL SANITARY SEWERS SHALL BE TELEVIEWED AND A COPY OF THE TAPE /VIDEO AND A WRITTEN REPORT SHALL BE SUBMITTED AND REVIEWED BY THE OWNER OR MUNICIPALITY BEFORE FINAL ACCEPTANCE. THE REPORT SHALL INCLUDE STUB LOCATION AS WELL AS A DESCRIPTION OF ALL DEFECTS, WATER LEVEL, LEAKS AND LENGTHS. IDENTIFY MANHOLE TO MANHOLE BOTH VERBALLY AND ON-SCREEN USING MANHOLE NUMBERS FROM APPROVED PLANS. ORDER OF WRITTEN REPORT SHALL BE THE SAME AS THE VIDEO TAPES/VIDEOS. 9. TEST RESULTS: A. IF THE SANITARY SEWER INSTALLATION FAILS TO ME			

MWRD TYPICAL GENERAL NOTES

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

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

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

4. NO DOWNSPOUTS AND FOOTING DRAINS.

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

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

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

ABS SEWER PIPE	
SOLID WALL 6" DIA. SDR 23.5	
ABS D-2751	D-2751

ABS COMPOSITE/TRUSS PIPE	
8"-15" DIA.	
ABS D-2680	D-2680

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

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

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

6. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4" THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

7. "BAND SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

8. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

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

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

3. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

9. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS:

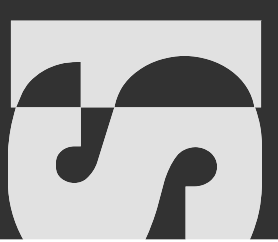
THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED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

10. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

SPECIFICATIONS - 2

KENSINGTON SCHOOL
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS


SPACECO INC.

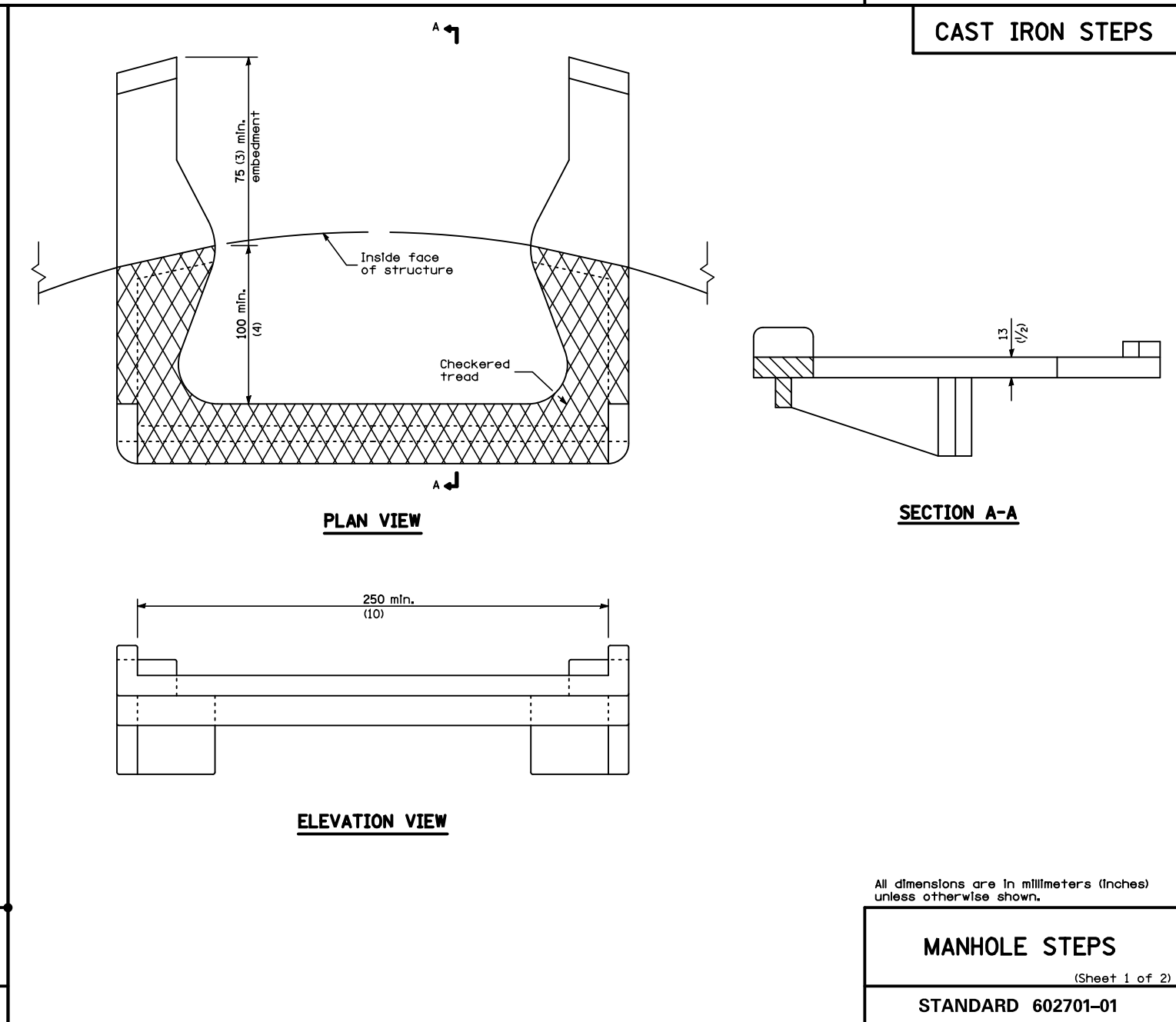
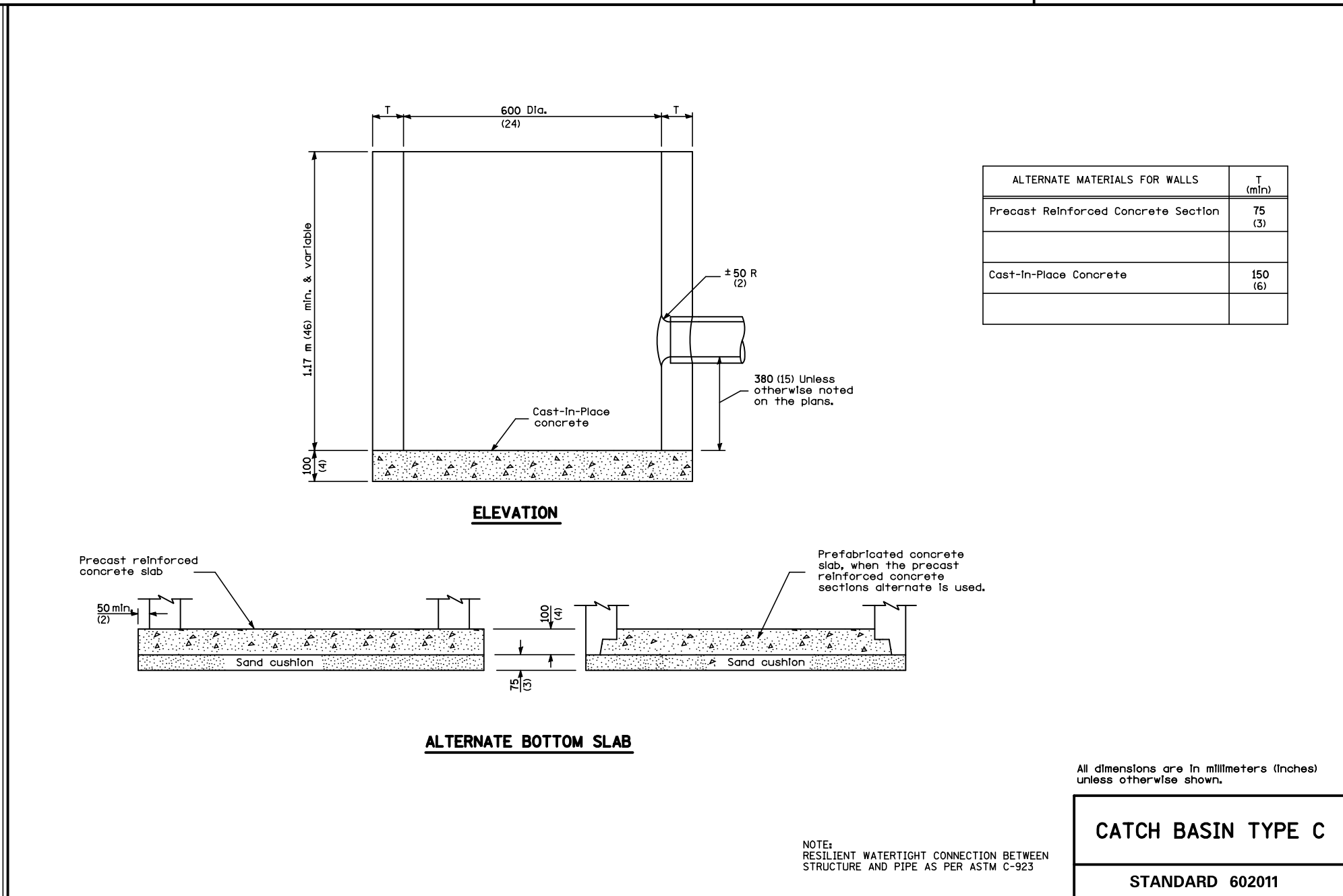
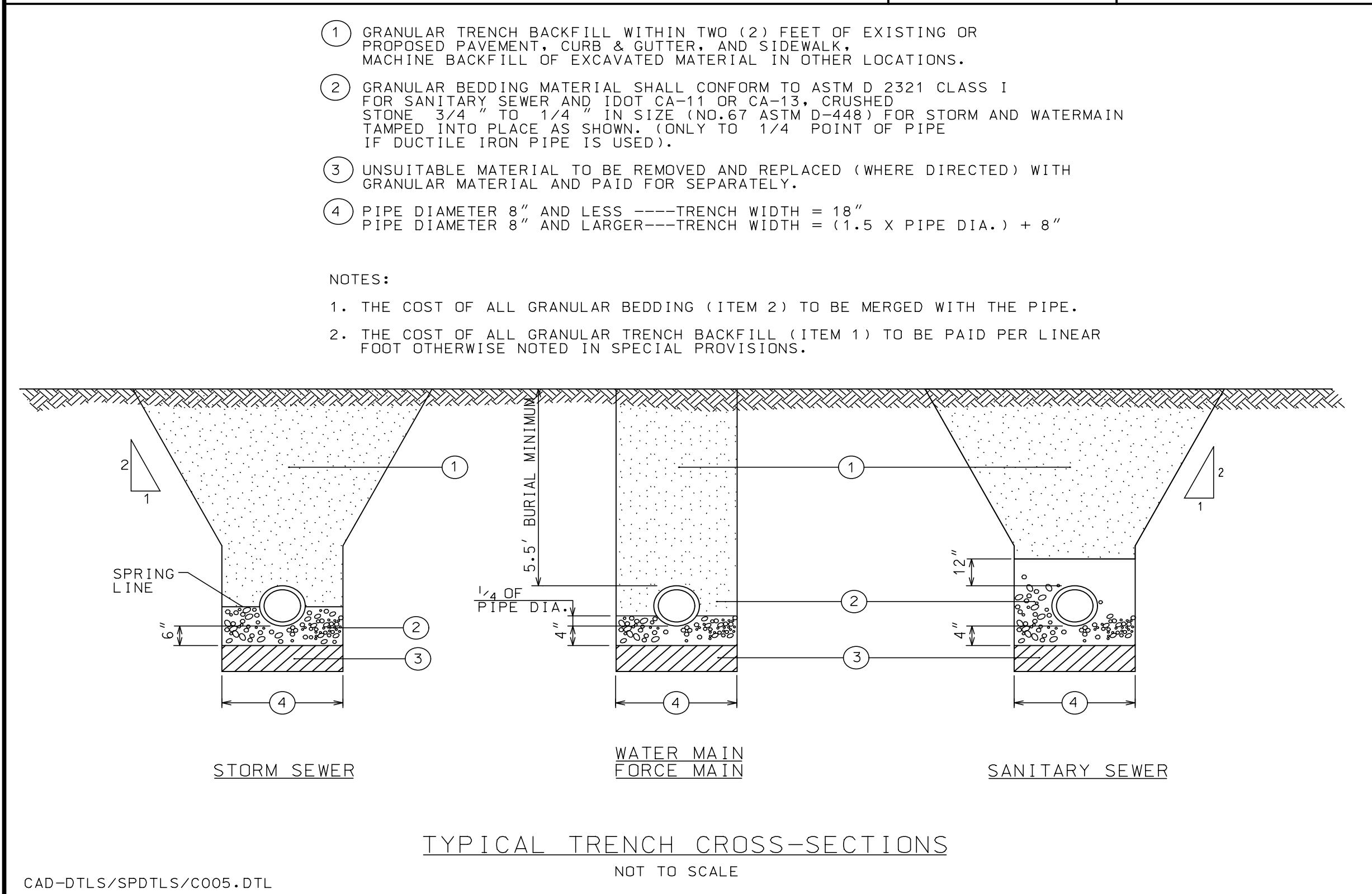
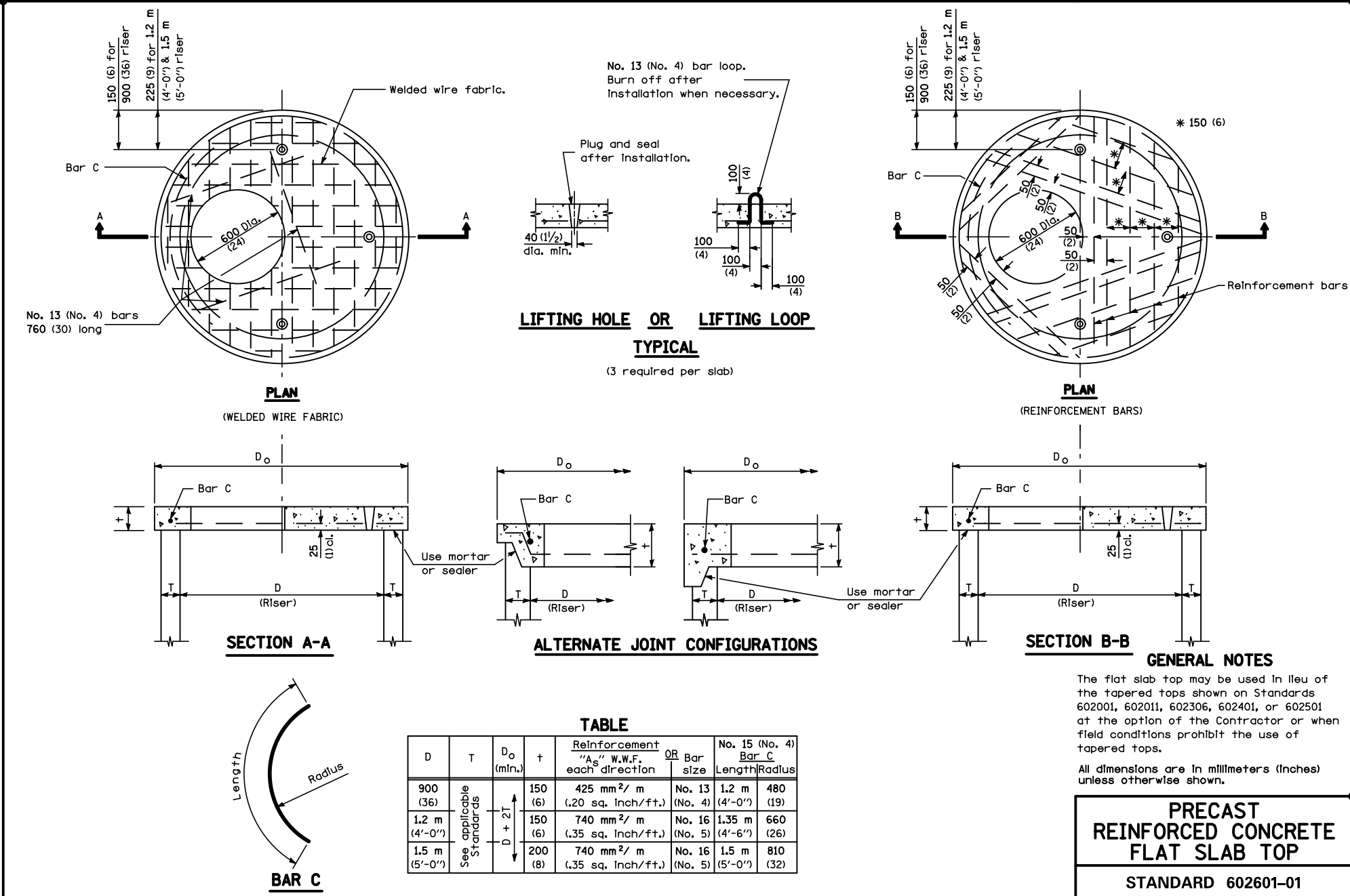
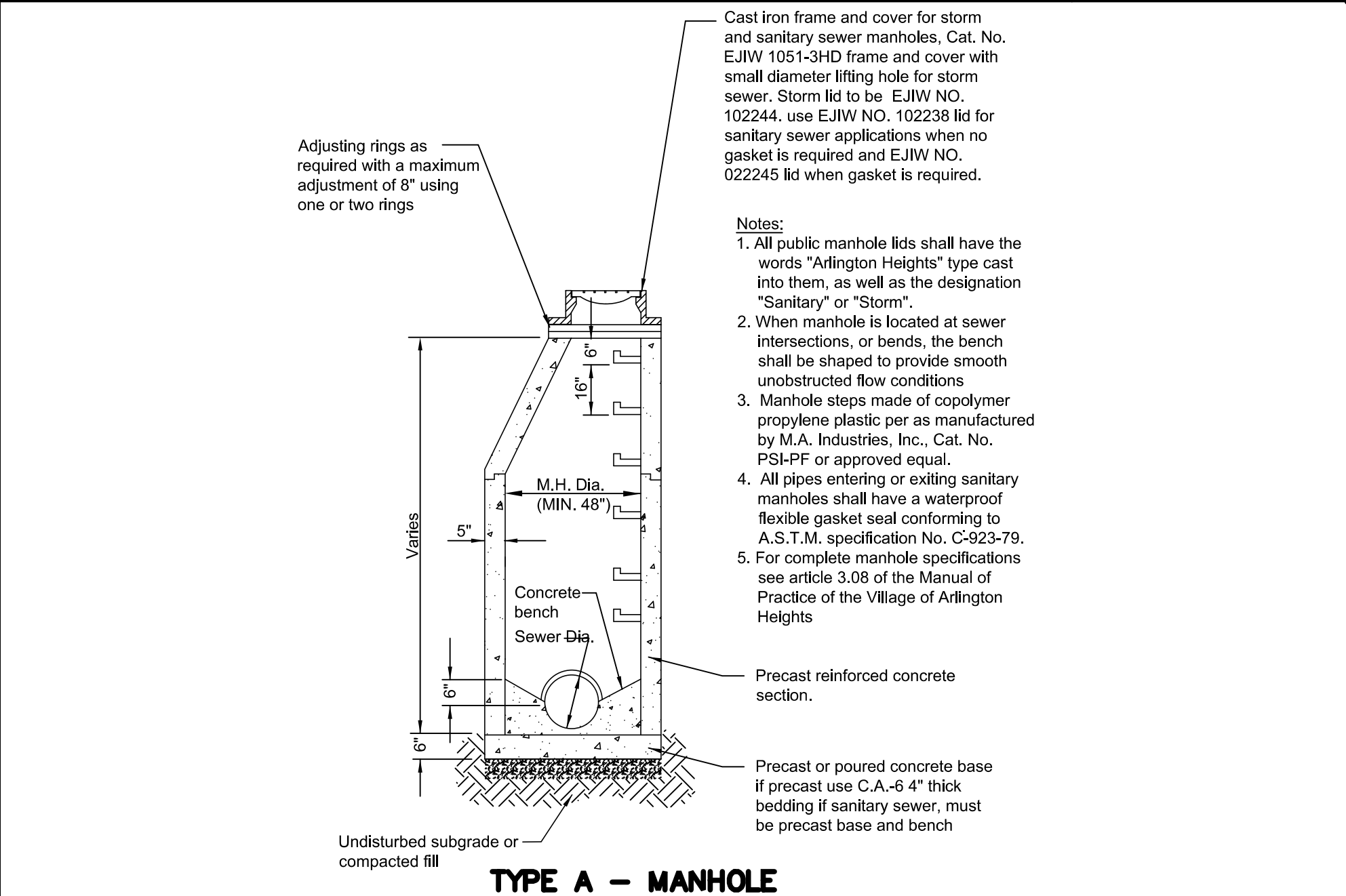
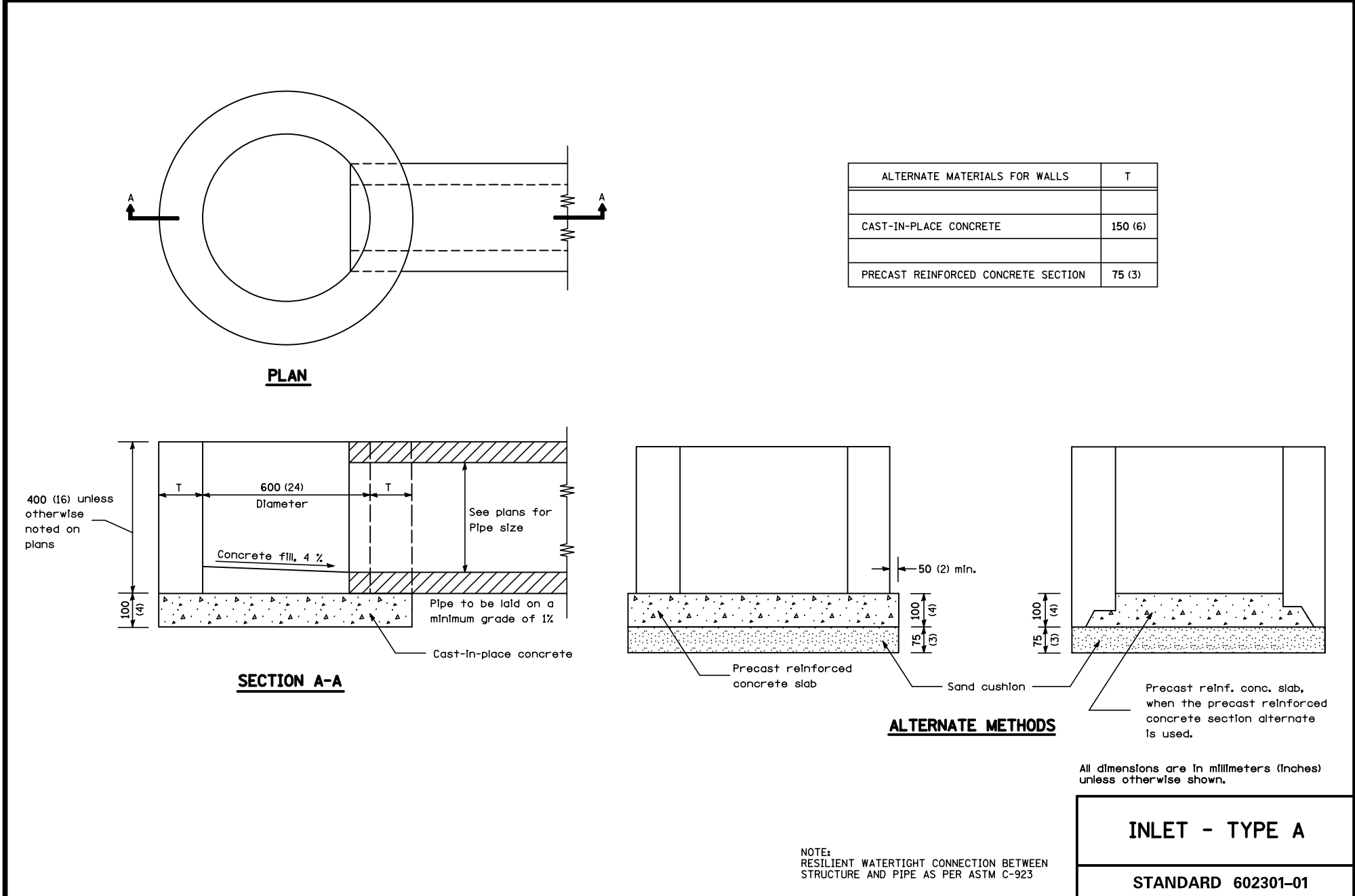
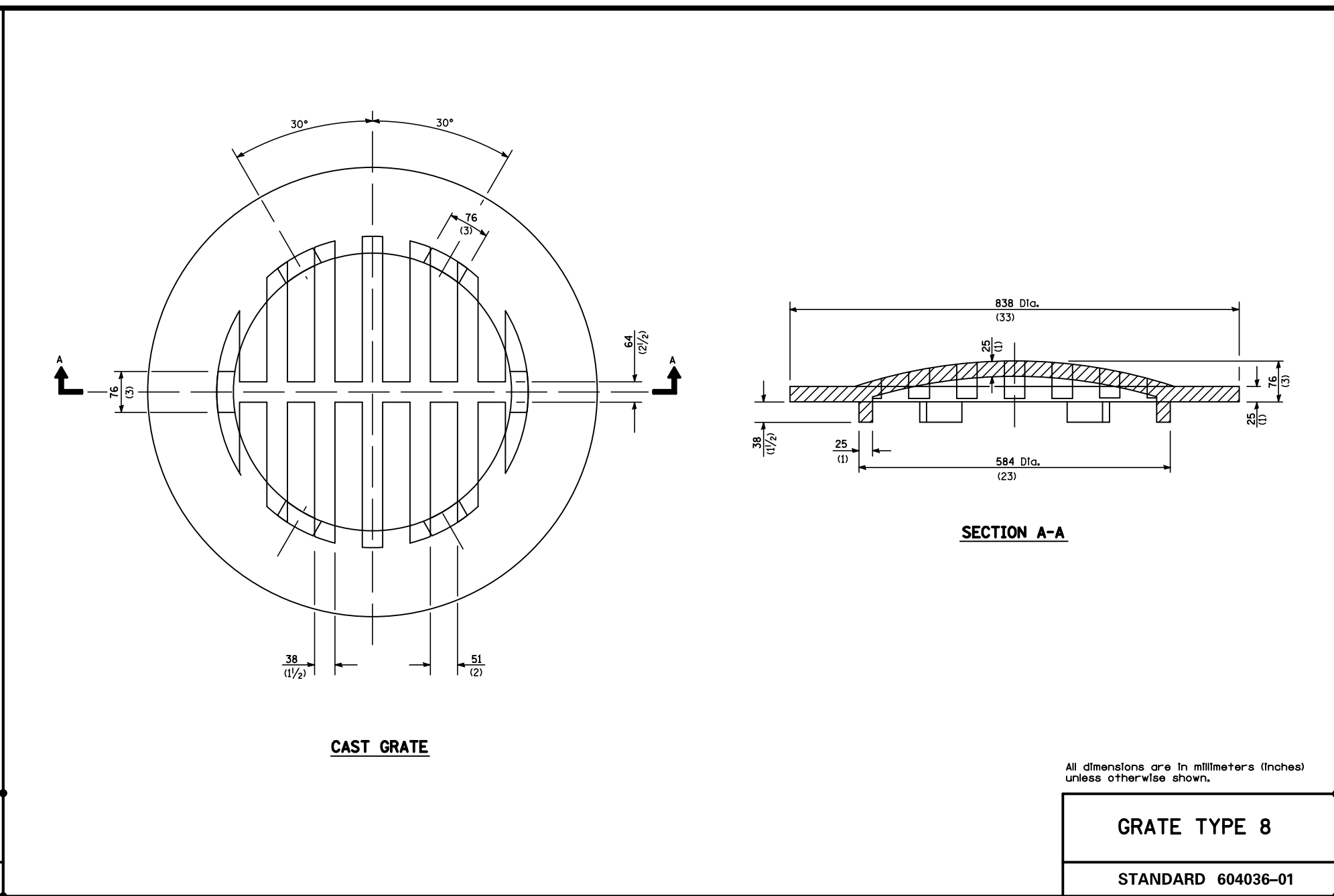
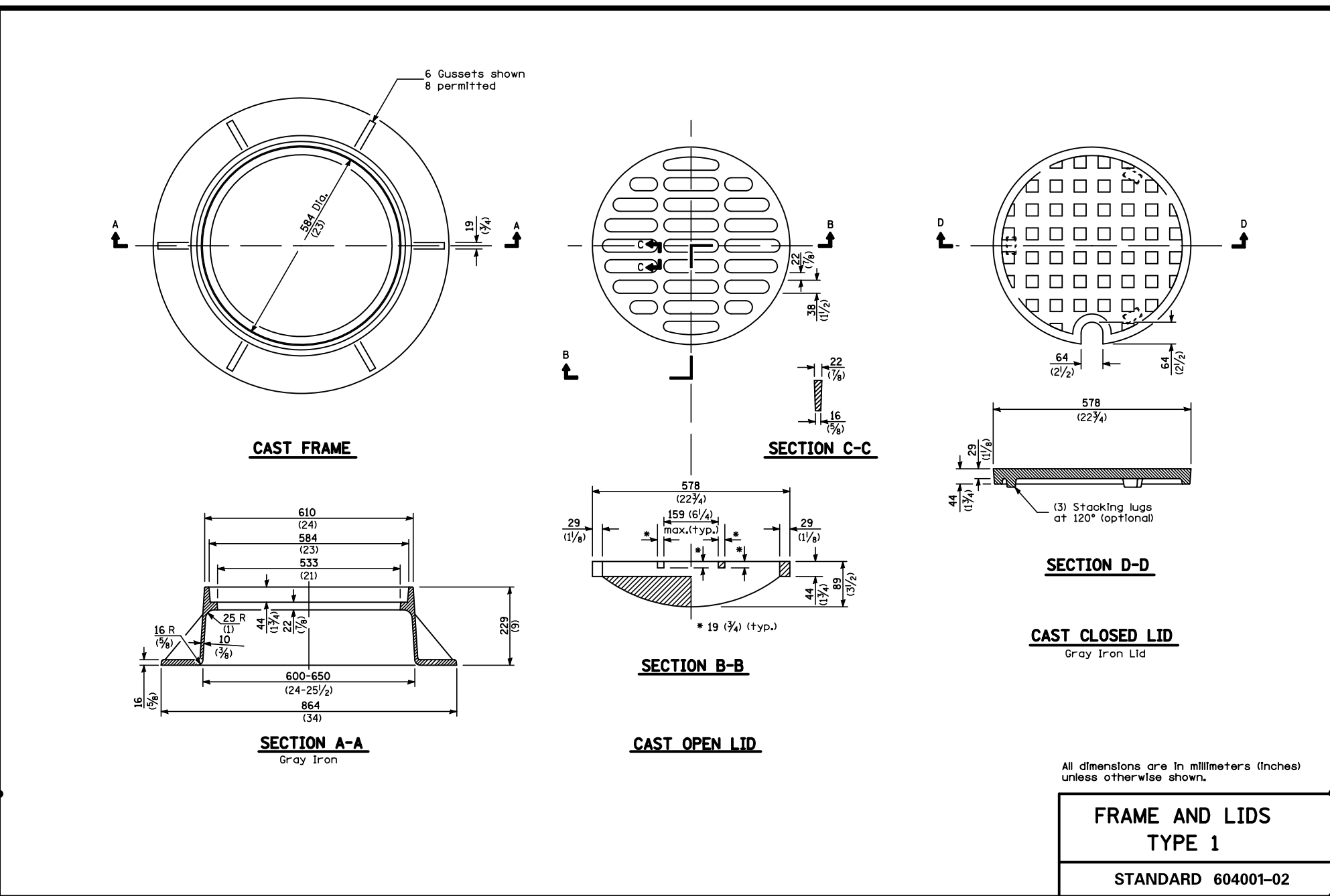
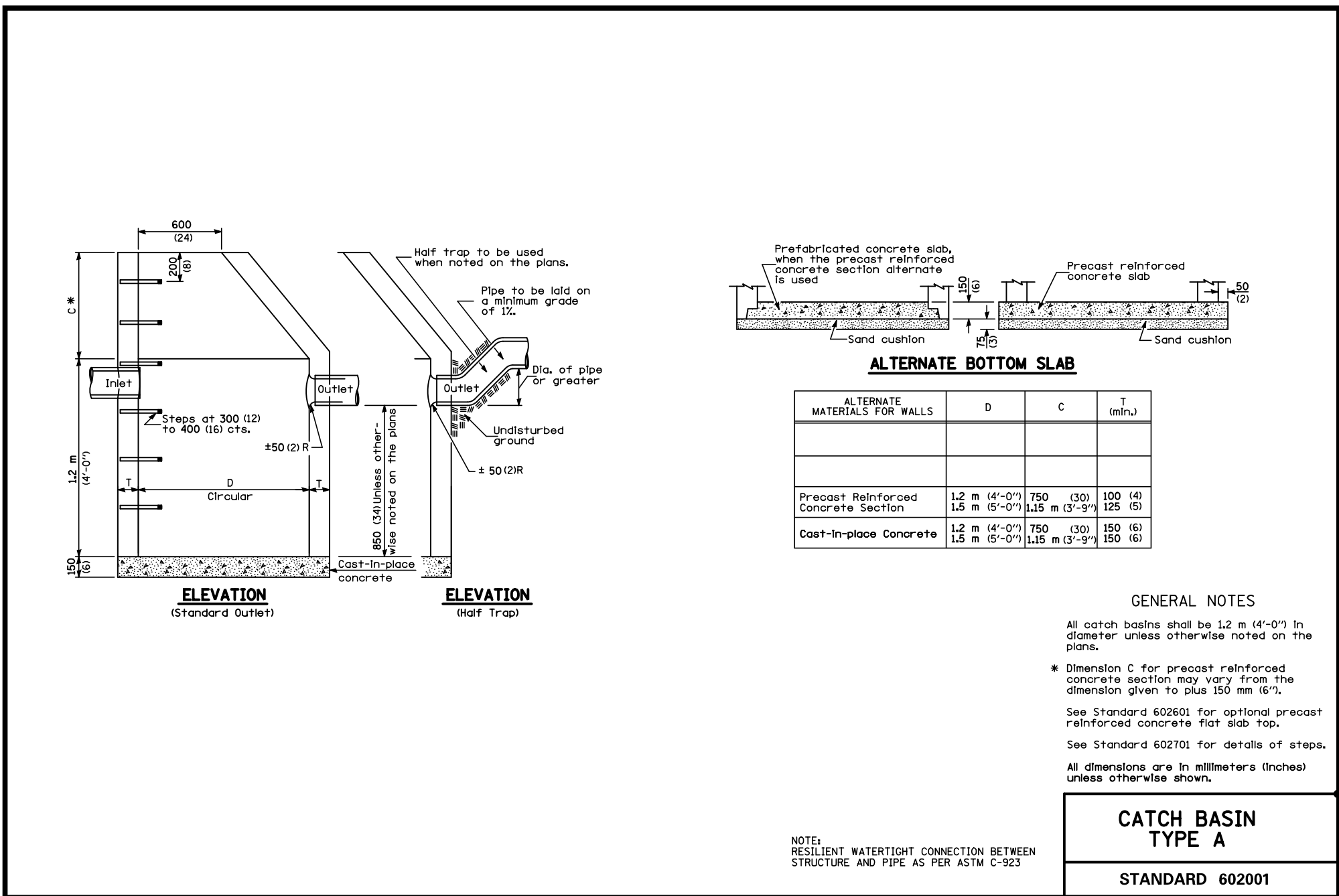
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 676-4060 Fax: (847) 676-4065

FILENAME:
2407SPEC02.dgn

DATE:
02/12/16

JOB NO.
6124.07

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SP2
11 OF 13

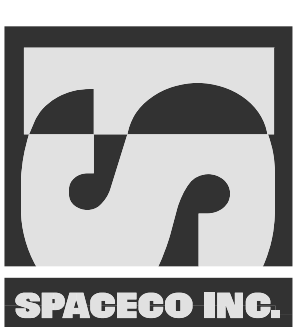


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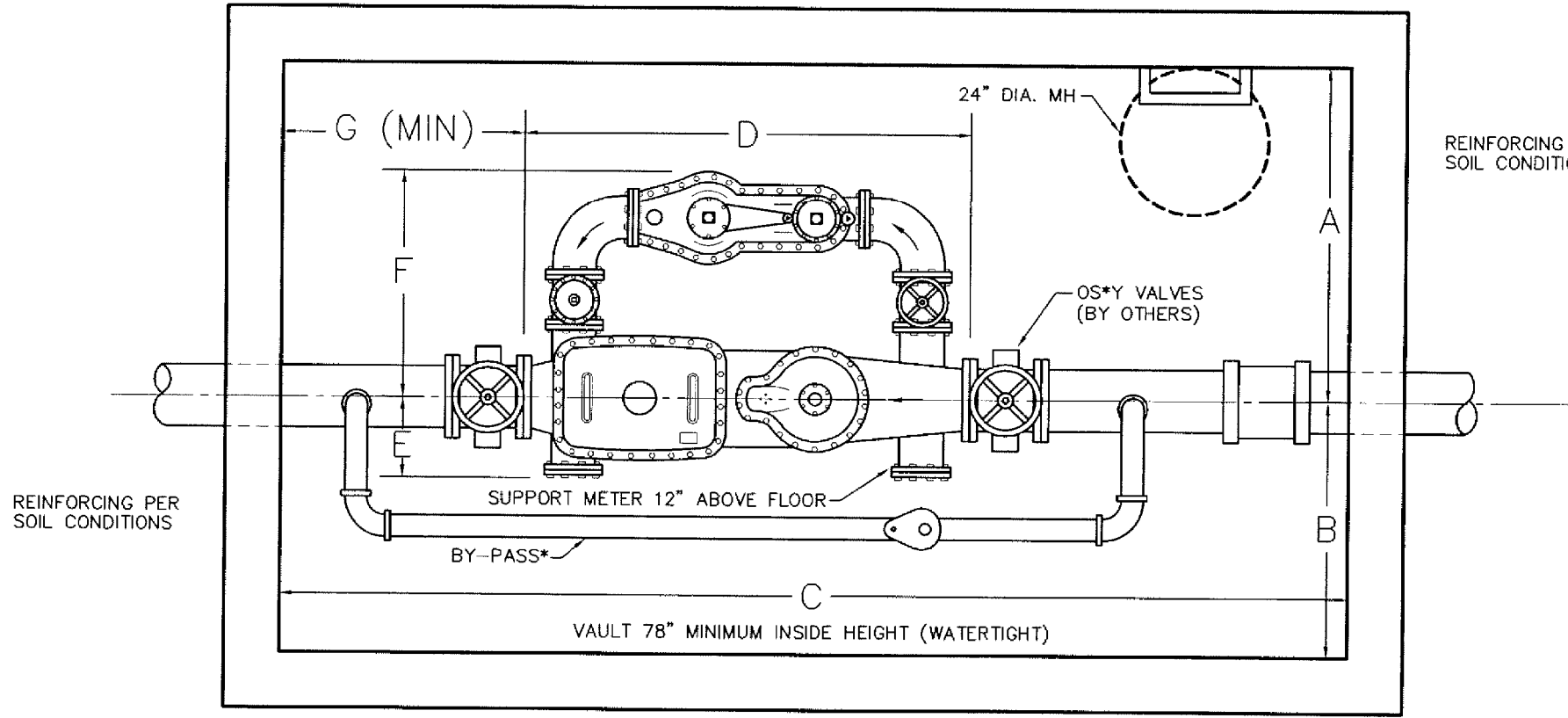
DETAIL 1
KENSINGTON SCHOOL ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 676-4060 Fax: (847) 676-4065



FILENAME: 2407DET01.dgn
DATE: 02/12/16
JOB NO. 6124.07
SHEET D1 12 OF 13

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

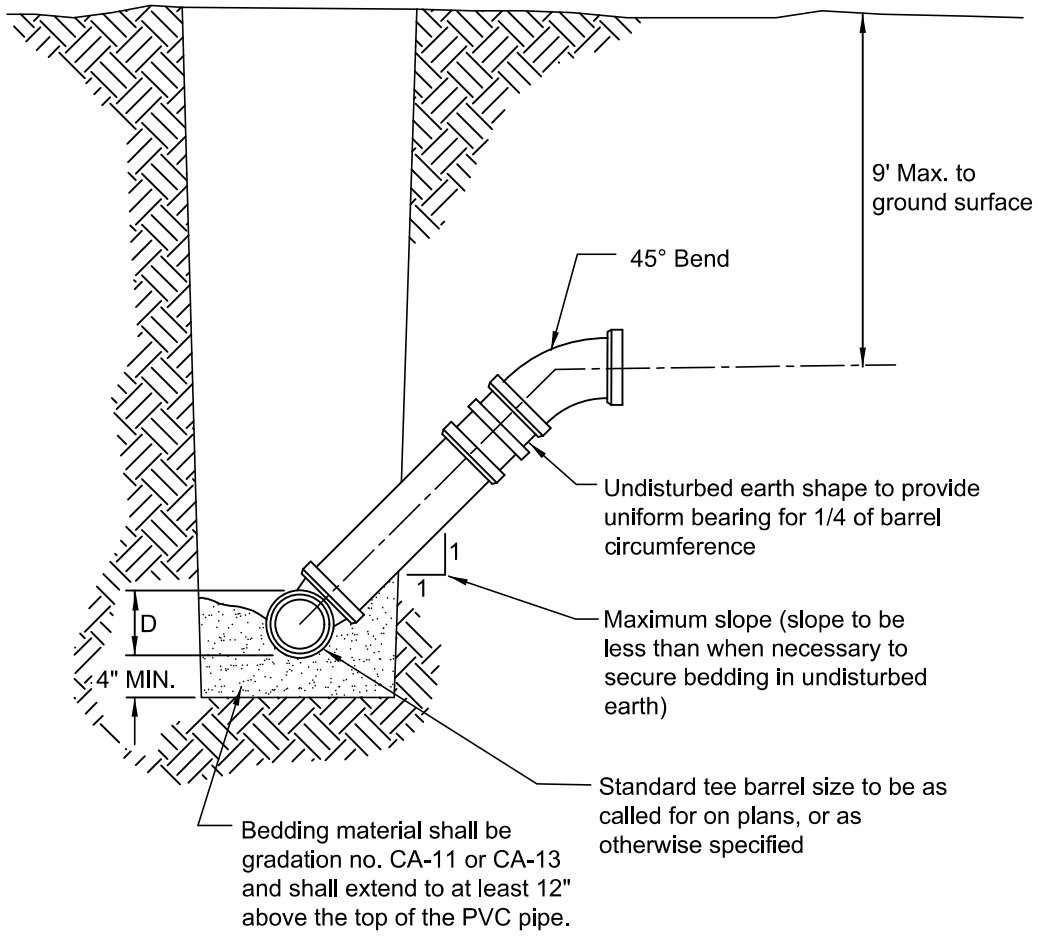


* CALL V.A.H. WATER SUPT. (847-368-5800) FOR BY-PASS INFORMATION

WATER METER VAULT DETAIL

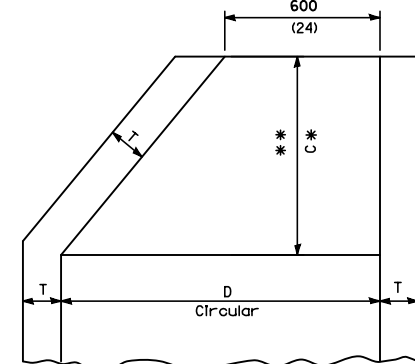
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PUBLIC WORKS
WATER UTILITY OPERATIONS

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

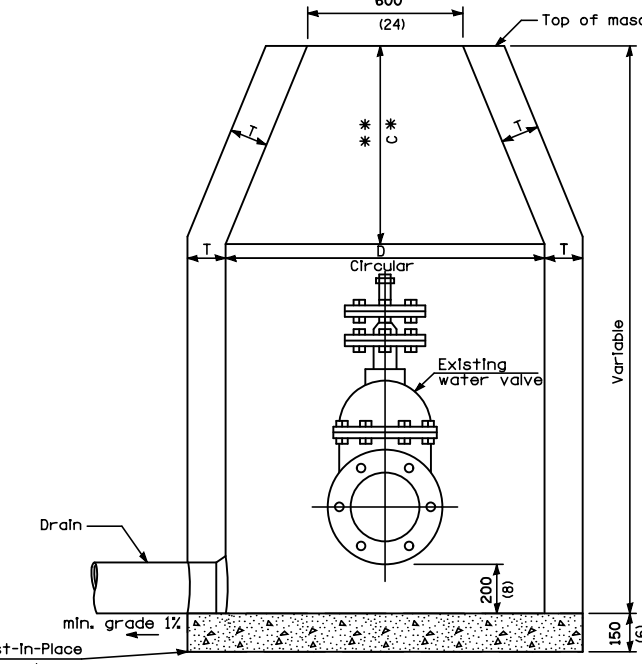


Note:
Risers to be constructed in lieu of wyes where sewer depth exceeds 12' for pipe material and concrete (See Specifications)

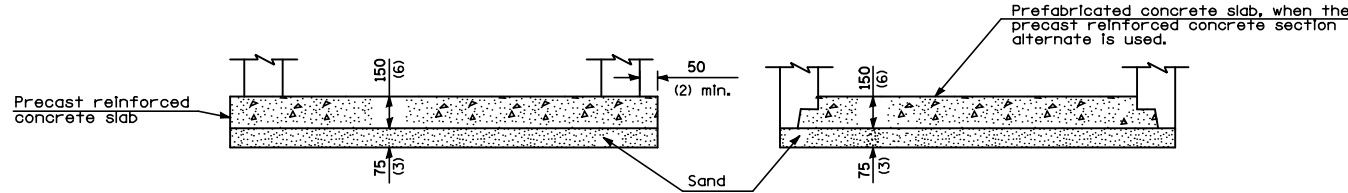
TYPICAL RISER FOR SERVICE LATERAL



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



ELEVATION



ALTERNATE METHODS

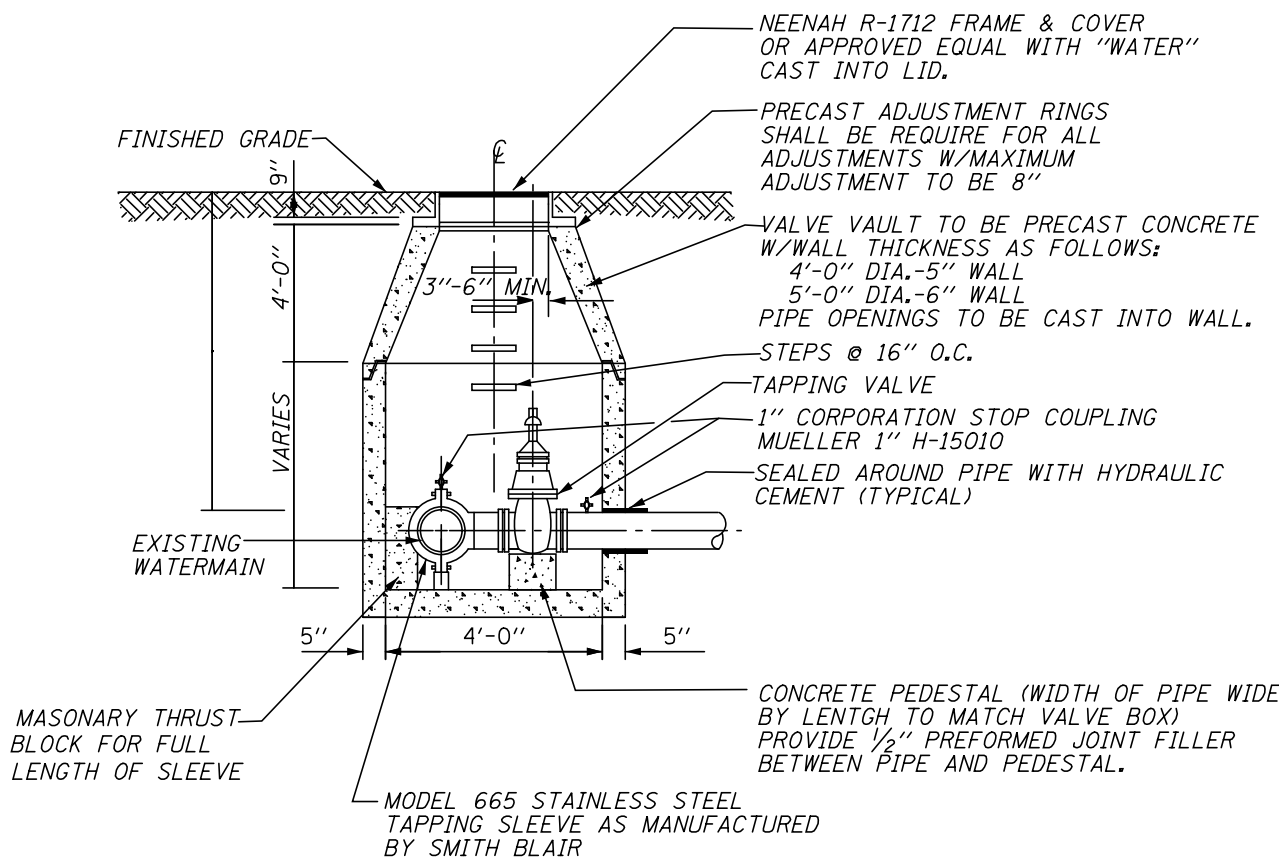
ALTERNATE MATERIALS FOR WALLS	D	C	UNIT
Concrete Masonry Unit	1.2 m (4'-0")	750 (30)	125 (5)
	1.5 m (5'-0")	115 m (3'-9")	125 (5)
Brick Masonry	1.2 m (4'-0")	750 (30)	200 (8)
	1.5 m (5'-0")	115 m (3'-9")	200 (8)
Precast Reinforced Concrete Section	1.2 m (4'-0")	750 (30)	100 (4)
	1.5 m (5'-0")	115 m (3'-9")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

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

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

VALVE VAULT TYPE A

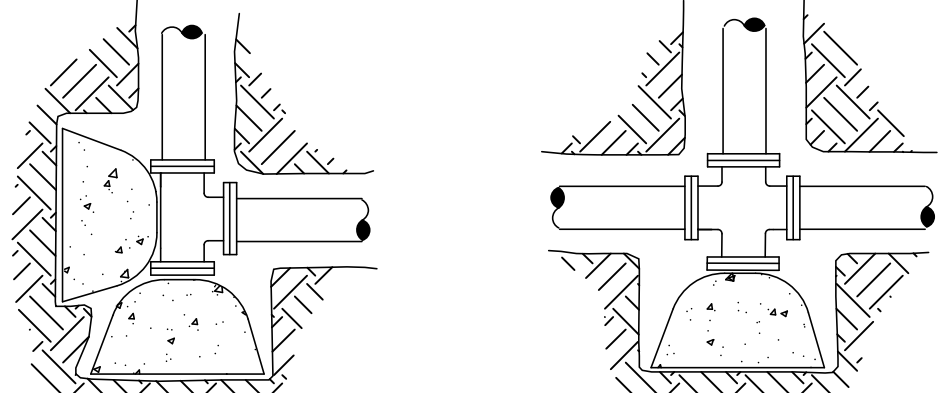
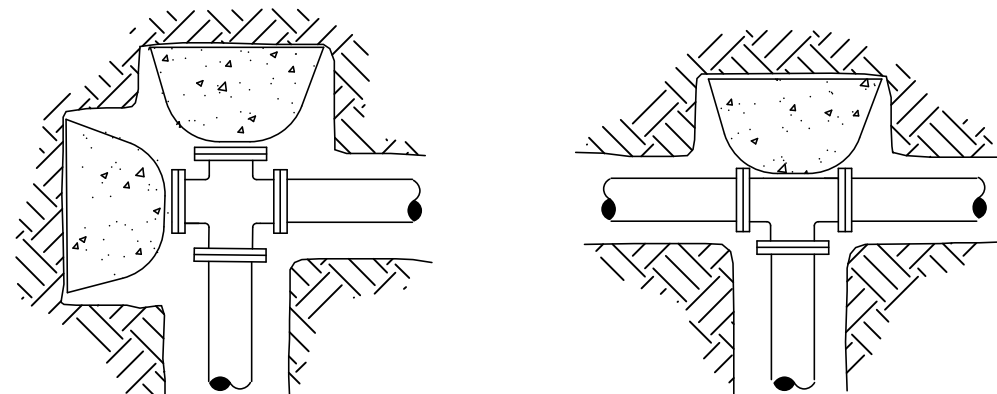
STANDARD 602501



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

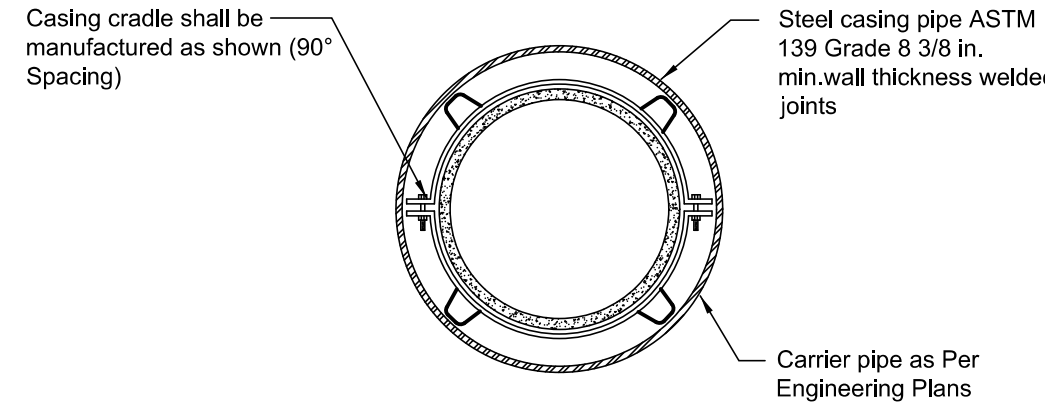
TYPICAL PRESSURE CONNECTION IN VALVE VAULT

NOT TO SCALE

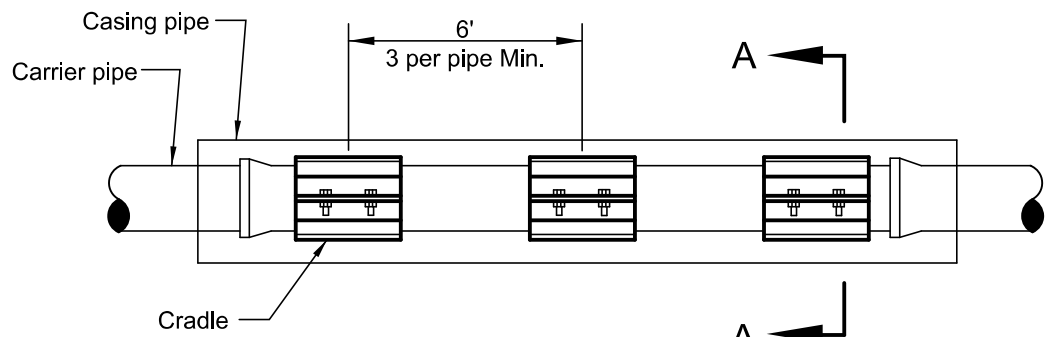


Note:
All bends of 22 1/2° and greater shall be blocked with a 10" thick concrete block (poured in place) against an undisturbed vertical earth face.

THRUST BLOCK INSTALLATIONS



Section A-A

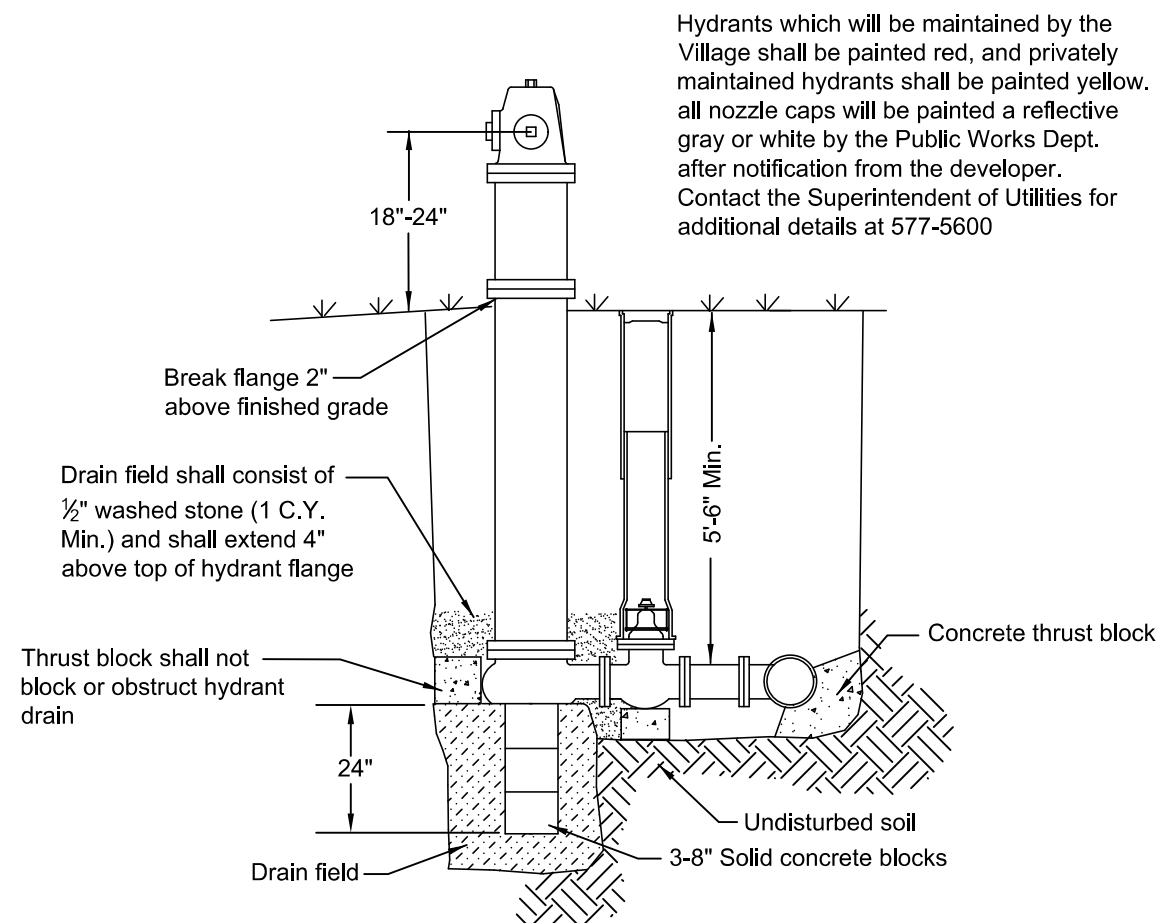


Side View

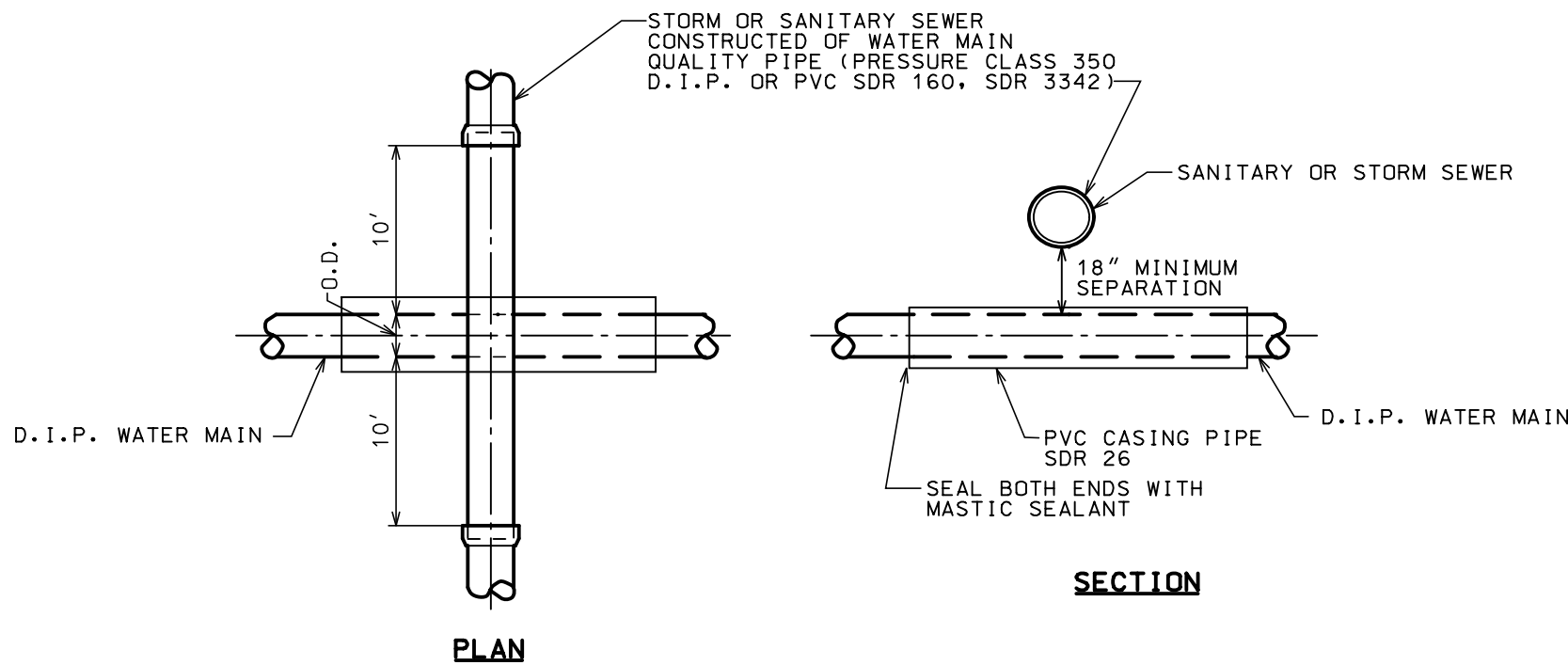
- Notes:
1. Provide Powersseal rubber boot at each end of casing pipe.
2. Cradle shall be powersseal casing chock, model 4810 by Powersseal Pipeline Products Corp. or Cascade Casing Chock or Approved equal.

AUGER CASING DETAIL

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



FIRE HYDRANT



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

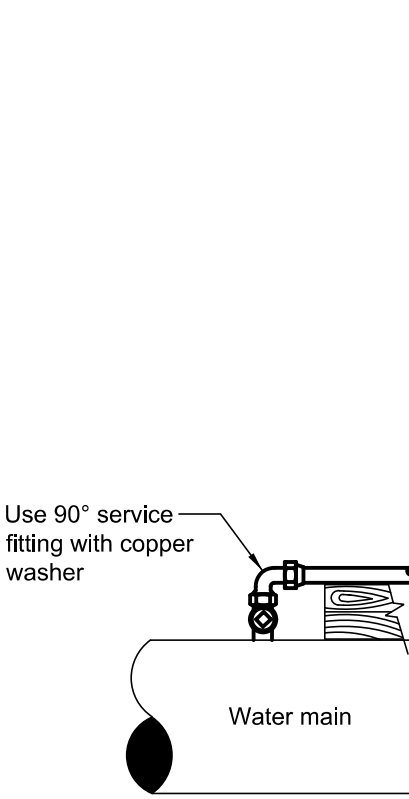
STORM SEWER CONFLICTS
PROVIDE STORM SEWER PIPE WITH O-RING GASKET JOINTS CONFORMING TO THE ASTM C-36110 FT EITHER SIDE OF WATERMAIN CONFLICTS AND PROVIDE A MINIMUM CLEARANCE BETWEEN TOP OF WATERMAIN AND THE BOTTOM OF THE STORM SEWER

CAD-DTLS/WATER/E010.DTL

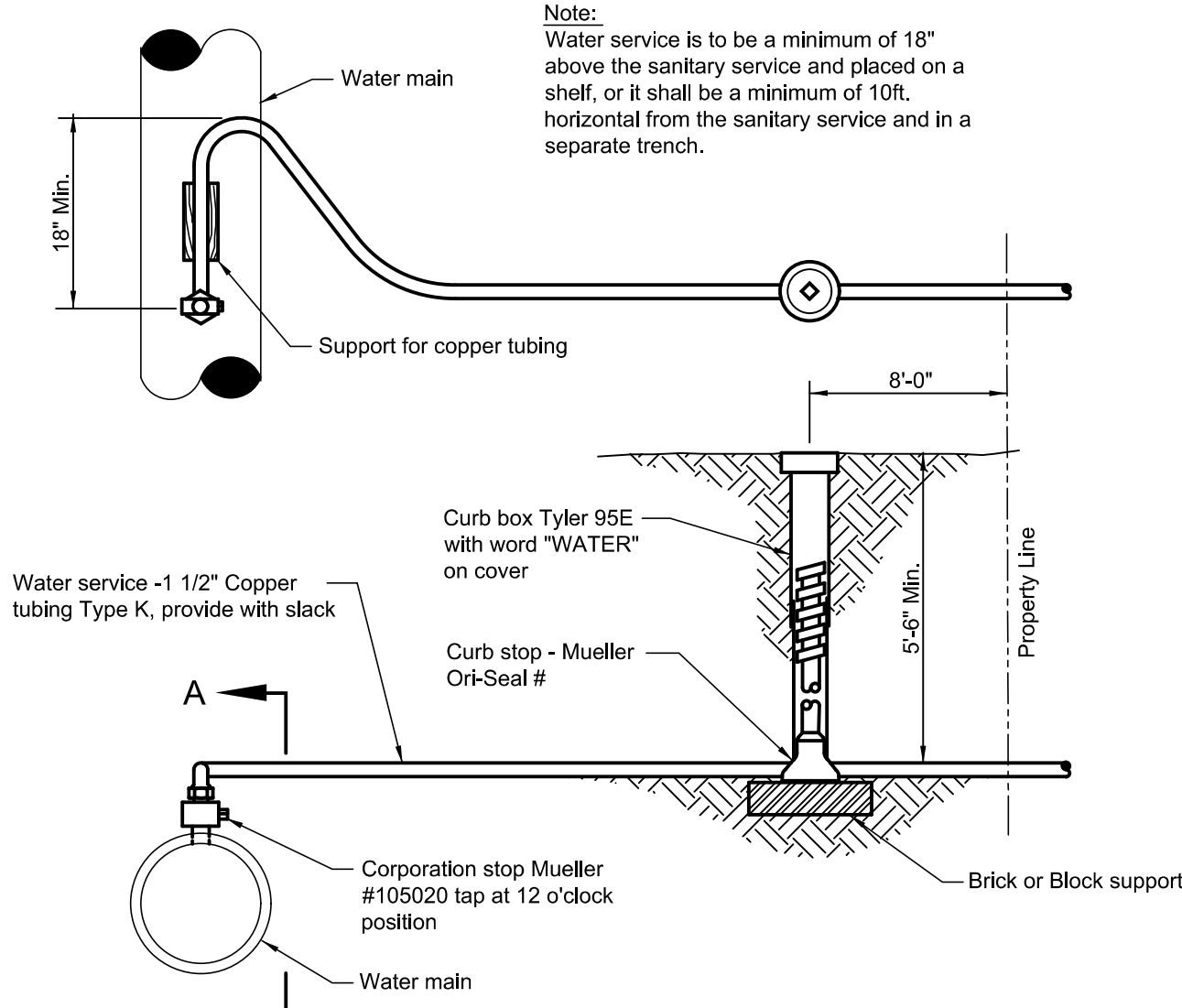
SEWER/WATER MAIN CROSSING

NOT TO SCALE

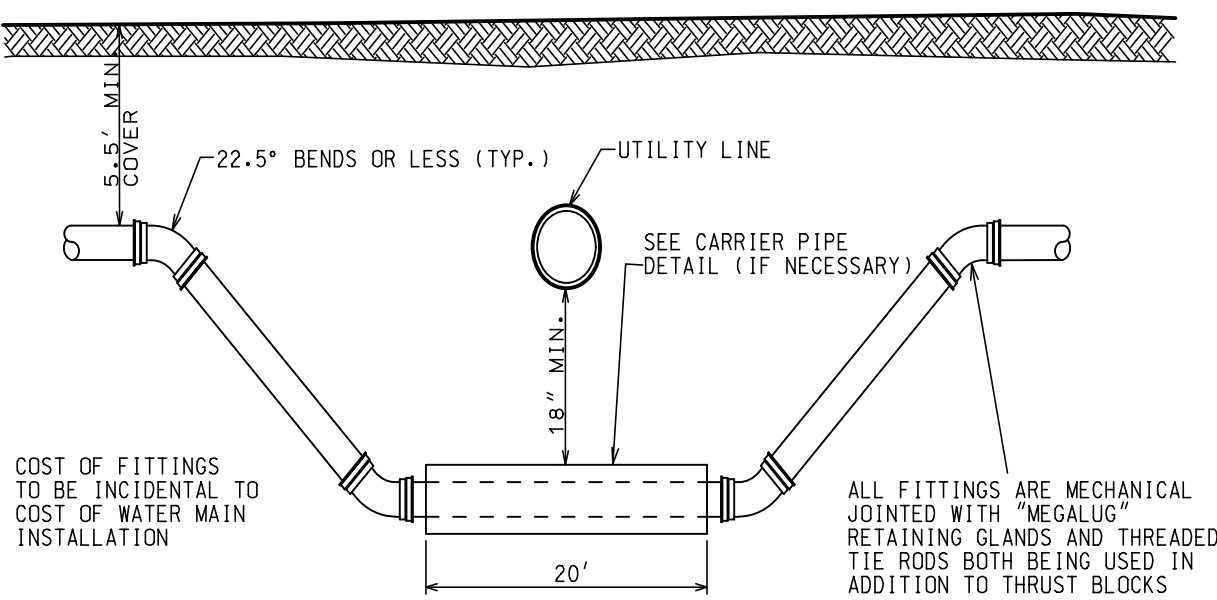
Note:
All Buffalo boxes shall be located within public right-of-way, 8ft. from property line. The water service shall be continuous from main to curb box and from curb stop to the meter in house



Section A-A



TYPICAL 1 1/2" DOMESTIC WATER SERVICE



TO BE USED WHERE EXISTING UTILITY LINE CANNOT BE MOVED OR EXISTING WATER MAIN MUST BE RELOCATED TO ALLOW NEW UTILITY LINE TO BE CONSTRUCTED.

WATER MAIN OFF-SET DETAIL

NOT TO SCALE

NO.	DATE	REMARKS

NO.	DATE	REMARKS

DETAIL 2

KENSINGTON SCHOOL

ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS	SITE DEVELOPMENT ENGINEERS	LAND SURVEYORS

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



SPACECO INC.

FILENAME:
2407DET02.dgn

DATE:
02/12/16

JOB NO.
6124.07

SHEET

D2

13 OF 13

NOTE:

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

NOTE:

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

PROJECT

Kensington School, New Construction

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

Jeffrey J Bulin
landscape architect
BULIN WORK
DESIGN GUILD
landscape architecture
320 Luthin Road
Oak Brook, Illinois 60523
tel 630 325 5340
cell 630 325 5341
mail@designguild.ws

ARCHITECT

SEE SWORN STATEMENT ON LA-2

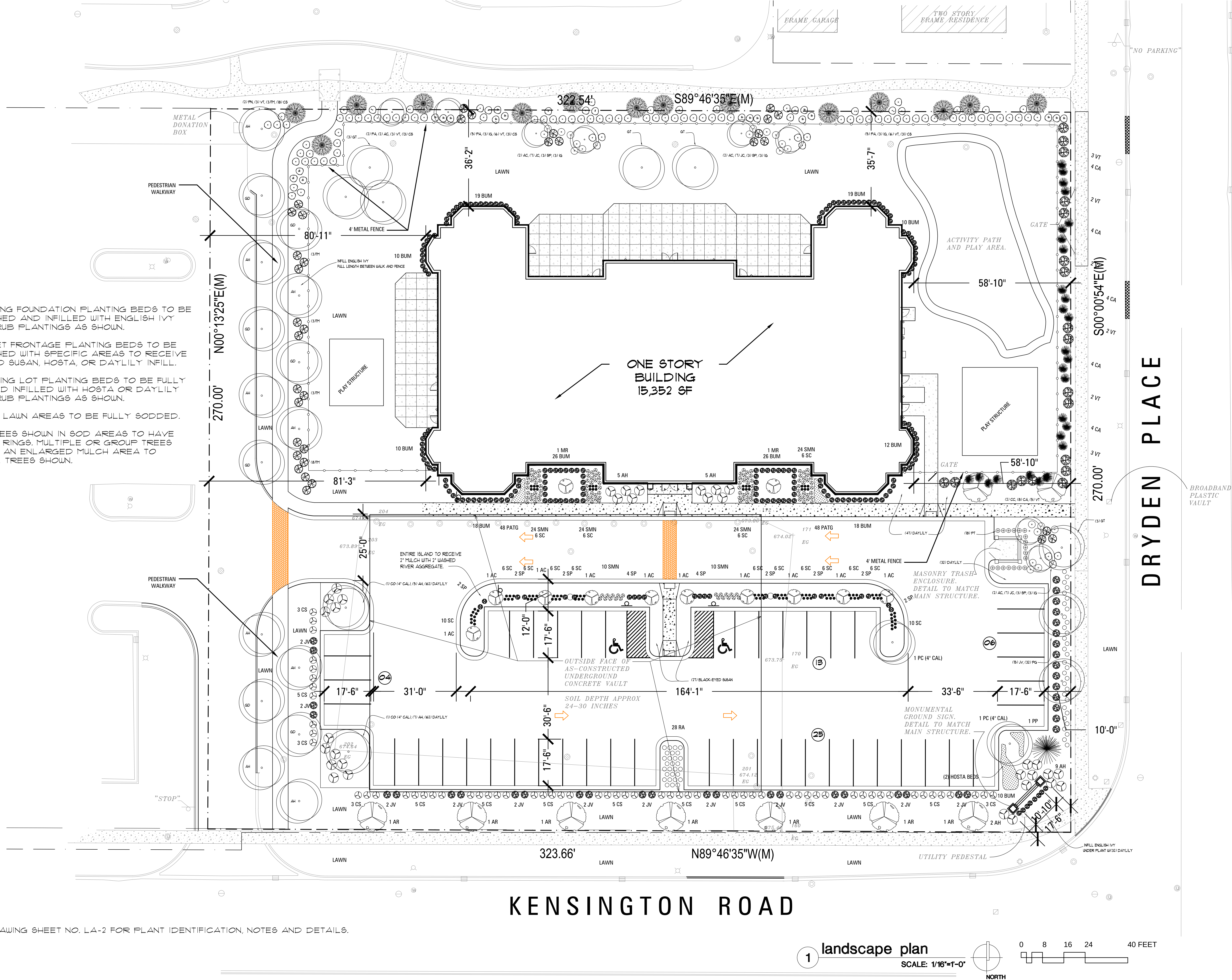
REVISIONS

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

TITLE

landscape plan

DATE 7/15/2016	NUMBER LA-1
DRAWN JB	SCALE as noted



SITE AND LANDSCAPE NOTES

1. ALL WORK MUST COMPLY WITH LANDSCAPE INDUSTRY STANDARDS FOR THE METHODS AND MEANS OF INSTALLATION.

2. ALL SITE WORK MUST COMPLY WITH ILLINOIS ACCESSIBILITY STANDARDS, A.D.A. STANDARDS AND LOCAL BUILDING CODES. MAXIMUM CROSS SLOPE ON ALL NEW WALKS TO BE 2%.

3. PLANT MATERIAL SHALL HAVE BEEN RAISED AT A NURSERY SIMILAR IN CLIMATIC ZONE TO CHICAGO. 'PARK GRADE' PLANTS ARE NOT ACCEPTABLE. SIZE, GRADING STANDARDS, BRANCHING AND BALL SIZE SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF ANSI Z60.1 BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.

4. ALL PLANT MATERIAL SHALL BE FREE OF ANY DEFORMITIES, DISEASE OR INSECT DAMAGE. ANY MATERIAL IMPERFECTIONS INCLUDING BUT NOT LIMITED TO DAMAGED OR CROOKED, DISFIGURED BRANCHES, BARK ABRASION AND SUN-SCALD ARE NOT ACCEPTABLE AND WILL BE REJECTED.

5. TREES NOT EXHIBITING A STRONG CENTRAL SINGLE LEADER WILL BE REJECTED UNLESS CALLED FOR IN THE PLANT SCHEDULE AS MULTI-STEM.

6. REVIEW ALL HARDSCAPE AND PLANT DETAILS PRIOR TO INSTALLATION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB SITE.

7. PAVING CONTRACTOR IS RESPONSIBLE FOR ASSURING PROPER HARDSURFACE DRAINAGE. ESTABLISH GRADES PER EXISTING SITE CONDITIONS, PITCH AND SLOPE AS REQUIRED TO MATCH EXISTING.

8. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES PRIOR TO STARTING CONSTRUCTION.

9. COORDINATE HARDSCAPE AND PLANT INSTALLATION WITH LANDSCAPE IRRIGATION CONTRACTOR. PROVIDE SLEEVES AND EQUIPMENT LOCATIONS AS REQUIRED. ALL CONTRACTORS ARE RESPONSIBLE FOR CONDITION OF OTHERS WORK AND EXPECTED TO RESTORE ANY COMPLETED WORK THAT IS DAMAGED.

10. VERIFY ABILITY TO REMOVE AND STOCKPILE EXISTING TOPSOIL FOR REPLACEMENT AT COMPLETION OF ROUGH GRADING.

11. PROVIDE PROTECTION FOR ANY EXISTING TREES AND PLANT MATERIAL TO REMAIN. SEE PROTECTION FENCE DETAIL, IF APPLICABLE.

12. MULCH ALL TREES AND SHRUBS WITH MINIMUM 3" PREMIUM BARK MULCH.

13. PREPARE PERENNIAL BEDS WITH 1 C.Y. GARDEN COMPOST PER 100 SF. BED AREA FULLY TILLED TO AN 8" DEPTH.

14. FIELD ADJUST PLANT LOCATIONS TO PROVIDE APPROPRIATE OR CODE REQUIRED SPACING FROM FIRE HYDRANTS, LIGHT AND UTILITY POLES, UTILITY STRUCTURES, DRIVES AND SIDEWALKS.

15. PLANT QUANTITIES IDENTIFIED IN PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. COUNTS SHALL BE VERIFIED AS PER PLAN.

16. ALL PLANT MATERIALS SHALL BE WARRANTED FOR 1-YEAR.

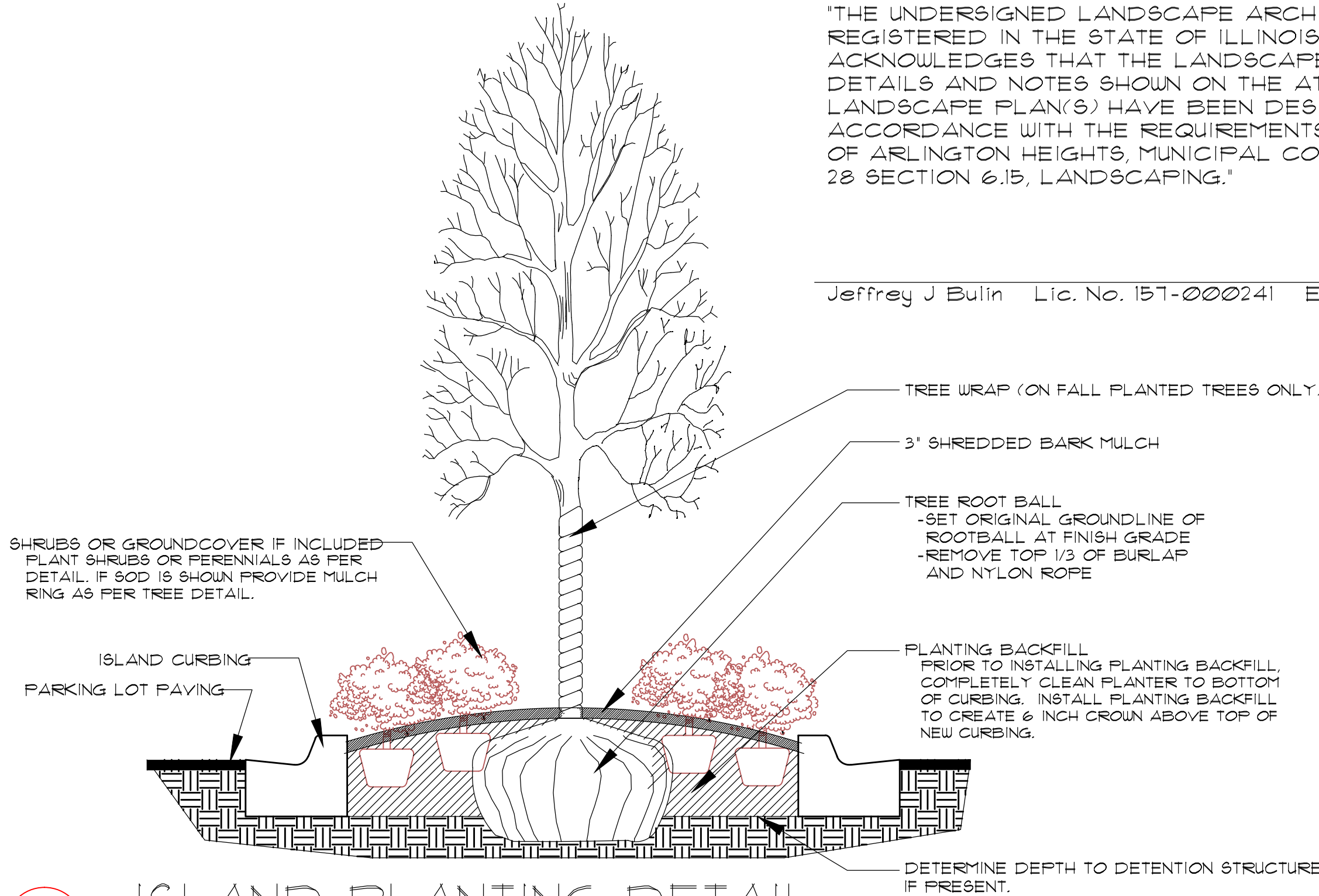
17. AT COMPLETION OF PROJECT REMOVE SECURITY FENCE AND SILT FENCE AND RESTORE LANDSCAPE TO ORIGINAL CONDITION.

SWORN STATEMENT BY LANDSCAPE ARCHITECT

COMMITTS TO THE PREPARATION OF THE LANDSCAPE PLANS IN THE FOLLOWING FORM:

"THE UNDERSIGNED LANDSCAPE ARCHITECT, REGISTERED IN THE STATE OF ILLINOIS, ACKNOWLEDGES THAT THE LANDSCAPE PLAN, DETAILS AND NOTES SHOWN ON THE ATTACHED LANDSCAPE PLAN(S) HAVE BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF VILLAGE OF ARLINGTON HEIGHTS, MUNICIPAL CODE, CHAPTER 28 SECTION 6.15, LANDSCAPING."

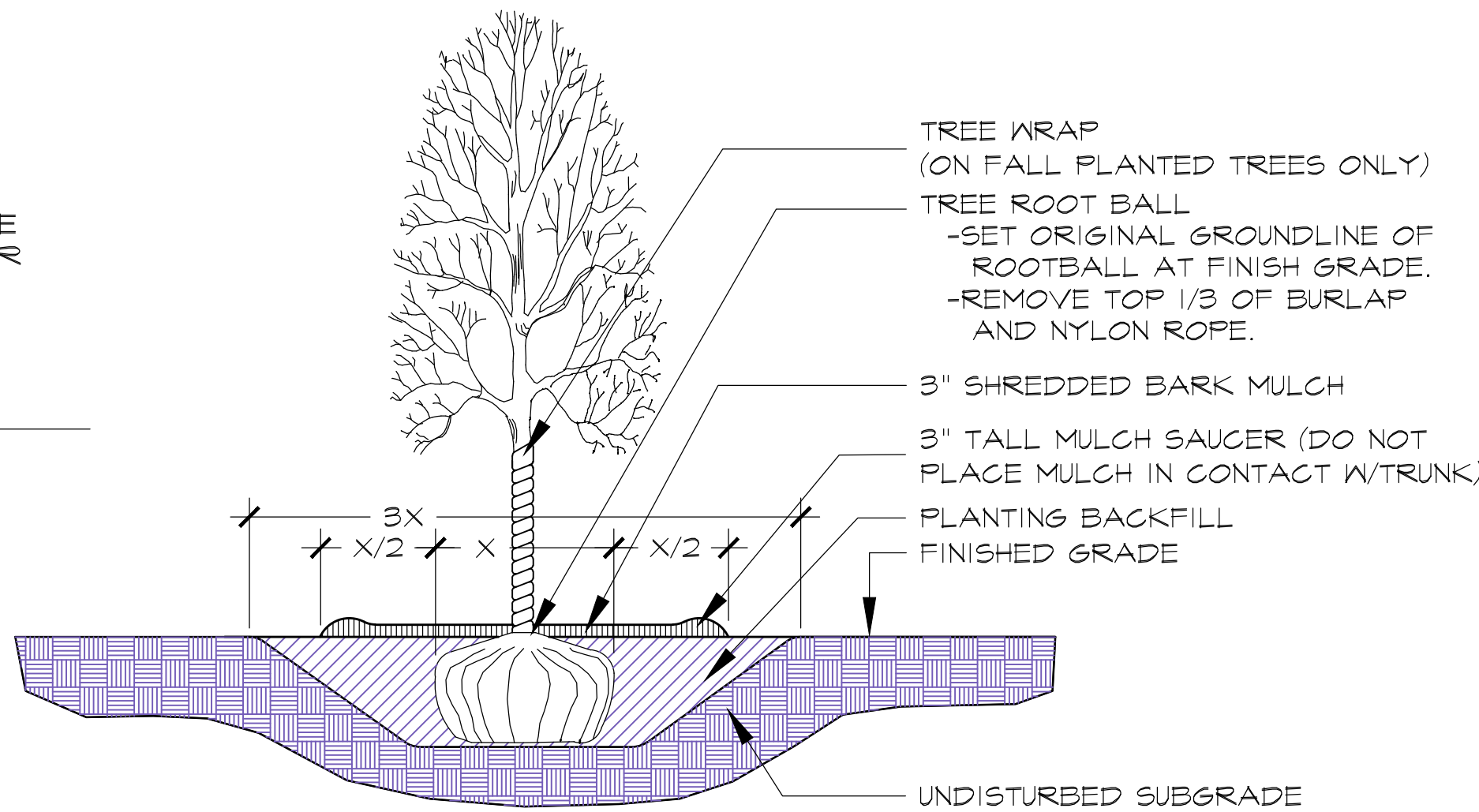
Jeffrey J Bulin Lic. No. 157-000241 Exp. 8/31/2017



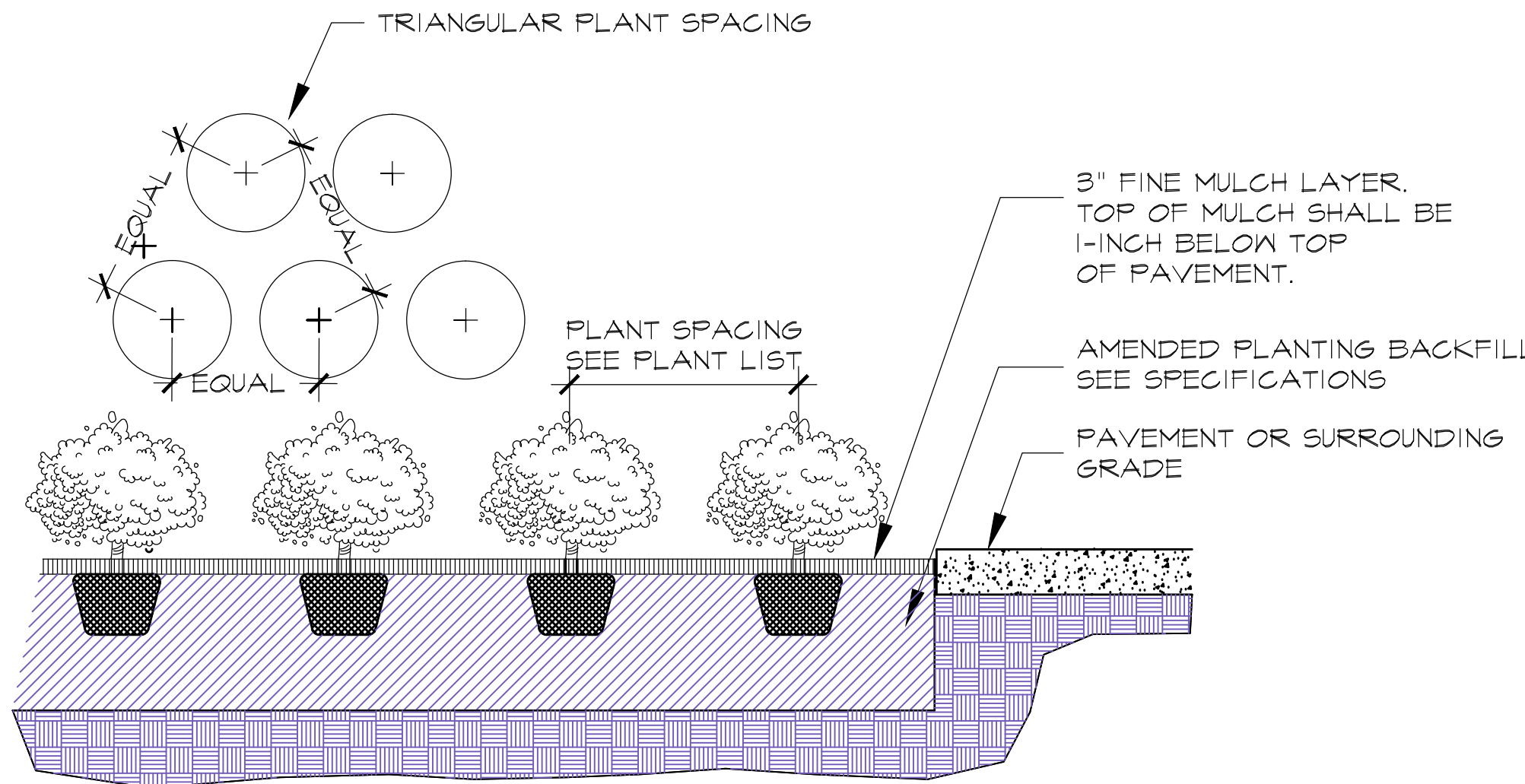
4 ISLAND PLANTING DETAIL
No Scale

PLANT IDENTIFICATION

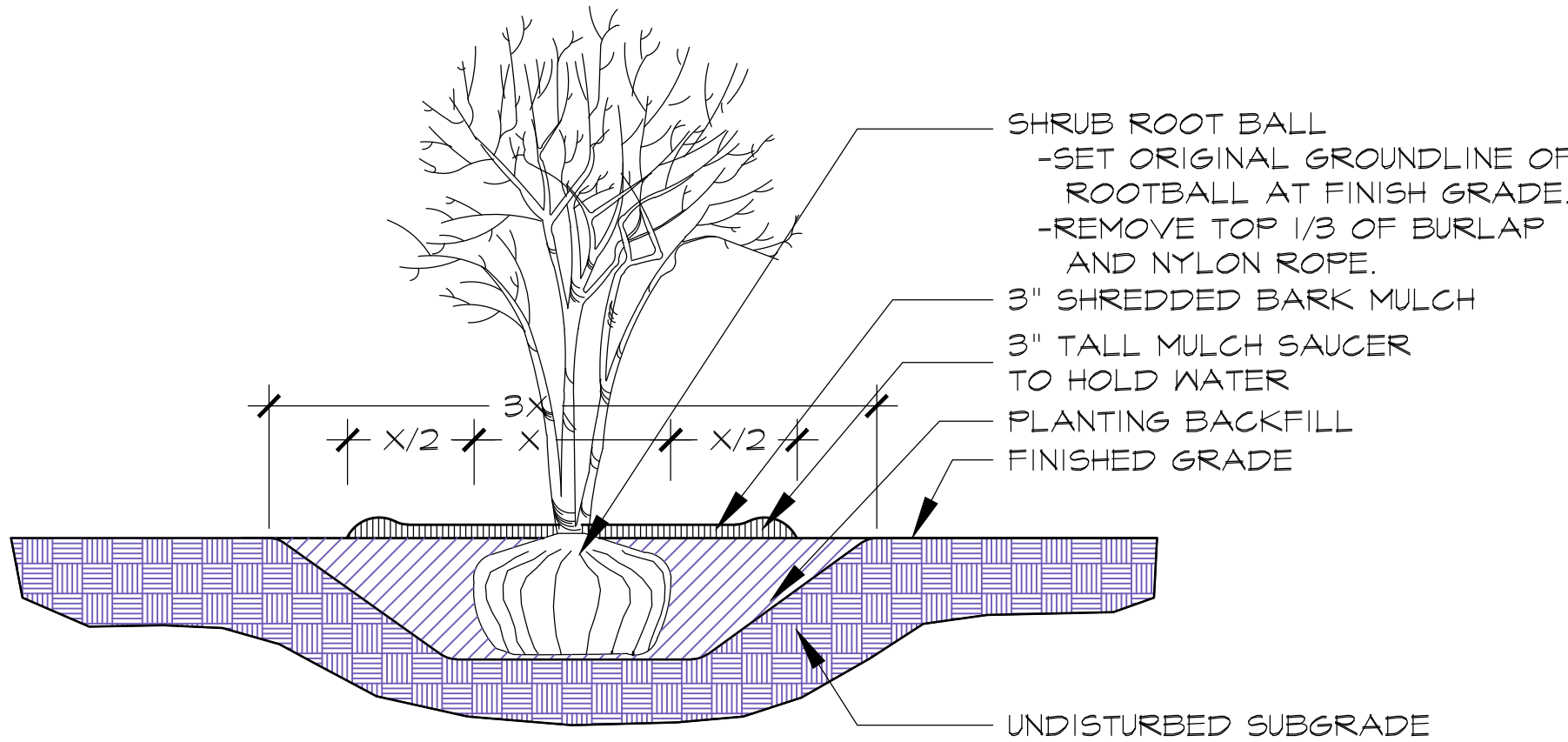
Key	Botanical name	Common name	Qty	Size	Notes
SHADE AND PARKWAY TREES					
GT	Gleditsia triacanthos inermis	Skyline Honeylocust	x	2-1/2" cal. B&B -	
CO	Celtis occidentalis 'Windy City'	Windy City Hackberry	x	2-1/2" cal. B&B - (2)@4" cal	
PC	Pyrus calleryana 'Autumn Blaze'	Flowering Pear	x	2-1/2" cal. B&B - (2)@4" cal	
AH	Aesculus hippocastanum 'baumanni'	Horsechestnut	x	2-1/2" cal. B&B -	
GD	Gymnocladus dioica	Kentucky Coffeetree	x	2-1/2" cal. B&B -	
PA	Picea abies	Norway Spruce	x	8'-10'Ht. B&B -	
PN	Pinus nigra	Austrian Pine	x	8'-10'Ht. B&B -	
PP	Picea pungens 'Glauca'	Blue Spruce	x	6'-8'Ht. B&B -	
AR	Acer freemanii 'Jeffers Red'	Autumn Blaze Maple	x	2-1/2" cal. B&B -	
ORNAMENTAL TREES					
CC	Cercis canadensis	Eastern Redbud	x	6-8' B&B -	
AC	Amelanchier canadensis	Shadblow Serviceberry	x	4' B&B - clump	
MR	Malus 'Spring Snow'	Flowering Crab Apple	x	1-1/2" cal. B&B -	
SHRUBS					
IG	Ilex glabra 'compacta'	Compact Inkberry Holly	x	24"Ht. 5 gal - 36" oc	
SP	Syringa patula 'Miss Kim'	Miss Kim Dwarf Lilac	x	24"Ht. 5 gal - 36" oc	
VT	Viburnum trilobum 'Compactum'	Compact American Cranberry	x	30"Ht. 5 gal - 36" oc	
CS	Cornus stolonifera 'Bailey'	Red Osier Dogwood	x	36"Ht. B&B - 36" oc	
JC	Juniperus chinensis 'Sea Green'	Spreading Juniper	x	24"Ht. 3 gal - 36" oc	
TM	Taxus x media	Spreading Yew	x	30"Ht. 5 gal - 36" oc	
BUM	Buxus microphylla 'Wilson'	Northern Charm Boxwood	x	24"Ht. B&B - 30" oc	
AH	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	x	24"Ht. 3 gal - 30" oc	
JV	Juniperus virginiana 'Blue Mountain'	Blue Mountain Juniper	x	42"Ht. 5 gal - 36" oc	
PERENNIALS AND GRASSES					
-	Hosta 'August Moon'	Hosta, mixed varieties allowed	-	18"-24"Ht. 1 gal - 24" oc	
-	Hemerocallis 'Chicago Knockout'	Daylily, mixed varieties allowed	-	18"-32"Ht. 1 gal - 18" oc	
-	Rudbeckia speciosa	Black-eyed Susan, mixed varieties	-	18"-24"Ht. 1 gal - 18" oc	
SWN	Salvia nemorosa	May Night Salvia	-	18"-24"Ht. 1 gal - 24" oc	
SC	Schizachyrium scoparium	Little Blue Stem	-	18"-32"Ht. 1 gal - 32" oc	
CA	Calamagrostis acutiflora	Karl Foerster Feather Reed Grass	-	18"-32"Ht. 1 gal - 32" oc	
GROUND COVER					
RA	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	x	18"Ht. 3 gal - 36" oc	
PG	Polygonum cuspidatum 'compactum'	Dwarf Fleeceflower	x	9"Ht. 1 gal - 24" oc	
HH	Hedra helix 'Thorndale'	English Ivy	x	6" 3" tray - 12" oc	
PATG	Pachysandra terminalis	Green Carpet Japanese Spurge	x	6" 3" tray - 12" oc	
VINES					
PT	Parthenocissus tricuspidata	Boston Ivy	x	18"Ht. 1 gal - 24" oc	



1 SHADE TREE PLANTING DETAIL
No Scale



2 GROUNDCOVER / PERENNIAL
PLANTING DETAIL
No Scale



3 SHRUB PLANTING DETAIL
No Scale

PROJECT

Kensington School, New Construction

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

Jeffrey J Bulin
landscape architect
DESIGN GUILD
landscape architecture
320 Luthin Road
Oak Brook, Illinois 60523
tel 630.325.5340
fax 630.325.1241
mail@designguild.us

ARCHITECT

SEE SWORN STATEMENT THIS SHEET.

REVISIONS

7/18/2016 Issued for permit

TITLE

landscape
sections,
details and
plant list

DATE
7/15/2016
DRAWN
JB
SCALE
as noted

NUMBER
LA-2



Kensington School of Arlington Heights

Market Analysis & Site Efficacy Study March 1, 2016

**Kensington School
Administration Office**
743 McClintock Drive
Burr Ridge, IL 60527
630-990-8000
Fax: 630-990-8041

Kensington School
125 North Kensington Avenue
LaGrange, IL 60525

**Kensington School
of the Highlands**
1900 58th Place
LaGrange, IL 60525

**Kensington School
of Western Springs**
1500 Walker Street
Western Springs, IL 60558

**Kensington School
of St. Charles**
1900 Cumberland Parkway
St. Charles, IL 60174

**Kensington School
of Geneva**
1774-1776 West State Street
Geneva, IL 60134

**Kensington School
of Naperville**
1915 Three Farms Avenue
Naperville, IL 60540

**Kensington School
of Wheaton**
1746 South Naperville Road
Wheaton, IL 60189

**Kensington School
of South Naperville**
4512 Walton Heath Drive
Naperville, IL 60564

**Kensington School
of Elmhurst**
425 South Spring Road
Elmhurst, IL 60126
630-516-0482

Kensington School proposes to develop a new Child Care Center and Preschool at 840 E Kensington Road, Arlington Heights, IL. As Kensington School has been providing early childhood education to the western suburbs of Chicago for over 46 years, it has a strong understanding of what demographic, real estate and market landscape conditions are prerequisites for project realization.

Arlington Heights is a village in Cook County, Illinois. It is approximately 25 miles northwest of the city of Chicago with an approximate population of 75,000. For the purposes of this analysis, one and three mile radii will be targeted as the optimal trade area for Kensington School although in various communities which it operates, some students come from as far out as five miles.

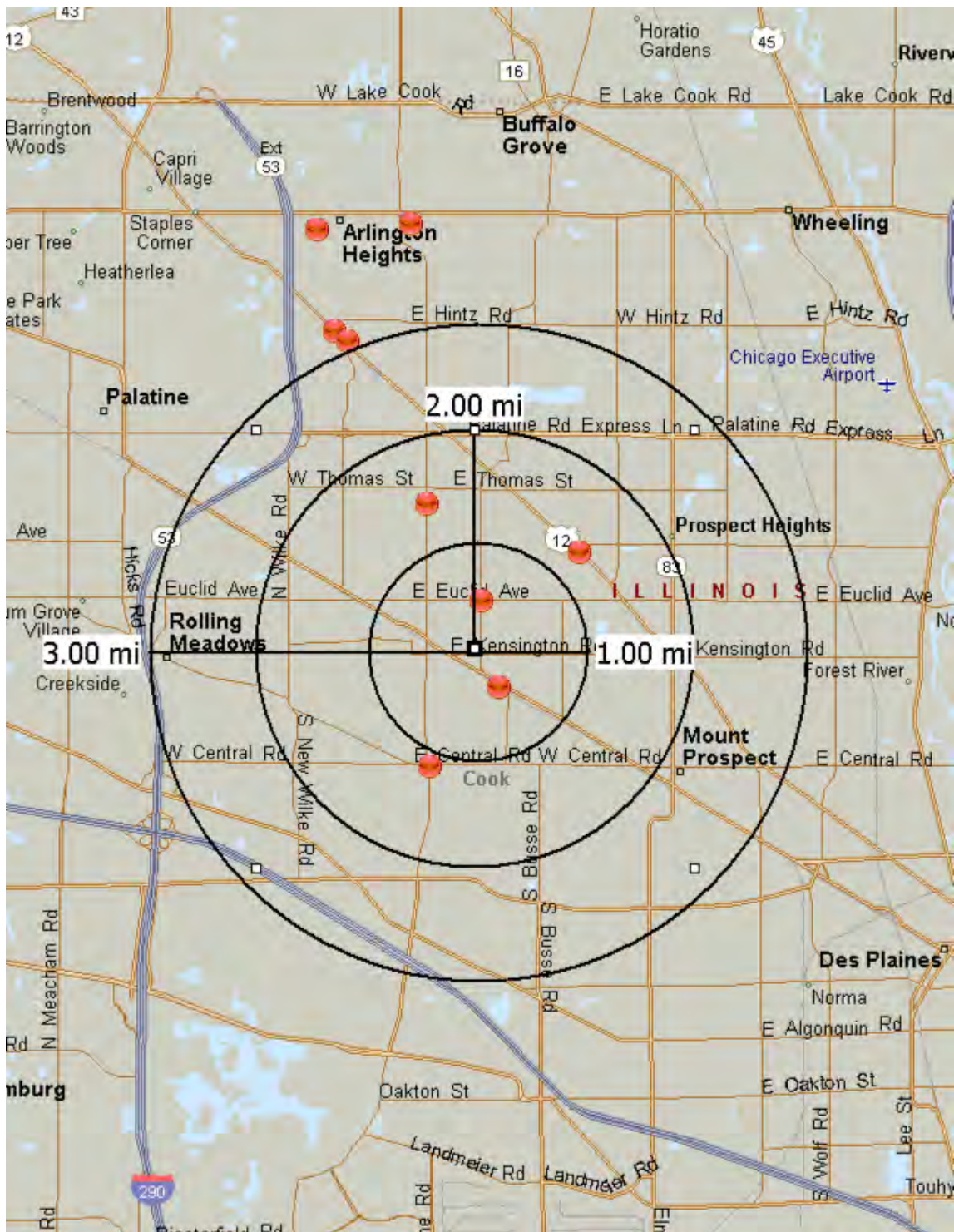
As shown on the following table, one and three-mile 2015 population under 5 years of age are 989 and 7,553 which meet or exceed comparable metrics at Kensington School's current locations. Income average of \$107,822 at one mile and \$96,383 also meet or exceed existing locations.

The site selected is located at 840 E Kensington Road, Arlington Heights, IL. The immediate area has seen a strong amount of recent development as of late with the addition of the Mariano's Market and Walgreens to the south and a new mixed use residential development to the north. These adjacencies together with the Village's award winning schools and outstanding municipal services further substantiate the site as a very strong candidate.

The national market landscape for Child Care is a highly fragmented one with many providers having solely one location many of which operate out of homes and churches. For the purposes of this study, Child Care Centers operating out of entities that have a stand alone real estate presence and therefore contribute to local tax rolls are included. Home and church Centers have been omitted.

As shown in the Market Study Map, there are currently nine Child Care Centers operating in Arlington Heights. Of these nine, only five are within the three-mile trade area of Kensington Schools proposed location. Each of these centers are under 10,000 square feet with the majority 5,000 square feet and under. With a current estimated total of 50,000 square feet of Child Care space available in Arlington Heights, it is clear that there is a need for more high quality Child Care.

Kensington School plans to build a new 15,000 state of the art Child Care Center on two acres with in excess of one half-acre of open space playground. It's proximity to Mariano's Market, Walgreens and the Metra Station make this an excellent location and will offer the families of Arlington Heights another fantastic Child Care option.



	Name	Address
1	FLOWER GARDEN DAY CARE INC	2420 E Rand Road
2	RED WAGON CHILD CARE CENTER	1225 E Davis Street
3	A MOTHER'S TOUCH	125 N Dryden Avenue
4	KINDERCARE	1003 South Arlington Heights Road
5	KINDERCARE	1320 N Arlington Heights Road
6	FLEUR DE LA ZIA	110 W Boeger Drive
7	LITTLE LEARNERS EDUCATIONAL CENTER	1060 W Rand Road
8	KIDS OF THE KINGDOM DAYCARE	1122 W Rand Road
9	BRIGHT HORIZONS	3523 N Kennicott Ave



Kensington School
840 East Kensington Road
15,000 SF
Licensed Capacity 160



Kids of the Kingdom
1112 W Rand Road
Approx. 3,500 SF
Licensed Capacity 43



Bright Horizons
3523 N Kennicott Ave.
Approx. 9,800 SF
Licensed Capacity 125



Little Learners Daycare
1060 W Rand Road
Approx. 5,000 SF
Licensed Capacity 126



Fleur De La Zia
110 W Boeger Dr.
Approx. 3,500 SF
Licensed Capacity 107



A Mother's Touch Daycare
125 N Dryden Ave
Approx. 8,000 SF
Licensed Capacity 178



Red Wagon Preschool & Daycare
1225 E Davis St.
Approx. 2,000 SF
Licensed Capacity 40



Flower Garden Day Care
2420 E Rand Road
Approx. 2,500 SF
Licensed Capacity 40



KinderCare
1003 S Arlington Heights Rd.
Approx. 8,000 SF
Licensed Capacity 40



KinderCare
1320 N Arlington Heights Rd
Approx. 6,800 SF
Licensed Capacity 126

Population	1-mi.	3-mi.
2015 Male Population	8,812	63,676
2015 Female Population	9,161	66,878
% 2015 Male Population	49.03%	48.77%
% 2015 Female Population	50.97%	51.23%
2015 Total Population: Adult	13,777	102,109
2015 Total Daytime Population	17,352	147,406
2015 Total Employees	7,605	77,697
2015 Total Population: Median Age	42	43
2015 Total Population: Adult Median Age	50	51
2015 Total population: Under 5 years	989	7,553
2015 Total population: 5 to 9 years	1,239	8,128
2015 Total population: 10 to 14 years	1,235	8,042
2015 Total population: 15 to 19 years	1,089	7,206
2015 Total population: 20 to 24 years	673	5,722
2015 Total population: 25 to 29 years	920	7,245
2015 Total population: 30 to 34 years	1,037	8,193
2015 Total population: 35 to 39 years	1,170	8,455
2015 Total population: 40 to 44 years	1,407	9,281
2015 Total population: 45 to 49 years	1,464	9,459
2015 Total population: 50 to 54 years	1,514	10,317
2015 Total population: 55 to 59 years	1,357	9,491
2015 Total population: 60 to 64 years	1,108	7,934
2015 Total population: 65 to 69 years	809	6,709
2015 Total population: 70 to 74 years	632	5,114
2015 Total population: 75 to 79 years	499	4,136
2015 Total population: 80 to 84 years	401	3,516
2015 Total population: 85 years and over	430	4,053
% 2015 Total population: Under 5 years	5.50%	5.79%
% 2015 Total population: 5 to 9 years	6.89%	6.23%
% 2015 Total population: 10 to 14 years	6.87%	6.16%
% 2015 Total population: 15 to 19 years	6.06%	5.52%
% 2015 Total population: 20 to 24 years	3.74%	4.38%
% 2015 Total population: 25 to 29 years	5.12%	5.55%
% 2015 Total population: 30 to 34 years	5.77%	6.28%
% 2015 Total population: 35 to 39 years	6.51%	6.48%
% 2015 Total population: 40 to 44 years	7.83%	7.11%
% 2015 Total population: 45 to 49 years	8.15%	7.25%
% 2015 Total population: 50 to 54 years	8.42%	7.90%
% 2015 Total population: 55 to 59 years	7.55%	7.27%
% 2015 Total population: 60 to 64 years	6.16%	6.08%
% 2015 Total population: 65 to 69 years	4.50%	5.14%
% 2015 Total population: 70 to 74 years	3.52%	3.92%
% 2015 Total population: 75 to 79 years	2.78%	3.17%

% 2015 Total population: 80 to 84 years	2.23%	2.69%
% 2015 Total population: 85 years and over	2.39%	3.10%
2015 White alone	16,437	109,656
2015 Black or African American alone	151	1,859
2015 American Indian and Alaska Native alone	14	254
2015 Asian alone	952	10,995
2015 Native Hawaiian and OPI alone	1	15
2015 Some Other Race alone	135	5,209
2015 Two or More Races alone	283	2,566
2015 Hispanic	1,057	15,463
2015 Not Hispanic	16,916	115,091
% 2015 White alone	91.45%	83.99%
% 2015 Black or African American alone	0.84%	1.42%
% 2015 American Indian and Alaska Native alone	0.08%	0.19%
% 2015 Asian alone	5.30%	8.42%
% 2015 Native Hawaiian and OPI alone	0.01%	0.01%
% 2015 Some Other Race alone	0.75%	3.99%
% 2015 Two or More Races alone	1.57%	1.97%
% 2015 Hispanic	5.88%	11.84%
% 2015 Not Hispanic	94.12%	88.16%
2015 Not Hispanic: White alone	15,656	106,921
2015 Not Hispanic: Black or African American alone	118	1,528
2015 Not Hispanic: American Indian and Alaska Native alone	11	78
2015 Not Hispanic: Asian alone	644	8,612
2015 Not Hispanic: Native Hawaiian and OPI alone	3	44
2015 Not Hispanic: Some Other Race alone	13	97
2015 Not Hispanic: Two or More Races	145	1,242
% 2015 Not Hispanic: White alone	91.28%	81.79%
% 2015 Not Hispanic: Black or African American alone	0.69%	1.17%
% 2015 Not Hispanic: American Indian and Alaska Native alone	0.06%	0.06%
% 2015 Not Hispanic: Asian alone	3.75%	6.59%
% 2015 Not Hispanic: Native Hawaiian and OPI alone	0.02%	0.03%
% 2015 Not Hispanic: Some Other Race alone	0.08%	0.07%
% 2015 Not Hispanic: Two or More Races	0.85%	0.95%

Housing	1-mi.	3-mi.
2015 Housing Units	7,256	52,432
2015 Occupied Housing Units	6,995	51,097
2015 Owner Occupied Housing Units	5,249	39,824
2015 Renter Occupied Housing Units	1,746	11,273
2015 Vacant Housings Units	261	1,335
% 2015 Occupied Housing Units	96.40%	97.45%
% 2015 Owner occupied housing units	75.04%	77.94%
% 2015 Renter occupied housing units	24.96%	22.06%
% 2000 Vacant housing units	3.60%	2.55%

Income	1-mi.	3-mi.
2015 Household Income: Median	\$80,166	\$70,857
2015 Household Income: Average	\$107,822	\$96,383
2015 Per Capita Income	\$43,834	\$37,961
2015 Household income: Less than \$10,000	241	1,785
2015 Household income: \$10,000 to \$14,999	162	1,471
2015 Household income: \$15,000 to \$19,999	234	1,802
2015 Household income: \$20,000 to \$24,999	393	2,441
2015 Household income: \$25,000 to \$29,999	243	2,059
2015 Household income: \$30,000 to \$34,999	224	2,213
2015 Household income: \$35,000 to \$39,999	232	1,742
2015 Household income: \$40,000 to \$44,999	306	2,354
2015 Household income: \$45,000 to \$49,999	318	2,083
2015 Household income: \$50,000 to \$59,999	429	3,735
2015 Household income: \$60,000 to \$74,999	683	5,286
2015 Household income: \$75,000 to \$99,999	825	6,871
2015 Household income: \$100,000 to \$124,999	871	5,321
2015 Household income: \$125,000 to \$149,999	627	3,460
2015 Household income: \$150,000 to \$199,999	732	4,381
2015 Household income: \$200,000 or more	751	4,019
% 2015 Household income: Less than \$10,000	3.31%	3.50%
% 2015 Household income: \$10,000 to \$14,999	2.23%	2.88%
% 2015 Household income: \$15,000 to \$19,999	3.22%	3.53%
% 2015 Household income: \$20,000 to \$24,999	5.41%	4.78%
% 2015 Household income: \$25,000 to \$29,999	3.34%	4.04%
% 2015 Household income: \$30,000 to \$34,999	3.08%	4.34%
% 2015 Household income: \$35,000 to \$39,999	3.19%	3.41%
% 2015 Household income: \$40,000 to \$44,999	4.21%	4.61%
% 2015 Household income: \$45,000 to \$49,999	4.37%	4.08%
% 2015 Household income: \$50,000 to \$59,999	5.90%	7.32%
% 2015 Household income: \$60,000 to \$74,999	9.39%	10.36%
% 2015 Household income: \$75,000 to \$99,999	11.35%	13.47%
% 2015 Household income: \$100,000 to \$124,999	11.98%	10.43%
% 2015 Household income: \$125,000 to \$149,999	8.62%	6.78%
% 2015 Household income: \$150,000 to \$199,999	10.07%	8.59%
% 2015 Household income: \$200,000 or more	10.33%	7.88%

Daycare Market Availability

Demographics for Arlington Heights are such that there are approximately 7,553 children under the age of 5 years old in a three-mile radius of this location.

With 7,553 children five years old or younger residing in a three-mile radius, only 11% of these children are served by a licensed day care center at 891 children.

A representative of Kensington School contacted each of the above listed child care centers to check availability. Our findings were such that of the nine centers in this market, five had no availability, two had combined availability of six spaces and the other four were characterized as "limited".

This indicates that there is a strong need for additional quality childcare in Arlington Heights. Kensington School has been a provider of Child Care in the Chicagoland market for 47 years.

		Square Feet	Occupancy	Availability
1	FLOWER GARDEN	2500	40	Yes - Limited
2	RED WAGON	2000	40	No
3	MOTHERS TOUCH	9000	178	2 Spaces
4	KINDER CARE	8000	125	Yes - Limited
5	KINDER CARE	6800	126	No
6	FLEUR DE LA ZIA	3500	107	No
7	LITTLE LEARNERS	5000	88	4 Spaces
8	KIDS OF THE KINGDOM	3500	43	No
9	BRIGHT HORIZONS	9800	144	No

891

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arm	Tag	Lum. Watts	Lum. Lumens	BUG Rating
	9	AF4_60	SINGLE	0.850	CY25T4-GAL-4-60W-4K	0	Historia - 60W	67	6049	B1-U2-G2

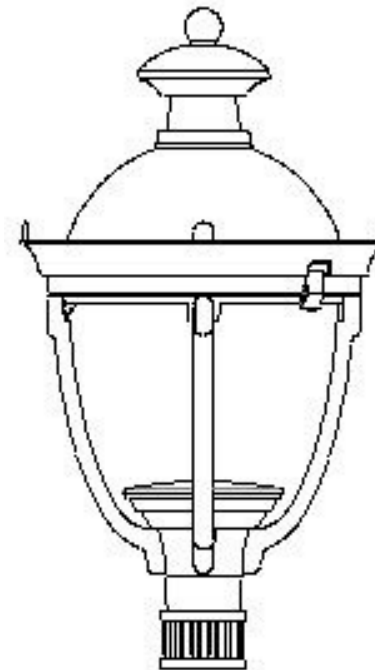
Calculation Summary

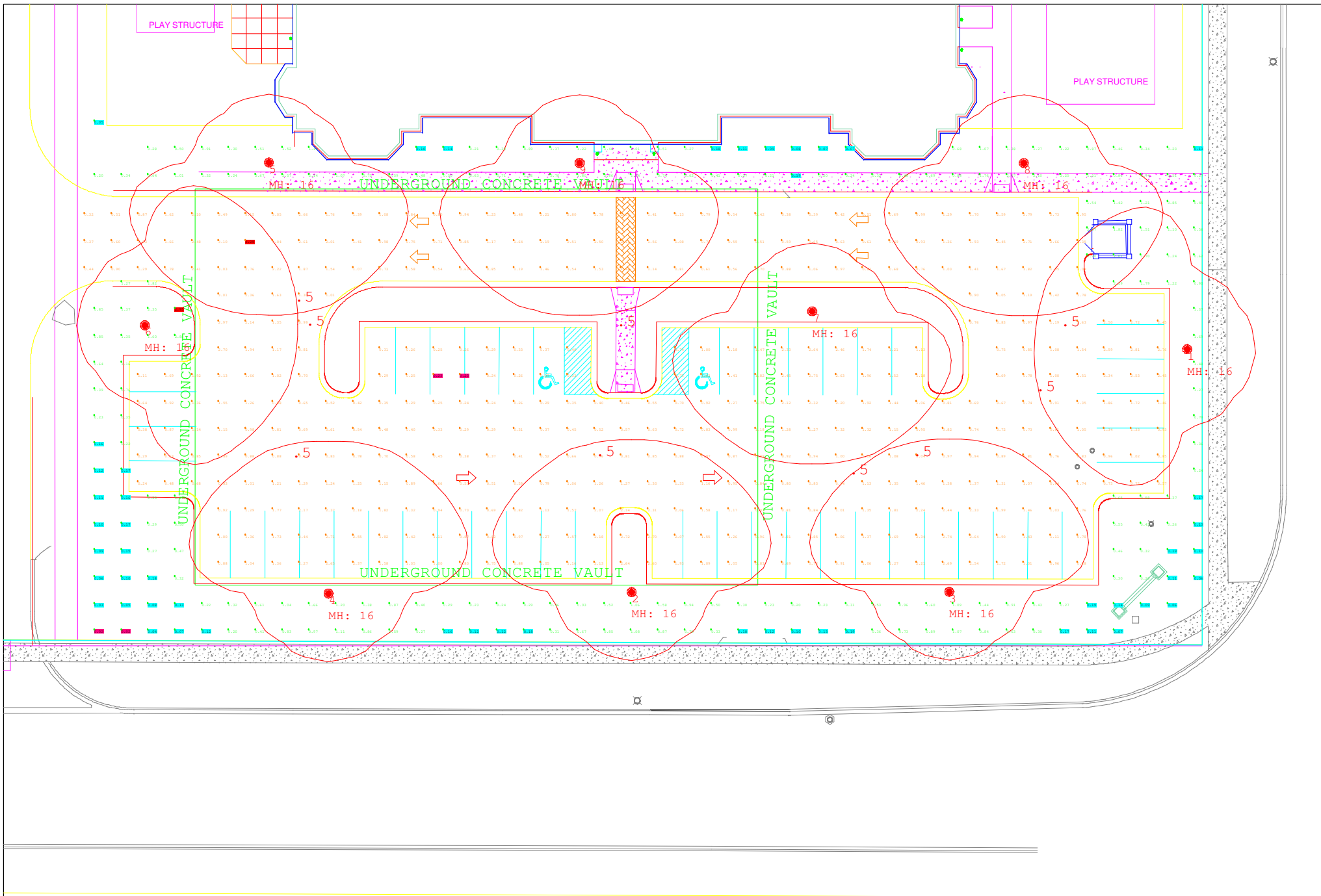
Label	CalcType	Units	Avg	Min	Max	Avg/Min	Max/Min
Outsdie Zone	Illuminance	Fc	0.74	0.02	2.95	37.00	147.50
School Parking	Illuminance	Fc	1.26	0.23	3.25	5.48	14.13

Luminaire Location Summary

LumNo	Label	Luminous center	Tilt
1	AF4_60	16	0
2	AF4_60	16	0
3	AF4_60	16	0
4	AF4_60	16	0
5	AF4_60	16	0
6	AF4_60	16	0
7	AF4_60	16	0
8	AF4_60	16	0
9	AF4_60	16	0

AF 4_60 :





Traffic and Parking Impact Study

Kensington School



Arlington Heights, Illinois

Prepared By:



August 11, 2016

Introduction

This report summarizes the methodologies, results, and findings of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Kensington School to be located in Arlington Heights, Illinois. The site, which is currently vacant, is located in the northwest quadrant of the intersection of Kensington Road and Dryden Place directly east of the Arlington Market development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

As proposed, the school will provide a preschool program and a full-day program with a maximum of 150 students and approximately 21 to 23 staff members. The following summarizes the proposed operation of the school:

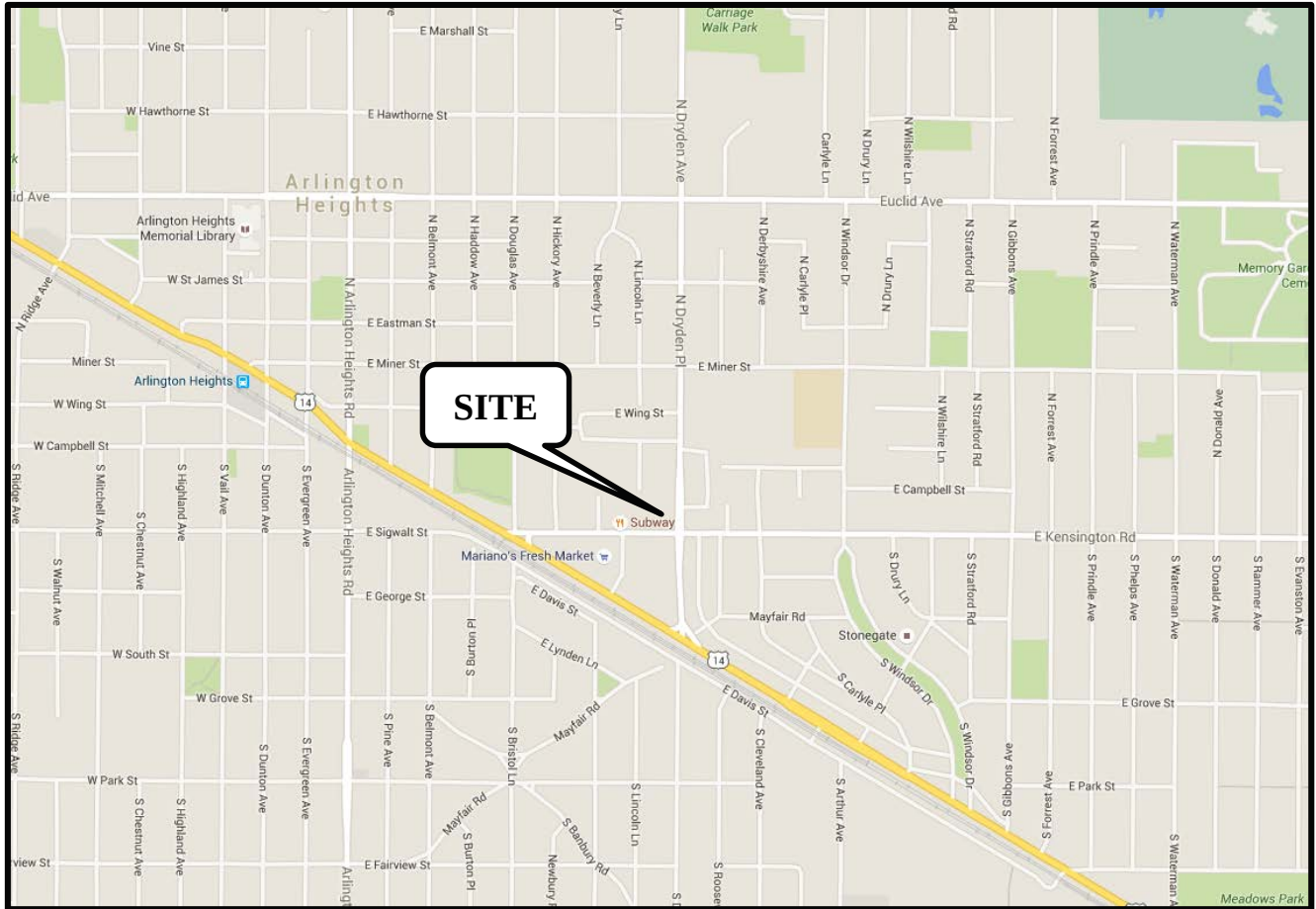
- The full-day program will operate between 6:30 A.M. and 6:30 P.M. and will have a total of approximately 130 students. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their children to and from the school.
- The preschool program will have a total of approximately 20 students and will operate from 9:00 A.M. to 11:30 A.M. All parents will be required to park and walk their children to and from the school.

The school is proposed to have a total of 46 parking spaces. Per the Arlington Market development agreement, cross access and shared parking will be provided between the proposed school and the existing Arlington Market.

The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed school would have on traffic conditions in the area, and determine the need for roadway or traffic control improvements that are directly related to the proposed school.

The sections of this report present the following:

- Existing roadway conditions including traffic volumes for the weekday morning and weekday evening peak hours
- A detailed description of the proposed school
- Vehicle trip generation for the proposed school
- Directional distribution of school-generated traffic
- Future transportation conditions including access to and from the school
- Projected parking conditions of the school and the Arlington Market development



Site Location

Figure 1



Aerial View of Development Site

Figure 2

Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

The site is located in the northwest quadrant of the intersection of Kensington Road and Dryden Place. Land uses in the area include the Arlington Market commercial development located directly west of the site, residential homes located directly north and east of the site, and Mariano's Fresh Market located directly south of the site. Miner Special Education School and Windsor Elementary School are located to the northeast of the site and are in session from mid-August to early June and from late August to late May, respectively.

Existing Roadway System Characteristics

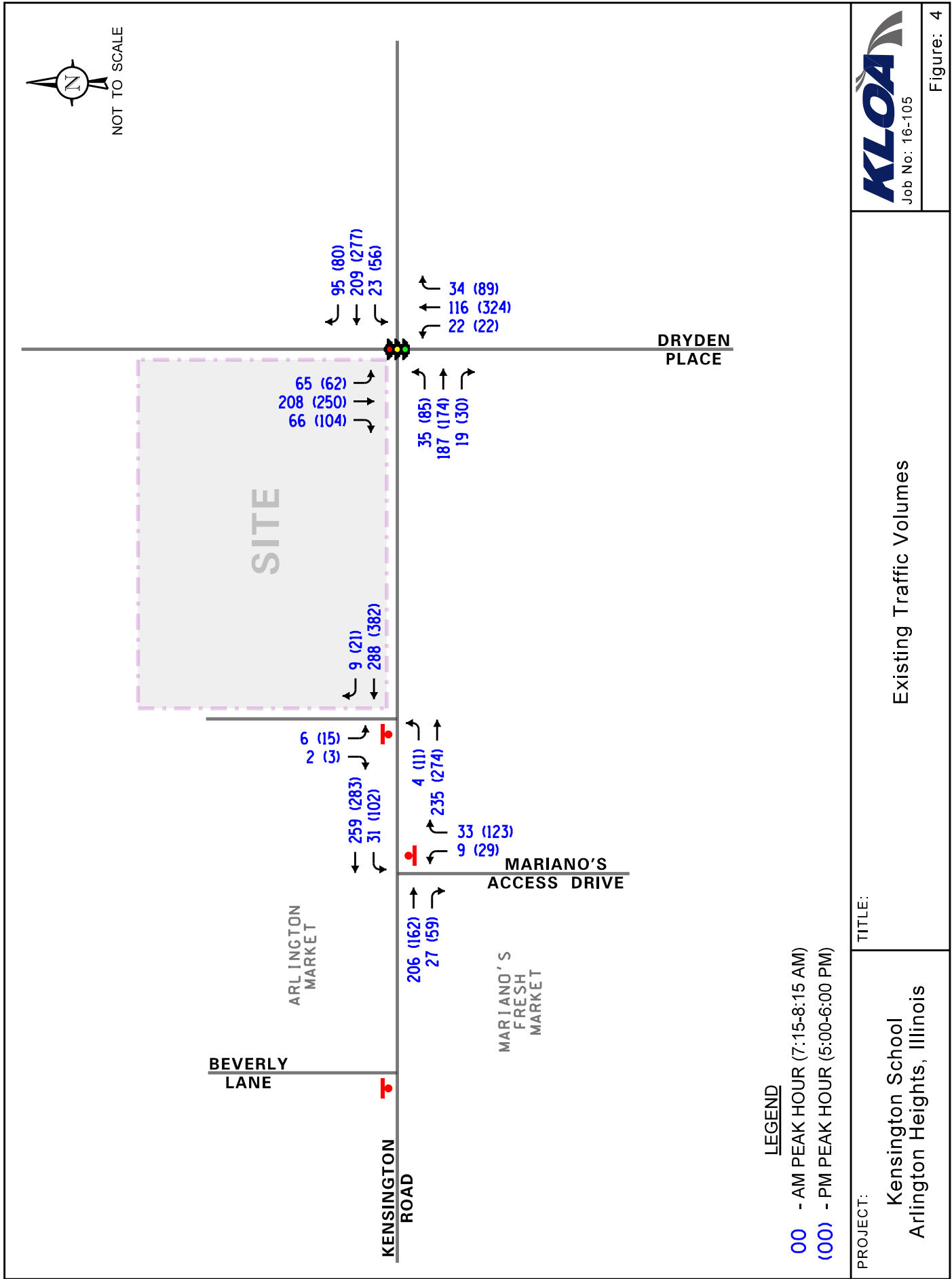
The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

Dryden Place is a north-south, major collector roadway providing one lane in each direction separated by a two-way left-turn lane that extends from Northwest Highway to Miner Street. At its signalized intersection with Kensington Road, Dryden Place provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Continental style crosswalks are provided on both approaches of Dryden Place at its intersection with Kensington Road. Dryden Place is under the jurisdiction of the Village of Arlington Heights, has an annual average daily traffic (AADT) volume of 3,850 vehicles, and has a posted speed limit of 30 mph with a school zone speed limit of 20 mph north of Kensington Road.

Kensington Road is an east-west, major collector roadway that provides one lane in each direction separated by a two-way left-turn lane. At its signalized intersection with Dryden Place, Kensington Road provides an exclusive left-turn lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, a through lane, and a right-turn lane on the westbound approach. Continental style crosswalks are provided on both approaches of Kensington Road at its intersection with Dryden Place. Kensington Road is under the jurisdiction of the Village of Arlington Heights, carries an AADT volume of 5,500 vehicles, and has a posted speed limit of 30 mph.

Existing Traffic Volumes

In order to determine existing traffic conditions, vehicle, pedestrian, and bicycle traffic counts were conducted at the intersections of Kensington Road with Dryden Place and Kensington Road with the Arlington Market and Mariano's access drives. The traffic counts were conducted on Thursday, July 7, 2016 during the morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods. From the turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:15 A.M. and 8:15 A.M. and the weekday evening peak hour generally occurs between 5:00 P.M. and 6:00 P.M. It should be noted that the counts were performed when the schools in the area were closed for the summer. Pedestrian and bicycle activity was observed and was reported to be very low at the study intersections. The existing peak hour traffic volumes are shown in **Figure 4**.



Traffic Characteristics of the Proposed School

To evaluate the impact of the proposed school on the area roadway system, it was necessary to quantify the number of vehicle trips the school will generate during the peak hours and determine the directions from which this traffic will approach and depart the site.

Proposed Development Plan

The site is to be developed with an approximate 15,300 square-foot school. As proposed, the school will provide a preschool program and a full-day program with a maximum enrollment of 150 students and approximately 21 to 23 staff members. The following summarizes the proposed operation of the school:

- The full-day program will operate between 6:30 A.M. and 6:30 P.M. and will have a total of approximately 130 students. According to the operator, most students will be dropped off between 6:30 and 8:30 A.M. and picked up between 3:30 and 6:00 P.M. All parents will be required to park and walk their children to and from the school.
- The preschool program will have a total of approximately 20 students and will operate from 9:00 A.M. to 11:30 A.M. All parents will be required to park and walk their children to and from the school.

The school is proposed to have a total of 46 parking spaces.

Site Access

Per the Arlington Market development agreement, cross access and shared parking will be provided between the proposed school and the existing Arlington Market development. Access to the Arlington Market development is currently provided via one access drive on Kensington Road and four access drives on Beverly Lane as discussed below.

- The *Kensington Road access drive* is located on the north side of the road at the east end of the existing Arlington Market parcel approximately 100 feet east of the Mariano's access drive. This access drive provides access to the main north-south circulation road/parking aisle serving the Arlington Market and provides one inbound lane and one outbound lane.
- The *northern Beverly Lane access drive* is located on the east side of the road at the north end of the existing Arlington Market parcel. This access drive provides access to the main east-west circulation road/parking aisle serving the Arlington Market and provides one inbound lane and one outbound lane.
- The *southern Beverly Lane access drive* is located on the east side of the road at the south end of the existing Arlington Market parcel. This access drive provides access to the parking lot located in the southwest corner of the site and provides one inbound lane and one outbound lane.

- The two middle Beverly Lane access drives are located on the east side of the road towards the middle of the existing Arlington Market parcel. These access drives are restricted to one-way flow and serve the Ben Franklin Bank of Illinois drive-through facility which is located on the west side of the building.

As proposed, access to the school is proposed to be provided via a single access drive located along the Arlington Market's main north-south circulation/parking aisle, aligned opposite an east-west parking aisle. This north-south parking aisle provides direct access to the Kensington Road access drive and secondary access to the northern Beverly Lane access drive. As such, the school will have access to the external roadway system via multiple access drives. As proposed, the access drive will be under stop sign control at its intersection with the Arlington Market's north-south circulation/parking aisle.

Directional Distribution of Site Traffic

The directional distribution of how traffic will approach and depart the development was based on the existing travel patterns, as determined from the traffic counts and the existing roadway characteristics and traffic controls surrounding the site. **Figure 5** illustrates the directional distribution for the proposed school.

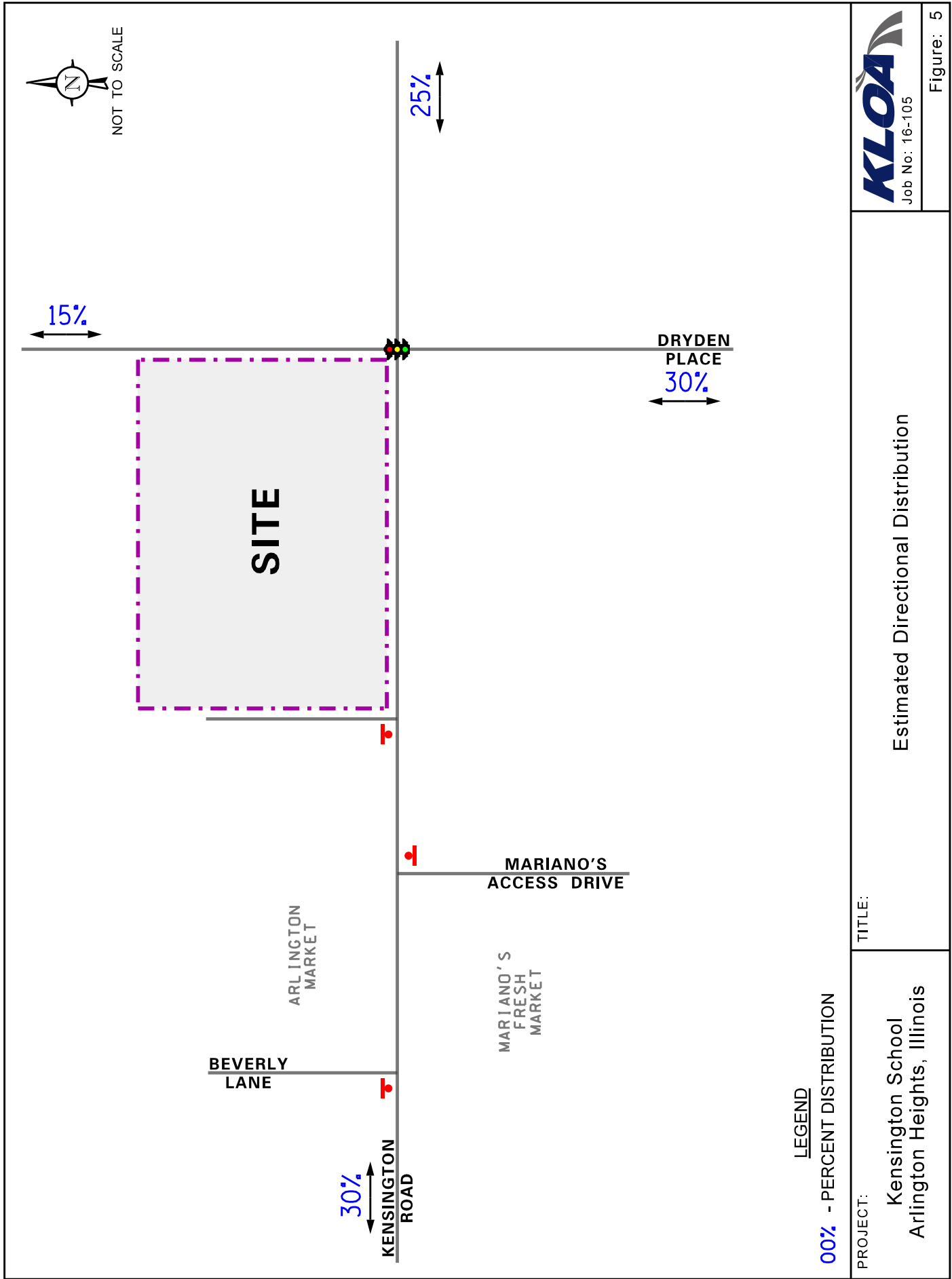
Site Traffic Generation

The traffic estimated to be generated by the proposed school was based on surveys of an existing Kensington School located in Elmhurst, Illinois. According to Kensington School officials, the Elmhurst school is approximately 15,000 square feet in size and has a licensed capacity for 160 students and a total of 24 to 26 employees, all of which is very similar to the size and operation of the proposed Arlington Heights school. Further, on the day the surveys were performed, the school had an attendance of 158 students with 26 employees working that day. The surveys were performed on Wednesday, December 9, 2015 during the morning (6:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods. **Table 1** tabulates the vehicle trips anticipated to be generated by the school and was based on the surveys at the existing Elmhurst school.

Table 1
ESTIMATED SCHOOL-GENERATED PEAK HOUR TRAFFIC VOLUMES

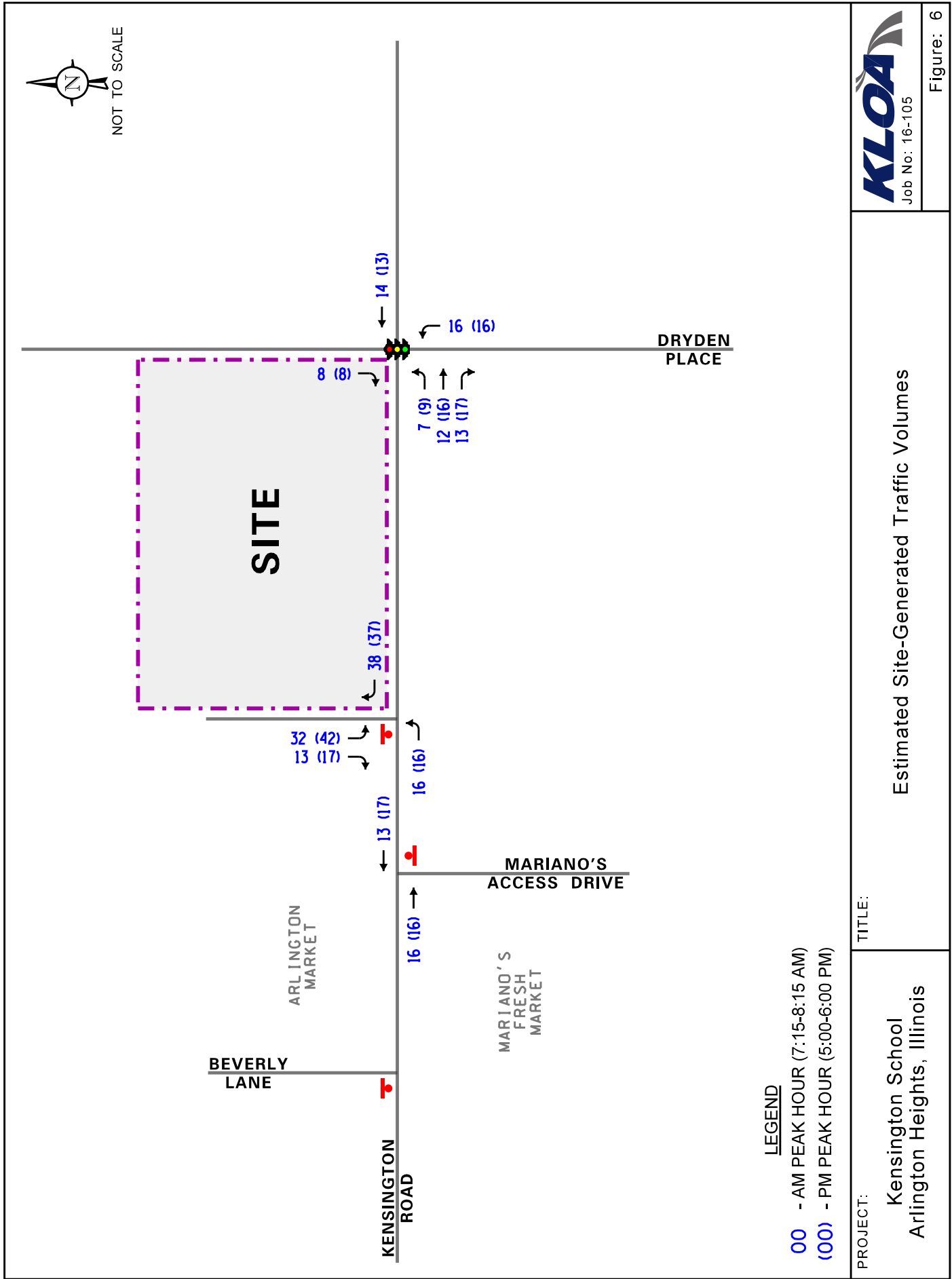
	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	In	Out	In	Out
Proposed Kensington School	54	45	53	59

The school primarily generates traffic during the drop-off and pick-up periods. Further, the school is typically closed after 6:30 P.M. on weeknights and on weekends. As such, other than during the morning and evening peak periods, the school generates a very limited volume of traffic during weekdays and little, if any, traffic during weekday evenings or weekends.



Total Projected Traffic Volumes

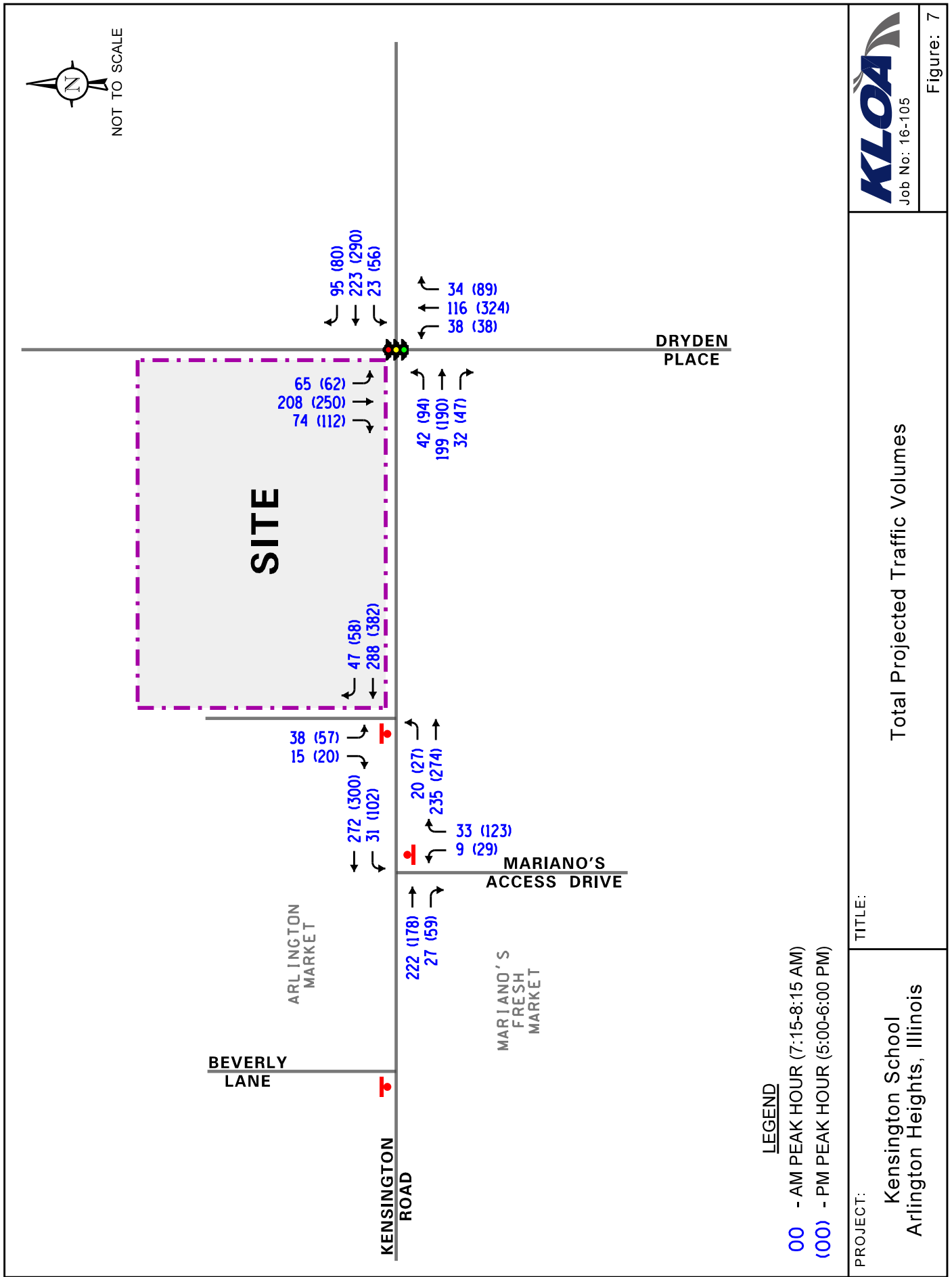
The school-generated peak hour traffic volumes (Table 1) were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**. To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development) and the fact that the traffic counts were conducted when the nearby Miner School and Windsor Elementary School were not in session, the existing traffic volumes (Figure 4) were increased by twenty percent. The total projected traffic volumes include the existing traffic volumes plus the regional or background growth in traffic plus the traffic to be generated by the proposed school. **Figure 7** illustrates the total projected traffic volumes.



Estimated Site-Generated Traffic Volumes

PROJECT: Kensington School
Arlington Heights, Illinois

TITLE:



Traffic Evaluation

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to provide an indication of how well the roadway facilities serve the anticipated traffic demands placed upon them assuming the total projected traffic volumes.

Traffic Analyses

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Traffic capacity analyses were performed for the existing and total projected peak hour traffic conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and using HCS (Highway Capacity Software) software.

The analysis for the traffic-signal controlled intersections were accomplished using existing signal timing data to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the analyzed conditions are presented in **Tables 2 and 3**. A discussion of the intersections follows.

Table 2
CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Kensington Road with Dryden Place¹				
Overall	C	26.3	C	25.1
Westbound Approach	D	39.5	D	40.2
Northbound Approach	B	11.0	B	14.9
Eastbound Approach	D	40.1	D	35.3
Southbound Approach	B	11.6	B	13.5
Kensington Road with Arlington Market Access Drive²				
Eastbound Left Turn	A	7.9	A	8.2
Southbound Approach	B	11.4	B	12.3
Kensington Road with Mariano's Access Drive²				
Westbound Left Turn	A	7.8	A	7.9
Northbound Approach	B	10.4	B	11.6
LOS = Level of Service				
Delay is measured in seconds.				
1. Signalized intersection				
2. Stop sign controlled intersection				

Table 3
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Kensington Road with Dryden Place¹				
Overall	C	27.1	C	25.8
Westbound Approach	D	39.0	D	40.5
Northbound Approach	B	11.6	B	15.5
Eastbound Approach	D	41.0	D	35.7
Southbound Approach	B	12.7	B	14.2
Kensington Road with Arlington Market Access Drive²				
Eastbound Left Turn	A	8.1	A	8.3
Southbound Approach	B	12.4	B	13.7
Kensington Road with Mariano's Access Drive²				
Westbound Left Turn	A	7.9	A	8.0
Northbound Approach	B	10.6	B	11.8
LOS = Level of Service				
Delay is measured in seconds.				
1. Signalized intersection				
2. Stop sign controlled intersection				

Discussion and Recommendations

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

Kensington Road with Dryden Place

The results of the capacity analyses have shown that this overall intersection is currently operating at a good Level of Service (LOS) C. With the addition of the traffic to be generated by the proposed development and the other growth in the area, the overall intersection is projected to continue to operate at a good LOS C. Further, all of the approaches currently and are projected to operate at a LOS D or better. As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed development.

Kensington Road with Arlington Market Access Drive

The results of the capacity analyses have shown that the Arlington Market southbound approach and the inbound left-turn movement are currently operating at a good LOS B or better. With the addition of the traffic to be generated by the proposed development, the Arlington Market southbound approach and the inbound left-turn movement are projected to continue to operate at a good LOS B or better. As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed development.

Kensington Road with Mariano's Access Drive

The results of the capacity analyses have shown that the Mariano's northbound approach and the inbound left-turn movement are currently operating at a good LOS B or better. With the addition of the traffic to be generated by the proposed development, the Mariano's northbound approach and the inbound left-turn movement are projected to continue to operate at a good LOS B or better. As such, the intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed development.

Kensington Road Center Left-Turn Lane

Left-turn movements from Kensington Road to the Mariano's access drive and the Arlington Market access drive are accommodated via the center two-way left-turn lane on Kensington Road. With the centerlines of the two access drives approximately 100 feet apart, the two-way left-turn lane can accommodate three to four vehicles between the two access drives. According to the capacity analyses, both access drives are projected to have a 95th percentile inbound left-turn queue length of approximately one vehicle during both the weekday morning and evening peak hours. As such, the center two-way left-turn lane on Kensington Road should be sufficient to accommodate the projected maximum left-turn queue to both access drives.

Further, it should be noted that the school primarily generates traffic during the weekday morning (6:30 A.M. to 8:30 A.M.) and evening (3:30 P.M. to 6:00 P.M.) peak periods. In addition, it is closed on weekends. As such, the school and the Mariano's only generate higher or peak volumes of traffic at the same time during a two to two and a half hour period on weekday evenings. In contrast, if the subject parcel were developed with a commercial development, it would likely generate traffic all day long on both weekdays and weekends.

Internal Circulation

The school is proposed to have a 46-space parking lot that will be located along the south side of the site and will be designed with perpendicular parking and two-way circulation. In addition, a one-way westbound circulation road will be located along the front of the building. It should be noted that parents and staff will have two means to exit the parking lot which will help to distribute the outbound traffic and reduce any internal queueing within the school site.

Access to the site is to be provided via cross access to the Arlington Market via a single access drive to be located along the Arlington Market's main north-south circulation/parking aisle, aligned opposite an east-west parking aisle. The school's access drive is proposed to be under stop sign control at its intersection with the Arlington Market's main north-south circulation/parking aisle. The north-south parking aisle provides direct access to the Kensington Road access drive and secondary access to the northern Beverly Lane access drive. As such, the school will have access to the external roadway system via multiple access drives.

It is anticipated that the 21 to 23 staff members will park along the outside of the parking lot. The 11 parking spaces along the inside of the parking lot will be used by parents. As indicated previously, all parents will be required to park and walk their children to and from school and no drop-offs or pick-ups will be permitted. It is important to note that the arrival and departure of the full-day students is typically distributed over a two-hour period (6:30 A.M. to 8:30 A.M.) in the morning and a two and one half hour period (3:30 P.M. to 6:00 P.M.) in the evening. Finally, the site has been designed with sidewalks and a crosswalk across the circulation road that will provide pedestrian connections between the parking spaces and the school.

Finally, AutoTurn exhibits are provided in the Appendix showing how the Arlington Heights Fire Department's ladder truck can circulate the parking lot.

Parking Study

Existing Development

Currently, the western portion of the Arlington Market is developed with a commercial building that contains the Ben Franklin Bank of Illinois, Eros Restaurant, DeLuxe Nails Spa, Definite Dental Solutions, and a Subway restaurant. It is important to note that the existing building is 100 percent occupied. The Arlington Market currently provides a total of 88 parking spaces with 81 parking spaces provided in the main parking lot that extends along the east and north sides of the building and seven spaces located on the southwest side of the building.

Existing Parking Demand

Parking inventory and occupancy surveys were conducted at the two parking lots located within the Arlington Market. The surveys were performed from 6:00 A.M. to 6:30 P.M. on the following days:

- Thursday, December 3, 2015
- Friday, December 4, 2015
- Saturday, April 2, 2016
- Thursday, April 7, 2016
- Friday, April 8, 2016
- Saturday, April 9, 2016

It should be noted that the surveys were conducted during the hours of operation of the proposed school which is generally from 6:30 A.M. to 6:30 P.M. Monday through Friday. As such, all of the school's 46 parking spaces will typically be available for use by the existing Arlington Market after 6:30 P.M. to 7:00 P.M. on weekdays and all day on weekends. The results of the parking inventory and occupancy surveys are shown in **Tables 4 through 9**. A summary of the peak parking demand and the time it occurred for each of the surveyed days is shown in **Table 10**.

The results of the parking surveys showed that the existing Arlington Market had a peak parking demand of 63 to 64 vehicles on a weekday and 50 vehicles on a Saturday. A maximum of approximately 74 percent of the total parking spaces were occupied on a weekday and a maximum of approximately 57 percent of the spaces were occupied on a Saturday. At a minimum, 24 parking spaces were available within the parking lot on a weekday or Saturday between 6:00 A.M. and 6:30 P.M. As such, it can be seen that the existing 88 parking spaces are sufficient to meet the peak parking demand of the existing Arlington Market during the operating hours of the school. As noted above, all of the school's 46 parking spaces will typically be available for use by the existing Arlington Market after 6:30 P.M. to 7:00 P.M. on weekdays and all day on weekends.

Table 4
 ARLINGTON MARKET PARKING SURVEYS
 THURSDAY, DECEMBER 3, 2015

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	8	1	9	10%
6:30 AM	16	1	17	19%
7:00 AM	14	2	16	18%
7:30 AM	10	2	12	14%
8:00 AM	12	2	14	16%
8:30 AM	18	3	21	24%
9:00 AM	28	3	31	35%
9:30 AM	34	5	39	44%
10:00 AM	34	6	40	45%
11:00 AM	36	7	43	49%
11:30 AM	40	6	46	52%
12:00 PM	46	5	51	58%
12:30 PM	54	5	59	67%
1:00 PM	42	5	47	53%
1:30 PM	25	5	30	34%
2:00 PM	37	5	42	48%
3:00 PM	34	4	38	43%
3:30 PM	33	6	39	44%
4:00 PM	37	7	45	51%
4:30 PM	32	4	36	41%
5:00 PM	36	5	41	47%
5:30 PM	40	6	46	52%
6:00 PM	46	5	51	58%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 5
 ARLINGTON MARKET PARKING SURVEYS
 FRIDAY, DECEMBER 4, 2015

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	7	2	9	10%
6:30 AM	11	2	13	15%
7:00 AM	15	3	18	20%
7:30 AM	12	3	15	17%
8:00 AM	13	3	16	18%
8:30 AM	22	4	26	30%
9:00 AM	31	3	34	39%
9:30 AM	38	3	41	47%
10:00 AM	44	6	50	57%
11:00 AM	45	6	51	58%
11:30 AM	56	6	62	70%
12:00 PM	56	6	62	70%
12:30 PM	50	6	56	64%
1:00 PM	49	6	55	63%
1:30 PM	48	7	55	63%
2:00 PM	49	6	55	63%
3:00 PM	39	6	45	52%
3:30 PM	32	2	34	39%
4:00 PM	37	2	39	44%
4:30 PM	39	2	41	47%
5:00 PM	40	2	42	48%
5:30 PM	39	2	41	47%
6:00 PM	40	2	42	48%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 6
 ARLINGTON MARKET PARKING SURVEYS
 SATURDAY, APRIL 2, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	4	2	6	7%
6:30 AM	8	2	10	11%
7:00 AM	12	3	15	17%
7:30 AM	12	4	16	18%
8:00 AM	16	4	20	23%
8:30 AM	24	5	29	33%
9:00 AM	30	5	35	40%
9:30 AM	43	5	48	55%
10:00 AM	39	5	44	50%
10:30 AM	41	5	46	52%
11:00 AM	35	5	40	45%
11:30 AM	33	4	37	42%
12:00 PM	34	4	38	43%
12:30 PM	40	3	43	49%
1:00 PM	36	4	40	45%
1:30 PM	29	5	34	39%
2:00 PM	31	5	36	41%
2:30 PM	30	4	34	39%
3:00 PM	25	1	26	30%
3:30 PM	23	1	24	27%
4:00 PM	21	2	23	26%
4:30 PM	22	2	24	27%
5:00 PM	22	2	24	27%
5:30 PM	24	2	26	30%
6:00 PM	36	2	38	43%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 7
 ARLINGTON MARKET PARKING SURVEYS
 THURSDAY, APRIL 7, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	6	1	7	8%
6:30 AM	15	1	16	18%
7:00 AM	18	1	19	22%
7:30 AM	8	2	10	11%
8:00 AM	8	3	11	13%
8:30 AM	19	3	22	25%
9:00 AM	29	3	32	36%
9:30 AM	39	3	42	48%
10:00 AM	40	5	45	51%
10:30 AM	43	5	48	55%
11:00 AM	42	5	47	53%
11:30 AM	48	5	53	60%
12:00 PM	58	5	63	72%
12:30 PM	51	5	56	64%
1:00 PM	34	4	38	43%
1:30 PM	33	4	37	42%
2:00 PM	40	4	44	50%
2:30 PM	35	4	39	44%
3:00 PM	35	3	38	43%
3:30 PM	31	3	34	39%
4:00 PM	35	4	39	44%
4:30 PM	36	4	40	45%
5:00 PM	34	4	38	43%
5:30 PM	35	3	38	43%
6:00 PM	42	4	46	52%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 8
 ARLINGTON MARKET PARKING SURVEYS
 FRIDAY, APRIL 8, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	5	2	7	8%
6:30 AM	7	2	9	10%
7:00 AM	10	2	12	14%
7:30 AM	11	2	13	15%
8:00 AM	12	2	14	16%
8:30 AM	18	3	21	24%
9:00 AM	22	3	25	28%
9:30 AM	29	3	32	36%
10:00 AM	34	3	37	42%
10:30 AM	40	4	44	50%
11:00 AM	45	4	49	56%
11:30 AM	47	4	51	58%
12:00 PM	59	4	63	72%
12:30 PM	59	4	63	72%
1:00 PM	55	3	58	66%
1:30 PM	53	3	56	64%
2:00 PM	44	3	47	53%
2:30 PM	38	5	43	49%
3:00 PM	37	3	40	45%
3:30 PM	33	2	35	40%
4:00 PM	30	1	31	35%
4:30 PM	31	3	34	39%
5:00 PM	36	3	39	44%
5:30 PM	49	3	52	59%
6:00 PM	61	3	64	73%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 9
 ARLINGTON MARKET PARKING SURVEYS
 SATURDAY, APRIL 9, 2016

Time	Main Lot	Secondary Lot	Total	Percentage Occupied
Inventory	81	7	88	n/a
6:00 AM	5	2	7	8%
6:30 AM	5	2	7	8%
7:00 AM	7	3	10	11%
7:30 AM	10	4	14	16%
8:00 AM	23	4	27	31%
8:30 AM	26	4	30	34%
9:00 AM	38	5	43	49%
9:30 AM	45	5	50	57%
10:00 AM	43	5	48	55%
10:30 AM	37	5	42	48%
11:00 AM	38	5	43	49%
11:30 AM	37	4	41	47%
12:00 PM	42	4	46	52%
12:30 PM	44	3	47	53%
1:00 PM	45	3	48	55%
1:30 PM	38	3	41	47%
2:00 PM	33	3	36	41%
2:30 PM	31	3	34	39%
3:00 PM	29	2	31	35%
3:30 PM	20	1	21	24%
4:00 PM	17	1	18	20%
4:30 PM	20	2	22	25%
5:00 PM	21	2	23	26%
5:30 PM	21	2	23	26%
6:00 PM	25	2	27	31%

Note: Secondary lot is the lot located in the southwest corner of the site.

Table 10

ARLINGTON MARKET - SUMMARY OF PEAK PARKING DEMAND

Time	Time of Day	Parking Demand	Percentage Occupied
Inventory	n/a	88	n/a
Thursday, December 3, 2015	12:30 PM	59	67%
Friday, December 4, 2015	12:00 PM	62	70%
Thursday, April 7, 2016	12:00 PM	63	72%
Friday, April 8, 2016	6:00 P.M.	64	73%
Saturday, April 2, 2016	9:30 A.M.	48	55%
Saturday, April 9, 2016	9:30 A.M.	50	57%

Projected Parking Demand of the School

The peak parking estimated to be generated by the proposed school was based on surveys of an existing Kensington School located in Elmhurst, Illinois. The parking surveys were performed on Wednesday, December 9, 2015 generally during the operating hours of the school (6:30 A.M. to 6:30 P.M.). According to Kensington School officials, the Elmhurst school is approximately 15,000 square feet in size and has a licensed capacity for 160 students and a total of 24 to 26 employees, all of which is very similar to the size and operation of the proposed Arlington Heights school. Further, on the day the surveys were performed, the school had an attendance of 158 students with 26 employees working that day. **Table 11** shows the results of the parking surveys at the existing Elmhurst school.

From Table 11 it can be seen that the proposed school is projected to have a peak parking demand of approximately 37 vehicles which will occur during the morning drop-off period. With a total of 46 parking spaces, it can be seen that the number of parking spaces to be provided by the school will be more than sufficient to meet its peak parking demand and the school will not need to utilize any of the existing 88 parking spaces currently serving the Arlington Market.

Table 11
 KENSINGTON SCHOOL, ELMHURST, ILLINOIS
 PARKING SURVEYS
 WEDNESDAY, DECEMBER 9, 2016

Time	Parking Demand
6:00 AM	1
6:30 AM	7
7:00 AM	14
7:30 AM	18
8:00 AM	22
8:30 AM	27
9:00 AM	37
9:30 AM	29
10:00 AM	24
10:30 AM	22
11:00 AM	24
11:30 AM	25
12:00 PM	25
12:30 PM	24
1:00 PM	24
1:30 PM	21
2:00 PM	21
2:30 PM	20
3:00 PM	20
3:30 PM	23
4:00 PM	19
4:30 PM	26
5:00 PM	27
5:30 PM	20
6:00 PM	8

Conclusion

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made:

- The school primarily generates traffic during the drop-off and pick-up periods. Further, the school is typically closed after 6:30 P.M. on weeknights and on weekends. As such, other than during the weekday morning and evening peak periods, the school generates a very limited volume of traffic during weekdays and little, if any, traffic during weekday evenings or weekends.
- The traffic volumes were increased by 20 percent in order to account for any background growth and the fact that the Miner Special Education School and Windsor Elementary School were not in session when the traffic counts were conducted.
- The results of the capacity analyses show that all of the intersections in the study area currently operate at a good level of service and are projected to continue to operate at a good level of service with the addition of the school-generated traffic. As such, the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the school.
- Access to the site is to be provided via cross access to the Arlington Market via a single access drive to be located along the Arlington Market's main north-south circulation/parking aisle, aligned opposite an east-west parking aisle. The north-south parking aisle provides direct access to the Kensington Road access drive and secondary access to the northern Beverly Lane access drive. As such, the school will have access to the external roadway system via multiple access drives.
- The center two-way left-turn lane on Kensington Road will continue to provide safe and efficient access to the Arlington Market and Mariano's access drives with a 95th percentile queue of one vehicle at both access drives.
- The results of existing parking surveys performed at the Arlington Market, which is 100 percent occupied, have shown that the existing 88 parking spaces are sufficient to meet the peak parking demand of the existing development during the school's operating hours. All of the school's 46 parking spaces will generally be available to the Arlington Market after 6:30 P.M. to 7:00 P.M. on weekdays and all day on weekends.
- The proposed school is projected to have a peak parking demand of approximately 37 vehicles which will occur during the morning drop-off period. With a total of 46 parking spaces, the number of parking spaces to be provided by the school will be more than sufficient to meet its peak parking demand and the school will not need to utilize any of the existing 88 parking spaces currently serving the Arlington Market.

- Assuming the peak parking demand of the existing Arlington Market and the proposed school, which provides for a worst-case analysis as they occur at different times of the day, the overall development is projected to have a peak parking demand of 101 vehicles. As such, the 134 parking spaces to be provided by the Arlington Market and the proposed school will be more than sufficient to meet their peak parking demand.

Appendix

Traffic Count Summary Sheets

Level of Service Criteria

Capacity Analysis Summary Sheets

Fire Truck AutoTurn Exhibits

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Dryden
Place
Site Code:
Start Date: 07/07/2016
Page No: 1

Turning Movement Data

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Dryden Place Northbound						Dryden Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	38	3	0	43	0	6	31	10	0	47	0	1	27	9	0	37	0	18	35	5	2	58	185
7:15 AM	0	7	56	2	1	65	0	5	51	31	0	87	0	6	30	8	0	44	0	25	42	12	1	79	275
7:30 AM	0	6	32	6	1	44	0	3	56	20	2	79	0	2	25	6	1	33	0	9	40	15	1	64	220
7:45 AM	0	9	39	5	0	53	0	5	30	16	0	51	0	6	20	7	1	33	0	6	49	12	2	67	204
Hourly Total	0	24	165	16	2	205	0	19	168	77	2	264	0	15	102	30	2	147	0	58	166	44	6	268	884
8:00 AM	0	7	29	3	0	39	0	6	37	12	3	55	0	4	22	7	4	33	0	14	42	16	0	72	199
8:15 AM	0	8	28	3	0	39	0	5	36	10	1	51	0	2	36	0	5	38	0	8	44	12	3	64	192
8:30 AM	0	9	20	4	1	33	0	7	41	9	2	57	0	0	26	4	2	30	0	7	48	16	2	71	191
8:45 AM	0	9	29	5	0	43	0	6	35	12	1	53	0	3	32	6	1	41	0	7	28	11	1	46	183
Hourly Total	0	33	106	15	1	154	0	24	149	43	7	216	0	9	116	17	12	142	0	36	162	55	6	253	765
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	20	4	0	38	0	7	36	14	2	57	0	5	34	15	3	54	0	10	53	25	0	88	237
4:15 PM	0	14	22	5	1	41	0	12	55	17	0	84	0	1	49	18	1	68	0	20	40	18	0	78	271
4:30 PM	0	17	28	8	0	53	0	12	49	14	0	75	0	9	60	17	3	86	0	13	56	18	0	87	301
4:45 PM	0	13	46	5	1	64	0	11	45	16	1	72	0	4	53	20	5	77	0	14	42	29	0	85	298
Hourly Total	0	58	116	22	2	196	0	42	185	61	3	288	0	19	196	70	12	285	0	57	191	90	0	338	1107
5:00 PM	0	13	32	7	0	52	0	13	48	15	1	76	0	7	73	15	2	95	0	10	59	22	0	91	314
5:15 PM	0	20	40	6	2	66	0	13	60	22	1	95	0	6	67	18	0	91	0	14	46	14	2	74	326
5:30 PM	0	21	30	5	1	56	0	12	57	14	1	83	0	3	65	20	1	88	0	13	48	29	1	90	317
5:45 PM	0	17	43	7	1	67	0	9	66	16	0	91	0	2	65	21	2	88	0	15	55	22	1	92	338
Hourly Total	0	71	145	25	4	241	0	47	231	67	3	345	0	18	270	74	5	362	0	52	208	87	4	347	1295
Grand Total	0	186	532	78	9	796	0	132	733	248	15	1113	0	61	684	191	31	936	0	203	727	276	16	1206	4051
Approach %	0.0	23.4	66.8	9.8	-	-	0.0	11.9	65.9	22.3	-	-	0.0	6.5	73.1	20.4	-	-	0.0	16.8	60.3	22.9	-	-	-
Total %	0.0	4.6	13.1	1.9	-	19.6	0.0	3.3	18.1	6.1	-	27.5	0.0	1.5	16.9	4.7	-	23.1	0.0	5.0	17.9	6.8	-	29.8	-
Lights	0	182	512	72	-	766	0	131	712	242	-	1085	0	55	673	191	-	919	0	199	716	274	-	1189	3959
% Lights	-	97.8	96.2	92.3	-	96.2	-	99.2	97.1	97.6	-	97.5	-	90.2	98.4	100.0	-	98.2	-	98.0	98.5	99.3	-	98.6	97.7
Buses	0	0	8	0	-	8	0	0	12	3	-	15	0	0	7	0	-	7	0	3	4	0	-	7	37
% Buses	-	0.0	1.5	0.0	-	1.0	-	0.0	1.6	1.2	-	1.3	-	0.0	1.0	0.0	-	0.7	-	1.5	0.6	0.0	-	0.6	0.9
Single-Unit Trucks	0	4	11	5	-	20	0	1	7	2	-	10	0	5	3	0	-	8	0	1	6	2	-	9	47
% Single-Unit Trucks	-	2.2	2.1	6.4	-	2.5	-	0.8	1.0	0.8	-	0.9	-	8.2	0.4	0.0	-	0.9	-	0.5	0.8	0.7	-	0.7	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	1	1	-	2	0	1	0	0	-	1	0	0	1	0	-	1	6
% Bicycles on Road	-	0.0	0.2	1.3	-	0.3	-	0.0	0.1	0.4	-	0.2	-	1.6	0.0	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	9	-	-	-	-	-	15	-	-	-	-	-	31	-	-	-	-	-	16	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Dryden Place
Site Code:
Start Date: 07/07/2016
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Dryden Place Northbound						Dryden Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	7	56	2	1	65	0	5	51	31	0	87	0	6	30	8	0	44	0	25	42	12	1	79	275
7:30 AM	0	6	32	6	1	44	0	3	56	20	2	79	0	2	25	6	1	33	0	9	40	15	1	64	220
7:45 AM	0	9	39	5	0	53	0	5	30	16	0	51	0	6	20	7	1	33	0	6	49	12	2	67	204
8:00 AM	0	7	29	3	0	39	0	6	37	12	3	55	0	4	22	7	4	33	0	14	42	16	0	72	199
Total	0	29	156	16	2	201	0	19	174	79	5	272	0	18	97	28	6	143	0	54	173	55	4	282	898
Approach %	0.0	14.4	77.6	8.0	-	-	0.0	7.0	64.0	29.0	-	-	0.0	12.6	67.8	19.6	-	-	0.0	19.1	61.3	19.5	-	-	-
Total %	0.0	3.2	17.4	1.8	-	22.4	0.0	2.1	19.4	8.8	-	30.3	0.0	2.0	10.8	3.1	-	15.9	0.0	6.0	19.3	6.1	-	31.4	-
PHF	0.000	0.806	0.696	0.667	-	0.773	0.000	0.792	0.777	0.637	-	0.782	0.000	0.750	0.808	0.875	-	0.813	0.000	0.540	0.883	0.859	-	0.892	0.816
Lights	0	27	149	13	-	189	0	19	163	76	-	258	0	15	93	28	-	136	0	53	168	55	-	276	859
% Lights	-	93.1	95.5	81.3	-	94.0	-	100.0	93.7	96.2	-	94.9	-	83.3	95.9	100.0	-	95.1	-	98.1	97.1	100.0	-	97.9	95.7
Buses	0	0	2	0	-	2	0	0	9	1	-	10	0	0	3	0	-	3	0	1	3	0	-	4	19
% Buses	-	0.0	1.3	0.0	-	1.0	-	0.0	5.2	1.3	-	3.7	-	0.0	3.1	0.0	-	2.1	-	1.9	1.7	0.0	-	1.4	2.1
Single-Unit Trucks	0	2	5	3	-	10	0	0	1	2	-	3	0	3	1	0	-	4	0	0	2	0	-	2	19
% Single-Unit Trucks	-	6.9	3.2	18.8	-	5.0	-	0.0	0.6	2.5	-	1.1	-	16.7	1.0	0.0	-	2.8	-	0.0	1.2	0.0	-	0.7	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Kensington Road and Dryden Place
Site Code:
Start Date: 07/07/2016
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Dryden Place Northbound						Dryden Place Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	13	32	7	0	52	0	13	48	15	1	76	0	7	73	15	2	95	0	10	59	22	0	91	314
5:15 PM	0	20	40	6	2	66	0	13	60	22	1	95	0	6	67	18	0	91	0	14	46	14	2	74	326
5:30 PM	0	21	30	5	1	56	0	12	57	14	1	83	0	3	65	20	1	88	0	13	48	29	1	90	317
5:45 PM	0	17	43	7	1	67	0	9	66	16	0	91	0	2	65	21	2	88	0	15	55	22	1	92	338
Total	0	71	145	25	4	241	0	47	231	67	3	345	0	18	270	74	5	362	0	52	208	87	4	347	1295
Approach %	0.0	29.5	60.2	10.4	-	-	0.0	13.6	67.0	19.4	-	-	0.0	5.0	74.6	20.4	-	-	0.0	15.0	59.9	25.1	-	-	-
Total %	0.0	5.5	11.2	1.9	-	18.6	0.0	3.6	17.8	5.2	-	26.6	0.0	1.4	20.8	5.7	-	28.0	0.0	4.0	16.1	6.7	-	26.8	-
PHF	0.000	0.845	0.843	0.893	-	0.899	0.000	0.904	0.875	0.761	-	0.908	0.000	0.643	0.925	0.881	-	0.953	0.000	0.867	0.881	0.750	-	0.943	0.958
Lights	0	71	141	25	-	237	0	47	230	67	-	344	0	18	269	74	-	361	0	52	206	87	-	345	1287
% Lights	-	100.0	97.2	100.0	-	98.3	-	100.0	99.6	100.0	-	99.7	-	100.0	99.6	100.0	-	99.7	-	100.0	99.0	100.0	-	99.4	99.4
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.7	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	3	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	6
% Single-Unit Trucks	-	0.0	2.1	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	1.0	0.0	-	0.6	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Kensington Road and Access
Drives
Site Code:
Start Date: 07/07/2016
Page No: 1

Turning Movement Data

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Marianos Access Drive Northbound						Plaza Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	42	6	0	49	0	4	34	1	0	39	0	1	0	5	0	6	0	1	1	1	3	3	97
7:15 AM	0	0	55	5	1	60	0	8	63	1	0	72	0	4	0	5	0	9	0	0	0	0	1	0	141
7:30 AM	0	2	35	8	0	45	0	6	60	2	0	68	0	1	0	13	0	14	0	0	0	1	2	1	128
7:45 AM	0	1	43	5	5	49	0	7	39	3	0	49	0	1	0	6	0	7	0	3	0	0	0	3	108
Hourly Total	0	4	175	24	6	203	0	25	196	7	0	228	0	7	0	29	0	36	0	4	1	2	6	7	474
8:00 AM	0	1	22	9	0	32	0	10	45	3	0	58	0	3	0	9	10	12	0	3	0	1	0	4	106
8:15 AM	0	0	30	9	0	39	0	11	34	3	0	48	0	5	0	7	6	12	0	2	0	1	1	3	102
8:30 AM	0	0	25	10	1	35	0	9	41	4	0	54	0	1	0	11	2	12	0	1	0	0	1	1	102
8:45 AM	0	2	29	9	1	40	0	4	46	5	0	55	0	4	0	8	1	12	0	1	0	0	1	1	108
Hourly Total	0	3	106	37	2	146	0	34	166	15	0	215	0	13	0	35	19	48	0	7	0	2	3	9	418
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	14	16	1	30	1	18	38	3	0	60	0	4	1	19	1	24	0	4	1	0	0	5	119
4:15 PM	0	2	19	20	0	41	0	17	53	2	0	72	1	9	0	22	0	32	0	2	1	0	0	3	148
4:30 PM	0	1	37	24	2	62	0	21	51	5	0	77	0	9	0	24	4	33	0	2	0	0	2	2	174
4:45 PM	0	2	37	17	1	56	0	23	54	3	0	80	0	12	0	19	3	31	0	1	0	0	1	1	168
Hourly Total	0	5	107	77	4	189	1	79	196	13	0	289	1	34	1	84	8	120	0	9	2	0	3	11	609
5:00 PM	0	2	30	15	1	47	0	22	47	5	0	74	0	9	0	22	0	31	0	4	0	1	0	5	157
5:15 PM	0	5	25	17	1	47	0	19	62	6	0	87	0	5	1	33	0	39	0	4	1	0	3	5	178
5:30 PM	0	2	26	14	1	42	0	36	59	4	0	99	0	7	1	29	0	37	0	4	2	1	0	7	185
5:45 PM	0	2	26	13	1	41	0	25	51	6	0	82	0	8	2	39	1	49	0	3	0	1	0	4	176
Hourly Total	0	11	107	59	4	177	0	102	219	21	0	342	0	29	4	123	1	156	0	15	3	3	3	21	696
Grand Total	0	23	495	197	16	715	1	240	777	56	0	1074	1	83	5	271	28	360	0	35	6	7	15	48	2197
Approach %	0.0	3.2	69.2	27.6	-	-	0.1	22.3	72.3	5.2	-	-	0.3	23.1	1.4	75.3	-	-	0.0	72.9	12.5	14.6	-	-	-
Total %	0.0	1.0	22.5	9.0	-	32.5	0.0	10.9	35.4	2.5	-	48.9	0.0	3.8	0.2	12.3	-	16.4	0.0	1.6	0.3	0.3	-	2.2	-
Lights	0	23	473	195	-	691	0	239	750	56	-	1045	0	82	5	270	-	357	0	35	6	7	-	48	2141
% Lights	-	100.0	95.6	99.0	-	96.6	0.0	99.6	96.5	100.0	-	97.3	0.0	98.8	100.0	99.6	-	99.2	-	100.0	100.0	100.0	-	100.0	97.5
Buses	0	0	7	0	-	7	0	0	15	0	-	15	1	1	0	0	-	2	0	0	0	0	-	0	24
% Buses	-	0.0	1.4	0.0	-	1.0	0.0	0.0	1.9	0.0	-	1.4	100.0	1.2	0.0	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	13	0	-	13	1	1	7	0	-	9	0	0	0	1	-	1	0	0	0	0	-	0	23
% Single-Unit Trucks	-	0.0	2.6	0.0	-	1.8	100.0	0.4	0.9	0.0	-	0.8	0.0	0.0	0.0	0.4	-	0.3	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	2	2	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Bicycles on Road	-	0.0	0.4	1.0	-	0.6	0.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	28	-	-	-	-	-	15	-	-



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Count Name: Kensington Road and Access
Drives
Site Code:
Start Date: 07/07/2016
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Marianos Access Drive Northbound						Plaza Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	55	5	1	60	0	8	63	1	0	72	0	4	0	5	0	9	0	0	0	0	1	0	141
7:30 AM	0	2	35	8	0	45	0	6	60	2	0	68	0	1	0	13	0	14	0	0	0	1	2	1	128
7:45 AM	0	1	43	5	5	49	0	7	39	3	0	49	0	1	0	6	0	7	0	3	0	0	0	3	108
8:00 AM	0	1	22	9	0	32	0	10	45	3	0	58	0	3	0	9	10	12	0	3	0	1	0	4	106
Total	0	4	155	27	6	186	0	31	207	9	0	247	0	9	0	33	10	42	0	6	0	2	3	8	483
Approach %	0.0	2.2	83.3	14.5	-	-	0.0	12.6	83.8	3.6	-	-	0.0	21.4	0.0	78.6	-	-	0.0	75.0	0.0	25.0	-	-	-
Total %	0.0	0.8	32.1	5.6	-	38.5	0.0	6.4	42.9	1.9	-	51.1	0.0	1.9	0.0	6.8	-	8.7	0.0	1.2	0.0	0.4	-	1.7	-
PHF	0.000	0.500	0.705	0.750	-	0.775	0.000	0.775	0.821	0.750	-	0.858	0.000	0.563	0.000	0.635	-	0.750	0.000	0.500	0.000	0.500	-	0.500	0.856
Lights	0	4	147	27	-	178	0	31	194	9	-	234	0	9	0	33	-	42	0	6	0	2	-	8	462
% Lights	-	100.0	94.8	100.0	-	95.7	-	100.0	93.7	100.0	-	94.7	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	95.7
Buses	0	0	1	0	-	1	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.6	0.0	-	0.5	-	0.0	3.4	0.0	-	2.8	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Single-Unit Trucks	0	0	7	0	-	7	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	10
% Single-Unit Trucks	-	0.0	4.5	0.0	-	3.8	-	0.0	1.4	0.0	-	1.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.8	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Drives
Site Code:
Start Date: 07/07/2016
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Kensington Road Eastbound						Kensington Road Westbound						Marianos Access Drive Northbound						Plaza Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	2	30	15	1	47	0	22	47	5	0	74	0	9	0	22	0	31	0	4	0	1	0	5	157
5:15 PM	0	5	25	17	1	47	0	19	62	6	0	87	0	5	1	33	0	39	0	4	1	0	3	5	178
5:30 PM	0	2	26	14	1	42	0	36	59	4	0	99	0	7	1	29	0	37	0	4	2	1	0	7	185
5:45 PM	0	2	26	13	1	41	0	25	51	6	0	82	0	8	2	39	1	49	0	3	0	1	0	4	176
Total	0	11	107	59	4	177	0	102	219	21	0	342	0	29	4	123	1	156	0	15	3	3	3	21	696
Approach %	0.0	6.2	60.5	33.3	-	-	0.0	29.8	64.0	6.1	-	-	0.0	18.6	2.6	78.8	-	-	0.0	71.4	14.3	14.3	-	-	-
Total %	0.0	1.6	15.4	8.5	-	25.4	0.0	14.7	31.5	3.0	-	49.1	0.0	4.2	0.6	17.7	-	22.4	0.0	2.2	0.4	0.4	-	3.0	-
PHF	0.000	0.550	0.892	0.868	-	0.941	0.000	0.708	0.883	0.875	-	0.864	0.000	0.806	0.500	0.788	-	0.796	0.000	0.938	0.375	0.750	-	0.750	0.941
Lights	0	11	105	59	-	175	0	102	217	21	-	340	0	29	4	122	-	155	0	15	3	3	-	21	691
% Lights	-	100.0	98.1	100.0	-	98.9	-	100.0	99.1	100.0	-	99.4	-	100.0	100.0	99.2	-	99.4	-	100.0	100.0	100.0	-	100.0	99.3
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.9	0.0	-	0.6	-	0.0	0.5	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.6	-	0.0	0.5	0.0	-	0.3	-	0.0	0.0	0.8	-	0.6	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Level of Service Criteria

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	> 80.0

Source: *Highway Capacity Manual*, 2010.

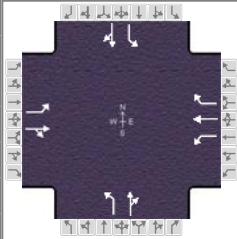
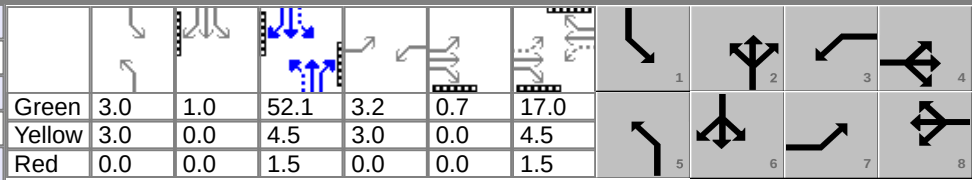
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	$> 10 - 15$
C	$> 15 - 25$
D	$> 25 - 35$
E	$> 35 - 50$
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information									
Agency	KLOA, Inc.			Duration, h	0.25										
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other								
Jurisdiction	Arlington Heights		Time Period	AM		PHF	0.82								
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1 > 7:00								
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Existing AM.xus											
Project Description	AM Existing Peak Hour														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				35	187	19	23	209	95	22	116	34	65	208	66
Signal Information															
Cycle, s	95.0	Reference Phase	2	Green	3.0	1.0	52.1	3.2	0.7	17.0					
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5					
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5					
Force Mode	Fixed	Simult. Gap N/S	On												
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				35	187	19	23	209	95	22	116	34	65	208	66
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				7	5		0	6	4	17	4		2	3	
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft				115	0		115	0	160	95	0		120	0	
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				30	30	30	30	30	30	30	30	30	20	20	20
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0				
Yellow Change Interval (Y), s				3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Red Clearance Interval (R _c), s				0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s				3	10	3	10	3	15	3	15				
Start-Up Lost Time (I _t), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (P _T), s				3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0				
Recall Mode				Off	Off	Off	Off	Off	Min	Off	Min				
Dual Entry				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Walk (Walk), s				0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0				
Pedestrian Clearance Time (P _C), s				0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0				
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50		No	0.50	

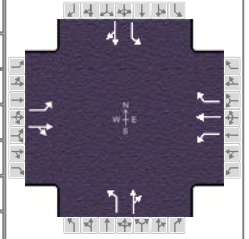
HCS 2010 Signalized Intersection Results Summary

General Information

Agency	KLOA, Inc.
Analyst	NJB
Jurisdiction	Arlington Heights
Urban Street	Kensington Road
Intersection	Kensington Road and D...
Project Description	AM Existing Peak Hour

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.82
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	35	187	19	23	209	95	22	116	34	65	208	66

Signal Information

Cycle, s	95.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	6.9	23.7	6.2	23.0	6.0	58.1	7.0	59.1
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	4.1	5.1	4.1	5.1	4.1	0.0	4.2	0.0
Queue Clearance Time (g _s), s	3.9	14.7	3.2	14.2	2.7		3.8	
Green Extension Time (g _e), s	0.0	2.8	0.0	2.8	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.21	1.00	0.22	0.00		0.00	

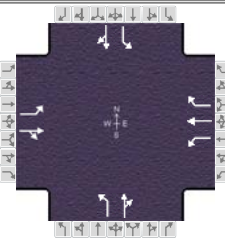
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	43	251		28	255	116	27	183		79	334	
Adjusted Saturation Flow Rate (s), veh/h/ln	1691	1780		1810	1887	1548	1547	1755		1774	1768	
Queue Service Time (g _s), s	1.9	12.7		1.2	12.2	6.3	0.7	5.0		1.8	9.8	
Cycle Queue Clearance Time (g _c), s	1.9	12.7		1.2	12.2	6.3	0.7	5.0		1.8	9.8	
Green Ratio (g/C)	0.22	0.19		0.21	0.18	0.18	0.58	0.55		0.59	0.56	
Capacity (c), veh/h	199	332		173	337	276	520	963		744	988	
Volume-to-Capacity Ratio (X)	0.214	0.757		0.162	0.757	0.419	0.052	0.190		0.107	0.338	
Back of Queue (Q), ft/ln (95 th percentile)	38.1	246.7		25.2	260.3	110.7	10.9	88		33.5	181.9	
Back of Queue (Q), veh/ln (95 th percentile)	1.4	9.9		1.0	10.0	4.4	0.4	3.5		1.3	7.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00		0.21	0.00	0.71	0.12	0.00		0.27	0.00	
Uniform Delay (d ₁), s/veh	30.5	36.6		31.0	37.1	34.6	9.1	10.8		8.5	11.4	
Incremental Delay (d ₂), s/veh	0.5	5.0		0.4	4.9	1.4	0.0	0.4		0.1	0.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	31.0	41.6		31.4	42.0	36.1	9.2	11.2		8.5	12.3	
Level of Service (LOS)	C	D		C	D	D	A	B		A	B	
Approach Delay, s/veh / LOS	40.1		D	39.5		D	11.0		B	11.6		B
Intersection Delay, s/veh / LOS	26.3						C					

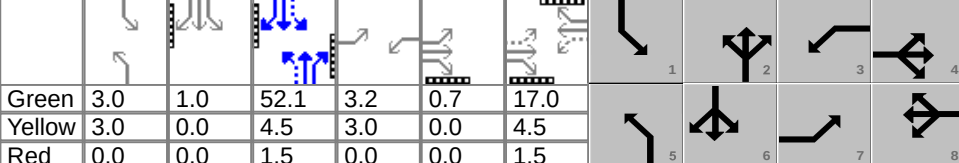
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.3		B	2.4		B	2.2		B
Bicycle LOS Score / LOS	1.0		A	1.1		A	0.8		A	1.2		A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	NJB	Analysis Date	7/13/2016		Area Type		Other
Jurisdiction	Arlington Heights	Time Period	AM		PHF		0.82
Urban Street	Kensington Road	Analysis Year	2016		Analysis Period		1> 7:00
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Existing AM.xus				
Project Description	AM Existing Peak Hour						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	35	187	19	23	209	95	22	116	34	65	208	66

Signal Information												
Cycle, s	95.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.0	1.0	52.1	3.2	0.7	17.0		
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.935	0.952	1.000	1.000	0.943	0.962	0.855	0.962	1.000	0.980	0.971	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.984			0.000			0.961			0.958	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1691	1616		1810	1887		1547	1357		1774	1342	
Proportion of Vehicles Arriving on Green (P)	0.04	0.19	0.19	0.03	0.18	0.18	0.03	0.55	0.55	0.04	0.56	0.56
Incremental Delay Factor (k)	0.11	0.15		0.11	0.15	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.22	0.19	0.21	0.18	0.58	0.55	0.59	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	1068	0	1146	0	908	0	1196	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	17.0	0.0	17.0	0.0	52.1	0.0	52.1	0.0
Permitted Service Time (g_u), s	4.8	0.0	3.0	0.0	41.3	0.0	47.1	0.0
Permitted Queue Service Time (g_{ps}), s	0.5		0.4		0.3		0.4	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

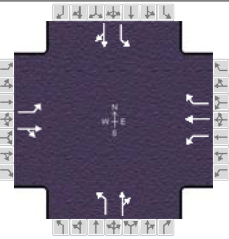
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.138	0.000	0.139	0.000	0.091	0.000	0.089
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	372.69	31.45	357.04	32.05	1097.42	9.67	1118.16	9.23
Bicycle F_w / F_v	-3.64	0.48	-3.64	0.66	-3.64	0.35	-3.64	0.68

--- Messages ---

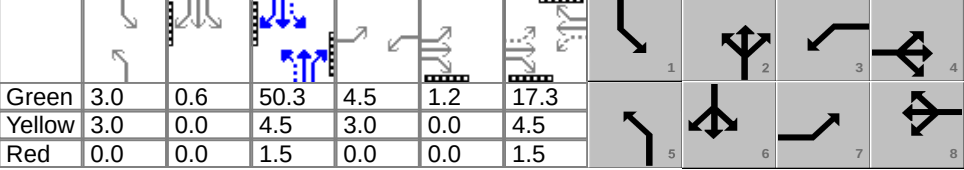
No errors or warnings exist.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information							
Agency	KLOA, Inc.			Analysis Date	7/13/2016	Duration, h	0.25						
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other						
Jurisdiction	Arlington Heights		Time Period	PM		PHF	0.96						
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1 > 7:00						
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Existing PM.xus									
Project Description	PM Existing Peak Hour												

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				85	174	30	56	277	80	22	324	89	62	250	104

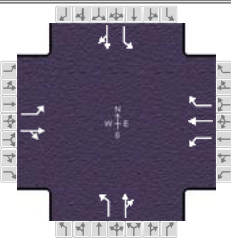
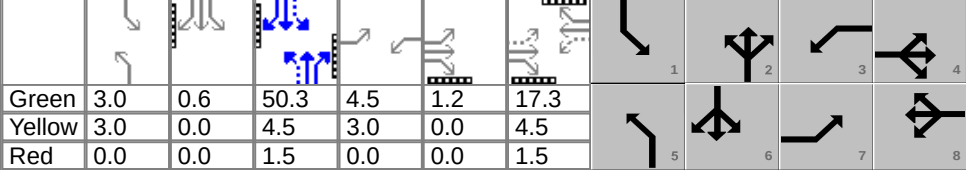
Signal Information															
Cycle, s	95.0	Reference Phase	2	Green	3.0	0.6	50.3	4.5	1.2	17.3	Yellow	3.0	0.0	4.5	4.5
Offset, s	0	Reference Point	Begin	Red	0.0	0.0	1.5	0.0	0.0	1.5					
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												

Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				85	174	30	56	277	80	22	324	89	62	250	104
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				0	3		0	0	0	0	0		0	1	
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft				115	0		115	0	160	95	0		120	0	
Grade (Pg), %					0			0			0			0	
Speed Limit, mi/h				30	30	30	30	30	30	30	30	30	20	20	20

Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s		3	10	3	10	3	15	3	15
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s		0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (PC), s		0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0

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

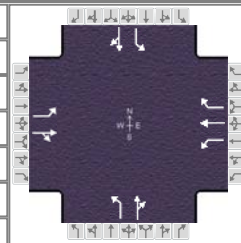
HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency		KLOA, Inc.				Duration, h		0.25							
Analyst		NJB		Analysis Date		7/13/2016		Area Type		Other					
Jurisdiction		Arlington Heights		Time Period		PM		PHF		0.96					
Urban Street		Kensington Road		Analysis Year		2016		Analysis Period		1> 7:00					
Intersection		Kensington Road and D...		File Name		Kensington and Dryden Existing PM.xus									
Project Description		PM Existing Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				85	174	30	56	277	80	22	324	89	62	250	104
Signal Information															
Cycle, s	95.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On	Green	3.0	0.6	50.3	4.5	1.2	17.3					
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5					
				Red	0.0	0.0	1.5	0.0	0.0	1.5					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0				
Phase Duration, s				8.7	24.6	7.5	23.3	6.0	56.3	6.6	57.0				
Change Period, (Y+R c), s				3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0				
Max Allow Headway (MAH), s				4.1	5.1	4.1	5.1	4.1	0.0	4.2	0.0				
Queue Clearance Time (g s), s				5.7	12.2	4.4	15.1	2.5		3.5					
Green Extension Time (g e), s				0.0	2.7	0.0	2.2	0.0	0.0	0.1	0.0				
Phase Call Probability				1.00	1.00	1.00	1.00	1.00		1.00					
Max Out Probability				1.00	0.14	1.00	0.38	0.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				89	213		58	289	83	23	430		65	369	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1797		1810	2000	1610	1810	1829		1810	1787	
Queue Service Time (g s), s				3.7	10.2		2.4	13.1	4.2	0.5	13.7		1.5	11.5	
Cycle Queue Clearance Time (g c), s				3.7	10.2		2.4	13.1	4.2	0.5	13.7		1.5	11.5	
Green Ratio (g/C)				0.25	0.20		0.23	0.18	0.18	0.56	0.53		0.57	0.54	
Capacity (c), veh/h				234	352		240	365	294	539	969		520	959	
Volume-to-Capacity Ratio (X)				0.379	0.604		0.243	0.790	0.284	0.042	0.444		0.124	0.385	
Back of Queue (Q), ft/ln (95 th percentile)				74.2	204.8		48.7	290.2	76.5	9.2	242.1		27.5	211.9	
Back of Queue (Q), veh/ln (95 th percentile)				3.0	8.2		1.9	11.3	3.1	0.4	9.7		1.1	8.5	
Queue Storage Ratio (RQ) (95 th percentile)				0.65	0.00		0.42	0.00	0.48	0.10	0.00		0.23	0.00	
Uniform Delay (d 1), s/veh				29.5	34.9		29.8	37.1	33.5	10.1	13.7		10.3	12.9	
Incremental Delay (d 2), s/veh				1.0	2.4		0.5	6.9	0.7	0.0	1.5		0.1	1.2	
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh				30.5	37.2		30.3	44.0	34.2	10.2	15.2		10.4	14.0	
Level of Service (LOS)				C	D		C	D	C	B	B		B	B	
Approach Delay, s/veh / LOS				35.3	D		40.2	D		14.9	B		13.5	B	
Intersection Delay, s/veh / LOS				25.1						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.3	B		2.3	B		2.4	B		2.3	B	
Bicycle LOS Score / LOS				1.0	A		1.2	A		1.2	A		1.2	A	

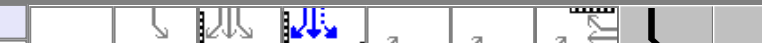
HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other
Jurisdiction	Arlington Heights	Time Period	PM	PHF	0.96
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Existing PM.xus		
Project Description	PM Existing Peak Hour				

</



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	85	174	30	56	277	80	22	324	89	62	250	104

Signal Information														
Cycle, s	95.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	3.0	0.6	50.3	4.5	1.2	17.3				
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5				
				Red	0.0	0.0	1.5	0.0	0.0	1.5				

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.990	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.974			0.000			0.963			0.950	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1810	1533		1810	2000		1810	1435		1810	1262	
Proportion of Vehicles Arriving on Green (P)	0.06	0.20	0.20	0.05	0.18	0.18	0.03	0.53	0.53	0.04	0.54	0.54
Incremental Delay Factor (k)	0.11	0.15		0.11	0.20	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.25	0.20	0.23	0.18	0.56	0.53	0.57	0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln	1108	0	1188	0	1029	0	973	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	17.6	0.0	17.3	0.0	50.3	0.0	50.3	0.0
Permitted Service Time (g_u), s	4.2	0.0	6.3	0.0	37.5	0.0	36.6	0.0
Permitted Queue Service Time (g_{ps}), s	1.2		0.6		0.3		1.0	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.139	0.000	0.094	0.000	0.093
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	391.23	30.73	365.07	31.74	1059.66	10.50	1072.92	10.21
Bicycle F_w / F_v	-3.64	0.50	-3.64	0.71	-3.64	0.75	-3.64	0.72

--- Messages ---

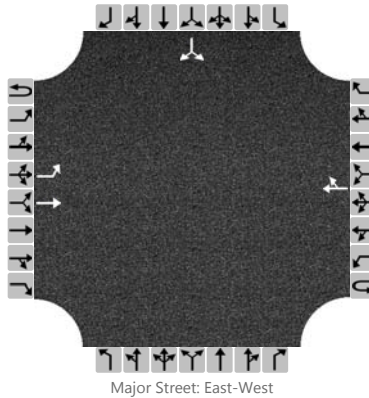
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Existing Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		4	235				288	9						6		2
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

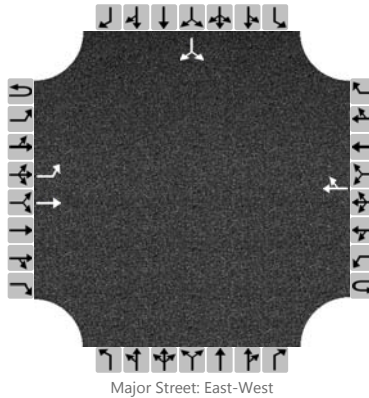
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		5													9	
Capacity		1225													574	
v/c Ratio		0.00													0.02	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.9													11.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												11.4			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Existing Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		11	274				382	21						15		3
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

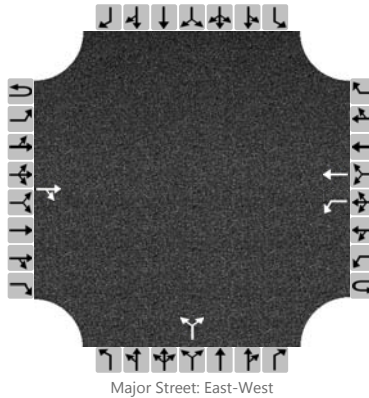
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		12													19	
Capacity		1142													512	
v/c Ratio		0.01													0.04	
95% Queue Length		0.0													0.1	
Control Delay (s/veh)		8.2													12.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.3												12.3			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Existing Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			206	27		31	259			9		33				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

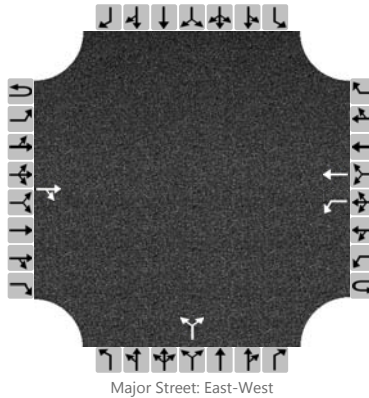
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						36						48				
Capacity						1304						712				
v/c Ratio						0.03						0.07				
95% Queue Length						0.1						0.2				
Control Delay (s/veh)						7.8						10.4				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.8				10.4							
Approach LOS									B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Existing Peak Hour		

Lanes



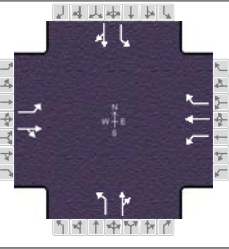
Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			162	59		102	283			29		123				
Percent Heavy Vehicles						0				0		1				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

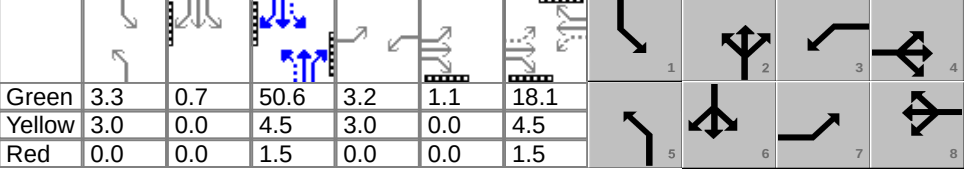
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						109						162				
Capacity						1344						705				
v/c Ratio						0.08						0.23				
95% Queue Length						0.3						0.9				
Control Delay (s/veh)						7.9						11.6				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					2.1				11.6							
Approach LOS									B							

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	KLOA, Inc.			Duration, h	0.25							
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other					
Jurisdiction	Arlington Heights		Time Period	AM		PHF	0.82					
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1 > 7:00					
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Future AM.xus								
Project Description	AM Future Peak Hour											

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				42	199	32	23	223	95	38	116	34	65	208	74

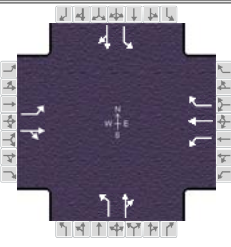
Signal Information											
Cycle, s	95.0	Reference Phase	2	Green	3.3	0.7	50.6	3.2	1.1	18.1	
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	
Force Mode	Fixed	Simult. Gap N/S	On								

Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				42	199	32	23	223	95	38	116	34	65	208	74
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				7	5		0	6	4	17	4		2	3	
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft				115	0		115	0	160	95	0		120	0	
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				30	30	30	30	30	30	30	30	30	20	20	20

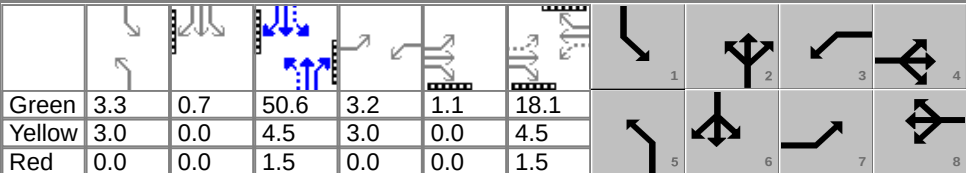
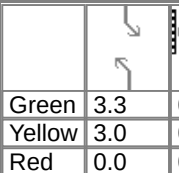
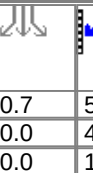
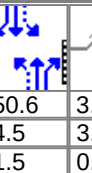
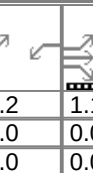
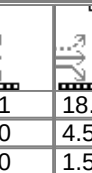
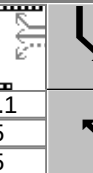
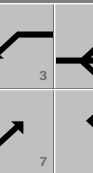
Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s		3	10	3	10	3	15	3	15
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (Walk), s		0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (P _C), s		0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0

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

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	KLOA, Inc.			Duration, h	0.25	
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other	
Jurisdiction	Arlington Heights	Time Period	AM	PHF	0.82	
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00	
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Future AM.xus			
Project Description	AM Future Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	42	199	32	23	223	95	38	116	34	65	208	74

Signal Information														
Cycle, s	95.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	3.3	0.7	50.6	3.2	1.1	18.1	1	2	3	4
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5	5	6	7	8
				Red	0.0	0.0	1.5	0.0	0.0	1.5				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.3	25.2	6.2	24.1	6.3	56.6	7.0	57.3
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s	4.1	5.1	4.1	5.1	4.1	0.0	4.2	0.0
Queue Clearance Time (g_s), s	4.3	16.4	3.2	15.0	3.3		3.9	
Green Extension Time (g_e), s	0.0	2.8	0.0	2.9	0.1	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.33	1.00	0.31	0.00		0.00	

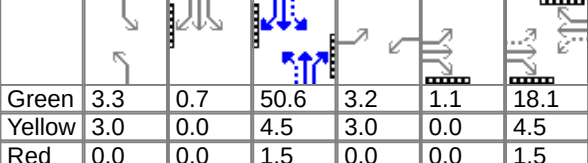
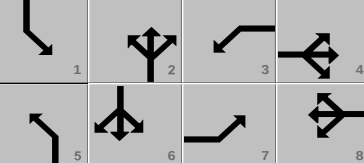
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	51	282		28	272	116	46	183		79	344	
Adjusted Saturation Flow Rate (s), veh/h/ln	1691	1766		1810	1887	1548	1547	1755		1774	1761	
Queue Service Time (g_s), s	2.3	14.4		1.2	13.0	6.2	1.3	5.2		1.9	10.6	
Cycle Queue Clearance Time (g_c), s	2.3	14.4		1.2	13.0	6.2	1.3	5.2		1.9	10.6	
Green Ratio (g/C)	0.24	0.20		0.22	0.19	0.19	0.57	0.53		0.58	0.54	
Capacity (c), veh/h	209	357		169	359	295	497	935		723	951	
Volume-to-Capacity Ratio (X)	0.245	0.789		0.166	0.757	0.393	0.093	0.196		0.110	0.362	
Back of Queue (Q), ft/ln (95 th percentile)	44.9	276.3		24.8	274.3	108.5	19.8	92.4		35.1	197	
Back of Queue (Q), veh/ln (95 th percentile)	1.7	11.1		0.9	10.5	4.3	0.7	3.7		1.3	7.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.39	0.00		0.20	0.00	0.70	0.22	0.00		0.28	0.00	
Uniform Delay (d_1), s/veh	29.5	36.0		30.3	36.4	33.6	9.9	11.6		9.1	12.5	
Incremental Delay (d_2), s/veh	0.6	7.0		0.5	5.2	1.2	0.1	0.5		0.1	1.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	30.1	43.0		30.8	41.6	34.9	10.0	12.1		9.2	13.6	
Level of Service (LOS)	C	D		C	D	C	B	B		A	B	
Approach Delay, s/veh / LOS	41.0		D	39.0		D	11.6		B	12.7		B
Intersection Delay, s/veh / LOS	27.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.4	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.2	A	0.9	A	1.2	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	KLOA, Inc.			Duration, h	0.25	
Analyst	NJB	Analysis Date	7/13/2016	Area Type	Other	
Jurisdiction	Arlington Heights	Time Period	AM	PHF	0.82	
Urban Street	Kensington Road	Analysis Year	2016	Analysis Period	1> 7:00	
Intersection	Kensington Road and D...	File Name	Kensington and Dryden Future AM.xus			
Project Description	AM Future Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	42	199	32	23	223	95	38	116	34	65	208	74

Signal Information															
Cycle, s	95.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	3.3	0.7	50.6	3.2	1.1	18.1					
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5					
				Red	0.0	0.0	1.5	0.0	0.0	1.5					

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.935	0.952	1.000	1.000	0.943	0.962	0.855	0.962	1.000	0.980	0.971	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.976			0.000			0.961			0.955	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1691	1521		1810	1887		1547	1357		1774	1299	
Proportion of Vehicles Arriving on Green (P)	0.05	0.20	0.20	0.03	0.19	0.19	0.04	0.53	0.53	0.04	0.54	0.54
Incremental Delay Factor (k)	0.11	0.20		0.11	0.18	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.24	0.20	0.22	0.19	0.57	0.53	0.58	0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln	1051	0	1115	0	900	0	1196	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	18.2	0.0	18.1	0.0	50.6	0.0	50.6	0.0
Permitted Service Time (g_u), s	5.1	0.0	2.8	0.0	38.7	0.0	45.4	0.0
Permitted Queue Service Time (g_{ps}), s	0.7		0.4		0.6		0.4	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

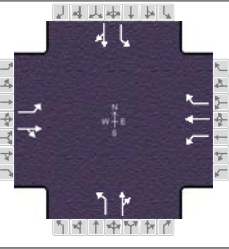
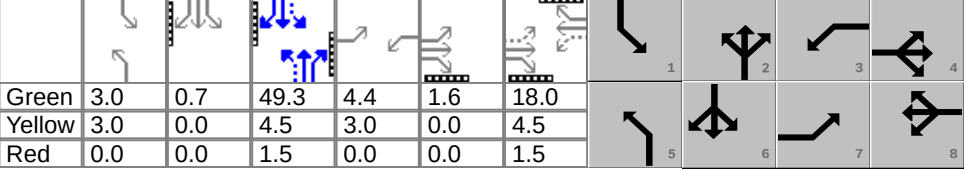
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.138	0.000	0.094	0.000	0.093
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	404.25	30.24	380.90	31.13	1065.03	10.38	1079.90	10.05
Bicycle F_w / F_v	-3.64	0.55	-3.64	0.69	-3.64	0.38	-3.64	0.70

--- Messages ---

No errors or warnings exist.

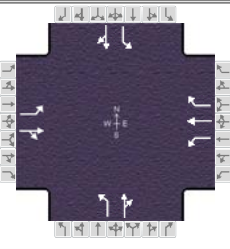
--- Comments ---

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information									
Agency	KLOA, Inc.			Duration, h	0.25										
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other								
Jurisdiction	Arlington Heights		Time Period	PM		PHF	0.96								
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1> 7:00								
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Future PM.xus											
Project Description	PM Future Peak Hour														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				94	190	47	56	290	80	38	324	89	62	250	112
Signal Information															
Cycle, s	95.0	Reference Phase	2	Green	3.0	0.7	49.3	4.4	1.6	18.0					
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5					
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5					
Force Mode	Fixed	Simult. Gap N/S	On												
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				94	190	47	56	290	80	38	324	89	62	250	112
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None	
Heavy Vehicles (P _{HV}), %				0	3		0	0	0	0	0		0	1	
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft				115	0		115	0	160	95	0		120	0	
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				30	30	30	30	30	30	30	30	30	20	20	20
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				9.0	30.0	9.0	30.0	12.0	44.0	12.0	44.0				
Yellow Change Interval (Y), s				3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5				
Red Clearance Interval (R _c), s				0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s				3	10	3	10	3	15	3	15				
Start-Up Lost Time (I _t), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (P _T), s				3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0				
Recall Mode				Off	Off	Off	Off	Off	Min	Off	Min				
Dual Entry				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Walk (Walk), s				0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0				
Pedestrian Clearance Time (P _C), s				0.0	14.0	0.0	15.0	0.0	14.0	0.0	15.0				
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50		No	0.50	

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information							
Agency		KLOA, Inc.				Duration, h		0.25					
Analyst		NJB		Analysis Date		7/13/2016		Area Type		Other			
Jurisdiction		Arlington Heights		Time Period		PM		PHF		0.96			
Urban Street		Kensington Road		Analysis Year		2016		Analysis Period		1> 7:00			
Intersection		Kensington Road and D...		File Name		Kensington and Dryden Future PM.xus							
Project Description		PM Future Peak Hour											



Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				94	190	47	56	290	80	38	324	89	62	250	112

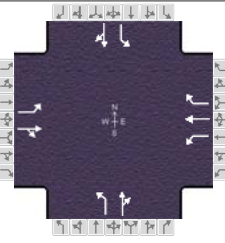
Signal Information																		
Cycle, s	95.0	Reference Phase	2	Green	3.0	0.7	49.3	4.4	1.6	18.0	1	2	3	4	5	6	7	8
Offset, s	0	Reference Point	Begin	Yellow	3.0	0.0	4.5	3.0	0.0	4.5	5	6	7	8	9	10	11	12
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	13	14	15	16	17	18	19	20
Force Mode	Fixed	Simult. Gap N/S	On															

Timer Results		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		7	4	3	8	5	2	1	6
Case Number		1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s		9.0	25.6	7.4	24.0	6.0	55.3	6.7	56.0
Change Period, (Y+R c), s		3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway (MAH), s		4.1	5.1	4.1	5.1	4.1	0.0	4.2	0.0
Queue Clearance Time (g s), s		6.0	14.1	4.4	15.7	3.0		3.6	
Green Extension Time (g e), s		0.0	2.8	0.0	2.3	0.0	0.0	0.1	0.0
Phase Call Probability		1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability		1.00	0.25	1.00	0.50	0.00		0.00	

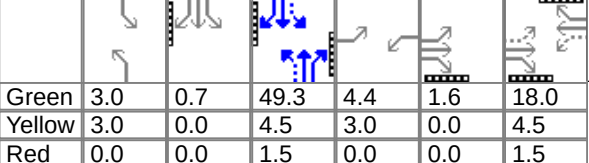
Movement Group Results		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		98	247		58	302	83	40	430		65	377	
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1781		1810	2000	1610	1810	1829		1810	1782	
Queue Service Time (g s), s		4.0	12.1		2.4	13.7	4.2	1.0	14.0		1.6	12.1	
Cycle Queue Clearance Time (g c), s		4.0	12.1		2.4	13.7	4.2	1.0	14.0		1.6	12.1	
Green Ratio (g/C)		0.26	0.21		0.24	0.19	0.19	0.55	0.52		0.56	0.53	
Capacity (c), veh/h		240	367		226	379	305	519	950		507	938	
Volume-to-Capacity Ratio (X)		0.409	0.673		0.258	0.797	0.273	0.076	0.453		0.127	0.402	
Back of Queue (Q), ft/ln (95 th percentile)		80.9	233.9		48.4	303	75.6	16.6	247.8		28.4	221.9	
Back of Queue (Q), veh/ln (95 th percentile)		3.2	9.4		1.9	11.8	3.0	0.7	9.9		1.1	8.9	
Queue Storage Ratio (RQ) (95 th percentile)		0.70	0.00		0.42	0.00	0.47	0.18	0.00		0.24	0.00	
Uniform Delay (d 1), s/veh		28.8	34.8		29.5	36.8	32.9	10.8	14.3		10.7	13.5	
Incremental Delay (d 2), s/veh		1.1	3.2		0.6	7.6	0.7	0.1	1.6		0.1	1.3	
Initial Queue Delay (d 3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh		29.9	38.0		30.1	44.4	33.6	10.8	15.9		10.9	14.8	
Level of Service (LOS)		C	D		C	D	C	B	B		B	B	
Approach Delay, s/veh / LOS		35.7	D		40.5	D		15.5	B		14.2	B	
Intersection Delay, s/veh / LOS		25.8						C					

Multimodal Results		EB		WB		NB		SB	
Pedestrian LOS Score / LOS		2.3	B	2.3	B	2.4	B	2.3	B
Bicycle LOS Score / LOS		1.1	A	1.2	A	1.3	A	1.2	A

HCS 2010 Signalized Intersection Intermediate Values

General Information						Intersection Information		
Agency	KLOA, Inc.					Duration, h	0.25	
Analyst	NJB		Analysis Date	7/13/2016		Area Type	Other	
Jurisdiction	Arlington Heights		Time Period	PM		PHF	0.96	
Urban Street	Kensington Road		Analysis Year	2016		Analysis Period	1> 7:00	
Intersection	Kensington Road and D...		File Name	Kensington and Dryden Future PM.xus				
Project Description	PM Future Peak Hour							

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	190	47	56	290	80	38	324	89	62	250	112

Signal Information											
Cycle, s	95.0	Reference Phase	2		Green	3.0	0.7	49.3	4.4	1.6	18.0
Offset, s	0	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
				Red	0.0	0.0	1.5	0.0	0.0	1.5	

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.990	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.966			0.000			0.963			0.947	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1810	1428		1810	2000		1810	1435		1810	1231	
Proportion of Vehicles Arriving on Green (P)	0.06	0.21	0.21	0.05	0.19	0.19	0.03	0.52	0.52	0.04	0.53	0.53
Incremental Delay Factor (k)	0.11	0.16		0.11	0.22	0.15	0.11	0.50		0.11	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Green Ratio (g/C)	0.26	0.21	0.24	0.19	0.55	0.52	0.56	0.53
Permitted Saturation Flow Rate (s_p), veh/h/ln	1094	0	1151	0	1022	0	973	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	18.6	0.0	18.0	0.0	49.3	0.0	49.3	0.0
Permitted Service Time (g_u), s	4.3	0.0	5.4	0.0	35.9	0.0	35.3	0.0
Permitted Queue Service Time (g_{ps}), s	1.4		0.7		0.5		1.0	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.138	0.000	0.096	0.000	0.095
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	412.04	29.94	379.03	31.20	1038.67	10.97	1052.51	10.66
Bicycle F_w / F_v	-3.64	0.57	-3.64	0.73	-3.64	0.78	-3.64	0.73

--- Messages ---

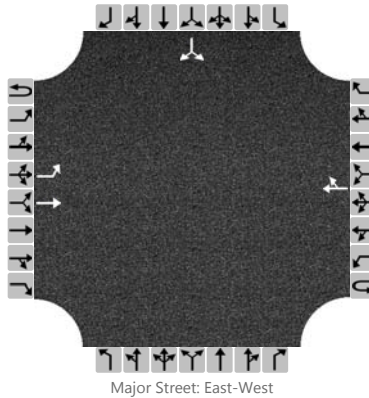
No errors or warnings exist.

--- Comments ---

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		20	235				288	47						38		15
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

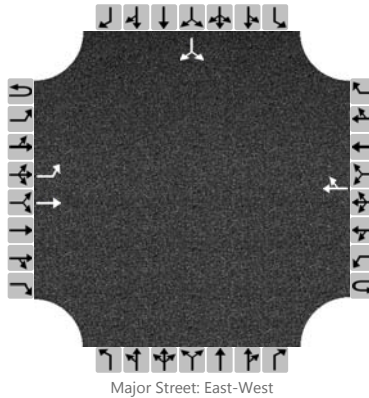
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		23													61	
Capacity		1180													549	
v/c Ratio		0.02													0.11	
95% Queue Length		0.1													0.4	
Control Delay (s/veh)		8.1													12.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.6												12.4			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Market
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Arlington Market Access
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		27	274				382	58						57		20
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

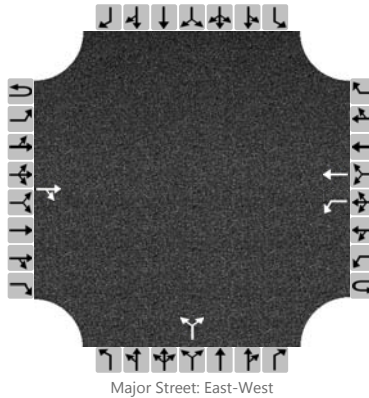
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		29													82	
Capacity		1104													496	
v/c Ratio		0.03													0.17	
95% Queue Length		0.1													0.6	
Control Delay (s/veh)		8.3													13.7	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.8												13.7			
Approach LOS													B			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	AM	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	AM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			222	27		31	272			9		33				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

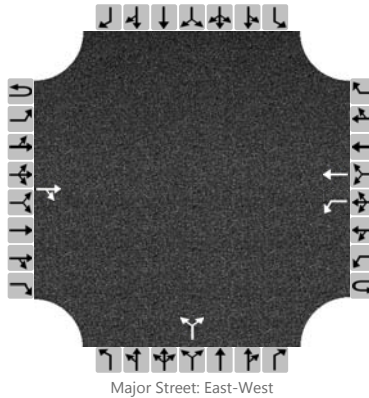
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						36						48				
Capacity						1285						695				
v/c Ratio						0.03						0.07				
95% Queue Length						0.1						0.2				
Control Delay (s/veh)						7.9						10.6				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.8				10.6							
Approach LOS									B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	NJB	Intersection	Kensington and Mariano's
Agency/Co.	KLOA, Inc.	Jurisdiction	Arlington Heights
Date Performed	7/13/2016	East/West Street	Kensington Road
Analysis Year	2016	North/South Street	Mariano's Access Drive
Time Analyzed	PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PM Future Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			178	59		102	300			29		123				
Percent Heavy Vehicles						0				0		1				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

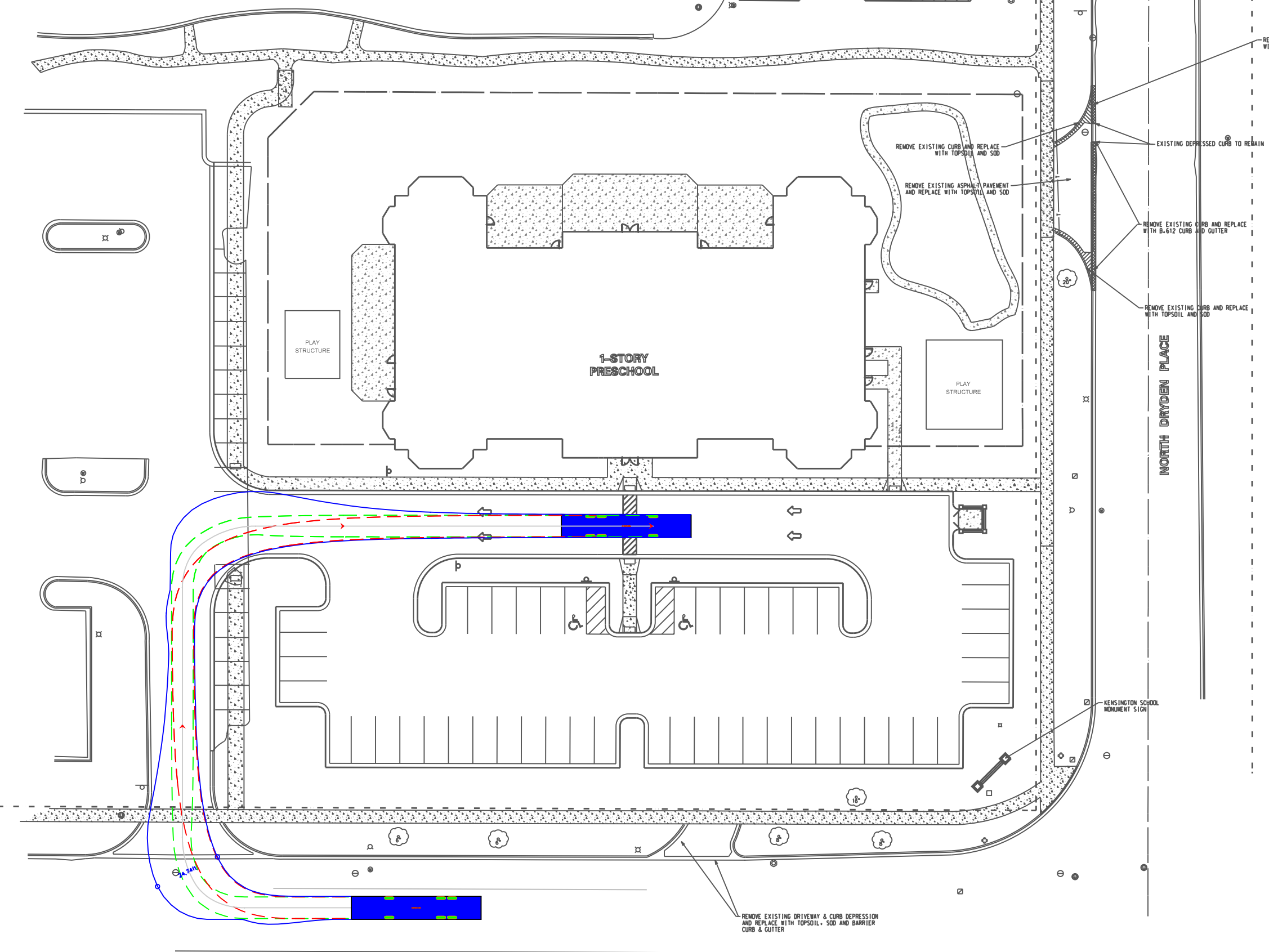
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						109						162				
Capacity						1325						689				
v/c Ratio						0.08						0.24				
95% Queue Length						0.3						0.9				
Control Delay (s/veh)						8.0						11.8				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					2.0				11.8							
Approach LOS									B							

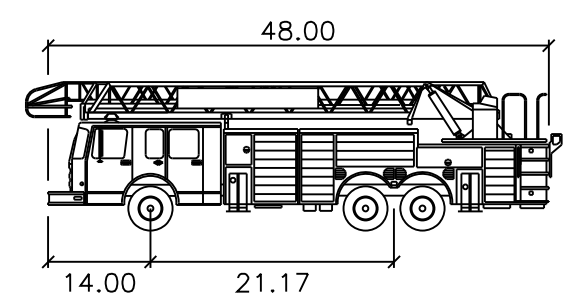
Fire Truck AutoTurn Exhibits

*Kensington School
Glenview, Illinois*



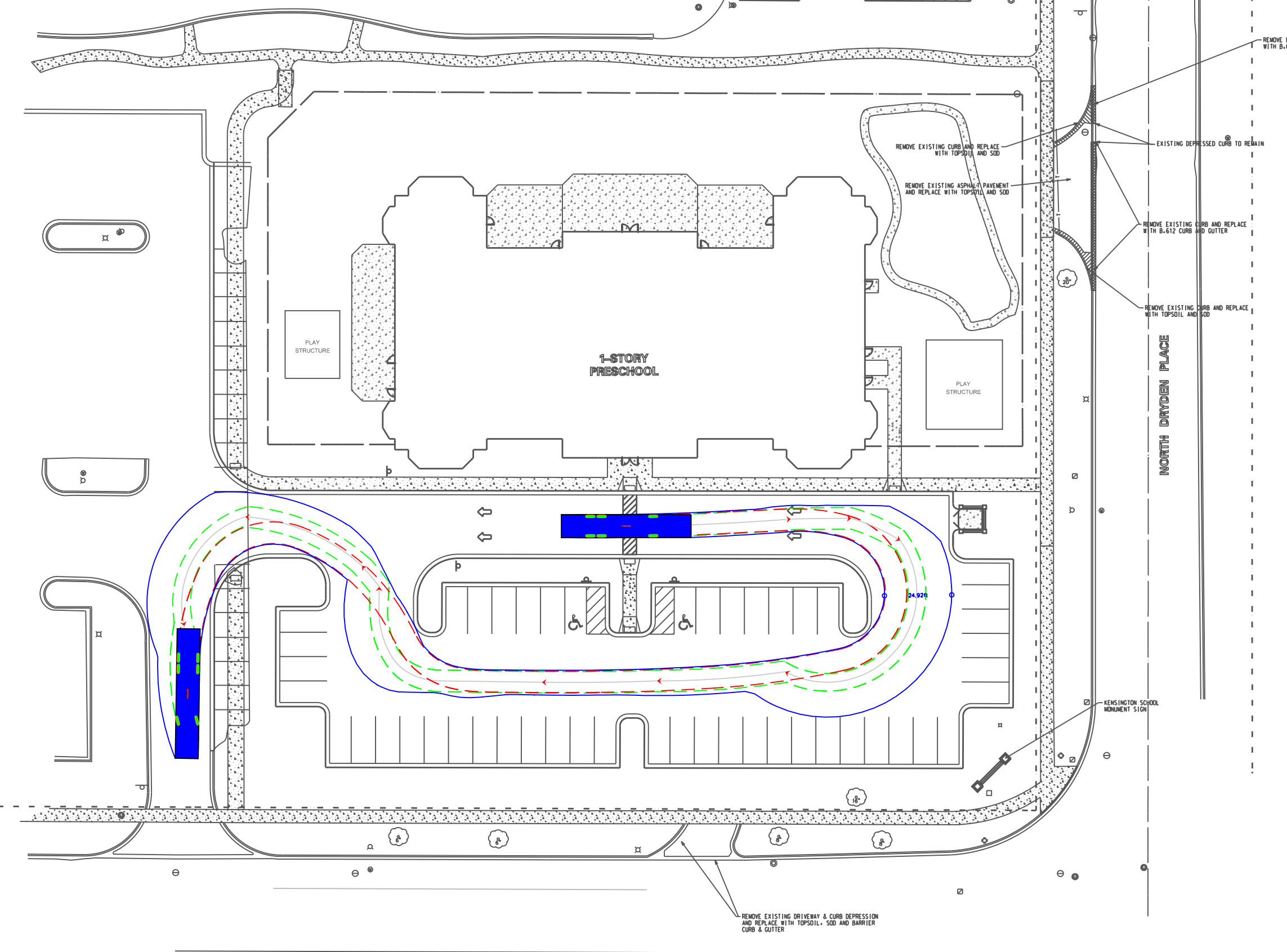


DESIGN VEHICLE

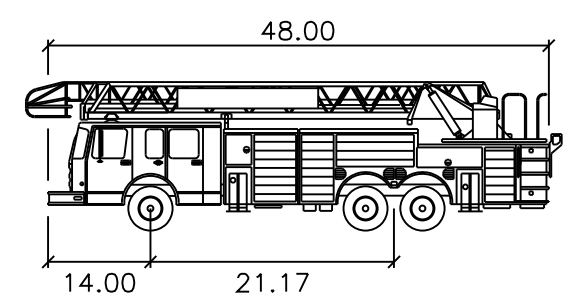


Arlington Hts FT
Tower 131 feet
Width : 8.50
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 40.0

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



DESIGN VEHICLE



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

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



HAGUE ARCHITECTURE

Tuesday, March 15, 2016

Village of Arlington Heights
Department of Planning
Attn: Bill Enright

RECEIVED
MAR 16 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**RE: Justification for Special Use – Kensington School
840 E Kensington Road, Arlington Heights, Illinois**

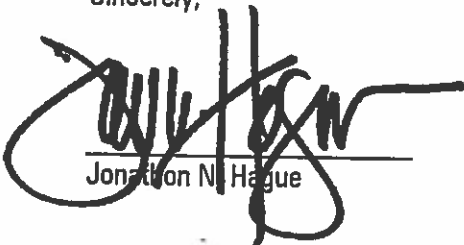
Dear Sir:

In support of our application to build a day care center as a special use in a General Business District (B2), we offer the following arguments:

- The site at Kensington and Dryden is slightly removed from the primary retail corridor along Northwest Highway.
- The land has been vacant for over 7 years
- The land was 9and is) held by a bank for an extended period of time, available for sale - with marginal interest. (No sale)
- The Day Care Center provides a valid use and local amenity to this underutilized property.
- The site exists in a transitional area between a residential district with typical pitched roof form, smaller commercial buildings - both retail and office - and a large "big box" development. There is not a discernible fabric to this transition. The design of the Day care Center provides a bridge in scale, form and detail between these varied elements.
- The market study, attached, indicates that the proposed use will be utilized and benefit both local residents and those who work nearby.
- The site plan for the development provides more green space than a typical retail development with a heavy parking load.
- There will also be less vehicular traffic, except at specific times.

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

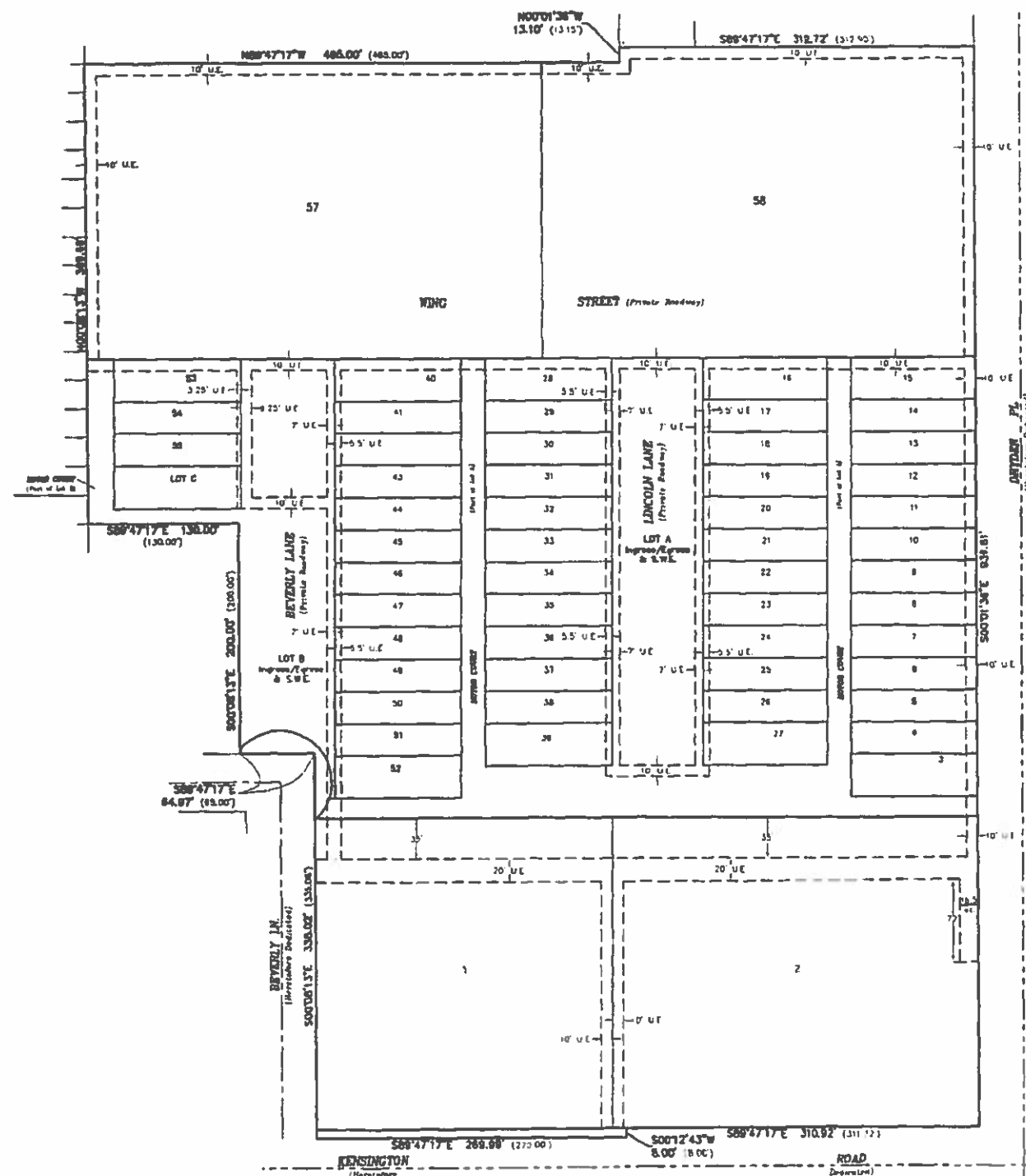
Sincerely,



Jonathon N. Hague

A PART OF THE SIXTYEIGHT QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 42 NORTH RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS

A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 42 NORTH RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS



Scale 1" = 50'

Base of Bearings

JACOB & NEFFER ASSOCIATES, P.C.
 (BUSINESS) - SUITE 200
 1001 S. MYERS ROAD, SUITE 200
 GAITHERSBURG, MD. 20878
 (301) 251-0000 FAX (301) 251-0001
 E-MAIL: JACOB@NETSCAPE.COM
 JACOB@AOL.COM 202, 4/30/97

SURVEY NUMBER	0111
ORDERED BY	The Elton Group
DESCRIPTION	Flood Map of Subdivision
DATE PREPARED	December 17, 2006
SCALE	1" = 50'
PREPARED BY	JSD
SHEET NUMBER	3 OF 3
CHECKED BY	GMR
FIELD CHECK	MS
FIELD REVISION	100 20 100

PIN: 03-29-411-008
03-29-411-012
03-29-411-013
03-29-411-016

2/19/07 Legal 3
R07-007 2 of 4

Doc# 0705915065, Page 2238.00
Engine "Gene" Moore, PLS, No. 001850
Cook County Recorder of Deeds
Date: 02/28/2007 11:28 AM Pg. 6

FINAL PLAT OF SUBDIVISION OF ARLINGTON MARKET

A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF
SECTION 29, TOWNSHIP 42 NORTH RANGE 11 EAST OF THE THIRD
PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS

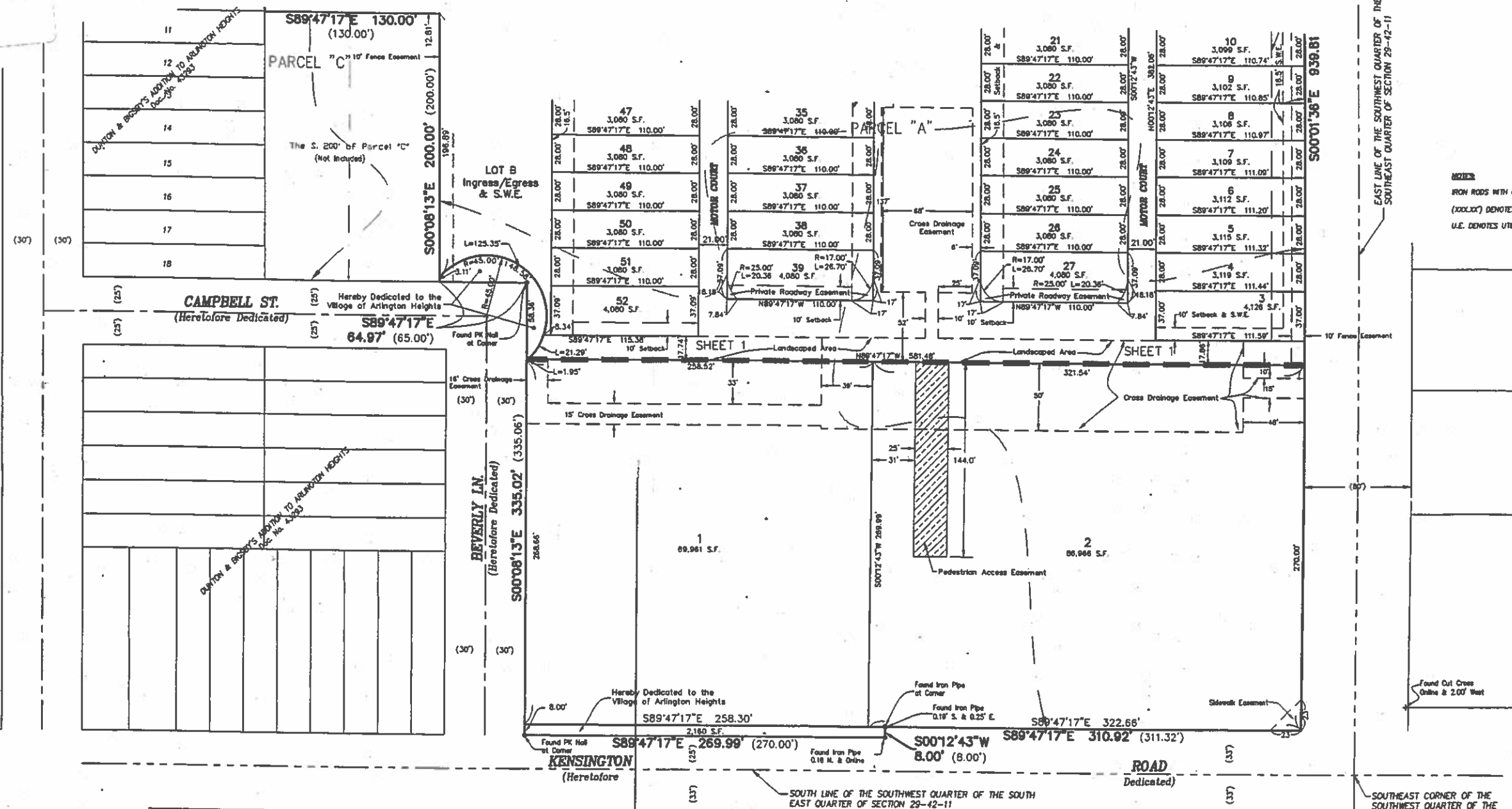
DRYDEN PL.
(Hereinafter Dedicated)

DOCUMENTS
WITH THIS
PLAT

Scale 1" = 40'

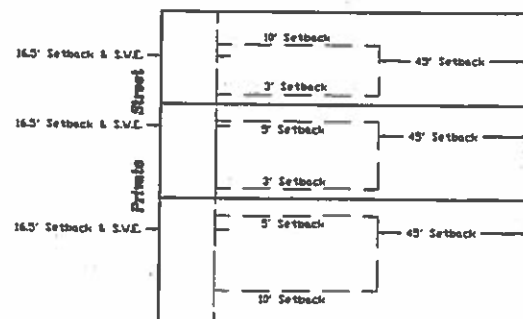
Basis of Bearings
Illinois State Plane Coordinate System
East Zone, NAD83

NOTES
IRON RODS WITH CAPS WILL BE SET AT ALL CORNERS UNLESS NOTED OTHERWISE
(XXX)X DENOTES RECORD DOCUMENT INFORMATION
U.E. DENOTES UTILITY EASEMENT HEREBY GRANTED



Typical Set-Backs Lots 3 - 53

Private Street



Private Street

0705915065
2 of 4

RETURN TO: Box 111
Village of Arlington Hts.
33 E. Arl. Hts. Rd.
Arl. Hts. IL 60005

JACOB & HEYNER ASSOCIATES, P.C.
ENGINEERS - SURVEYORS
1901 S. Mayfield Road, Suite 200
Oakbrook Terrace, IL 60181
(630) 663-4800 FAX (630) 663-4801
ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000078 EXP. 4/30/07

SURVEY NUMBER	D131		
ORDERED BY	The Elliott Group		
DESCRIPTION	Final Plat of Subdivision		
DATE PREPARED	December 10, 2006		
SCALE	1" = 40'	CHECKED BY	GBE
PREPARED BY	JSD	FIELD CREW	MJ
SHEET NUMBER	2 OF 4	FIELD WORK COMPLETED	June 28, 2006

File: H:\010131\151\Con\Final\0131Plat.dwg

MEMORANDUM

TO: Sam Hubbard, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building Services
DATE: 3/23/16
RE: 840 E Kensington Rd – Special Use Permit for Day Care
P.C. #: 16- 007 – Round #1

I have reviewed the Round 1 submittal for the address referenced above and offer the following comments:

1. This building will be reviewed as an I-4(Day Care Facility) per the 2009 International Building Code,(I.B.C.) and the 2009 International Fire Code.
2. Full compliance with the 2000 NFPA-101, Life Safety Code, Chapter 16 is required per the Illinois State Fire Marshal's Office.

RECEIVED
MAR 24 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-411-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: ☒ For: <u>Day Care Center</u>
Contact Person: <u>Charles Marlas</u>	Land Use Variation: _____ For: _____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

INSPECTIONAL SERVICES

The most significant concern I would have @ this point would be access by F.D. apparatus (turn lanes, etc) I am confident they will inform you of this as well.

RECEIVED
MAR 22 2013
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Director

3/22/16

Date

Memorandum

To: Sam Hubbard, Planning and Community Development

From: Cris Papierniak, Assistant Director of Public Works

Date: April 6, 2016

Subject: 840 E. Kensington P.C #16-007, Round 1

With regard to the proposed Special Use Permit, I have the following comments:

1. The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility.
2. The proposed water connection is on a private line. The resubmitted plans must reflect a pressure connection within a 60" vault originating on a public water main.
3. All roof drains should collect to one line (loop) and have a single discharge to a manhole, not individual cores into the 72" line.
4. The trees proposed for planting over existing sewers must be moved to other locations that don't present a root hazard for maintenance in the future.
5. All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
6. A 6" compound meter will be required for this building.
7. Separate RPZ's must be installed on the fire and domestic lines within the building. The size will be determined after the architectural plans have been submitted.
8. Tie proposed downspouts to existing catch basins, not direct core into 72".
9. Why are crab trees proposed on Kensington?

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

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-007
 Petitioner: Kensington School
743 McClintock Dr.
Burr Ridge, IL 60527
 Owner: PB and JV LLC. Parkway Bank
 Contact Person: Charles Marlas
 Address: 743 McClintock Dr.
Burr Ridge, IL 60527
 Phone #: 630.990.8000
 Fax #: _____
 E-Mail: _____

P.I.N.# 03-29-411-018
 Location: 840 E. Kensington Rd
 Rezoning: _____ Current: B2 Proposed: B2
 Subdivision: _____
 # of Lots: 1 Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: ✓ For: Day Care Center
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Vacant
 Proposed: Day Care
 Site Gross Area: 87,237 sq. ft.
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X _____

Sanitary Sewer _____ X _____

Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____

Curb & Gutter _____ X _____

Sidewalks _____ X _____

Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____

Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____ X _____

4. SITE PLAN ACCEPTABLE? _____ X _____

5. PRELIMINARY PLAT ACCEPTABLE? _____ N/A _____

6. TRAFFIC STUDY ACCEPTABLE? _____ X _____

7. STORM WATER DETENTION REQUIRED? _____ X _____

8. CONTRIBUTION ORDINANCE EXISTING? _____ X _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____ X _____

10. WETLAND EXISTING? _____ X _____

SEE ADDITIONAL COMMENTS

N/A

NOT PROVIDED

PROVIDED IN EXISTING VAULT

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: SPACECO, INC.

DATE OF PLANS: 2-12-16

DDM BY: MP
 Director

3-24-16

Date

PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 1

The Engineering Department has no objection to the issuance of a Special Use for the subject project. The following comments are offered as a 'pre-permit' review of the civil site plans:

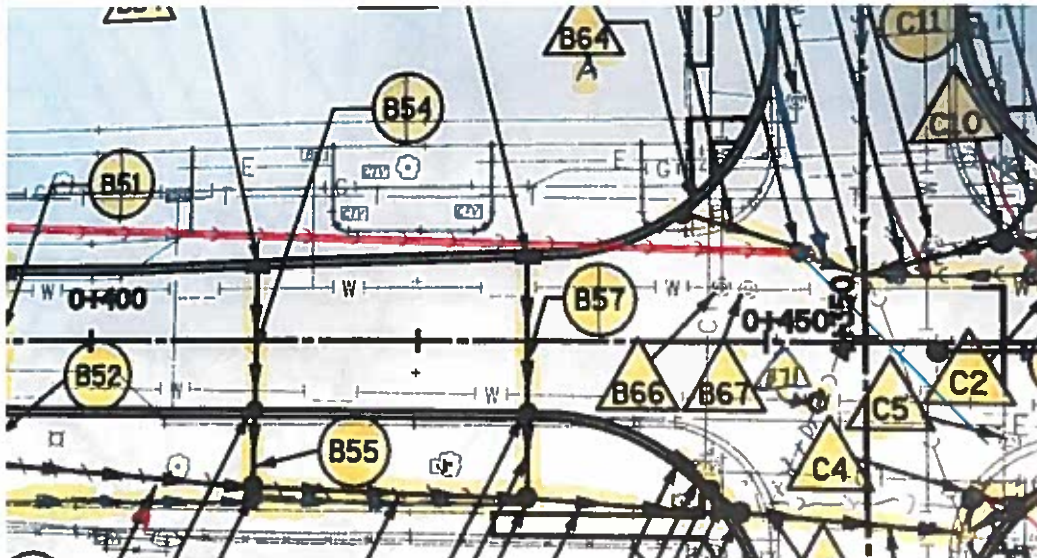
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

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

13. The site is serviced by an existing storm water detention facility; therefore no new storm water detention is required.
14. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
15. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
16. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.
17. Sheet A-07 Site Plan: Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

18. Sheet A-07 Site Plan: Add sidewalk along the west drive lane to provide a continuous north-south walkway from the northern residential sites to the Kensington Road sidewalk. Also extend the sidewalk east from the garbage corral to the Dryden Place sidewalk.
19. Sheet A-08 Grading: The drainage overflow from the residential site to the north is directed south onto the subject property. This overflow must be maintained. It is suggested the subject site be graded to drain to the east toward Dryden Place. Grading should be carefully adjusted when the existing driveway on Dryden Place is removed, replacing and lowering the public sidewalk as necessary to allow overflow to Dryden Place. The design of landscaping and other site amenities (playground equipment?) shall be mindful of the drainage requirements.
20. Sheet A-09 Utilities: The proposed water service is shown connecting to another service connection. This is not allowed. The proposed water service must connect directly to a public water main, either on Dryden Place, or Kensington Road.
21. Sheet A-09 Utilities: The new sanitary service is shown connecting to a private sanitary sewer system. It is unclear at this time whether or not the subject site is allowed to connect to this sanitary system under the existing CCD's of the Association. Provide documentation if this is allowed. If not, the service line must be connected to a Village sewer, either the 78" combination sewer in Dryden Place or the 24" combination sewer along the north parkway of Kensington Road. This sewer is not shown on the plan documents. Below is a copy of the as-built plans for the Kensington Road reconstruction project completed around 2002 showing the approximate location of the existing 24" combination sewer, highlighted in red.



22. An MWRD permit is required for the new sanitary service.

James J. Massarelli 3-24-16
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Fire Apparatus Tower 131 Specifications (1 page)

FIRE ENGINE TURNING TEMPLATE

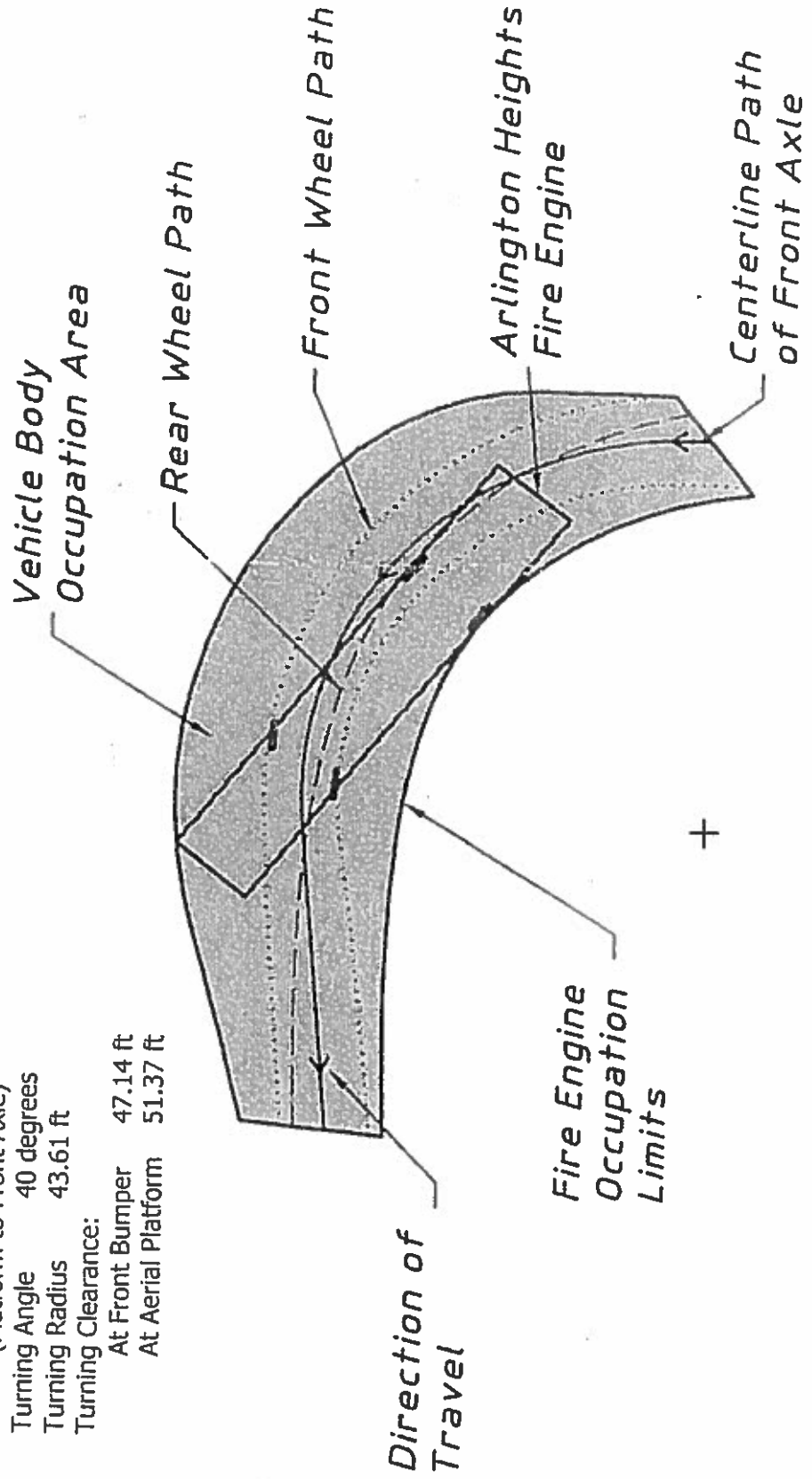
Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height 11 ft - 8 in
Overall Length 48 ft - 0 in
Overall Width 8 ft - 6 in
Overall Wheelbase 21 ft - 2 in
Front Overhang 14 ft - 0 in
(Platform to Front Axle)

Turning Angle 40 degrees
Turning Radius 43.61 ft
Turning Clearance:

At Front Bumper 47.14 ft
At Aerial Platform 51.37 ft



Arlington Heights Fire Department Plan Review Sheet

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 1 Review Comments

03/29/2016

1. Character of use:

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

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. There does not appear to be adequate lighting of the exterior of the building, especially the rear(north side) near the concrete patio area. This area should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity. If there is a playground with equipment special attention should be given to illuminating the playground and the surrounding area.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

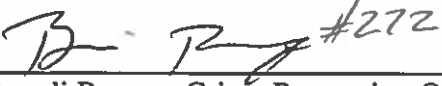
This development may create additional traffic problems especially during drop off and pick up times. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

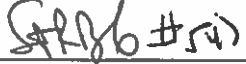
-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

- Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors.
- The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.

 #272
Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #54
Supervisor's Signature

RECEIVED
MAR 29 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-411-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: <u>✓</u> For: <u>Day Care Center</u>
Contact Person: <u>Charles Marlas</u>	Land Use Variation: _____ For: _____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

2. ARE LIGHTING REQUIREMENTS ADEQUATE?

3. PRESENT TRAFFIC PROBLEMS?

4. TRAFFIC ACCIDENTS AT PARTICULAR LOCATION:

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

6. GENERAL COMMENTS:

Chief_____
Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-411-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: <u>✓</u> For: <u>Day Care Center</u>
Contact Person: <u>Charles Maras</u>	Land Use Variation: _____ For: _____
Address: <u>743 McClintock Dr.</u>	_____
<u>Burr Ridge, IL 60527</u>	Land Use: _____ Current: <u>Vacant</u>
Phone #: <u>630.990.8000</u>	Proposed: <u>Day Care</u>
Fax #: _____	Site Gross Area: <u>87,237 sq. ft.</u>
E-Mail: _____	# of Units Total: _____
	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

See the attached accessibility comments.

Sean Freres, LEHP

Environmental Health Officer

3/29/16

Date

Sean Freres

for (ACTING)

3/29/16

Director
Date

Plan Commission Review

Address: Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 1
P.C. #16-007

Submitted to: Sam Hubbard
Planning & Community Development

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

Date: March 29, 2016

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

Sheet A-03

- 1) Provide three (3) Accessible Reserved Parking Spaces per IAC Section 400.310(c)(1).

Sheet A-18

- 2) All Toilet Rooms in the facility shall comply with the requirements covering Toilet Rooms per IAC Section 400.310(n)(1-14).
- 3) Provide a wheelchair accessible route to the Platform per IAC Section 400.310(a)(7) in accordance with IAC Section 400.310(e).
- 4) See IAC Section 400.320(j) - Public Facilities Which Primarily Serve Children.

RECEIVED

MAR 29 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# <u>03-29-11-018</u>
Petitioner: <u>Kensington School</u>	Location: <u>840 E. Kensington Rd</u>
<u>743 McClintok Dr.</u>	Rezoning: _____ Current: <u>B2</u> Proposed: <u>B2</u>
<u>Burr Ridge, IL 60527</u>	Subdivision: _____
Owner: <u>PB and JV LLC. Parkway Bank</u>	# of Lots: <u>1</u> Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: <u>✓</u> For: <u>Day Care Center</u>
Contact Person: <u>Charles Marlas</u>	Land Use Variation: _____ For: _____
Address: <u>743 McClintock Dr.</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Burr Ridge, IL 60527</u>	Proposed: <u>Day Care</u>
Phone #: <u>630.990.8000</u>	Site Gross Area: <u>87,237 sq. ft.</u>
Fax #: _____	# of Units Total: _____
E-Mail: _____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

- | | <u>YES</u> | <u>NO</u> | |
|----|------------|-----------|---|
| 1. | <u>X</u> | _____ | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | _____ | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | _____ | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | _____ | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | _____ | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | _____ | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

PLEASE SEE ADDITIONAL COMMENTS ATTACHED.

Date

Planning & Community Development Dept. Review

April 4, 2016



REVIEW ROUND 1

Project: Kensington School – Charles Marlas
840 E. Kensington Street

Case Number: PC 16-007

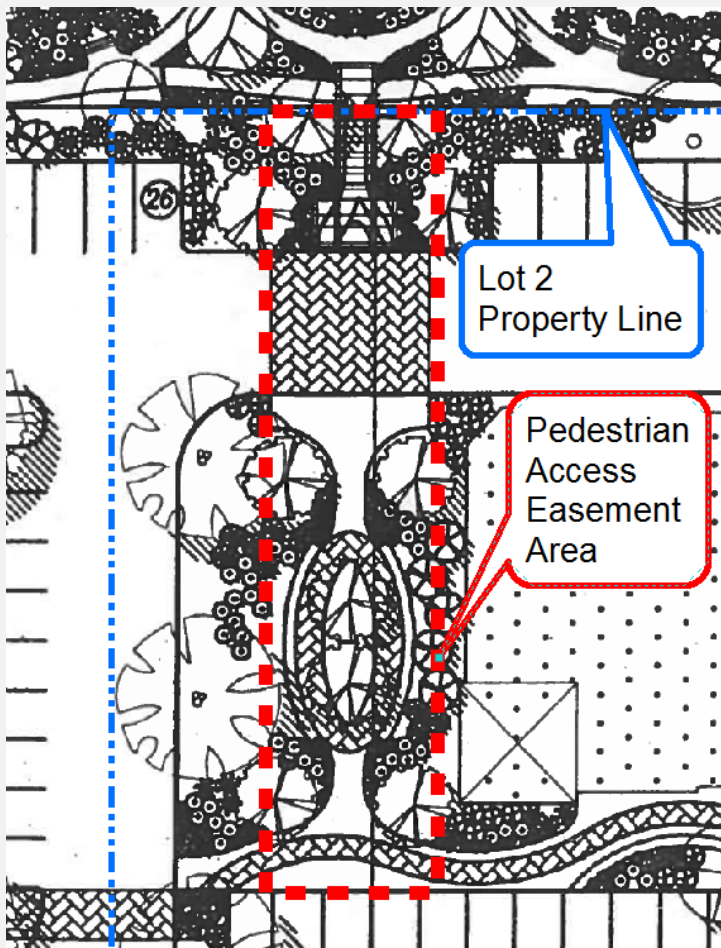
General Notes:

7. Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.
8. The Arch. Site Plan (sheet A-03) and Landscape Plan (sheet A-23) do not match the Civil Plans with regards to the parking areas, patios, and sidewalks etc. Please revise all plans so that they are identical.
9. Please indicate if any mechanical units (generators, AC units, etc.) will be located on the ground (i.e. not on the roof).
10. The market study concludes that “With a current estimated total of 50,000 square feet of Child Care space available in Arlington Heights, it is clear that there is a need for more high quality Child Care.” It is unclear how this conclusion is made. Please provide additional evidence and elaborate on this conclusion to demonstrate why there is a need for additional day care facilities within Arlington Heights.
11. Landscape review comments are included in review #7A.

Site Issues:

12. Clarify/Provide measurement for Exterior Side Yard Setback (setback from building to property line abutting Kensington Road). Please provide this measurement on sheet A-07.
13. The dumpster enclosure is defined as an “Accessory Structure”, and as such, it is required to be located within the rear yard of the property. Currently, the dumpster enclosure is proposed within the front yard. Please analyze alternative locations for the proposed dumpster enclosure, which locations remove the enclosure from the prominent location in the front yard. Additionally, details for the dumpster enclosure (height, materials, etc.) must be provided on the plans. A Variation is needed if the enclosure is located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, would need to be provided.
14. A fence is proposed around the building. Although preliminary conversations have indicated that this fence will be 4' in height, please provide details on the plans indicating the proposed height, materials, style, etc. of the fence. A Variation will be required if the fence is 4' in height and located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, must be provided.

15. Please clarify if the fence represents the boundaries of the outdoor play area, or if this play area will be confined to a different space. Additionally, please provide details on all equipment proposed for the exterior play area.
16. There is an existing Cross Drainage Easement that runs east to west along most of the northernmost 50' of the existing lot. Additionally, there is an existing 20' Utility Easement that runs within this area and extends approx. 5' south of the southern boundary of the 50' Cross Drainage Easement. Together, these easements encumber the northernmost 55' of the property. The existing building is setback only 35.55' from the northern property line, which means that the building encroaches approx. 19.45' into this easement area. Staff must analyze what utilities exist in this area to understand if the easement can be vacated. Any vacation of the easement would require a Plat of Vacation.
17. There is an existing 25' wide Pedestrian Access Easement that begins 31' east from the western property line of Lot 2. The proposed fence and play area in the northwest portion of the site encroaches onto this Pedestrian Access Easement. The original intent of the PUD was to create a semi-public plaza within this easement area that integrates Lot 2 into the northern residential area and provides a link between Lot 2 and the rest of the PUD (please see below for original approval concept). The proposed plan does not include this element and does not conform with the intent of the underlying PUD approval.



Parking/Traffic:

18. The petitioner has not yet provided a traffic study that evaluates access, on-site circulation, parking, trip generation, trip distribution, and pick-ups/drop-offs shall be provided. Additionally, a parking

analysis that evaluates existing parking demand for the shopping center on Lot 1 (including parking counts over a two week time period during the lunch and dinner hours for two weekdays) has not yet been submitted, and shall be provided.

19. The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51 – 75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.
20. Handicap signage must comply with all applicable state, federal, and local regulations.
21. Required number of parking spaces is dependent on maximum number of employees at any one time. As part of the traffic study/parking analysis, please indicate the maximum number of employees that will be present at any one time at this facility.
22. The parking lot does not appear to contain any lighting. Please confirm if any exterior lighting is proposed (i.e. lighting that will not be mounted on the building). If exterior lighting is proposed, a photometric plan is required. Please note that a parking lot light fixture (Cyclone – Historia CY25T4) is depicted on sheet A-22 but its location is not shown on any of the plan sheets.

Original PUD Approval – Granted via Ordinance 06-043:

23. The approved PUD showed ingress/egress off of Dryden Place, but the proposed plan does not provide this. Staff will need to evaluate the viability of eliminating the ingress/egress on Dryden to see if this proposed amendment to the PUD is feasible.
24. The approved PUD included 96 parking spaces on Lot 2. The proposed site plan provides 51 parking spaces on Lot 2. Staff will evaluate this proposed amendment to the PUD when the traffic study/parking analysis is received.
25. Signage will be reviewed during the Design Commission process. However, please note that condition #24 of Ordinance 06-043 allows only one commercial ground sign along Kensington Rd. (to be used by both Lot 1 and Lot 2), and one commercial ground sign along Dryden Pl., subject to compliance with Village sign regulations.
26. Condition #2 of Ordinance 06-043 required a cross-access and cross parking agreement between Lot 1 and Lot 2. Please provide this document. If this document does not yet exist, it must be provided as part of this development.

Justification Criteria for Variation Approval:

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

Prepared by:

Kensington School
840 E. Kensington Road
PC #16-007
March 30, 2016

- 1) The ends of all parking rows must include a landscape island that is equal in area to one parking space, which contains a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Increase the size of the two islands in the center parking row and incorporate 4" caliper shade trees at the end of all parking rows.
- 2) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/ paved areas that are adjacent to the public way. Provide 3' high shrubs along Kensington Road and Dryden Place in order to screen the parking area.
- 3) Evaluate the pedestrian circulation. The north/south walk should align and connect with the existing walk on the property to the north.
- 4) Locate the trash enclosure away from Dryden Place and out of the front yard.
- 5) Overall the landscaping is minimal. The previously approved plan for the site included an abundance of landscaping on each elevation and on the perimeter of the site. Must provide additional landscaping along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer. In addition, the previously approved plan included specialty pavement at the entrances and within the crosswalks.
- 6) At the corner of Dryden and Kensington incorporate a mix of shrubs and perennials.
- 7) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 8) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



HAGUE ARCHITECTURE

Tuesday, June 07, 2016

Sam Hubbard

Village of Arlington Heights

RE: PC #16-008 Kensington School
840 E. Kensington Rd.

Sam:

Please see the following responses to your comments below; additionally see the attached drawings from both SpaceCo and Hague Architecture:

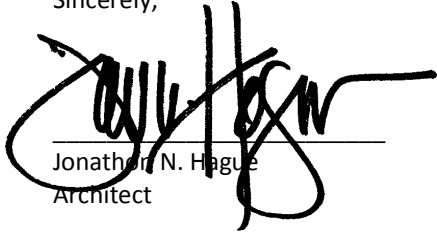
- The required traffic study and parking survey was not included within the application
 - **See attached documents**
- The proposed market study justifying the need for this type of facility at this location was incomplete. Further details and additional clarification is needed within the market study.
 - **See attached revised Market Study**
- Details on the proposed playground equipment and equipment locations were not included within the application.
 - **See attached documents**
- The proposed building encroaches into a drainage and public utility easement. If the location of the building is not altered, the easements as shown on the Plat of Subdivision may need to be modified based on the current plan, should the proposed encroachment be determined acceptable by the Village.
 - **See additional SpaceCo responses attached at the end of this document**
- The original PUD approval for the Arlington Market development included a semi-public plaza area and pedestrian easement area on the west side of the subject property. The current proposal for the daycare facility did not incorporate this feature within their application, which may require this easement on the Plat of Subdivision to be modified.
 - **See revised site plans incorporating a pedestrian area/connection point**
- The proposed site plan included what appeared to be a 4' tall fence in the front yard, which would require variation approval. Additional details were requested on this fence and justification indicating that the criterion for variation approval was not provided.
 - **The design of the fence has been changed to metal, the school requires a fence for the security of the children, A variation is being requested for the front yard.**
- The required Auto Turn Diagram illustrating how emergency vehicles can access and circulate within the proposed site was not provided.
 - **See Auto turns in the attached documents**
- The proposed landscaping was minimal and did not conform to code requirements.
 - **See attached revised Landscape Plans**
- Various utility and engineering issues were identified, such as a sewer connection proposed into a privately owned and maintained sewer line which is not allowed, a water connection connecting into a service line and not a main line which is not allowed, and the need for extension of certain sidewalks within the development.
 - **See additional SpaceCo responses attached at the end of this document**

HAGUE ARCHITECTURE

Lastly we have provided alternate exterior elevations that propose a metal standing seam roof and metal fencing in response to the Design commission and guidelines for Kensington rd.

Thank you again and please don't hesitate to call if you require any additional information.

Sincerely,



Jonathan N. Hague
Architect

P:\Projects\2759_2776 - KensingtonSchool\2776_Kensington_ArlingtonHeights\2776_KensingtonResponseLet001.doc

HAGUE ARCHITECTURE

Below are our responses to the Village of Arlington Heights Engineering Department comment letter dated March 24, 2016, Village of Arlington Heights Health Services Department comment letter dated March 29, 2016, Village of Arlington Heights Planning & Community Development Department comment letter dated April 4, 2016, Arlington Heights Fire Department comment letter dated April 4, 2016, and Village of Arlington Heights Public Works Department comment letter dated April 6, 2016.

VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT LETTER **DATED 03/24/2016:**

COMMENT 13: The site is serviced by an existing storm water detention facility; therefore no new storm water detention is required.

RESPONSE 13: So noted.

COMMENT 16: Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.

RESPONSE 16: This information has been added to the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans. Heavy duty pavement limits are now shown on the Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 18: Sheet A-07 Site Plan: Add sidewalk along the west drive lane to provide a continuous north-south walkway from northern residential sites to the Kensington Road sidewalk. Also extend the sidewalk east from the garbage corral to the Dryden Place sidewalk.

RESPONSE 18: Sidewalk along the west drive has been revised to connect to the existing sidewalk terminus provided by the townhome development to the north and has been extended southerly to the Kensington Road sidewalk. See revised Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 19: Sheet A-08 Grading: The drainage overflow from the residential site to the north is directed south onto the subject property. This overflow must be maintained. It is suggested the subject site be graded to drain to the east toward Dryden Place. Grading should be carefully adjusted when the existing driveway on Dryden Place is removed, replacing and lowering the public sidewalk as necessary to allow overflow to Dryden Place. The design of

HAGUE ARCHITECTURE

landscaping and other site amenities (playground equipment?) shall be mindful of the drainage requirements.

RESPONSE 19: The grading has been adjusted to drain as much of the site as possible toward Dryden Place and to better maintain the existing overflow path. Additionally, notes were added to the grading plan to protect the existing overflow path. See revised Grading Plan sheet G1, page 5 of the revised Site Improvement Plans.

COMMENT 20: Sheet A-09 Utilities: The proposed water service is shown connecting to another service connection. This is not allowed. The proposed water service must connect directly to a public water main, either on Dryden Place, or Kensington Road.

RESPONSE 20: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 21: Sheet A-09: Utilities: The new sanitary service is shown connecting to a private sanitary system. It is unclear at this time whether or not the subject site is allowed to connect to this sanitary system under the existing CCD's of the Association. Provide documentation if this is allowed. If not, the service line must be connected to a Village sewer, either the 78" combination sewer in Dryden Place or the 24" combination sewer along the north parkway of Kensington Road. This sewer is not shown on the plan documents. Below is a copy of the as-built plans for the Kensington Road reconstruction project completed around 2002 showing the approximate location of the existing 24" combination sewer, highlighted in red.

RESPONSE 21: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

VILLAGE OF ARLINGTON HEIGHTS HEALTH SERVICES DEPARTMENT LETTER **DATED 03/29/2016:**

Sheet A-03

COMMENT 1: Provide three (3) Accessible Reserved Parking Spaces per IAC Section 400.310(c)(1).

RESPONSE 1: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

HAGUE ARCHITECTURE

**VILLAGE OF ARLINGTON HEIGHTS PLANNING & COMMUNITY DEVELOPMENT
DEPARTMENT LETTER DATED 04/04/2016:**

COMMENT 7: Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.

RESPONSE 7: This has been done.

COMMENT 19: The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51-75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.

RESPONSE 19: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

COMMENT 20: Handicap signage must comply with all applicable state, federal, and local regulations.

RESPONSE 20: So noted.

ARLINGTON HEIGHTS FIRE DEPARTMENT LETTER DATED 04/04/2016:

COMMENT 1: The fire department requests an auto turn diagram.

RESPONSE 1: These will be submitted by KLOA, Inc.

**VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT LETTER
DATED 04/06/2016:**

COMMENT 1: The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility.

RESPONSE 1: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

HAGUE ARCHITECTURE

COMMENT 2: The proposed water connection is on a private line. The resubmitted plans must reflect a pressure connection within a 60" vault originating on a public water main.

RESPONSE 2: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 3: All roof drains should collect to one line (loop) and have a single discharge to a manhole, not individual cores into the 72" line.

RESPONSE 3: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 5: All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.

RESPONSE 5: This information has been added to note 1.D on the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans.

COMMENT 6: A 6" compound meter will be required for this building.

RESPONSE 6: A compound meter is now shown on the Utility Plan sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 8: Tie proposed downspouts to existing catch basins, not direct core into 72".

RESPONSE 8: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

MEMORANDUM

TO: Sam Hubbard, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building Services
DATE: 6/23/16
RE: 840 E Kensington Rd – Special Use Permit for Day Care
P.C. #: 16- 007 – Round #2

I have reviewed the Round 2 submittal for the address referenced above and offer the following:

The previous comments found below were not addressed:

1. This building will be reviewed as an I-4(Day Care Facility) per the 2009 International Building Code,(I.B.C.) and the 2009 International Fire Code.
2. Full compliance with the 2000 NFPA-101, Life Safety Code, Chapter 16 is required per the Illinois State Fire Marshal's Office.

RECEIVED
JUN 24 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



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

Interoffice Memorandum

To: Sam Hubbard, Development Planner
From: Don Lay, Fire Safety Supervisor
Subject: Kensington School, 840 E Kensington Rd, Day Care Special Use
Date: June 14, 2016

Sam:

Reviewing the proposed plans I have no concerns with the submitted use. Of course the building would be subject to being built under all the current codes for new construction. A full fire suppression (NFPA 13 compliant) and complete fire alarm system would be required.

Should you have any questions or concerns please let me know.

RECEIVED
JUN 14 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 24, 2016
Subject: 840 E. Kensington P.C #16-007, Round 2

With regard to the proposed Special Use Permit, I have the following comments:

1. The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility. Either connect to the 78" combined sewer on Dryden or the 24" combined sewer on Kensington.
2. The trees proposed for planting over existing sewers must be moved to other locations that don't present a root hazard for maintenance in the future.
3. Separate RPZ's must be installed on the fire and domestic lines within the building. The size will be determined after the architectural plans have been submitted.
4. Reduce existing curb cut on Dryden to designed overflow. Existing curb cut is too wide.

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

C: file
LF

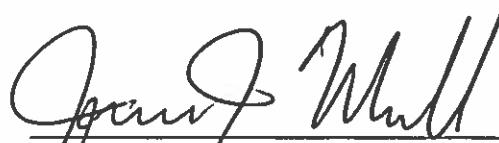
PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 2

23. The responses made by the petitioner to comments #13, 16, 18 & 20 are acceptable.
24. The petitioner did not provide a written response to Comment #11. To reiterate: The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding
25. The petitioner did not provide a written response to Comment #12. To reiterate: Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

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

26. The petitioner did not provide a written response to Comment #14. To reiterate: When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
27. Although the petitioner did not provide a written response to comment #15, the fire truck exhibit provided by KLOA is acceptable.
28. The petitioner did not provide a written response to Comment #17. To reiterate: Sheet A-07 Site Plan: Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
29. The response made by the petitioner to comment #19 is not acceptable. The grades at the sidewalk along the north property line are shown at about 673.6, but the public sidewalk low point on Dryden is shown at 673.8. Adjust grades to maintain overflow path.
30. The response made by the petitioner to comment #21 is not acceptable. The sanitary sewer west of the Dryden Place sidewalk is private and under the maintenance of the Homeowner's Association. Our comment #21 stands.

31. The petitioner did not provide a written response to Comment #22. To reiterate: An MWRD permit is required for the new sanitary service.
32. The existing property limits of this parcel overlap the majority of the driveway into the old Arlington Market site. Verify that there is an ingress/egress easement recorded for the benefit and use by both properties.
33. The encroachment of the public sidewalk at the southeast corner of the lot requires the recording of an easement for public sidewalk.
34. There is no information provided on the size of the site monument sign on the southeast corner of the lot, and there is some discrepancy about the sign shape as indicated between the landscape and other plans. Sight distance clearance for this sign must be verified.
35. The traffic report needs to provide the trip generation values for the proposed use based upon existing traffic counts and projected values. Intersection counts of the driveway with Kensington Road also showing existing traffic into the Mariano's shopping center are required.
36. The traffic report does not discuss the onsite traffic operations and flow in enough detail to explain how the drive aisle south of the building will function. Since the pavement is two lanes wide, is the north curb lane meant to allow drop off and pick up of children? Will parents be allowed to stand or park their cars in this lane to walk their children in? If this activity is not to be allowed, signs indicating 'Student Drop off and Pick up Prohibited' should be posted. If parents only would be able to walk their children in after parking their cars in a striped parking stall only, wouldn't they only proceed back to the west, and not circle all the way to the east to drive back west in the drive aisle in front of the building? Is the first 4-leg intersection north of Kensington Road or the first t-intersection on the school property going to have any traffic control or internal stop signs?

 6/14/16
James J. Massarelli, P.E. Date
Director of Engineering

RECEIVED
JUN 13 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 2 Review Comments

06/15/2016

PLEASE ADDRESS EACH COMMENT- NO RESPONSES RECEIVED FROM ROUND 1 REVIEW

1. Character of use:

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

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. There does not appear to be adequate lighting of the exterior of the building, especially the rear(north side) near the concrete patio area. This area should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity. If there is a playground with equipment special attention should be given to illuminating the playground and the surrounding area.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

This development may create additional traffic problems especially during drop off and pick up times. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

-The location of the playground does not appear to be on the plans- please indicate on the plans where the playground will be and address access issues to that area. The playground area will need to have restricted/gated access to deter access/use by non-clients especially during non-business hours.

-Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors. Additional information as to perimeter security, door access, playground access, and visitor check-in procedures and emergency plans are needed before any recommendations can be made.

-The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.

-Consider posting no trespassing signage

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #54

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name



**Village of Arlington Heights
Department of Building & Health Services**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer *AF*

Date: June 23, 2016

Re: PC#16-007- Kensington School, Round 2

Health Services has no comments at this time. Previous comments have been addressed in the revised plans/comments.

Sean Freres

Sean Freres 6/23/16

James McCalister

James McCalister 6/24/16



Planning & Community Development Dept. Review

June 23, 2016

REVIEW ROUND 1

Project: Kensington School – Charles Marlas
840 E. Kensington Street

Case Number: PC 16-007

General Notes:

7. Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.

Petitioner Response: This has been done.

Staff Response: Comment addressed.

8. The Arch. Site Plan (sheet A-03) and Landscape Plan (sheet A-23) do not match the Civil Plans with regards to the parking areas, patios, and sidewalks etc. Please revise all plans so that they are identical.

Petitioner Response: No response provided.

Staff Response: It appears that all plans are now consistent, with the exception to the proposed ground sign. Please revise the plans to ensure that the architectural, landscape, and civil plans are identical. In addition, the proposed ground sign needs to incorporate landscaping at its base.

9. Please indicate if any mechanical units (generators, AC units, etc.) will be located on the ground (i.e. not on the roof).

Petitioner Response: No response provided.

Staff Response: Please provide a response to this comment as screening of all mechanical units is required.

10. The market study concludes that "With a current estimated total of 50,000 square feet of Child Care space available in Arlington Heights, it is clear that there is a need for more high quality Child Care." It is unclear how this conclusion is made. Please provide additional evidence and elaborate on this conclusion to demonstrate why there is a need for additional day care facilities within Arlington Heights.

Petitioner Response: See attached revised Market Study.

Staff Response: Thank you for revising the market study. However, the study must be further revised to provide clarity on the following items:

- Please define "square foot utilization ratio". It is unclear what this term means.
- The study appears to be making the conclusion that, out of the 7,553 children under the age of 5 years old within the 3-mile radius of the subject property, 15% of these children (1,133 children) are estimated to attend a daycare center (i.e. a daycare not operated out of a home or church). Where does this 15% figure come from? Please provide a study that supports this 15% statistic.
- The study states that there are 9 daycare centers in Arlington Heights, with 5 of these centers located within the 3-mile trade area. The study also provides the licensed occupancy for these 9

centers and concludes that they are licensed for a total of 891 children. Kensington School will provide capacity for an additional 150 children within the trade area, for a total licensed capacity of 1,041 children within the trade area (13.78% of the 7,553 children in the trade area). Is the study making the conclusion that 13.78% is below the 15% estimated capture ratio for daycare centers and thus there is a market for additional daycare centers within the 3-mile trade area? If this is the conclusion, please make sure it is clearly stated as such.

11. Landscape review comments are included in review #7A.

Petitioner Response: No response provided.

Staff Response: No response is necessary.

Site Issues:

12. Clarify/Provide measurement for Exterior Side Yard Setback (setback from building to property line abutting Kensington Road). Please provide this measurement on sheet A-07.

Petitioner Response: No response provided.

Staff Response: The revised plans include this measurement, which is 126.19'. No further response is needed.

13. The dumpster enclosure is defined as an "Accessory Structure", and as such, it is required to be located within the rear yard of the property. Currently, the dumpster enclosure is proposed within the front yard. Please analyze alternative locations for the proposed dumpster enclosure, which locations remove the enclosure from the prominent location in the front yard. Additionally, details for the dumpster enclosure (height, materials, etc.) must be provided on the plans. A Variation is needed if the enclosure is located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, would need to be provided.

Petitioner Response: No response is provided.

Staff Response: Please provide a response. Have other locations been considered? It is noted that details for the enclosure have been provided on sheet A-21. The proposed dumpster enclosure should be of masonry construction utilizing the "New Orleans Brick" to match the proposed building. The gate should be a black decorative gate (example included below) to match the proposed fence. Additionally, the enclosure should be relocated 5' to the south to provide landscaping on all three sides (north, east, south).



Finally, you have not addressed the required variation to allow the proposed location of the dumpster enclosure within the front yard. If a variation is requested, please clarify such and provide a written response to each of the three criteria required for variation approval, specific to the dumpster in the front yard, as summarized at the end of this review.

14. A fence is proposed around the building. Although preliminary conversations have indicated that this fence will be 4' in height, please provide details on the plans indicating the proposed height, materials, style, etc. of the fence. A Variation will be required if the fence is 4' in height and located in the front yard. Justification for this Variation, as based on the hardship criteria summarized at the end of this review, must be provided.

Petitioner Response: The design of the fence has been changed to metal, the school requires a fence for the security of the children, A variation is being requested for the front yard.

Staff Response: Please provide a written response to each of the three criteria required for variation approval, specific to a 4' tall fence in the front yard, as summarized at the end of this review. Staff is supportive of this variation.

15. Please clarify if the fence represents the boundaries of the outdoor play area, or if this play area will be confined to a different space. Additionally, please provide details on all equipment proposed for the exterior play area.

Petitioner Response: See attached documents.

Staff Response: The response is not clear. Please note on the site plan where the proposed equipment will be located. Additionally, please clarify if the single piece of play equipment, as shown on sheet A-23, be the only piece of play equipment for the entire site. Please provide details for all proposed equipment.

16. There is an existing Cross Drainage Easement that runs east to west along most of the northernmost 50' of the existing lot. Additionally, there is an existing 20' Utility Easement that runs within this area and extends approx. 5' south of the southern boundary of the 50' Cross Drainage Easement. Together, these easements encumber the northernmost 55' of the property. The existing building is setback only 35.55' from the northern property line, which means that the building encroaches approx. 19.45' into this easement area. Staff must analyze what utilities exist in this area to understand if the easement can be vacated. Any vacation of the easement would require a Plat of Vacation.

Petitioner Response: See additional SpaceCo responses attached at the end of this document.

Staff Response: There was no additional response from SpaceCo provided. Please provide a response to this comment. It should be noted that, if the location of the proposed building is not modified, amendments to the easements will be required as part of the approval process.

17. There is an existing 25' wide Pedestrian Access Easement that begins 31' east from the western property line of Lot 2. The proposed fence and play area in the northwest portion of the site encroaches onto this Pedestrian Access Easement. The original intent of the PUD was to create a semi-public plaza within this easement area that integrates Lot 2 into the northern residential area and provides a link between Lot 2 and the rest of the PUD. The proposed plan does not include this element and does not conform with the intent of the underlying PUD approval.

Petitioner Response: See revised site plans incorporating a pedestrian area/connection point.

Staff Response: The response is not acceptable. The proposed pedestrian area is not sufficient and does not meet the original intent of the PUD. Staff is comfortable shifting the easement area to the west to preserve as much private play space for the daycare as possible, This adjusted easement location would begin from the edge of the curb of on the west side of the property and would be 25' in width. Please see the attached concept illustrating elements that should be incorporated into the revised plaza and easement location. Additionally, the adjustment to the location of the easement will require an

amendment to the easement.

Parking/Traffic:

18. The petitioner has not yet provided a traffic study that evaluates access, on-site circulation, parking, trip generation, trip distribution, and pick-ups/drop-offs shall be provided. Additionally, a parking analysis that evaluates existing parking demand for the shopping center on Lot 1 (including parking counts over a two week time period during the lunch and dinner hours for two weekdays) has not yet been submitted, and shall be provided.

Petitioner Response: See attached documents.

Staff Response: Thank you for providing the traffic analysis and parking survey. Based on the submitted document, the following items need to be addressed:

- The survey compares the proposed daycare to an existing daycare facility in Elmhurst. Additional information is needed on the Elmhurst facility to confirm that it is a suitable facility for comparison (size of facility, licensed capacity of children, number of employees).
- Parking demand for the proposed facility is based on one day of parking counts at the existing Elmhurst facility (Dec. 9, 2015). Please provide the number of children that attended the daycare on that day, as well as the number of employees that were on site that day. If this information cannot be provided, please survey the facility on an additional day and provide this information.
- Table 8 indicates that the survey was conducted on Dec. 9, 2016. Please revise to reflect correct date.
- The traffic analysis did not evaluate what the effect that trips generated by the proposed daycare will have on the surrounding neighborhood. Please include this analysis.
- The traffic analysis concludes that the site will have “access to the external roadway system via multiple access drives” (one on Kensington Road, one on Beverly Lane), but does not analyze if these two access points are suitable for the projected trips as generated by the proposed school.

19. The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51 – 75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.

Petitioner Response: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

Staff Response: Comment addressed.

20. Handicap signage must comply with all applicable state, federal, and local regulations.

Petitioner Response: So noted.

Staff Response: Comment addressed.

21. Required number of parking spaces is dependent on maximum number of employees at any one time. As part of the traffic study/parking analysis, please indicate the maximum number of employees that will be present at any one time at this facility.

Petitioner Response: No response provided.

Staff Response: The traffic study indicated that the maximum number of employees would be 21-23. We will therefore assume that 23 employees is the maximum number of employees that will be present at any one time at this facility.

22. The parking lot does not appear to contain any lighting. Please confirm if any exterior lighting is proposed (i.e. lighting that will not be mounted on the building). If exterior lighting is proposed, a photometric plan is required. Please note that a parking lot light fixture (Cyclone – Historia CY25T4) is depicted on sheet A-22 but its location is not shown on any of the plan sheets.

Petitioner Response: No response provided.

Staff Response: A response to this comment is required.

Original PUD Approval – Granted via Ordinance 06-043:

23. The approved PUD showed ingress/egress off of Dryden Place, but the proposed plan does not provide this. Staff will need to evaluate the viability of eliminating the ingress/egress on Dryden to see if this proposed amendment to the PUD is feasible.

Petitioner Response: No response provided.

Staff Response: Staff notes that the traffic study only documents existing access points (one along Kensington Road and one along Beverly Drive). As previously noted, please revise the traffic analysis to include an evaluation of the adequacy of these two access point to handle the expected traffic of both the proposed school and existing retail center).

24. Signage will be reviewed during the Design Commission process. However, please note that condition #24 of Ordinance 06-043 allows only one commercial ground sign along Kensington Rd. (to be used by both Lot 1 and Lot 2), and one commercial ground sign along Dryden Pl., subject to compliance with Village sign regulations.

Petitioner Response: No response provided.

Staff Response: The proposed ground sign must incorporate a landscaped base.

25. Condition #2 of Ordinance 06-043 required a cross-access and cross parking agreement between Lot 1 and Lot 2. Please provide this document. If this document does not yet exist, it must be provided as part of this development.

Petitioner Response: No response provided.

Staff Response: A response to this comment is required.

Justification Criteria for Variation Approval:

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

Kensington School
840 E. Kensington Road
PC #16-007
June 23, 2016

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Please replace the proposed evergreen trees within the code required islands with a 4" caliper shade tree. The shade trees should be salt and drought tolerant.
- 2) It is recommended that the trash enclosure be constructed with brick to match the building. Provide an abundance of landscaping adjacent to the enclosure in order to screen/buffer. Also, it is recommended that the enclosure be shifted 5 feet to the south (away from the walkway) to allow for landscaping.
- 3) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/ paved areas that are adjacent to the public way. Provide 3' high shrubs along Dryden Place in order to screen the parking area.
- 4) Incorporate the concept of the plaza that was provided by staff for the north/south walkway.
- 5) Overall the landscaping is still minimal. The previously approved plan for the site included an abundance of landscaping on each elevation and on the perimeter of the site. Provide additional landscaping along the north property line adjacent to the residential district. The landscaping along the north property line should consist of a mix of evergreen trees, ornamental trees and shrubs and provide a dense buffer. In addition, the previously approved plan included specialty pavement at the entrances and within the crosswalks.
- 6) At the corner of Dryden and Kensington incorporate a mix of shrubs and perennials near/adjacent to the ground sign.
- 7) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 8) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



HAGUE ARCHITECTURE

Tuesday, July 19, 2016

Sam Hubbard

Village of Arlington Heights

RE: PC #16-007 Kensington School – Round #2
840 E. Kensington Rd.

Please see the following responses to your comments below; additionally, see the attached drawings from both Hague Architecture & SpaceCo (Drawings will be updated for Final engineering):

DIRECTOR OF ENGINEERING

1. This building will be reviewed as an I-4 (Day Care Facility)
 - o **Acknowledged**
2. Full compliance with the 2000 NFPA-101, Life safety Code, Chapter 16 is required.
 - o **Acknowledged and the building will be fully sprinkled**
24. Written consent #11
 - a. **Acknowledged**
25. Final Engineering Plans shall be georeferenced by using State Plane Coordinate system – Illinois East
 - a. **Acknowledged**
26. The site photometric plan
 - a. **Provided in submittal**
27. N/A
 - a. **See Auto turns in the attached documents**
28. Including Bicycle racks.
 - a. **See attached included in revised Landscape Plans**
29. The grades at the sidewalk along the north property line are shown at 673.6 but the public sidewalk low point on Dryden is shown at 673.8. Adjust grades to maintain overflow path.
 - a. **This has been done.**
30. The sanitary sewer west of the Dryden Place sidewalk is private.
 - a. **So Noted**
31. An MWRD permit is required for the new sanitary service.
 - a. **Acknowledged**
32. The existing property limits of this parcel overlap the majority of the driveway into the Arlington Market site. Verify that there is an ingress/egress easement recorded for the benefit and use by both properties.
 - a. **So noted.**
33. The encroachment of the public sidewalk at the southeast corner of the lot requires the recording of an easement for public sidewalk
 - a. **So noted.**
34. Monument sign
 - a. **See G/A-21**
35. The traffic report
 - a. **See attached KLOA**
36. The traffic report
 - a. **See attached KLOA**

HAGUE ARCHITECTURE

LANDSCAPE COMMENTS

The ends of all parking rows must include a 4" caliper shade tree

- a. **Acknowledged, see Landscape plans**
2. The trash enclosure be constructed with brick
 - a. **Acknowledged, see F/A-21**
3. Per Chapter 28, section 6.15-1.2a, a 3'-0" high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide 3' high shrubs along Dryden Place in order to screen the parking area.
 - a. **Acknowledged, see Landscape plans**
4. Incorporate the concept of the plaza that was provided by staff for the n/s walkway
 - a. **Acknowledged, see Landscape plans**
5. Overall landscape is minimal.
 - a. **Acknowledged, see revised Landscape plans**
6. At the corner of Dryden and Kensington incorporate a mix of shrubs and perennials near / adjacent to the ground
 - a. **Acknowledged, see Landscape plans**
7. Utility meter and mechanical units must be screened with landscaping or appropriate method of screening.
 - a. **Acknowledged, see Landscape plans**
8. A landscape bond in the amount of 30% of the landscaping costs will be required.
 - a. **Noted**

DEPARTMENT PLAN REVIEW SUMMARY

2. Lighting requirements adequate?
 - a. **See Photometric**
5. Traffic problems that may be created by the development
 - a. **See attached traffic study**
6. General Comments
 - a. Emergency contact card on file is up to date.
 - i. **Acknowledged**
 - b. Consider installing a taller fence'
 - i. **A 4'-0" fence is being proposed**
 - c. Landscape should provide open sightlines
 - i. **Acknowledged**
 - d. The location of the playground does not appear on the plans
 - i. **See site plan A-16**
 - e. Access control to the building to be provided
 - i. **Acknowledged**
 - f. The vestibule entrance to the facility needs to be secured and entry gained through buzzer.
 - i. **Acknowledged**
 - g. Consider posting no trespassing signage
 - i. **Acknowledged**

HAGUE ARCHITECTURE

PLANNING & COMMUNITY DEVELOPMENT REVIEW

8. The site plans aren't identical; the proposed ground sign needs to be consistent. In addition, sign needs to incorporate landscape at its base.
 - a. **Acknowledged all plans will be identical.**
9. Please indicate if any mechanical units will be located on the ground.
 - a. **All units are located on the roof**
10. The market study
 - a. **Revised study will be provided by owner**
13. The dumpster location,
 - a. Analyze alternate locations...
 - i. **Acknowledged**
 - b. Provide masonry enclosure
 - i. **Acknowledged**
 - c. Provide a black Metal gate
 - i. **Acknowledged**
 - d. Locate 5'-0" south to provide landscaping on all three sides (N,E,S)
 - i. **Acknowledged**
 - e. Address variation to allow the proposed location
 - i. **Per discussion alternate locations are feasible due to the access and control of the school. The location presents a unique location due to the fence and access from the parking field. There is a control and security factor that prohibits the outside potential of the gate being unlocked; children's safety is compromised at that point.**
14. The proposed fence, provide a written response to all three criteris required for a variation approval specific to a 4'-0" tall fence in the front yard
 - a. **The fence provides a secure environment for the children. The fence is integral to the children being able to play outdoors and encompasses the entire rear yard based on the orientation of the building. A black metal fence is being provided in lieu of the standard "white picket fence". Daycares are required to provide outside secured play areas, this isn't possible without the fence.**
15. Clarify the fence boundaries
 - a. **See notes on site plan A-16**
16. Cross Drainage Easement
 - a. **The easements are being investigated by SpaceCO**
17. Pedestrian Access Easement
 - a. **See revised Landscape and site plans.**
18. Traffic Study
 - a. **See attached KLOA**
21. Number of parking spaces per maximum number of employees incorporated into traffic study, assume 23 employees
 - a. **Acknowledged**
22. Parking lot lighting
 - a. **See Photometric is provided**
23. PUD – traffic study ingress/egress
 - a. **See attached KLOA**

HAGUE ARCHITECTURE

24. Signage to incorporate landscaping
 - a. **See revised Landscape plan**
25. Condition #2 of Ordinance 06-043, provide a cross-access and cross parking agreement
 - a. **Acknowledged, Owner is working on the agreement.**

Justification criteria for Variation Approval

Reasonable return if only conditions allowed

The plight of the owner is due to unique circumstances'

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

FIRE DEPARTMENT

1. Building to be sprinkled
 - a. **Acknowledged**
2. Locate the FDC at the main front door
 - a. **Acknowledged**
3. Locate a fire hydrant within 100'-0" of the FDC
 - a. **This will be included as part of the final engineering submittal.**
4. Locate the Knox Box at the main door
 - a. **Acknowledged**
5. Install a fully operational annunciator panel or alarm panel at the front door
 - a. **Acknowledged**
6. FD needs complete access to the building
 - a. **Acknowledged**
7. No dead end fire lanes, do access agreements exist with property owners to the west?
 - a. **Acknowledged – Owner to provide**

Thank you again and please don't hesitate to call if you require any additional information.

Jonathon N. Hague – ALA
Hague Architecture

P:\Projects\2759_2776 - KensingtonSchool\2776_Kensington_ArlingtonHeights\Village\2776_KensingtonResponseLet002.doc

HAGUE ARCHITECTURE

Below are our responses to the Village of Arlington Heights Engineering Department comment letter dated March 24, 2016, Village of Arlington Heights Health Services Department comment letter dated March 29, 2016, Village of Arlington Heights Planning & Community Development Department comment letter dated April 4, 2016, Arlington Heights Fire Department comment letter dated April 4, 2016, and Village of Arlington Heights Public Works Department comment letter dated April 6, 2016.

VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT LETTER **DATED 03/24/2016:**

COMMENT 13: The site is serviced by an existing storm water detention facility; therefore no new storm water detention is required.

RESPONSE 13: So noted.

COMMENT 16: Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.

HAGUE ARCHITECTURE

RESPONSE 16: This information has been added to the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans. Heavy duty pavement limits are now shown on the Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 18: Sheet A-07 Site Plan: Add sidewalk along the west drive lane to provide a continuous north-south walkway from northern residential sites to the Kensington Road sidewalk. Also extend the sidewalk east from the garbage corral to the Dryden Place sidewalk.

RESPONSE 18: Sidewalk along the west drive has been revised to connect to the existing sidewalk terminus provided by the townhome development to the north and has been extended southerly to the Kensington Road sidewalk. See revised Geometric Plan sheet L1, page 4 of the revised Site Improvement Plans.

COMMENT 19: Sheet A-08 Grading: The drainage overflow from the residential site to the north is directed south onto the subject property. This overflow must be maintained. It is suggested the subject site be graded to drain to the east toward Dryden Place. Grading should be carefully adjusted when the existing driveway on Dryden Place is removed, replacing and lowering the public sidewalk as necessary to allow overflow to Dryden Place. The design of landscaping and other site amenities (playground equipment?) shall be mindful of the drainage requirements.

RESPONSE 19: The grading has been adjusted to drain as much of the site as possible toward Dryden Place and to better maintain the existing overflow path. Additionally, notes were added to the grading plan to protect the existing overflow path. See revised Grading Plan sheet G1, page 5 of the revised Site Improvement Plans.

COMMENT 20: Sheet A-09 Utilities: The proposed water service is shown connecting to another service connection. This is not allowed. The proposed water service must connect directly to a public water main, either on Dryden Place, or Kensington Road.

RESPONSE 20: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 21: Sheet A-09: Utilities: The new sanitary service is shown connecting to a private sanitary system. It is unclear at this time whether or not the subject site is allowed to connect to this sanitary system under the existing CCD's of the Association. Provide documentation if this is allowed. If not, the service line must be connected to a Village sewer, either the 78" combination sewer in Dryden Place or the 24" combination sewer along the north parkway of

HAGUE ARCHITECTURE

Kensington Road. This sewer is not shown on the plan documents. Below is a copy of the as-built plans for the Kensington Road reconstruction project completed around 2002 showing the approximate location of the existing 24" combination sewer, highlighted in red.

RESPONSE 21: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

VILLAGE OF ARLINGTON HEIGHTS HEALTH SERVICES DEPARTMENT LETTER DATED 03/29/2016:

Sheet A-03

COMMENT 1: Provide three (3) Accessible Reserved Parking Spaces per IAC Section 400.310(c)(1).

RESPONSE 1: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

VILLAGE OF ARLINGTON HEIGHTS PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT LETTER DATED 04/04/2016:

COMMENT 7: Plan sheets provided by SpaceCo are not to scale. Please revise the plans and resubmit at the proper scale.

RESPONSE 7: This has been done.

COMMENT 19: The property contains 51 parking spaces (there is one existing space located at the northwest corner of the property was not factored into the total parking space count). Parking lots with 51-75 parking spaces are required to provide three handicap spaces. Only two handicap spaces have been provided. The petitioner should either eliminate one space or provide the additional handicap parking space.

RESPONSE 19: The site parking lot has been revised to accommodate fire truck maneuverability and one parking space has been eliminated bringing the total parking space count to 49, therefore only 2 accessible spaces are required.

COMMENT 20: Handicap signage must comply with all applicable state, federal, and local regulations.

HAGUE ARCHITECTURE

RESPONSE 20: So noted.

ARLINGTON HEIGHTS FIRE DEPARTMENT LETTER DATED 04/04/2016:

COMMENT 1: The fire department requests an auto turn diagram.

RESPONSE 1: These will be submitted by KLOA, Inc.

**VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT LETTER
DATED 04/06/2016:**

COMMENT 1: The proposed sanitary sewer connection is to a privately maintained sanitary sewer, and as such is not allowed. The resubmitted plans must show a connection to a public utility.

RESPONSE 1: Based on a review of the Final Plant of Subdivision of Arlington Market, Doc.#0705915065, the receiving sanitary system is located within a 16.5' sewer and water easement and is not private.

COMMENT 2: The proposed water connection is on a private line. The resubmitted plans must reflect a pressure connection within a 60" vault originating on a public water main.

RESPONSE 2: This has been done. The water service is now shown to connect to the public main along Dryden Place. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 3: All roof drains should collect to one line (loop) and have a single discharge to a manhole, not individual cores into the 72" line.

RESPONSE 3: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 5: All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.

RESPONSE 5: This information has been added to note 1.D on the General Notes and Typical Sections sheet GN1, page 2 of the revised Site Improvement Plans.

COMMENT 6: A 6" compound meter will be required for this building.

HAGUE ARCHITECTURE

RESPONSE 6: A compound meter is now shown on the Utility Plan sheet U1, page 6 of the revised Site Improvement Plans.

COMMENT 8: Tie proposed downspouts to existing catch basins, not direct core into 72".

RESPONSE 8: This has been done. See Utility Plan on sheet U1, page 6 of the revised Site Improvement Plans.



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

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

P. C. Number 16-007 Round 3

Project Name Kensington School

Project Location 840 E. Kensington Rd

Planning Department Contact Sam Hubbard, Planning and Community Development

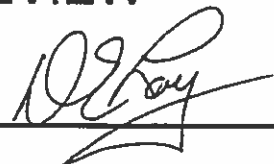
General Comments

Previous reviews requested compliance with the parking lot being tailored to permit negotiation of the Village's Tower/Ladder truck to travel through the parking lot. The revised plan refers to Page No. 4 for this to be addressed however when reviewing page 4 I am unable to determine that this has been achieved. The parking lot shall allow the Ladder/Truck to travel through the parking lot without obstruction.

RECEIVED
JUL 27 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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

Date 07-26-16

Reviewed By: 

**Village of Arlington Heights
Public Works Department**

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: August 03, 2016

Subject: 840 E Kensington, P.C. #16-007 Round 3

With regard to the proposed Special Use Permit, I have the following comments:

- 1) Separate RPZ's must be installed on the fire and domestic lines within the building. The size will be determined after more detailed architectural plans have been submitted.

C. file

PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 3

37. The responses made by the petitioner to comments #24-27, 29-31 & 35 are acceptable.
38. The response made by the petitioner to comment #28 is noted. The landscape plan provided dated 7-18-16 does not appear to show a bicycle rack.
39. The response made by the petitioner to comment #32 is not acceptable. No documents have been provided to verify that there is an ingress/egress easement recorded for the driveway onto Kensington Road.
40. The response made by the petitioner to comment #33 is not acceptable. The comment was noted, but no document has been provided to dedicate a public sidewalk easement at the southeast corner of the lot.
41. The response made by the petitioner to comment #34 is insufficient. The Sheet G/A-21 referenced is not included in the packet.
42. The response made by the petitioner to comment #36 is discussed in the traffic report, however no plan sheet is provided identifying final site pavement markings, crosswalks, signage, or regulatory control for this property, or the intersection between the properties.


James J. Massarelli, P.E. Date
Director of Engineering

8/4/16

RECEIVED
AUG 04 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be 'SF' or similar initials.

Date: July 25, 2016

Re: PC# 16-007 Kensington School- Round 3

Health Services has no comments at this time.

RECEIVED
JUL 25 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 3 Review Comments

08/05/16

1. Character of use:

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

2. Are lighting requirements adequate?

The parking lot lighting appears adequate. There does not appear to be adequate lighting of the exterior of the building, especially the rear (north side) and play structure areas. This area should be illuminated, especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity. If there is a playground with equipment special attention should be given to illuminating the playground and the surrounding area.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

The traffic study was read and acknowledged. However, even though adjustments were made for schools not being in session, there still may be increased traffic and pedestrian congestion during the drop off and pick up times when school begins. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

The original comments in this section are still applicable.

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized

persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

-The location of the playground does not appear to be on the plans- please indicate on the plans where the playground will be and address access issues to that area. The playground area will need to have restricted/gated access to deter access/use by non-clients especially during non-business hours.

-Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors. Additional information as to perimeter security, door access, playground access, and visitor check-in procedures and emergency plans are needed before any recommendations can be made.

-The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.

-Consider posting no trespassing signage

Carrie Regilio, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

Supervisor's Signature



Planning & Community Development Dept. Review

August 3, 2016

REVIEW ROUND 3

Project: Kensington School – Charles Marlas
840 E. Kensington Street

Case Number: PC 16-007

General Notes:

- 7. Comment addressed.
- 8. Comment addressed.
- 9. Comment addressed.
- 10. Comment addressed.
- 11. Comment addressed.
- 12. Comment addressed.

Site Issues:

- 13. Staff is not supportive of a variation to allow the dumpster enclosure in the proposed location. The dumpster enclosure must be moved to the location abutting the eastern side of the building as previously discussed. The fencing in this area can be adjusted to allow access to the enclosure without having to enter into the fenced area.
- 14. Sheet A-07 shows the dumpster enclosure. It is unclear if the gate on the enclosure is just a wrought iron style fence which is "see-through", or if there will be a solid metal panel behind the wrought iron style fence to screen view of the interior of the enclosure area. The gate must be solid to prevent view of the dumpsters. Please clarify/add a note indicating such to the plan.
- 15. Comment addressed.
- 16. Playground equipment is now shown in the front yard along Dryden Place. Per section 6.5-2, all accessory structures are required to be located in the rear yard, and therefore the proposed location requires a Variation. Staff is supportive of this Variation due to the use of the property. However, please provide the required response to the Variation criteria. Additionally, please clarify the height of the playground equipment as all accessory structures are limited to 15' height.
- 17. Your response is "The easements are being investigated by SpaceCO." Information is needed on how this encroachment will be resolved as the building still encroaches on a drainage easement and a utility easement.
- 18. The design of the pedestrian connection is acceptable. However, the existing Pedestrian Easement will need to be relocated to the west to accommodate the relocated pathway.

Parking/Traffic:

19. A Traffic Impact Study has been provided. The study states that projected traffic counts were based on a single survey of the Elmhurst facility on Dec. 9, 2015 and that the Elmhurst facility has “a similar enrollment and operation to that of the proposed that Arlington Heights school”. In order to illustrate that the Elmhurst facility is a comparative example, staff has requested the following information for the facility on the day that the survey was completed, which information has not yet been provided:

- Please provide the size of the Elmhurst facility, the licensed capacity of children, and the number of employees.
- Parking demand for the proposed facility is based on one day of parking counts at the existing Elmhurst facility (Dec. 9, 2015). Please provide the number of children that attended the daycare on that day, as well as the number of employees that were on site that day. If this information cannot be provided, please survey the facility on an additional day and provide this information.

Please provide the requested information.

The following new comments have been generated in response to the recently submitted Traffic Impact Study:

- 18a. The study states that there is shared access between the Kensington School site and the neighboring shopping center to the west. There is no existing shared access agreement between Lot 1 and Lot 2. A Shared access agreement must be provided.
- 18b. The study states that short term parking is available in front of the building to allow parents to park and walk their children into the facility. The area in front of the building is a fire lane and short term parking in this area is therefore not allowed. Sheet L1 must be revised to show the location of the proposed “No Parking Fire Lane” signage.
- 18c. Please remove the “DRAFT” watermark on the study.
- 18d. The Traffic Impact Study, Parking Study, and fire truck auto turn exhibits should all be combined into one consolidated document for presentation to the Plan Commission.
- 18e. There is a “Technical Appendix” in the back of the traffic study, which contains no information. Please provide the technical appendix or remove it from the study.

20. Comment addressed.

21. Comment addressed.

22. Comment addressed.

23. Comment addressed.

Original PUD Approval – Granted via Ordinance 06-043:

24. Comment addressed.

25. Comment addressed.

26. See Comment 18a.

The following new comments have been generated based on the revisions to the plans:

27. A walking path is now shown at the northeast corner of the site. Please clarify what this area is and how it will be used.
28. There was some discussion about a storage shed being proposed. If a storage shed is proposed for the site, please show the proposed location on the plans and provide details on the shed (materials, heights, etc.).
29. A variation is required to allow no shade tree on the western-most portion of the large landscape island within the center of the parking lot. As this location contains the underground storage vault, staff is supportive of this variation, however, justification (per the variation criteria as shown below) must be provided.
30. It is not clear why the drive aisles in the southern parking lot are 34' in width, 30.5' in width, and 35.02' in width. Please reduce the width of the drive aisles to 25' in width to allow more greenspace on the site, which may require the elimination of the western and easternmost parking spaces along the southern parking row. An updated Auto Turn diagram illustrating the fire truck movements will be required.
31. The decorative crosswalks as shown on the landscape plan are not shown on the engineering plans, and only the center decorative crosswalk is shown on the architectural plans. Please revise both plans to include the decorative crosswalks. Additionally, please clarify the material of these decorative crosswalks.
32. A small portion of the public sidewalk at the corner of Dryden and Kensington overlaps onto the Kensington School property. This land must either be dedicated to the Village or an easement must be provided.

Justification Criteria for Variation Approval:

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

Prepared by: 

Department of Planning and Community Development

Kensington School
840 E. Kensington Road
August 3, 2016

- 1) The ends of all parking rows and at the end of every twenty parking spaces must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Due to the detention vault, one of the code required trees at the west end of the north parking row cannot be installed and therefore a variation will be necessary.
- 2) Evaluate the width of the drive aisles. Per code a 24 foot wide drive aisle must be provided and 33.5 feet is proposed. It is recommended that the width of the drive aisles be reduced in order to allow for additional green space.
- 3) It is recommended that groundcover be added within the center island that is parallel with the building.
- 4) Provide 3 foot high shrubs east of the drive aisle (on the west end of the parking lot) between the parking lot and the sidewalk.
- 5) Provide evergreen shrubs on the east (Dryden) elevation of the trash enclosure in order to help buffer the enclosure. In addition to evergreen shrubs provide a mix of perennials.
- 6) At the corner of Dryden and Kensington incorporate a mix of perennials in front of the ground sign. This area is a focal point and must include an abundance of landscaping.
- 7) Consider specialty pavement at the building entrance.



HAGUE ARCHITECTURE

Friday, August 12, 2016

Sam Hubbard

Village of Arlington Heights

RE: PC #16-007 Kensington School – Round #3
840 E. Kensington Rd.

Please see the following responses to your comments below; additionally, see the attached drawings from both Hague Architecture & SpaceCo (Drawings will be updated for Final engineering):

GENERAL COMMENTS

1. Ladder/Truck top travel through parking lot without obstruction.
 - Fire Safety Division General Comments—Response: Please see the enclosed Autoturn exhibits prepared by KLOA, Inc. demonstrating that the Ladder/Truck can travel through the parking lot without obstruction.

DIRECTOR OF ENGINEERING

38. Including Bicycle racks.
 - a. See attached included in revised Civil Drawings located in the Northwest corner of the site
39. The existing property limits of this parcel overlap the majority of the driveway into the Arlington Market site. Verify that there is an ingress/egress easement recorded for the benefit and use by both properties.
 - a. Comment 39 Response: The enclosed ALTA/ACSM Land Title Survey indicates that the drive onto Kensington Road is within the affected area of Document 16937657. Item R 24 B. under “Note From Title Commitment:” states “To use all roadways, streets, and driveways at any time located on the premises for ingress and egress of persons and motor vehicles, over and through the premises and to and from adjacent public streets and highways.
40. The encroachment of the public sidewalk at the southeast corner of the lot requires the recording of an easement for public sidewalk
 - b. Comment 40 Response: Upon Plan Commission approval of the Kensington School project, Spaceco, Inc. will prepare and submit to the Village a Plat of Easement/Vacation granting the requested public sidewalk easement and revising/vacating any existing site easements that are in conflict with the approved site plan.
41. Monument sign
 - c. See A-07 (Elevations of the Monument sign are shown on this sheet)
42. The traffic report
 - d. Comment 42 Response: The requested pavement markings, crosswalks, signage, and regulatory control have been added to sheet L1 of the revised civil drawings

LANDSCAPE COMMENTS

1. 4" caliper trees are shown at the ends of the parking rows except where not possible because of the detention vault.
2. Drive aisles are required to have un-obstructive access with the fire department vehicles.

HAGUE ARCHITECTURE

3. Do not suggest adding ground cover to this island, see note calling for washed river stone to allow for pedestrian use.
4. 3' high row of shrubs added along this edge although not part of previous comments or request.
5. Evergreen shrubs and perennials already exist for this location. Planting shown is more than adequate for screening.
6. A perennial bed was shown for the front of the corner sign but I have added an under-planting of additional material.
7. Stamped asphalt is to be used.

DEPARTMENT PLAN REVIEW SUMMARY

2. Lighting requirements adequate.
 - a. The building has (4) Carriage style lights on the North side of the building, the children do not go outside after sunset or when it is dark outside.
5. Provide traffic control signage.
 - a. Additional traffic control signs will be provided
6. General Comments
 - a. Emergency contact card on file is up to date.
 - i. Contact info will be completed once the
 - b. Consider installing a taller fence'
 - i. A 4'-0" fence is being proposed
 - c. Landscape should provide open sightlines
 - i. See revised Landscape Plan
 - d. The location of the playground does not appear on the plans
 - i. See site plan A-02, there is a fence with locked gate surrounding the entire yard and play areas
 - e. Access control to the building to be provided
 - i. Controls will be provided in the construction documents
 - f. The vestibule entrance to the facility needs to be secured and entry gained through buzzer.
 - i. Controls will be provided in the construction documents
 - g. Consider posting no trespassing signage
 - i. Acknowledged

PLANNING & COMMUNITY DEVELOPMENT REVIEW

13. The dumpster location,
 - a. The location was determined acceptable by staff and the Design Committee
14. Dumpster enclosure
 - i. A metal screen "solid" was discussed and agreed upon with the DC
16. Playground equipment variation

HAGUE ARCHITECTURE

- a. Due to the orientation of the building and the fact it sits on the corner there are limited areas that the equipment can be placed, with that said we have placed the playground equipment in the “front” of the property. The rear yard play areas are designated to be separate areas based on the classrooms. This limits the locations of the play ground equipment to be located on either side of the building. The central area or north side is required to be a clear space based on the programming. The equipment will not be taller than 15’-0” in height. The equipment will not alter or negatively alter the property.
- 17. Cross Drainage Easement
 - a. [Comment 17 Response: Upon Plan Commission approval of the Kensington School project, Spaceco, Inc. will prepare and submit to the Village a Plat of Easement/Vacation granting easements and revising/vacating any existing site easements that are in conflict with the approved site plan.](#)
- 18. Pedestrian Access Easement
 - a. See Comment 17
- 19. Traffic Study
 - a. See updated study from KLOA
- 18 a – e
 - a. See updated study from KLOA
- 27. Walking Path
 - a. The walking path is the required pedestrian access to Kensington Ave.
- 28. Storage Shed
 - a. The storage shed is a prefabricated White 8 x 10 metal shed, See sheet A-09 for image.
- 29. Variation for Shade trees.
 - a. Shade trees have been provided on revised Landscape Plan.
- 30. Drive aisles dimensions
 - a. [Comment 30 Response: Please see the enclosed Autoturn exhibits prepared by KLOA, Inc. demonstrating that the Ladder/Truck can travel through the parking lot without obstruction.](#)
- 31. Decorative crosswalk
 - a. [Comment 31 Response: The civil plans have been revised accordingly.](#)
- 32. Sidewalk at Dryden & Kensington
 - a. [Comment 32 Response: Upon Plan Commission approval of the Kensington School project, Spaceco, Inc. will prepare and submit to the Village a Plat of Easement/Vacation granting the requested public sidewalk easement and revising/vacating any existing site easements that are in conflict with the approved site plan.](#)

Thank you again and please don’t hesitate to call if you require any additional information.

Jonathon N. Hague – ALA
Hague Architecture

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MEMORANDUM

TO: Sam Hubbard, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building Services
DATE: 8/18/16
RE: 840 E Kensington Rd – Special Use Permit for Day Care
P.C. #: 16- 007 – Round #3

I have reviewed the Round 3 submittal for the address referenced above and do not have any additional comments.

RECEIVED

AUG 18 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



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

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

Date August 15, 2016 P. C. Number PC# 16-007 Round 4

Project Name Kensington School

Project Location 840 E. Kensington Rd.

Planning Department Contact Sam Hubbard

General Comments

1. No additional comments.

RECEIVED

AUG 15 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED
PLAN REVIEW

Date: August 15, 2016 Reviewed By: 



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-007

Project Name

Kensington School

Project Location

840 E Kensington Rd.

Planning Department Contact Sam Hubbard

General Comments

Round 4

1. No additional comments at this time.

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

Date 8/17/2016

Reviewed By: LT Andrew Larson

Arlington Heights Fire Department

**PLAN COMMISSION PC #16-007
Kensington School
840 E. Kensington Road
Special Use Permit for Day Care
Round 4**

43. The responses made by the petitioner to comments #38, 39, 41 & 42 are acceptable.
44. The response made by the petitioner to comment #40 is acceptable. The Village Board approval shall be contingent on receipt of an acceptable Plat of Easement/Vacation addressing the petitioners' response to Comment #40.

 8/17/16
James J. Massarelli, P.E. Date
Director of Engineering

RECEIVED
AUG 17 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau



DEPARTMENT PLAN REVIEW SUMMARY

Kensington School
840 E. Kensington
Special Use- Daycare

Round 4 Review Comments

08/15/16

1. Character of use:

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

2. Are lighting requirements adequate?

The parking lot lighting appears adequate. There does not appear to be adequate lighting of the play structure areas. This area should be illuminated, especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

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

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

The traffic study was read and acknowledged. However, even though adjustments were made for schools not being in session, there still may be increased traffic and pedestrian congestion during the drop off and pick up times when school begins. There should be traffic control signage in the parking lot for the Kensington School. There is the potential need for modifications to the entrance and egress of the plaza parking lot due to potential increase of traffic flow, considering Mariano's generates a great deal of traffic on Kensington.

6. General comments:

The original comments in this section are still applicable.

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-It appears there is a fence around the green areas of the property- any access gates to this area should be locked/secured nightly to reduce unauthorized access- i.e. theft, trespassing, vandalism, underage drinking etc.- to the area after hours. Consider installing a fence higher than 4 ft, one that allows natural surveillance of the property but limits access to unauthorized persons. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

- The playground area will need to have restricted/gated access to deter access/use by non-clients especially during non-business hours.
- Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors. Additional information as to perimeter security, door access, playground access, and visitor check-in procedures and emergency plans are needed before any recommendations can be made.
- The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.
- Consider posting no trespassing signage.

C. Regilio #301
Carrie Regilio, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

Supervisor's Signature

Kensington School
840 E. Kensington Road
August 17, 2016

- 1) The ends of all parking rows and at the end of every twenty parking spaces must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). There are two trees that are meeting that must be increased to 4" caliper. Due to the detention vault, one of the code required trees at the west end of the north parking row cannot be installed and therefore a variation will be necessary.
- 2) Evaluate the width of the drive aisles. Per code a 24 foot wide drive aisle must be provided and 33.5 feet is proposed. It is recommended that the width of the drive aisles be reduced in order to allow for additional green space.
- 3) It is recommended that groundcover be added within the center island that is parallel with the building.
- 4) Provide evergreen shrubs on the east (Dryden) elevation of the trash enclosure in order to help buffer the enclosure. In addition to evergreen shrubs provide a mix of perennials.
- 5) At the corner of Dryden and Kensington incorporate a mix of perennials in front of the ground sign. This area is a focal point and must include an abundance of landscaping.
- 6) Consider specialty pavement at the building entrance.



Item: Potbelly Restaurant - 3400 W. Euclid Ave. - PC#16-018

Department: Planning & Community Development

Requested Action

A Special Use Permit to allow a restaurant with a drive-through within the B-2 District.

Recommendation

At the petitioner's request, it is recommended that a continuance be given until the September 28, 2016 Plan Commission meeting.

ATTACHMENTS:

Description

Type

No Attachments Available