



Village of Arlington Heights
Plan Commission
Community Room, 3rd Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
August 23, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Bicycle & Pedestrian Plan - 7/26/17
- B. Bike Parking Ordinance - 7/26/17

IV. PUBLIC HEARINGS

- A. Greenbrier School Addition - 2330 N. Verde Dr. - PC#17-007
Special Use for Elementary School

V. OTHER BUSINESS

- A. FY2018 Budget

VI. ADJOURNMENT

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Item: Bicycle & Pedestrian Plan - 7/26/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes 7/26/17

Type

Minutes

PLAN

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

COMMISSION

RE: BICYCLE & PEDESTRIAN PLAN - PC #17-006

REPORT OF PROCEEDINGS had before the Village of
 Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
 Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
 Illinois on the 26th day of July, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
 LYNN JENSEN
 MARY JO WARSKOW
 JOE LORENZINI
 BRUCE GREEN
 SUSAN DAWSON

ALSO PRESENT:

BILL ENRIGHT, Deputy Director
 JIM MASSARELLI, Director Engineering Department
 BRIGET SCHWAB, Engineering Department

CHAIRMAN ENNES: I will call this meeting of the Plan Commission to order. I would ask you all to please stand and join us in the pledge of allegiance.

(Pledge of allegiance.)

CHAIRMAN ENNES: Thank you. Bill, will you take the roll?

MR. ENRIGHT: Absolutely. Commissioner Cherwin.

(No response.)

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. ENRIGHT: Commissioner Drost.

(No response.)

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. ENRIGHT: Commissioner Sigalos.

(No response.)

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. ENRIGHT: Chairman Ennes.

CHAIRMAN ENNES: Yes, present. Do we have the minutes from the last meeting?

Could I ask the Petitioner to come forward? I should say have all the notices been given?

MR. ENRIGHT: Yes, the Petitioner is the Village of Arlington Heights, and the public notice was published in the Daily Herald.

CHAIRMAN ENNES: Can I ask the Petitioner to come? We're going to hear first the PC #17-006, the Bicycle and Pedestrian Plan.

MR. ENRIGHT: Staff would like to do an introductory comment or two, and then the members of the Bicycle & Pedestrian Advisory Committee would like to make a presentation.

CHAIRMAN ENNES: Okay.

MR. ENRIGHT: This has been a project that the Bicycle & Pedestrian Advisory Committee had been working on with the Chicago Metropolitan Agency for Planning, as well as Briget Schwab is here, she's an engineer with the Engineering Department. Briget is the liaison to the Bicycle & Pedestrian Advisory Commission. The Commission and the Department of Engineering were able to secure a grant from CMAP, a local technical assistance grant to do this project. It's a very comprehensive, thorough project. We'll explain a little bit about the methodology.

One point of interest that was mentioned at the Comprehensive Plan Subcommittee is typically a plan like this could cost a municipality anywhere from \$125,000 to \$180,000 to conduct, that's how thorough it was. But the Village did not have to match any of the funds, so it did not cost the Village anything other than a lot of time and effort obviously. But that just gives you kind of an idea of the magnitude of this project and how thorough the plan is and how Staff really supports that. I don't know if, Bridget, if you wanted to add anything to it?

MS. SCHWAB: No, just that we're very thankful for the Commission and all the effort that they've put forward as well as CMAP. They both did an excellent job and we can certainly not get this through without all of their help.

CHAIRMAN ENNES: Bill, are you done?

MR. ENRIGHT: Yes, so we'll turn it over to the Commission.

MR. JUFFA: Good evening. First of all, I want to return the gratitude to the Village Staff and everybody involved, CMAP, for all the work done on the draft of the Bicycle and Pedestrian Plan.

CHAIRMAN ENNES: Can I interrupt you? Just, can you give your names?

MR. JUFFA: My name is Juergen Juffa, J-u-e-r-g-e-n J-u-f-f-a. I'm the Chair of the Bicycle & Pedestrian Advisory Commission.

CHAIRMAN ENNES: And anybody else who is going to also present?

MR. SZABO: Sure, I'll also present. My name is Peter Szabo, former Chair of the Bicycle & Pedestrian Advisory Commission. For the majority of the time, we developed the plan.

CHAIRMAN ENNES: Thank you.

MR. JUFFA: The framework for the Bicycle and Pedestrian Plan, obviously the Bicycle and Pedestrian Plan fits right at the Village Comprehensive Plan. What does the Village Comprehensive Plan say about things that relate to the bicycle plan? The Comprehensive Plan says that the Village wants to provide for bicycle traffic and establish safe bicycle path systems. They want to create a quality pedestrian environment, minimize conflict between the vehicular and pedestrian traffic. Protecting the environment is an overarching theme. Of course we want to promote the adequacy and efficiency of the traffic and transportation system. Lastly, the plan talks specifically about implementing traffic calming measures in residential areas.

MR. SZABO: All those goals were laid forth in the plan as well, the Bicycle and Pedestrian Plan. But we began by setting forward with our vision statement and setting forth two main goals which we feel are very well represented in the plan. Those are to improve safety for all pedestrians, cyclists and motorists in the Village, and to increase the comfort and convenience of cycling and walking in the Village of Arlington Heights.

MR. JUFFA: Back in 2013, the BPAC and the Village asked for feedback by the League of American Bicyclists about becoming a bicycle-friendly community, and the data say four things. In order to get there, you need to update the Bicycle Policy Plan which is obviously the subject tonight. We need to expand the bicycle network. We need to overcome physical barriers. One barrier that is specifically mentioned is the access to Lake Arlington from the south. We need to increase overall efforts for encouragement, education, and evaluation.

MR. SZABO: So, beginning with the development of the plan, we're pretty enthused to see the community involvement. You can see the first point here is the great community response we received on our survey the team had put together and we had online for a period of one month. We got a lot of great feedback from that, and that largely informed how we approached the development of the plan. Then we also held stakeholder interviews of residents and Staff. We conducted an expansive walking and bicycling audit, held a visioning workshop, and then also met with the Arlington Heights Bicycle Club to get their input as well.

MR. JUFFA: I want to briefly talk about the survey results from the over 1,000 people who actually contributed in the survey, left over 2,000 markers on an online map to specifically identify issues, opportunities and challenges. Briefly speaking, what you see in dark red is where people see issues. What you see in dark blue is where people would like to go.

Then specifically on the next slide, Lake Arlington, identified as a major destination, and you see the intersection of Windsor and Palatine probably as one of the major obstacles as seen by the participants in the online survey.

Another area, the triangle area, so the area of Arlington Heights Road, Rand, and Palatine, seen as a major destination for walking and bicycling seen with one of the highest concentration of obstacles for doing just that, cycling and walking there.

MR. SZABO: So, the plan, like I said before, took all of those markers that were placed on the map into account and proposed a comprehensive approach to addressing as many of those issues as we could through planning level, proposals. What that looks like is a sort of a re-vision of what the existing bikeways network would look like on the street to the road user, whether it's a cyclist, motor vehicle operator, or a pedestrian.

So, we developed the framework routes which is what's highlighted on this map. You can see the key in the corner. But it accentuates the framework routes and then fills in connections and gaps where people, as shown on the previous slide, would like to go by bicycle or on foot but currently have trouble reaching. Those gaps are filled with several types of engineering treatments such as multi-use trails and side paths as shown here. The ComEd right of way proposed trail, that would be an off-street trail, and that's a suggestion that's been in previous bike and pedestrian plans for the Village, and then side paths which would allow easier access to the triangle area and Busse Woods.

Then here is a slide that shows some images that can be found in the plan, seen in the plan that show different types of treatments and provide examples of where they would be best suited throughout the Village. Treatments like road diets, multi-use paths and side paths, shared roads, bike lanes, and buffered bike lanes. Then the maps which indicate where in the Village these sites, or these treatments would be seen.

MR. JUFFA: The bike plan not only talks about cycling, it also talks about improvement for pedestrian. Obviously we have a very, very good network to start out with, so there is less discussion for pedestrian improvements. Basically, the plan proposes filling in sidewalks as infills on short stretches. Then listed here are a few areas where more extensive sidewalks extensions would have to be added.

Then in summary, the plan supports obviously the goals of the Comprehensive Plan that the Village adopted in 2015. It builds on to the 1996 Bicycle Policy Plan. The key is establishing framework routes, and then for these framework routes it proposes bicycle infrastructure upgrades. Lastly, it lists a variety of sidewalk improvements that are proposed. That ends our presentation.

MR. ENRIGHT: Chairman, if I could just mention one other thing. This was reviewed by the Comprehensive Plan Subcommittee on May 10th of this year which yourself and other members of the Commission saw along with Trustee Tinaglia. The Subcommittee recommended full support of this Comprehensive Plan amendment at that time.

CHAIRMAN ENNES: I ask the Commissioners if they have any questions. Sue, let me start with you.

COMMISSIONER DAWSON: It's a lot. You know what, I was kind of expecting Lynn to go first because this is his favorite topic.

COMMISSIONER JENSEN: I don't have really much to say. First of all, I commend the Commission, Staff, and the consultants. I think it's one of the best consulting reports I've ever seen and I've seen quite a few of them. So, I think you all did a wonderful job at the Commission, and the Village Staff did a wonderful job, and I think you are an excellent

resource for the Village. I'm hoping the Village will take every opportunity to start implementing what you propose here because it makes a lot of sense to me.

So, I'm very, very supportive of this effort and I think the sooner the Village starts implementing part of that and hopefully the rest of that plan the better. So, I really don't have anything very specific to ask about that. Later on when we get into the next topic, I have a few more things to say.

CHAIRMAN ENNES: Mary Jo?

COMMISSIONER WARSKOW: I, too, am very supportive. I'm a commuter bicyclist, and I very much enjoy having the ability to do that and having somewhere to park at the Metra Station. I would like to see our ability enhanced throughout the entire Village for everybody to be able to have more access to bicycling to places. I do think you concentrated on the right areas of Lake Arlington's connection to Busse Woods. I used to live right behind North Point Shopping Center and, gosh, there was no way as a young teenager I was going to bicycle to the other two shopping centers in the area.

So, I think you concentrated on the right areas. I think the plan is great. I really thank CMAP for providing all of its guidance on creating the plan. I do hope that the Village does come up with a plan for implementing these.

Is there something that has been discussed about priorities or first steps in terms of implementation?

MS. SCHWAB: In the plan, there is already, it identifies priority projects in the plan. We have actually already gone and applied for some grant funding for one of the key locations which is at Lake Cook Crossing. I don't know if we've received funding yet, if Cook County has made their decision. We do, we are actually actively applying for funding for some of these projects. There's a couple of other options coming up for us, but we will --

COMMISSIONER WARSKOW: That's wonderful.

MS. SCHWAB: Some of the things discussed in the plan have already been implemented while the plan was in progress.

COMMISSIONER WARSKOW: Okay. Well, are we relying solely on grant funding to implement these?

MR. JUFFA: With the present condition of funding for other projects, the most efficient way of getting some of these done is absolutely to go after grant funding. Some of the costs are fairly large and the grant funding can afford us the ability to do some of these and kind of demonstrate the improvements and what they do. We are hoping from that we can kind of build on it. So, yes, in the first few years, there is no question, we're going to be looking for grant funding as a major component of getting this built.

COMMISSIONER WARSKOW: Okay, and I'll be very interested to see your outreach plan, to hear how we're communicating this to Village residents and how we're getting them on board with all of these projects. That's it for me.

CHAIRMAN ENNES: Joe?

COMMISSIONER LORENZINI: Yes. I, too, think the report was excellent. Very, very, very detailed. Very easy to follow.

I do have one question about cut-throughs. Could somebody describe a little more when they're going to be used? Is there any issue with privacy? Because I've seen some paths like in Rolling Meadows that seem to go between people's houses. I'm just concerned about if there may be an issue with that, if there's some concern with privacy of the residences they're going next to.

MR. SZABO: I could speak to that, but maybe John would also like to add something. I believe that the majority of the cut-throughs that are mentioned in this here, specifically in mind are really improving upon existing cut-throughs. So, if there's already a sidewalk that connects maybe a cul de sac to another street, widening that to minimum recommended width for a side path or multi-use trail specifications.

COMMISSIONER LORENZINI: Like I say, I just, there's one in Rolling Meadows and it just seems like it goes between two houses along somebody's backyard. You're not talking about something like that, are you?

MR. SZABO: No. Certainly, I mean we wouldn't be taking on any, gaining any easements to my knowledge. Maybe John?

MR. O'NEAL: Yes, I can speak somewhat. Hi, my name is John O'Neal and I'm a planner at CMAP. I helped produce this plan along with other team members. But the cut-throughs are a concept that already exist in the Village. We noticed around the Village various places where a sidewalk basically connected to subdivisions that were built at different times and didn't have a connection, however, there were destinations on both sides. So, the Village has either worked with the property owners to gain an easement or already owns the property. In some cases, they were rights of way that were never utilized as streets, so they were able to build a sidewalk there. In other cases, they probably got an easement.

We didn't research, do that legal research to find out what the ownership was. But we're assuming that's usually what it is, an easement or the Village owns it outright. But, yes, most of the improvements that we, there are relatively few cut-throughs and most of those were improvements of existing sidewalks to bikeway standards. So, basically widening it, maybe putting signage in and making sure that a cyclist that approached that cut-through would have the right sort of angle of approach and have a smooth transition.

So, those were the concerns that we were looking at with the cut-throughs.

COMMISSIONER LORENZINI: Okay, thank you.

MR. O'NEAL: You're welcome.

CHAIRMAN ENNES: Bruce?

COMMISSIONER GREEN: I think it was a great plan, the way it's laid out. It does hit the trouble spots. It's scary enough crossing some of these intersections in a car, let alone trying to walk across the street. So, I think they are zeroing in on the right areas to start off with here. But I think it was a great report.

CHAIRMAN ENNES: I'm a total proponent of it. I wish we could have done it 15-20 years ago from now. But glad to see it is where it is.

We have a couple of people in the audience. Do any of you have questions or comments?

QUESTIONS FROM AUDIENCE

MR. EASLEY: No. I'm actually --

MR. DANKO: We're all Bike Commissioners.

MR. EASLEY: Yes, we're all Bike Commission. I'm David Easley. I think, I'm very excited to have been a part of this development of the plan, and I really, really hope that it gets --

CHAIRMAN ENNES: David, why don't you come up and identify yourself?

Give us your name.

MR. EASLEY: Sorry about that.

CHAIRMAN ENNES: That's okay.

MR. EASLEY: I'm David Easley. I'm a Commissioner on the Bike & Pedestrian Advisory Commission. I just wanted to say that I'm very, very proud of this report and I'm glad that I could play a small role in the development of it. I really hope that you give it the proper consideration and that the Village ultimately approves it. I think it's something that will be really good for our community to make it a safer and a more prosperous place to live.

CHAIRMAN ENNES: I think we will see a lot of its good.

MR. EASLEY: Yes.

CHAIRMAN ENNES: Thank you.

MR. EASLEY: We're very excited about it.

CHAIRMAN ENNES: Anyone else? Okay, your name please?

MR. DANKO: I'm Paul Danko, I'm also on the Bicycle & Pedestrian Advisory Commission and live on the north end of town. I don't really have anything to add beyond what David has already said. But pleased to be here and pleased to have you take a look at the plan.

CHAIRMAN ENNES: Any of the Commissioners have any other comments?

COMMISSIONER DAWSON: I didn't get a chance to say that I'm also, I'm glad about the plan, but I agree with Commissioner Warskow. I'd like to know, I'd like to see this be more than just a plan because I don't currently ride my bike too much around the town because of safety concerns. I have young children, I'm concerned that they'll be injured. They don't ride a bike to Lake Arlington and other places for safety reasons. So, I'd really love to see this implemented.

CHAIRMAN ENNES: Sooner rather than later?

COMMISSIONER DAWSON: Sooner rather than later, yes. There are many places that are priority as noted, but there's a lot of high priority, so it doesn't really clarify for us what would be like a starting point or a priority. So, it will be interesting to see when we narrow down the priorities where we would really be starting. That's it.

CHAIRMAN ENNES: Do we have a motion?

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

A motion to the Village Board of Trustees approval of PC #17-006, the Village of Arlington Heights Bicycle and Pedestrian Plan.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: We have a second. All in favor?

COMMISSIONER GREEN: No, roll call.

CHAIRMAN ENNES: Roll call, okay.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

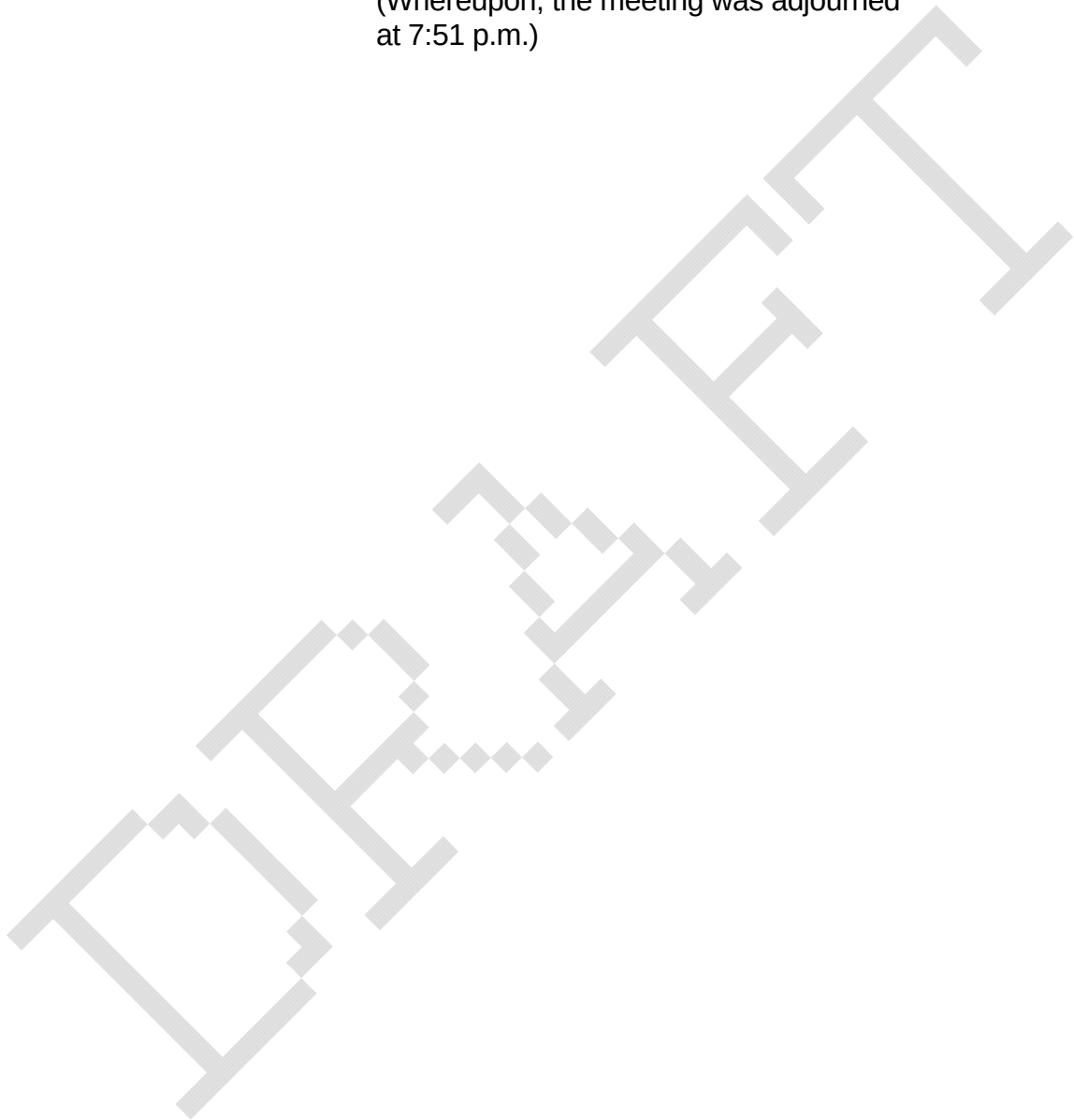
MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, we have 100 percent approval and good luck going to the Village Board.

(Whereupon, the meeting was adjourned
at 7:51 p.m.)





Item: Bike Parking Ordinance - 7/26/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes - 7/26/17

Type

Minutes

PLAN

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

COMMISSION

RE: BIKE PARKING ORDINANCE - PC #13-011

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 26th day of July, 2017 at the hour of 7:51 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
SUSAN DAWSON

ALSO PRESENT:

BILL ENRIGHT, Deputy Director
JIM MASSARELLI, Director Engineering Department
BRIGET SCHWAB, Engineering Department

CHAIRMAN ENNES: We have a second action, PC #13-011, the Bike Parking Ordinance. We have the same people presenting. Do you want to give a statement first, Bill?

MR. ENRIGHT: Yes. This has been worked on by Staff, the administration with the Bicycle & Pedestrian Advisory Commission really for a number of years. We first started looking at this in 2013 and it's been modified significantly since that time.

I think a couple of important aspects of the proposed ordinance is there is a provision in there that the Director of Planning can exempt any new business that would be increasing the auto parking requirement because that's how this kicks in, or one of the components of how this kicks in is if a new business comes into a shopping center that's already existing and that new business has a higher auto parking demand, that's when the Bike Ordinance would then apply to that business. If it was a retail business replacing another retail business, there is not an increase in the auto parking demand, therefore it will not kick in. If it does kick in, then the Director of Planning can exempt without having to go through a variation process the business if it's found that it's just not physically feasible to install the required bike racks on the site.

So, we think that's an important compromise from some of the other, you know, codes that were looked at. I know Skokie has a similar provision in theirs. Downtown businesses would be -- I'm sorry?

CHAIRMAN ENNES: Question on that. Is that ability to not require the bicycle parking to be put in place, is it just for that purpose, economic feasibility? Or is it going to also affect --

MR. ENRIGHT: Physical feasibility. Only physical, not economic.

CHAIRMAN ENNES: Can it also be tied to use? I mean if you have a medical site where it needs a wheelchair or something, just using that as an example.

MR. ENRIGHT: The exemption can only be tied to the physical inability to install that the way it's written.

In addition, downtown businesses would be exempt because the Village controls most of the public right of way, well, all public right of way, but the sidewalks. We do provide bike racks throughout the downtown. Sometimes these businesses move around, when we get requests from businesses to the Public Works Department to install that as necessary and feasible.

So, new development, however, in the downtown, new planned unit developments would require the bike racks. You know, we have a residential development proposed on the west end of downtown that they're going to be providing bike racks for instance. That's just something they came in with. It's an amenity that, you know, residential/rental tenants want to have in their building. So, it would apply in that case on any new centers around, shopping centers around town.

So, you know, one other thing that came up at Ordinance Review, the Ordinance Review Committee looked at this in May and did not recommend favorably on it. The minutes are attached. But one of the kind of key elements that came out and suggested by really all the Commissioners in there, you know, Commissioner Green and Commissioner Ennes and Commissioner Jensen, was the Village to try and take a more proactive approach towards the bike racks, where they're needed in town. Some areas were identified like the triangle area, commercial center, the downtown of course which we do already, and Lake Arlington.

So, Engineering and Planning and Legal and Public Works have all talked about this. Public Works is going to put forth a budget request for I believe \$10,000 for 2018 budget to buy a certain number of bike racks. Then we would go out in outreach to these, particularly the triangle area where we have the shopping centers, and then also Lake Arlington. We control that obviously for Park District.

But in reaching out to the businesses, particularly shopping center owners of the big shopping centers in the triangle area, to work with them on providing these bike racks, ideally it would be on a reimbursement basis. But if the Village buys in bulk, we could probably get a decent price better than just, you know, a shopping center going out and buying a few. The idea would be to approach the shopping centers and, whether this ordinance is approved or not by the Village Board, to still move forward with this and try and provide more racks that would be commensurate with what's suggested in the code amended. So, that's all subject to members of Village Board approving the line item for that. We do want to take that step and see if that could help facilitate because that will certainly a good comment to try and get this going as quick as possible.

Briget, I don't know if you wanted to add to that at all?

MS. SCHWAB: No. Just that we came up with a budget by going through, we already have done an audit of the bike racks that currently exist in town. We showed that at the last meeting. The Commission had gone through and looked at what bike racks are existing, how many parking spaces are already there, and how many are needed. So, we went through and came up with that number similar to what Jensen had suggested was kind of coming up with the bike parking plan, so we did do that logically, coming up with where they're needed, where we can put them. Also, we assessed the survey, where the survey requested. We highlighted the survey request and then the Commission also went through what they thought was the most logical locations that had bikes, where we witnessed a lot of bikes kind of laying at the side or parked somewhere where they shouldn't have been where there's no racks available. So, those will be also included.

The \$10,000 budget item though comes from specifically the survey request. If you add up all the locations, they're at \$20,000.

CHAIRMAN ENNES: If you actually what? I'm sorry, if you actually what?

MS. SCHWAB: If you add up all of the locations outside of the just the survey, you're at mark \$20,000.

MR. ENRIGHT: We do have a presentation prepared by the Bicycle & Pedestrian Advisory Commission.

MR. JUFFA: Thank you again. I want to quickly give a summary of the Bicycle Parking Ordinance without regurgitating too much of what Bill has already said. The Bicycle Parking Ordinance applies to new constructions or where a change in use would induce a change in the required motor vehicle parking. The requirements, if I'm using the same table that automotive parking requirements are used to define, typically same as with the motorist parking, the number of parking spaces is most commonly defined by square footage and number of employees. There is a number of maximum spaces, typically 24 for larger shopping centers. Downtown area is exempt as Bill was already mentioning, the lack of the need for variance approval if the physical space is lacking, and then it incorporates the design guidelines set forth by the APBP which is basically using U-shaped racks rather than the wave design or the decorative racks that we seldom see around town.

The rest of the presentation is basically in the form of a Q&A summarizing what has already been discussed in the various meetings that have preceded this meeting. Of course, the first question is do we need a Bike Parking Ordinance, and I want to remind everybody of how our transportation network is built where we have a public component that has the streets and roads of the Village, and we have a private component which is most of the bicycle parking. There are some public parking, but most of the parking is provided by private entities. So, in 2013, the Village adopted the Complete Streets Policy which talks about the first component, the public component. The Bicycle Parking Ordinance amends that and complements that by regulating that part of transportation network that is owned by private entities.

Is there a need for a Bicycle Parking Ordinance because there is a shortage of bike parking? Yes, there is a shortage of bike parking in the Village. The majority of our 40 shopping centers have a list of undiscovered Arlington that come, do not have bike parking. Our major school, St. Viater, does not have bike parking. Many places of employment that are easy to reach by bicycle, for example along Kennicott, University Drive, lack bike parking.

What does bike parking cost? A rack, a U-shaped rack with concrete assembly, pouring the concrete and the hardware, costs between \$550 and \$650. That accommodates two bicycles. Downtown area is exempt, Bill already mentioned that.

What is the utilization of bike parking? We don't have a whole lot of data, but we have about 100 observations that were made over the last three years and then a more concentrated effort over the last couple of months. We see that in about 50 percent of the observations, at least one bicycle uses the provided bicycle racks.

There was a question in one of the preceding meetings about liability aspects. This has been discussed with Village Staff and Legal. Our understanding is that the same liability framework applies no matter how a customer or employee accesses private property via by car, bicycle, or as a pedestrian.

Abandoned bicycles and the unsightly view that they sometimes provide were questioned. We are talking about bicycle parking on private property, so if there is something on private property that doesn't belong there and the owner is objecting to, it can be removed and the owner can set rules on how the bicycle parking on private property can be used.

Aesthetics was discussed. Again, we're discussing bike parking on private property, not the aesthetic challenges that we sometimes see on the public parking lots, i.e., the train station. A bike rack itself can look actually somewhere between unobtrusive or decorative. The main concerns are obviously abandoned bicycles, and I have addressed that in the previous question.

Is this an efficient way to create bicycle parking? Well, obviously has Briget and Bill have indicated, what the Bicycle Parking Ordinance is proposing is one way to promote bicycle parking. There are other tools such as the ones discussed, and over time all tools combined will build the sufficient bike parking that this Village needs.

How do I go back? Okay. I'm somehow out of sequence.

Another question was will the Bike Parking Ordinance need to overbuild in areas where there is new development? Generally, we consider all destinations in the Village bike destinations, and that's why overbuilding will not occur. We'll again regulate it to the same such that there is also a maximum.

Village Staff discretion, we've already discussed that several times.

How long will it take to build a bike parking infrastructure? That depends obviously on what other complementing measures there are. That obviously depends on where and how much development and redevelopment we have.

A question that was pretty intensively discussed in the ORC committee was isn't there an easier way to drive this issue, for example, by having the property owner grant easements to the Village for bike parking? We asked obviously subsequent to the meeting this to Village Staff. However, the answer that we received is that Village Staff believes that actually the concept of easements or the approach with an easement is a much more complex approach, both legally and administratively.

Is this creating unnecessary bureaucracy? We believe not. This uses the same approach that is used for motor vehicle parking. You determine what the usage of the development, what the use of the property is that is under development or under redevelopment or considered for that, and once you have determined that use, it is easy. It uses the same classifications and you can find out what the bicycle parking requirements are.

Also a question that had substantial discussion in the ORC committee, shouldn't bike parking be financed by the public? As I pointed out in the answer to the first question, the transportation network has a public and a private component. The motor vehicle parking is very typically located, co-located with the bike parking on the same property in very close proximity. We cannot see how one thing or one part of this parking, the motor vehicle parking, would have a different financing approach than the bicycle parking.

Will this impede new developments in the Village? We don't know. What we do know is that the Village Staff has in the past requested bike parking for new developments and that it has not experienced any pushback from developers. The Village Staff has also spoken with several municipalities that have a similar ordinance, and those villages and municipalities have not received pushback or a significant number of requests for ordinance variations.

Does this create overregulation in the Village? Shouldn't supply and demand determine the number of bike parking spaces in the Village? The Village has a declared goal to accommodate various modes of transportation. Again, we have approached this partially through public goods like the streets and roads in the Village, and we need to take into account those parts of the transportation network that is in private hands. What this Bike Parking Ordinance does is provide a tailored and focused approach to regulate this part of the transportation network.

How would installation of bike parking in shopping centers work? This is obviously part of the comprehensive development of a shopping center for several future tenants, so it's going to be part of a comprehensive approach at the beginning of the planning process.

Lastly, what does the bike plan that we just talked about say about bike parking? The bike plan explicitly encourages the Villages to adopt such a bike parking ordinance. That is the end of my presentation.

CHAIRMAN ENNES: Thank you. Can I have a motion to accept the Staff and the BPAC report into the record?

COMMISSIONER DAWSON: So moved.

COMMISSIONER WARSKOW: I make such a motion.

CHAIRMAN ENNES: Second?

COMMISSIONER DAWSON: Which one of us got the motion? I'll make the motion and Mary Jo can second. We said it at the same time. We're trying to clarify which one did the motion.

CHAIRMAN ENNES: That's fine. Let's start down at that end. Lynn, would you like to start with any questions you may have?

COMMISSIONER JENSEN: Sure. I do have some questions and then some comments. First of all, I want to say I'm really not at variance with most of the recommendations that you had made about needing a bike parking infrastructure. I think we do and I think that the entire infrastructure for bike paths and parking ought to be built out as rapidly as it can be. I have significant disagreements with how on a couple of issues.

One, should you rely on the vicissitudes of the petitioners who come before the Plan Commission to direct the development of the bike parking infrastructure? Or should we do it in a more thoughtful way which is planning done by the Village Staff? So, that's the first question. Do we let just whatever happens in the Plan Commission drive where we're going to put bike racks? I don't believe that every place in the Village ought to be considered a bicycle destination personally, but I think there are a lot of them, I think they could be put in place at key points, key strategic points eventually determined by the Village Staff.

The other point that we had disagreement on is how do we finance this? I cannot see, I'd love to know the rationale for financing this by shifting a Village burden, a Village cost which is to build a community-wide thing that is beneficial in terms of an alternative mode of transportation which should be a Village responsibility and should be paid for out of tax dollars. What is the rationale possibly for shifting it to the handful of people to bear all of the additional cost of adding to the infrastructure?

Those are the key points that we disagree on. I do have some comments but I'd like to start there and respond --

MR. SZABO: I can respond to that just by referring to what Juergen said in the presentation. Simply, it's that the ordinance that's presented this evening is proposing that, in the same way that the Village requires various business types to provide motor vehicle parking to accommodate the cars that may be stored at say a restaurant or someone's dining, or maybe for the staff who is working there, there would also be a need for those who bike to that restaurant, to have a secure place to leave their vehicle while they're at that establishment. Since that's something that the Village is already requiring for these private businesses in regard to motor vehicles, this ordinance proposes that the same framework be applied to bicycles.

COMMISSIONER JENSEN: Well, I don't completely agree with that because I think that the way the automobile parking works is that the Village maintains the basic infrastructure which is streets, on-street parking, and even built some structures which they charge a fee for if you park. So, the infrastructure itself is paid for by the Village as a public good. When somebody brings an activity before the Plan Commission where they're going to create additional traffic and additional parking needs for their business, we do have some standards that require them to add parking. But it's essentially their parking, it's not public parking.

MR. SZABO: Right.

COMMISSIONER JENSEN: They could basically say, you know, we don't want any other vehicles here other than those who are shopping in our stores, and in fact everybody should really park where the signs say that. What you're asking for is that the business owner be responsible for creating a public parking rack that anybody could use.

MR. SZABO: No, that's not what it's proposing. It's proposing that in the same way that patrons of a business are provided parking at a shopping mall for their car while they're shopping at that mall, they would also be required to provide bicycle parking for patrons of that mall. So, if someone were to store their bicycle at a shopping mall and not be shopping at that mall, then it would be up to the discretion of that property owner, the business owner, to remove the bicycle, you know, the equivalent of having it towed for unlawful or unpermitted use of that parking structure.

COMMISSIONER JENSEN: So, what you're calling for creates no public parking of the bicycles?

MR. SZABO: That's correct.

COMMISSIONER JENSEN: There's no public part of the infrastructure.

MR. SZABO: That's correct.

COMMISSIONER JENSEN: Then let me ask you about the existing parking. You've got about 2,500 parking in the developed part of Arlington Heights, and from an earlier presentation you indicated that there were about 2,500 additional ones that you thought you'd need over some period of time. You also indicated in this plan that you're going to have additional routes of one type or another, the bike routes and so forth.

Are you planning any parking in any of the, either the developed areas that don't have parking or along the new routes that you're going to be hoping that the Village will now in the ordinance build?

MR. SZABO: So, the reason this ordinance was proposed initially is because it directly ties the requirement for new bike parking with the growth of the Village. So, as a business moves into the Village, we get a new destination maybe on a bike route or off of a bike route. If this is a destination that is listed in the table that we've set forth in the proposed ordinance, then as that destination is built and opened, then there would also be parking for people who are visiting that business. So, rather than forecasting where we might see development, it would just be growing with the Village as it grows.

COMMISSIONER JENSEN: But as I read your ordinances, everything that is not a low density, meaning one-family or two-family structures, basically, the way the Commission is looking at it, becomes to a destination and has to put in a bike rack.

MR. SZABO: So, well, outside of the downtown --

COMMISSIONER JENSEN: You have 40 categories in which you want to add new ordinances, and it's everything with low density residential counting as I read it.

MR. SZABO: What's the question?

COMMISSIONER JENSEN: Well, my question is, first of all, is that correct? That you want everybody, you want to consider everything a destination and you want to --

MR. SZABO: Well, just the uses that are listed.

COMMISSIONER JENSEN: -- coming before the Plan Commission who is not building a one or two-family structure?

MR. SZABO: It's not every type of permitted use for the Village. It's just the uses that are listed in the motor vehicle parking requirement.

COMMISSIONER GREEN: Which is all of them.

COMMISSIONER JENSEN: Well, it's virtually everything.

MR. ENRIGHT: If I could comment on that?

COMMISSIONER JENSEN: Sure.

MR. ENRIGHT: It's not actually how it would be implemented. Auto parking applies to every use, so we do have a lot more line items in the permitted use table although recently that's been, you know, condensed. However, if the permitted use could be fitted in one of these categories, we don't have as many, these are more broad-based categories in the parking section, but in the permitted use table we do find every one of those permitted uses will fit into one of these categories. If not, there is a provision that says, you know, or more similar to --

COMMISSIONER JENSEN: So, it's essentially everything that goes into the residential dwellings is what will attract from the item. I think that is a very, you know, I think it's what people think about when they refer to regulatory overreach and an inappropriate regulatory burden placed on people. The Village wants to do something for the general benefit of the community, and you're going to take these people who have the misfortune of having to come before the Plan Commission and petition before it and you're going to say you're going to bear the cost, whether your business plan suggests a need for parking or not. We're basically going to require them.

Now, if their business plan required, it will have to do with either their employees or their customers, you know, they should want to and we should encourage them to not only put the rack in and pay for it. But now you don't have very good numbers as we do in automobiles to sort of project what kind of use you're going to get.

MR. SZABO: Right, and I think that as our roadways become more accommodating to cyclists, we'll see more cyclists. I think that we already do have a good number of cyclists on the street, it's just that there are inadequate resources to conduct counts on that type of roadway use.

I'd just differ with you on one point. You had said that anyone who had the misfortune of coming before the Plan Commission as a petitioner, I would say that people who want to open up a business in Arlington Heights are actually fortunate because I think that we can provide good patronage and --

COMMISSIONER JENSEN: What I mean is they are unfortunate in the sense that they have to pick up the total cost of the bike rack.

MR. SZABO: Well, but that was --

COMMISSIONER JENSEN: The number that you guys used in the Ordinance Review Committee is about \$625,000 over a ten-year period of time.

MR. SZABO: But it's small for --

COMMISSIONER JENSEN: Now, admittedly for individual businesses it's not huge.

MR. SZABO: Right.

COMMISSIONER JENSEN: You know, it's \$500-\$600 and so forth. But that is a lot of money to ask people who want to come into the community and change the use or to build any construction, to pick up the total cost for from what my point of view as we discussed in Ordinance Review Committee is essentially a public good. In fact, the best way I think I would illustrate this is if we took the position where the Village accepted the responsibility that it was a public good, that they had an obligation to handle in the development of the infrastructure for routes as well as parking, my question would be would they want to require themselves to pay for the biking rack at every one of the destinations that you laid out in the ordinances? And I doubt that, they would not want to be constrained to have to put a bicycle rack at Village expense in every place that you have, that would be affected by these ordinances.

So, my point, I won't go on any further, I just can't support this kind of extension of ordinances. I think the Village needs to take the responsibility for what it wanted to do. It wanted to create an alternate mode of transportation. It wanted to build the infrastructure which includes routes and parking. I think it ought to do that, I think it ought to be done at public expense. I don't think that cost should be shifted to somebody that would come before the Plan Commission.

But I do want to end this saying I am very much in favor of building out the entire infrastructure. I think the Village ought to do it and it ought to do it on a quicker time frame than what you would do if you waited for the Plan Commission and rely on the 50 or so or 20 or so projects that come before us that would qualify.

MR. SZABO: I just have three points in response to that. One is that, as Juergen said, with the Complete Streets Policy that the Village has adopted, the roadway network should accommodate both cars and cyclists, and we're proposing that that get extended to the end of the mode of travel. The second is that, yes, when you lump together all of the projected potential developments over the next 10 years, it's a large number. But the reason it is proposed in the fashion that it is, it's because it's incremental, and so you just get those \$400 to \$600 chunks. That's the maximum cost because typically petitioners won't need to pour concrete. They won't need as extensive of an installation. If the Village does buy the racks at cost, then rather than buying them individually, they get the hopefully reduced rate that, you know, buying in bulk affords. So, I think that was my three points.

COMMISSIONER JENSEN: I don't have anything further at this point.

CHAIRMAN ENNES: Mary Jo?

COMMISSIONER WARSKOW: Yes. I have a different perspective because I do bicycle and it has been a barrier for me. My son and I just went to the new Subway, relatively new Subway on Arlington Heights Road, that is trying to attract kids with a slushie machine and no bicycle parking.

MR. SZABO: Yes.

CHAIRMAN ENNES: It is a barrier. Every place is a destination. If it is a destination for a car, it is a destination for a bicycle. Why do we require all these accommodations for cars but we don't have any accommodations for bicycles?

I disagree, I think the Village places burdens on new petitioners coming before us with the trees that they have to plant, islands in parking places, bushes they have to put up. Why do we have to stop at bicycle racks? Why?

I think it is important. I would use it. I think it is a barrier to people, and I fully support this ordinance.

MR. SZABO: Thank you.

CHAIRMAN ENNES: Joe?

COMMISSIONER LORENZINI: Question. So, how is this going to be phased in? Everybody is going to have to build right now? Or what's --

MR. SZABO: No. No, it wouldn't apply to existing businesses. In the development of the budget request that Public Works is going to propose for the coming year, we've put together a list of high priority locations that we would maybe recommend to the businesses that they consider putting in bike parking. But it would only be for new businesses as they come into the Village.

COMMISSIONER LORENZINI: They consider or they have to?

MR. SZABO: The ordinance would require it as adopted, yes.

COMMISSIONER LORENZINI: Right.

MR. SZABO: But not, it would just be for new businesses that they'd be required to.

COMMISSIONER LORENZINI: Right. So, I kind of agree with most of my, with both of my esteemed colleagues. In other words, it's kind of the old saying, you build them they will come, you know. Maybe people would bike more if there were racks, and the Village should be encouraging the use of bikes. But again on the private side, you know, businesses shouldn't be told how to run their business, I agree with that, too. So, what I would recommend is, you know, because if somebody opens up a hospital supply store for wheelchairs, nobody is going to be biking there most likely.

MR. SZABO: I would disagree with that. Employees bike to work all the time.

COMMISSIONER LORENZINI: Okay, but, so what I would recommend is would it be possible to do like a 50-50 split where the owner, where the business who is requesting, they know their business, they know their customers, they know if they need bike racks or not, so they should share in some of the cost but then the Village should be encouraging the use of bikes, too. So, why not do something like a 50-50 split?

MR. SZABO: I can understand where you're coming from, but I think more so we know the Village of Arlington Heights and we know the sort of general layout of the Village, the plans for the Village to grow in the future and how accessible it is, how easily people can reach various regions of the community on foot or on bike. So, not all new businesses will be aware of that as well as we are, and that's why I think we have certain aesthetic requirements that people might not be aware of. I think that avoiding, to take Mary Jo's example of the Subway, avoiding the some might call it unsightly vision of a big pile of bikes in the parkway, or even worse in front of the door where they typically are piled up, if people see an open parking spot, they typically go toward that. By putting a place for these bikes to be stored, we can make it look, make the Village look better and encourage people to bicycle and encourage people to put their bikes where they're safe and out of the way.

COMMISSIONER LORENZINI: That's all I have for right now.

CHAIRMAN ENNES: Thanks, Joe. Bruce?

COMMISSIONER GREEN: Just to spring off of Joe's comment, I think that if a business decides they need a bike rack to make their business, they're going to add it. I've always felt that it's going to be driven by whatever the need is, whether it's for more money or more business, whatever it's going to be. To get enough kids to go to the Subway, whatever it's going to take, I think that the owner of the business will make the investment to make his business grow if that's what he thinks he needs.

I don't, I agree with Lynn Jensen totally. I think it's a well thought out argument. Going back years to the first time you guys came before us, I had the same feeling then, it should be a public good and it should be paid for with public dollars, and it should be controlled as you say for aesthetics by the Village. If the Village thinks it looks good and the Village is in control and they're doing it, they're going to control it and it's a natural because it's Village ownership for a public good, for a public act.

So, I don't think that, also if I can make this statement, and I'm not trying to be mean or anything here, but I really think that part of the error is the thought is if you put

a bike rack there people are going to flock there, because you think everybody wants to ride a bike.

MR. SZABO: I don't know that I think that.

COMMISSIONER GREEN: I think that, like you say, if you build it they will come by bike; I don't necessarily agree with that. I think the number of bikers we have is small compared to the number of cars we have here.

MR. SZABO: That's true.

COMMISSIONER GREEN: I'm not saying it's a good thing or a bad thing, but the Village is laid out and it's seven miles from the north to the south. So, I personally do not want to ride a bike seven miles to get to a meeting that I might have on the south end of town when I live on the north end.

MR. SZABO: Sure. Some people don't have a choice. You know, kids don't have driver's licenses.

COMMISSIONER GREEN: I understand that. But there are public streets and that's why I think that an infrastructure controlled and paid for with tax dollars on public lands is a good thing. So, that's where I come from on this.

CHAIRMAN ENNES: Sue?

COMMISSIONER DAWSON: Are you shocked that I personally agree with Commissioner Warskow on this one? I absolutely agree that it is a petitioner's responsibility. I see no difference between this and parking improvements whatsoever.

I sit here for, how many years have I been on this Commission, eight or nine years on this Commission, and I have heard all the Commissioners up here insist that petitioners impose things on their business that they don't want to put in. I hear you have to put in a fence, you have to move this garbage can, you have to put in this parking space. You have to put in this and this and this and this and this. The petitioners say we're not going to use it. We don't need it. It's unnecessary for my business. All the time, almost every meeting that comes up to some degree.

Why are we so upset about a bike rack? I don't get it. It's no different than any other item that we impose on these petitioners. It's not an excessive cost. We're talking about \$500 here. It's not an overreaching burden.

I run a business. People tell me what I have to do all the time. I have restrictions on what I can and can't do in my own business. I don't run around crying because someone imposed a restriction on how I can put in, you know, I can't take recycling, I can't collect recycling, okay, it sucks, I don't have recycling pick up.

This is a business. They need bike racks. We need bike racks. And I am very disappointed that the Commissioners up here would assume the privilege with which they live that allows them to travel by car is enjoyed by every member of this community. It is almost borderline discriminatory to me which is what has me so upset, because we have numerous members of this community who can't drive, who can't always afford gas, who might have one car and someone else needs to get somewhere in an emergency situation.

So, because you sit up here and your family has five cars in the driveway, don't presume that every person who lives in the Village of Arlington Heights who pays taxes and is a contributor to this community can also drive everywhere. Right now, they have nowhere to park their bikes. They can't enjoy the same places that you can because they can't get there by car.

So, I don't see why this is such a big deal to put in some bike racks. It's very upsetting to me to hear this viewpoint up here that people can't think outside of their own homes, their own, you know, two-car, four-bedroom, nice existence, to see that there's other walks of life in this town.

COMMISSIONER JENSEN: Sue, you didn't hear anybody say we didn't want bike racks.

COMMISSIONER DAWSON: No, but you're saying that we should pick and choose where they go based on what we believe is where these people are going to need to bring their bikes to. We don't know where that is. We don't know what that is. We don't live, we don't walk in their shoes, we don't make these decisions. We need more bike racks.

I do agree, Lynn, with you on one point which is I don't know that we need a bike rack at every corner. I do think that there needs to be some oversight by Staff if we feel that an area is oversaturated for whatever reason in bike racks. There needs to be some allowance by the Village to feel, just like we do with parking, there's times when a new use would have an increase in parking. Oh, we need 15 more spaces, except we do a parking study and you find we really don't need 15 more spaces.

The Staff is well positioned to look at that situation and advise to the Commission we already have spaces for six bikes. We've done a bike study, only two of them are used. There is no additional bike racks needed, we recommended that that requirement be waived. I think that would be a much more appropriate way to reduce an over-implementation of bike racks, to have a waiver policy or some sort of bike rack study along with the traffic use study, rather than simply saying we're not going to impose this burden whatsoever.

So, I completely support the ordinance. I think we need this ordinance. We have to move forward on this issue. I hope more of my fellow Commissioners support it.

CHAIRMAN ENNES: Thank you. I have a comment to that. I don't recall any of the Commissioners say we don't need bike racks. I think that was a disagreement on how we pay for it. But I strongly agree with the whole plan which I think all the Commissioners do, the whole bike plan. I think we do have a disagreement about how the new racks should get paid for. But I would at this point ask if there any comments from the audience. Please give your name and spell it.

QUESTIONS FROM AUDIENCE

MR. MEDSKER: I'm Allen Medsker, I'm a member of the Bike & Ped Commission and a very interested bike commuter that lives in Arlington Heights. I guess what the point I would want to make is we really just want bicyclists to be given the same things that we give to people that use other modes of transportation. So, you know, if you have an organization that comes in and wants to build something out and we tell them you need this amount of car parking, the ordinance is exactly the same thing just for bikes, except that it's an infinitesimal amount of money compared to what they might spend on a parking lot where they have to stripe it and plow it and do everything else.

So, I mean if you don't want to treat bikes the same way, then I guess that's an opinion that you can have. But I think that as a Village government and as a Village community, I think we do want to support cycling and people that do something besides ride in a

motorized vehicle to allow them to get around safely, to be allowed to safely lock their bike up in a lot of cases. You can see a lot of bikes that are, you know, locked on to trees or some other inanimate object. Nobody likes to see that. While a lot of that is downtown, it's other places, too.

You know, we're not, the imposition is tiny, it really is. There's not much that we're "imposing" on a business owner to do this. As has been pointed out, we have not really had pushback at all on either of the other communities that we've talked to that have implemented these types of ordinances. So, I would really encourage you to accept the proposed ordinance as it is and let's move forward.

CHAIRMAN ENNES: Any other public comment? Okay. Any other deliberation from the Commissioners?

COMMISSIONER LORENZINI: So, what other villages have done this? And is it exactly the same?

MS. SCHWAB: They're all, there are variation differences, but we used the most, what closely followed what recommendations we're making. But all of them are pretty close to the recommendations that we have. Schaumburg, Elmhurst, Naperville is another one. Champaign, but I probably would go for other ones. There was a lot of other ones. I had at the previous meeting a list of who I called and who the contacts were, but those are the ones off the top of my head.

COMMISSIONER LORENZINI: Thank you.

COMMISSIONER GREEN: I have a question just before we get into anything. Is there any, Bill, maybe you can answer this. Is there any reason the Village does not want to accept this as a public good for all public to use? Or get involved with this?

MR. ENRIGHT: Well, this is a public good but I mean, you know, Commissioner Jensen talks about the streets which the Village, the Government provides, Village, County, State, as the main component of the infrastructure for automobiles, primarily for automobiles. But also hopefully for bicycles, and that's what the bike plan hopefully gets us towards, to improve that system for bicyclists to share, but also have, you know, additional routes off the street. But when you get to the destination, it's not the government's responsibility to provide the private parking for the private land users.

Downtown is an unusual, it's a different animal. It's not a good comparison for the community as a whole. There are positive reasons why we provide parking downtown, but we also provide the bike racks downtown, at least most of them. So, downtown is a little bit different than the rest of the community.

So, I think it's the government's certain responsibility to enhance the ability for multi-modal transit. It is a stated goal of our elected officials. They have adopted the Complete Streets program. They have stated, the elected officials, that they want us to encourage multi-modal transit. Since we don't have a lot of bus routes, we only have Metra, we don't have other alternate modes, it really comes down to either ride sharing or bicycling, in addition to all those.

So, no, I don't believe that the administration's level, Jim Massarelli is the Director of Engineering, I don't believe it's our responsibility to provide these private racks on private property. But I do believe it's our responsibility to provide the public the means to get from these points via the public right of way.

COMMISSIONER GREEN: Well, if you have public streets with public parking, you're maintaining parking spaces for cars, and the Village owns right of ways up to

sidewalks. So, if you put a bike rack next to the parking lane where we provide for the cars, what would the difference be?

MR. ENRIGHT: Well, it's a lot different in the triangle area for instance. There is no on-street parking on those major roads. They're also IDOT's jurisdiction so we don't have the authority to do that without their permission. Is there enough right of way on the edges of the right of way?

COMMISSIONER GREEN: We have sidewalks, so I assume that there would be a spot.

MR. ENRIGHT: We could explore that certainly. But again, you know, these are largely, I mean a lot of these streets are out of our jurisdiction anyway, but we can secure approvals to do that. I mean I don't think IDOT will object. Jim, I don't know if you want to add to that.

MR. MASSARELLI: Actually I'd like to take a step back and just go over the basic logic that we use, that I believe Bike Commission used to come up with the basic concept of what we're talking about. When you look at public infrastructure, roads, sidewalks, bike paths, getting from point A to point B, the government, the public funding gets that completed. That's what we do. But once you get to a business, a private entity, as part of the requirements whenever a new business comes in, we have many requirements for parking lot improvements, sidewalk improvements including ADA. The next step that we have been neglecting is for that next step of transportation, it's for bicycles. What happens, why is a bicycle not given the same private requirements as a pedestrian or a vehicle?

I guess that's where we put our basic concepts together to come up with this, to wrap ourselves around, so we can understand and present to you how we came up with this, not that we're just trying to put an ordinance together to make somebody feel good about something. But there is a purpose to the ordinance and to take it to the next step that we've been made aware of, just like we were made aware of 15 years ago, hey, you know, your ADA ramps need to get improved, and they're not at the level they need to be. We took that and we spent a lot of money to improve it, and we have a community right now that turns accessibility for sidewalks and pedestrians that there are very few areas that people can't get to. We're still working on them, we're not perfect.

But now the next step is to do that with bicycles. The logical process is to follow what we've done before with vehicles, with pedestrians, now bikes. So, once you get to a private business, the parking of that, you have a parking lot, you have bike racks, and then you have ADA accessibility for pedestrians who need that. So, I think that's where our logic comes through in terms of putting this all together to try to focus on complete streets and to get everybody who's trying to get some place the opportunity to get there and to be safe in where they park with their bicycles or cars or how they get there if they're walking or if they need assistance, if they're in wheelchair or a walker.

So, that's, I just want to give you guys our logic that we just didn't come up with this and say, well, Skokie is doing it, Addison is doing it, or Elmhurst is doing it, so we should do it. There's a lot of background, a lot of thought that goes into it. So, I just wanted to present that so you guys understand where we're coming from so maybe you can get a better understanding of our logic to this point.

COMMISSIONER JENSEN: Yes, I really appreciate the explanation, I think it's a good one. I can support many of the elements in that. My concern is the way these

ordinances are written, they're so definitive. So, for example, we spend a lot of time talking about parking requirements here. It's deliberated back and forth, it can go all the way up to the Board on parking. I don't see that in these ordinances.

So, what I see is you have one intersection actually pointed out in the report that is the most crash problem in the Village, it's Algonquin and Arlington Heights Road. There were like four, in a short period of time, there have been four bicycle accidents and I forget the number of car accidents, but it was huge. We didn't have ordinances to require it, but we did a lot of -- things to get the BP there which is a carwash convenience store and a gas station to put in a bike rack which nobody uses. I know they don't because I've stopped there a few times and I said have you ever seen anybody park a bike here? They said of course not, it's a dangerous intersection.

These ordinances are written in such a definitive way that there is no, they don't even give the owners the kind of due process we give to people on the parking spaces.

So, I think I would support these if they were written a little less definitive in that sense. I still think much of it should be paid for out of public coffers rather than forcing that, that's just a philosophical thing. I did think everyone should not be forcing people to spend money. It's much easier to spend other people's money.

I do feel that if it were required that the Village were to pick up the cost of these, I think that Staff would be very circumspect on where they want to have these placed. I don't think it would be every place as a destination. But that's just a philosophical issue.

I think that these ordinances would be better if they didn't require more BPs to have it around the Village. So, that's a major sticking point for me.

MR. MASSARELLI: Actually to add to what you're saying, honestly we deal with a lot of those parking studies that you talked about, but on the other side of that, when we went through 15 years ago, when we had a big portion in terms of getting ADA accessibility, I probably dealt with, I want to say close to 100 residents who would say why are you wasting money putting a ramp in there? I've lived here 50 years and I've never seen a person in a wheelchair. Why are you doing this?

So, I guess it's in the same frame of mind in terms of you don't know when that person is going to need this accessibility in terms of a wheelchair. Obviously that's a lot different than a bike parking, but it's in kind of the same thought process that goes through it. So, I guess when there is somebody who is riding a bike and goes to BP and finds a bike rack, and maybe it happens once every three years, I don't know, but it's there so they can use it. I guess it's that same philosophy that we've used for other things. So, just again another frame of mind, another thought process to kind of think about in terms of what we do on our side in terms of improvements.

CHAIRMAN ENNES: Anything else?

COMMISSIONER WARSKOW: I just want to say I appreciate you bringing it down a level of thought. I'm very passionate about this. I do think it's just an inequality. I think that it should be equal access. Some people spend a lot of money on their bicycles, and if they want to get someplace and there is no place good for them to lock up something that may have costed them more than the bike rack, then you know, they're taking a risk. I think we require parking at businesses for vehicles, I just don't see why we can't treat bicycles the same.

CHAIRMAN ENNES: Anything else? Can we have a motion?

COMMISSIONER WARSKOW: I can certainly make a motion, I just don't

know if it's going to get voted in the right way.

COMMISSIONER GREEN: You mean your way, your way. I got it.

COMMISSIONER WARSKOW: I mean where the majority is going to go.

COMMISSIONER GREEN: I see.

COMMISSIONER WARSKOW: Motion to recommend.

A motion to recommend to the Village Board of Trustees approval of PC #13-011, Code Amendments to Chapter 28, Section 11, Bike Parking Ordinance.

CHAIRMAN ENNES: And a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: Roll call.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: No.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: No.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes, with comment.

MR. ENRIGHT: And Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. ENRIGHT: The motion passes.

COMMISSIONER LORENZINI: My comment is, again I think the idea of a 50-50 split is a good one because on the Village's side, we should encourage bike travel and maybe share the cost. On the owner's side, I think the owner knows the best his customers, if they use bike racks. If he does, he should pay for some of it, too, because I just don't think that just the attitude of the Village knowing everything that every place needs a bike rack. I'd rather leave it up to the owner to request it and the Village to approve it because the Village would have to see if it's reasonable, too, if it's going to be put somewhere. I definitely encourage, I would like the Village to encourage bike travel.

MR. ENRIGHT: We have one other item. We skipped over the minutes approval. If we could have a motion and a voice vote to approve the minutes?

CHAIRMAN ENNES: What meeting was that? I don't have that.

MR. ENRIGHT: It's on your agenda, 2214 East Palatine Road Subdivision, the two-lot subdivision. I just need a motion to approve.

COMMISSIONER LORENZINI: I'll make a motion to approve it.

COMMISSIONER GREEN: I'll second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Is there anything else?

MR. ENRIGHT: That concludes this evening's meeting.

CHAIRMAN ENNES: Is there a motion to adjourn?

COMMISSIONER DAWSON: So moved.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER LORENZINI: Second.

CHAIRMAN ENNES: All those in favor?

(Chorus of ayes.)

(Whereupon, the meeting was adjourned
at 8:50 p.m.)



Item: Greenbrier School Addition - 2330 N. Verde Dr. - PC#17-007

Department: Planning & Community Development

Requested Action

1. Special Use Permit to allow an existing Elementary School within the R-3 District.

Variations Required

1. Section 5.1-3.6, to allow an exterior side yard setback of 13.2' for the existing building where code requires a 40' exterior side yard setback.
2. Section 11.4-4, to allow 75 parking spaces where code requires 195 parking spaces.
3. Section 6.5-2, to allow an accessory structure (shed) in the side yard where code requires all accessory structures to be located in a rear yard.
4. Section 6.13-3(a), to allow a 6' tall open fence in the side yard where code restricts fence heights to a maximum of 5' in the side yard.
5. Section 11.2-8, to allow the existing 18' deep 60° degree angled parking rows where code requires a minimum depth of 20' for 60° degree angled parking rows.

Recommendation

The Staff Development Committee has reviewed the proposed Special Use Permit and Variations and recommends approval of the project, subject to the following conditions:

1. The School District shall restrict left turn egress movements from the west parking lot during arrival and dismissal. Any changes to this policy will require Village review and approval.
2. The School District shall limit parking within the newly proposed nine parking spaces to teachers only.
3. Compliance with all Design Commission requirements as identified during the

August 8, 2017, Design Commission meeting.

4. The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Development Committee Report	Report
Public Notice	Exhibits
Conceptual Plan Review Committee Minutes	Minutes
Aerial	Exhibits
Justification for SUP and Variations	Correspondence
Project Narrative	Correspondence
Plat of Survey	Exhibits
Site Plan	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape & Tree Preservation Plans	Exhibits
Photometric Plan	Exhibits
Traffic & Parking Study	Exhibits
Lighting Cut Sheets	Exhibits
Department Review Comments - Round 1	Exhibits
Petitioner Response to Department Review Comments - Round 1	Exhibits
Department Review Comments - Round 2	Exhibits
Petitioner Response to Department Review Comments - Round 2	Exhibits



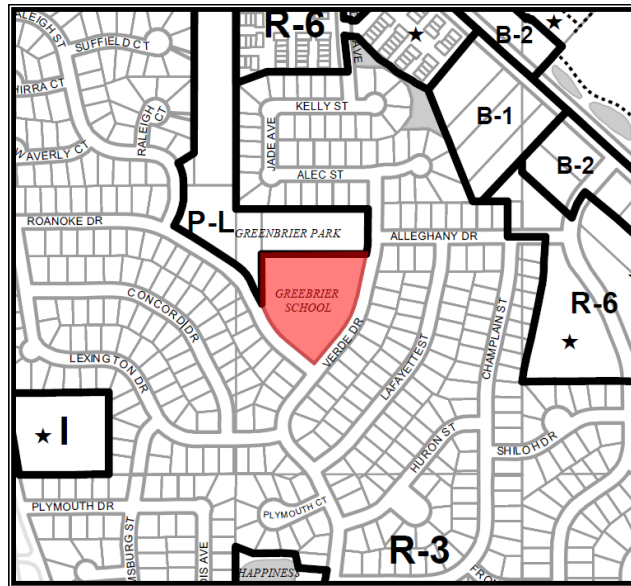
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

PC Project Number: PC 17-007
Project Title: Greenbrier School Addition
Address: 2330 N. Verde Dr.
PIN: 03-18-112-003

To: Plan Commission
Prepared By: Sam Hubbard,
 Development Planner
Meeting Date: August 23, 2017
Date prepared: August 18, 2017

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

Existing Zoning: R-3, One-Family Dwelling
 District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	P-L, Public Land District	Greenbrier Park	Parks
South	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
East	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
West	P-L, Public Land District, R-3 One-Family Dwelling District	Greenbrier Park and Single-Family Homes	Parks and Single-Family Detached

Requested Action:

1. Special Use Permit to allow an existing Elementary School within the R-3 District.

Variations Required:

1. Section 5.1-3.6, to allow an exterior side yard setback of 13.2' for the existing building where code requires a 40' exterior side yard setback.
2. Section 11.4-4, to allow 75 parking spaces where code requires 195 parking spaces.
3. Section 6.5-2, to allow an accessory structure (shed) in the side yard where code requires all accessory structures to be located in a rear yard.
4. Section 6.13-3(a), to allow a 6' tall open fence in the side yard where code restricts fence heights to a maximum of 5' in the side yard.
5. Section 11.2-8, to allow the existing 18' deep 60° degree angled parking rows where code requires a minimum depth of 20' for 60° degree angled parking rows.

Project Background:

The subject property is approximately 173,000 square feet (3.97 acres) and is bounded by Verde Drive to the east, Roanoke Drive to the west, and Greenbrier Park to the North. The Greenbrier Elementary School occupies the site, which has a current enrollment of 276 students in grades K through 5th. The building is also home to the district-wide Early Childhood program that provides special education and pre-school education for children between the ages of 3 and 5 years old. This program adds an additional 180 children to the school population, for a total enrollment of 456 children within the school. There are currently 82 staff members, 66 parking spaces, and 21 classrooms (including a temporary mobile classroom unit located along Roanoke Drive).

Enrollment at Greenbrier Elementary is projected to increase over the next four years to 320 students in grades K through 5th (16% increase of 44 students) and to 200 children in the Early Childhood program (11% increase of 20 children). In order to provide space for this increase, District 25 has proposed an addition to the southwest side of the school building. The proposed addition will be two floors and each floor will have two classrooms and two offices. The proposed addition will negate the need for the temporary mobile classroom unit and it was subsequently removed at the end of the 2017 school year. The projected increase in enrollment will be accompanied by an increase of four additional staff members, for a total of 86 employees at the school. Finally, ten new parking spaces will be added as part of this project, which will increase the overall parking capacity to 75 cars.

The subject property includes two parking and drop off areas, the primary one being located off of Roanoke Drive and the secondary entrance and auxiliary parking area being located along Verde Drive. Primary drop off occurs in the western parking lot, which is the largest of the two parking lots. Due to the smaller size, the eastern parking lot is restricted to the drop-offs and pick-ups of a limited number of students. It should be noted that the Early Childhood program is a half-day program with two sessions per day (morning and afternoon). Drop-off for the morning session occurs 15 minutes after drop-off for K through 5th grade students, and pick-up for the afternoon session occurs 15 minutes before pick-up for K through 5th grade students. This staggered approach to arrival and dismissal helps to alleviate traffic congestion during these peak times. Additionally, the Early Childhood program is not in session on Fridays.

Zoning and Comprehensive Plan

The subject property is located within the R-3 One-Family Dwelling residential zoning district, which allows schools via the Special Use Permit approval process. Since Greenbrier School was never formally granted a Special Use Permit, it is required to obtain one as part of the proposed building addition. The petitioner has provided written responses justifying compliance with the Special Use Permit approval criteria, as summarized below:

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

Staff concurs that the necessary criteria for Special Use Permit approval have been met for the following reasons, 1) The need for the school at this location is illustrated by the current growth in enrollment, 2) Staff is not aware of any significant detriments to health or safety that have been created by the existing school in

this location, and 3) The school is regularly inspected by the Illinois State Board of Education (ISBE) for compliance with ISBE health and safety regulations.

As identified above, five Variations have been requested to accommodate the proposed building addition. Variations to the parking row and parking space width, shed, and building setback along Verde Drive are existing conditions of the site. Staff is supportive of these Variations. For each Variation, the petitioner has provided written justification to the Variation approval criteria as listed below, which written justification has been included in the Plan Commission packet.

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

Conceptual Plan Review Committee

On June 28, 2017, the applicant appeared before the Conceptual Plan Review Committee (CPRC). The CPRC inquired about the projected population increase, traffic congestion during drop-off and pick-up times, and possible solutions that could be proposed within the Traffic and Parking Study. The minutes from this meeting have been attached.

Neighborhood Meeting

On August 14, 2017, the School District hosted a neighborhood meeting for nearby residents to inform them of the proposed development and to obtain their preliminary feedback. No one from the public attended the meeting.

Design Commission

The Design Commission met on August 8, 2017, to discuss the proposed school addition. The Design Commission voted to approve the project, subject to two requirements, 1) In conjunction with the project, rooftop screening of the existing RTU's and proposed Chiller unit would be required, and 2) Foundation landscape plantings be added on the south end of the building. The minutes from this meeting have been attached.

Site Design and Landscaping

The proposed addition complies with all height, bulk, and setback restrictions. A summary of the requested Variations relative to the site has been included below.

Building Setback Variation

The existing school building is setback only 13.2' from the property line along Verde Drive. The Verde Drive frontage is considered an "exterior side yard", which setback is calculated at 10% of the lot width with a maximum required setback to be no greater than 40'. As the lot width is approximately 410', the 40' maximum exterior side yard is required. The existing building is non-compliant at only 13.2' setback, and the petitioner has requested a Variation to formally allow this existing non-conformity. Staff is supportive of this Variation as it relates to the existing building and to require compliance would not be practical or financially feasible.

Shed Variation

Shed's are defined as accessory structures by the Zoning Code, and as such, are only allowed in the rear yard. The existing shed located just south of the building and adjacent to the auxiliary outdoor play area is not within the rear yard and therefore a Variation is required. Staff supports the proposed Variation as there is no appropriate location in the rear of the building to place this shed (the rear yard is entirely occupied by the primary outdoor play areas).

Fence Variation

The petitioner has proposed a 6' tall fence to enclose the courtyard area that will be created by the building addition. The Zoning Code limits fence heights to 5' in height unless adjacent to a major or secondary arterial road, or if required for landscape buffer purposes. Therefore, a Variation is required to allow the proposed 6' tall fence. Staff supports this Variation as the fence is necessary for security to prevent access to the courtyard area. The Police Department has evaluated the fence and determined this it is necessary to restrict afterhours access to the courtyard area.

Parking Space Size Variation

The requested Variation relates to the existing parking stalls located within the western parking lot. Several of the parking spaces in this lot are just short of the required depth (approx. 1' -2' short). Staff is not aware of any problems that have been caused by the non-conforming depth of these parking stalls, and due to the landlocked and size constraints of the Greenbrier School site, staff is supportive of a Variation to allow these parking stalls to remain at their substandard size.

With regards to landscaping, the petitioner has submitted a revised landscape plan that incorporates the foundation plantings as required by the Design Commission. In addition, as requested by staff, the petitioner has added shade tree's to the parking lot islands where they were missing, and has added additional parking lot landscaping where the parking lot abuts Roanoke Drive. The landscape plan is compliant with all code requirements.

Traffic and Parking

The petitioner has provided a traffic and parking study from a certified traffic engineer, which assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, pick-up and drop-off operations, and impacts to public streets. Staff notes that, with exception to only four students, bussing is not provided for children at Greenbrier Elementary School. Consequently, most children either walk or are dropped off by parents. Primary drop-offs and pick-ups occur in the western parking lot and stacking of vehicles awaiting entrance into the parking lot leaches out onto Roanoke Drive and occasionally backs up to the intersection of Roanoke and Verde.

With regards to traffic, the study has found that all intersections studied operate at a Level of Service of "A" or "B", which indicates very minimal delays. However, as noted above, during pick-up times cars begin to back-up along westbound Roanoke while waiting to enter into the west parking lot for pick-up. These cars were observed to double stack and block the eastbound lane of Roanoke Drive, resulting in unsafe travel through this area. As a result, the traffic study has recommended that eastbound left turns out of the school parking lot be prohibited during arrival and dismissal, which will help to alleviate vehicular conflicts at the intersection of Roanoke Drive and Verde Drive. In addition, the Village's traffic division has recommended that the school advise staff and teachers that park on the street to park on the north side of Roanoke Drive west of the school and adjacent to the park. A condition of approval requiring these changes has been added.

Relative to parking, Elementary Schools are required to provide two parking spaces per employee plus one parking space per classroom. According to the data provided by the petitioner, the proposed building addition will result in a total of 86 staff members within the school and 23 total classrooms, which translates to a parking requirement of 195 cars. As the site currently provides only 66 parking spaces (with nine additional spaces proposed), a 120-space deficit exists and therefore a Variation is required (see Table I below).

Table I – Parking Calculations

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Existing Greenbrier Elementary School	Elementary School	82	19	1 space per classroom plus 2 spaces per employee	183
Total Parking Required					183
Total Parking Provided					66
Parking Surplus/(Deficit)					117 (64% reduction in required parking)
Proposed Greenbrier Elementary School	Elementary School	86	23	1 space per classroom plus 2 spaces per employee	195
Total Parking Required					195
Total Parking Provided					75
Parking Surplus/(Deficit)					120 (62% reduction in required parking)

Staff has reviewed the parking data provided and notes that the parking lot is currently at capacity. The teacher/visitor parking frequently overflowing onto the surrounding residential street network, parking restrictions are in place to limit this parking to certain areas. During a survey of the parking lot, 19 cars were observed parking on the street due to capacity constraints within the parking lot. The addition of nine new parking spaces within the parking lot will help to bring some of the off-site parking back into the Greenbrier School property, and overflow is estimated to decrease from 19 cars to 12 cars.

Staff notes that several of the new parking stalls are located in close proximity to the driveway entrance, and cars leaving these stalls have the potential for conflict with inbound cars into the site. However, the school is aware of this potential conflict and will limit parking in these new stalls to teachers only. Therefore, the teachers who park here will arrive before the morning drop-offs and will depart after the afternoon pick-ups, meaning that these cars would not be entering or exiting the site during peak congestion periods.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Special Use Permit and Variations and recommends approval of the project, subject to the following conditions:

1. The School District shall restrict left turn egress movements from the west parking lot during arrival and dismissal. Any changes to this policy will require Village review and approval.
2. The School District shall limit parking within the newly proposed nine parking spaces to teachers only.
3. Compliance with all Design Commission requirements as identified during the August 8, 2017, Design Commission meeting.
4. The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

_____, August 18, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON AUGUST 23, 2017, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 17-007, a Special Use Permit to allow an Elementary School, said property located at 2330 North Verde Drive in Arlington Heights, IL, and legally described as follows:

THAT PART OF LOT 200 IN GREENBRIER IN THE VILLAGE GREEN, UNIT NO. 5, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF PART OF LOT 11 IN GEORGE KIRCHHOFF ESTATE SUBDIVISION OF PART OF SECTIONS 12 AND 13, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTIONS 7 AND 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF ARLINGTON HEIGHTS, WHEELING TOWNSHIP, COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 200; THENCE EASTWARD ALONG THE NORTH LINE OF SAID LOT 200, N 89°51'15" E, A DISTANCE OF 49.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 200; THENCE SOUTHWARD ALONG THE EAST LINE OF SAID LOT 200, BEING THE WEST LINE OF VERDE DRIVE, S 00°08'45" E, A DISTANCE OF 163.00 FEET TO A POINT OF CURVATURE; THENCE CONTINUING SOUTHWARD ALONG THE WEST LINE OF VERDE DRIVE, BEING A CURVED LINE CONVEYED TO THE EAST, OF 334.77 FEET IN RADIUS, FOR AN ARC LENGTH OF 75.16 FEET, THENCE N 89°37'35" W, A DISTANCE OF 491.67 FEET TO A POINT ON THE WEST LINE LOT 200 AFORESAID; THENCE NORTHWARD ALONG THE SAID WEST LINE OF LOT 200, N 00°04'50" E, A DISTANCE OF 233.16 FEET TO THE POINT OF BEGINNING.

As part of said request the petitioner is requesting the following variations from Chapter 28 of the Municipal Code:

- * Section 5.1-3.6, to allow an exterior side yard setback of approx. 13.2' for the existing building where code requires a 40' exterior side yard setback.

- * Section 11.4-4, to allow 75 parking spaces where code requires 193 parking spaces.

- * Section 6.5-2, to allow an accessory structure (shed) in the side yard where code requires all accessory structures to be located in a rear yard.

- * Section 6.13-3(a), to allow a 6' tall open fence in the side yard where code restricts fence heights to a maximum of 5' in the side yard.

- * Section 11.2-8, to allow the existing 18' deep 60° degree angled parking rows where code requires a minimum depth of 20' for 60° degree angled parking rows.

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.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published In Daily Herald
Aug. 8, 2017 (4479279)

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 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published August 8, 2017 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 Baetz
Authorized Agent

Control # 4479279

RECEIVED

AUG 11 2017

HEALTH DEPARTMENT

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

June 28, 2017

Project Title: Greenbrier School Addition
Address: 2330 N. Verde Dr.
Petitioner: Don Hanson
STR Partners
350 W. Ontario St. – Suite 200
Chicago, IL 60654

Requested Action:

- Special Use Permit to allow an existing Elementary School within the R-3 District

Variations Required:

- Variation from Section 11.4-4 to reduce the required on-site parking spaces from 195 spaces to 75 spaces.
- Variation from Section 5.1-3.6 to allow a front yard setback of approximately 13' along Verde Drive where code requires a 40' setback (this setback applies to the existing building).
- Additional Variations may be identified once formal plans have been submitted.

Attendees: Ryan Schulz – District 25
Mike Henderson, STR Partners
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 173,000 square feet (3.97 acres) and is bounded by Verde Drive on the east, Roanoke Drive to the west, and Greenbrier Park to the North. The Greenbrier Elementary School occupies the site, which school has a current enrollment of 276 students in grades K through 5th. The building is also home to the district-wide Early Childhood program that provides special education and pre-school education services for children between the ages of 3 and 5 years old. This program adds an additional 180 children to the school population, for a total enrollment of 456 children within the school. There are currently 82 staff members, 66 parking spaces, and 21 classrooms (including a temporary mobile classroom unit located along Roanoke Drive).

Enrollment at Greenbrier Elementary is projected to increase over the next four years to 320 students in grades K through 5th (16% increase of 44 students) and 200 children in the Early Childhood program (11% increase of 20 children). In order to provide space for this increase, District 25 has proposed an addition to the school building, to be located on the southwestern side of the building. The proposed addition would be two floors, each floor containing two classroom and two offices. With the proposed addition, the need for the temporary mobile classroom unit would be eliminated and therefore the unit would be removed. The projected increase in enrollment would be accompanied by an increase of four additional staff members, for a total of 86 employees at the school. In addition, ten new parking spaces would be added as part of this project, which would increase the overall parking capacity to 75 cars.

Meeting Discussion:

Mr. Henderson introduced himself and stated that they were proposing an addition to the existing Greenbrier School. The

addition would be located on the southern end of the school, which was really the only area that wasn't parkland, a parking lot, or a playground. The addition would include several new classrooms and some new office spaces. The architecture of the proposed building would match the existing building. They would not be altering the existing parking lot or drop-off area, but they did want to add around 9 parking spaces on the east side of the parking lot. These spaces would be reserved for teachers and staff so that they would be filled prior to child drop-off in the morning and the cars there would not need to leave until after parent pick-up of children in the afternoon. In this way the new spaces would not interfere with drop-off and pick-up.

Mr. Hubbard stated that a Special Use Permit was required for the school, similar to the other projects that the school district has undertaken over the last several years. Since the existing school never received a Special Use Permit, as part of the proposed building addition they are required to obtain one now. In addition, a Variation to reduce the parking requirements was needed. The current building does not conform to the parking requirements and even though they were adding some parking spaces, they still fell short of the requirement and so a Variation was needed. The existing building did not conform to the required setback along Verde Drive and so the petitioner was asking for a Variation to formalize this existing non-conformity. Staff did not have any objections to the setback Variation. In sum, staff was generally supportive of the application and acknowledged that the site was small and landlocked so there were not many opportunities to make substantial improvements to the site. The most important items to consider in this project would be the parking and traffic, specifically in relation to the drop-off and pick-up operations. A traffic and parking study will be required within the formal Plan Commission application, and this study analyze and propose recommendations for how to improve traffic flow and parking at the school.

Commissioner Cherwin asked who would be doing the construction.

Mr. Schulz responded that Papanicholas would be the construction manager on the project.

Commissioner Cherwin asked what was driving the population increase at Greenbrier.

Mr. Schulz replied that they were projecting an increase in the K-5 population, as well as the Early Childhood program, over the next five years. He said there was currently a waitlist for the Early Childhood program.

Discussion ensued regarding the boundaries and enrollment trends at District 59

Commissioner Cherwin said he liked the project and thought it was great, and he thought that the parking Variation seemed reasonable pending the outcome of the parking and traffic analysis. He asked about a potential impervious surface Variation.

Mr. Hubbard said that staff was researching the code requirements, but he believed that there may actually be an exception for uses within the R-3 district that were not single-family homes.

Commissioner Cherwin stated that impervious surface could be a concern to him as he would not want to see a situation where the expanded school caused runoff and flooding unto neighboring properties.

Mr. Hubbard stated that even if they don't technically need a Variation from impervious surface requirements via the Zoning Code, they will still have to conform to all MWRD requirements relative to stormwater control.

Commissioner Sigalos asked about the construction schedule.

Mr. Schulz replied that they were looking to start in late October or early November so that the project could be finished for the 2018-2019 school year.

Commissioner Sigalos said that if they had the need for the expansion and if the architecture blended in with the existing building, then the only issue he could see would be with the traffic.

Mr. Schulz said that the School District was aware that the intersection of Roanoke and Verde could get a little congested

during drop-offs and pick-ups, so this intersection would be analyzed as part of the traffic and parking study.

Commissioner Jensen said he thought it was a good project and he thought that he would be supportive. He said that other schools that had come before the Plan Commission had acute traffic related problems, and he asked if this school had similar problems.

Mr. Schulz said that due to the location of this school as being tucked more into the neighborhood, he felt that this school did not experience some of the same congestion issues that Windsor School and Miner School had. Additionally, because the Early Childhood program was staggered during with a morning session and a separate afternoon session, there wasn't as many car all coming to the site at the same time.

Commissioner Jensen asked if when the project comes before the Plan Commission, would they be proposing items that could improve traffic flow and congestion.

Mr. Schulz said that they will look at items that could improve traffic and congestion. He mentioned that he just received the traffic and parking study today and had not yet had a chance to review it. They have already met with the various parent groups to get their feedback on drop-off and pick-up operations.

Commissioner Jensen commented that code required parking minimums seem to frequently depart from actual demand at multiple locations, specifically in relation to schools. He thought that there was a pattern of inconsistency and asked if there was any way that they could change the code to have required parking more in line with actual demand.

Mr. Hubbard replied that he would bring this up with the Planning Department.

Commissioner Jensen stated that no school that he was aware of could meet the parking requirements, yet he was not aware of any parking shortages at any of the schools. He said that he thought this was a good project and was supportive.

Commissioner Green said that his granddaughter attends Greenbrier School and so he frequently picks her up. He said he thought that the 10 additional parking spaces that have been proposed are needed because he has never been able to find parking in the parking lot to pick up his granddaughter. He believed that demand for parking within the existing parking lot was either at or just above capacity. Similar to some of the other schools that the Plan Commission had recently considered, he believed that the success of drop-offs and pick-ups were a partly a function of parents and their ability to follow the rules and procedures. He said that the system is very efficient, but when a parent gets out of their car to pick up their child, it causes back-ups in the queuing line. He says that he never waits in the car line, but he parks on the street and walks up to the school. He said he used to park on Verde, but it has been busy recently and so he's parked in other locations. There are a lot of signs for no parking or no standing, but frequently he sees cars parked or stopped in these locations. He is supportive of the project and was happy that the temporary trailer classrooms will be removed.

Commissioner Jensen asked about the mobile units.

Mr. Schulz said that they housed two classrooms so approximately 40-50 students.

Commissioner Jensen recommended that the narrative justifying the addition include some information about deficit of space that currently exists at the school as illustrated by the trailers.

RECOMMENDATION

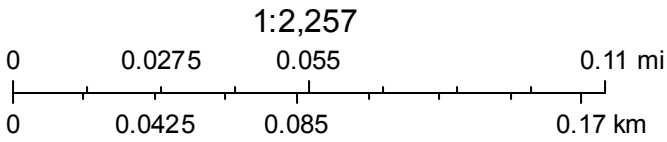
The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

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

Aerial - GreenBrier Elementary



June 21, 2017





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

WRITTEN JUSTIFICATION SPECIAL USE PERMIT & VARIATIONS

Petitioner Name: Don Hansen, STR Partners LLC, Architects
Date: July 27, 2017
Project: Greenbrier Elementary School Addition and Renovations
Location: 2330 N. Verde Dr., Arlington Heights, IL 60004

- **A Special Use Permit is requested for a Public Elementary School in the R-3, One-Family Dwelling District, is requested to allow an addition to the existing school.**

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

Greenbrier Elementary School provides education to school-age children of the surrounding area and is of benefit to the community. An addition will allow the school to accommodate students now housed in modular trailer classrooms as well as increased enrollment.

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

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

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

The use will not change with the addition. Elementary Schools are a permitted Special Use in an R-3 Use District per Chapter 28, 5.5-1 Permitted Use Table.

- **A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 195 spaces (two per each of 86 employees plus one per each of 23 classrooms) to allow 75 spaces. The 75 spaces include 4 accessible spaces.**

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

Use of existing facilities is essential to continued school operations and sound financial planning. Maintaining a similar parking count to existing will allow the school to continue use of the property.

The plight of the owner is due to unique circumstances.

Use of existing facilities, including parking similar to existing, is necessary for school operations.

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

The planned parking is an increase from 66 to 75 spaces. The additional 9 spaces are added to an existing parking lot.

- **A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement of a 40 ft. exterior side yard setback at N. Verde Dr. to allow approximately 13.2 ft.**

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

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

The plight of the owner is due to unique circumstances.

The condition is existing. The variation allows the school district to continue use of their currently full facility.

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

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

- **A Variation is requested from Chapter 28, Section 6.5-2, Accessory Structures shall only be located in a rear yard to allow an Accessory Structure in a side yard.**

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

An accessory structure, a shed, is existing and used for play equipment storage adjacent to an existing exterior play area. Use of existing facilities is essential to continued school operations and sound financial planning. The existing facility is fully utilized and this storage is necessary for student play.

The plight of the owner is due to unique circumstances.

Use of existing facilities is necessary for school operations to provide current programming.

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

The shed is an existing structure. It is located 121 feet from the nearest property line. The essential character of the property is unchanged.

PROJECT DESCRIPTION

Petitioner Name: Don Hansen, STR Partners LLC, Architects

Date: July 27, 2017

Project: Greenbrier Elementary School Addition and Renovations

Location: 2330 N. Verde Dr., Arlington Heights, IL 60004

The addition to Greenbrier Elementary School is comprised of four classrooms, four office/small group rooms, a new stair, new 2nd floor electrical room and associated circulation spaces. Renovations include a new 1st floor electrical room within the existing building footprint and an extension of an existing corridor to connect to the new addition. The 1st floor electrical room and corridor extension is currently a small group room.

The addition will be two stories and of the same height as the adjacent existing two story portion of the building, around 22'-0". It will be of the same or similar materials of the existing school building. Exterior materials include matching red brick, a cast stone fascia resembling limestone and green color finished aluminum window frames to match the existing building.

Completion of the project is planned for August 2018 at the beginning of the 2018-2019 school year. Construction would begin in fall 2017.

Walls will typically be constructed of brick and concrete block which are long lasting materials. Efficient LED lighting will be used in the addition. Soft surface play areas will be EDPM with a basemat that is partially impervious. The quality of materials are like those of the recent additions in Arlington Heights School District 25.

A summary of the floor area ratio, building lot coverage, impervious surface coverage and height and stories is following.

Maximum Floor Area Ratio

Allowed	Existing	Proposed	Comment
50%	34.0% (58,777/173,115)	38.8% (67,155/173,115)	Complies with Max. Floor Area

Note: 3,962 sq. ft. added at 1st floor

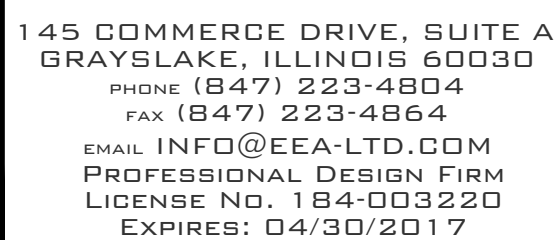
Maximum Building Lot Coverage

Allowed	Existing	Proposed	Comment
35%	28.8% (49,929/173,115)	31.1% (53,891/173,115)	Complies with Bldg. Lot Coverage

Note: 3,962 sq. ft. added at 1st floor and 4,416 sq. ft. added at 2nd floor

Maximum Height and Stories

Allowed	Existing	Proposed	Comment
25 ft. 2 ½ stories	23'-0" 2 stories	Addition is ±21'-0" 2 stories	Complies with Height & Stories Allowed

[illegible]

2330 N. Verde Dr.
Arlington Heights, Illinois

Reserved for Seal:

NOT FOR
CONSTRUCTION

Expiration Date: _____

[illegible]

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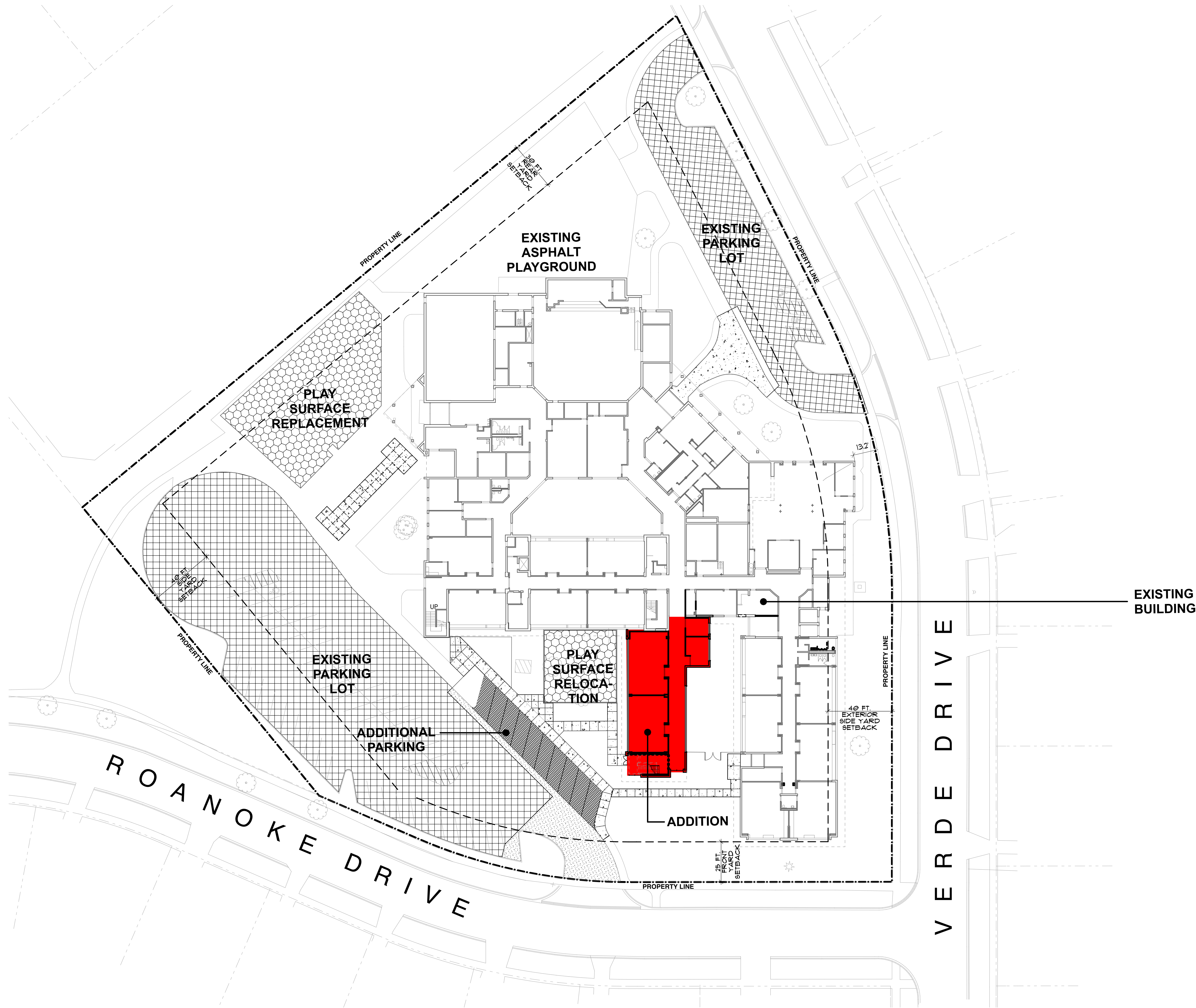
Design By: JC	Date: 05/18/17
Approved By: KC	Project No.

Sheet Title:

SITE GEOMETRY PLAN

Sheet No:

C2.01



SITE PLAN



STR Partners LLC
350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

GREENBRIER ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2330 N. Verde Drive, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
7/27/17

PROJECT DATA: GREENBRIER ELEMENTARY SCHOOL

Construction Type

Existing Building: Type 2 (Unprotected)
Addition: Type 2 (Unprotected)

Note: Also complies with 2B 2009 IBC

Automatic Fire Suppression

Existing Building: Yes, throughout building
Addition: Yes, throughout addition

Fire Alarm System

Existing Building: Yes, throughout building
Addition: Yes, throughout addition

Allowable Height per 2015 IBC

Allowable Height (Table 504.3): 75 feet
Allowable Stories (Table 504.4): 3 stories

Note: Allowable height and stories would also be 75 feet, 3 stories under 2009 IBC.

Allowable Building Area per 2015 IBC

Allowable Tabular Area (Table 506.2) 107,880 sq. ft. (53,940 sq. ft. per floor)

Existing 1st Floor Area: 49,929 sq. ft.
Addition 1st Floor Area: 3,262 sq. ft.
TOTAL 1st Floor Area: 53,891 sq. ft.

Existing 2nd Floor Area: 8,848 sq. ft.
Addition 2nd Floor Area: 4,416 sq. ft.
TOTAL 2nd Floor Area: 13,264 sq. ft.

Note: Allowable areas per floor under 2009 IBC are 53,940 sq. ft. also.

$$A_0 = [A_1 + (NS \times I_r)] \times S_a$$

$$A_1 = 43,500 \text{ SF (from Table 506.2)}$$

$$NS = 14,500 \text{ SF (from Table 506.2)}$$

$$I_r = [F/P - 0.25]W/30 \text{ (See Below)}$$

$$S_a = 2 \text{ Stories}$$

$$I_r = [F/P - 0.25]W/30$$

$$F = 1476' \times 9 \frac{3}{8}" \text{ (Building Perimeter on Public way @ 20')}$$

$$P = 1503' \times 2 \frac{1}{4}" \text{ (Total Building Perimeter)}$$

$$W = 29' \times 5 \frac{11}{16}" \text{ (Average width of public way or open space)}$$

$$I_r = [1476' \times 9 \frac{3}{8}" / 1503' - 2 \frac{1}{4}" - 0.25]29' \times 5 \frac{11}{16}" / 30$$

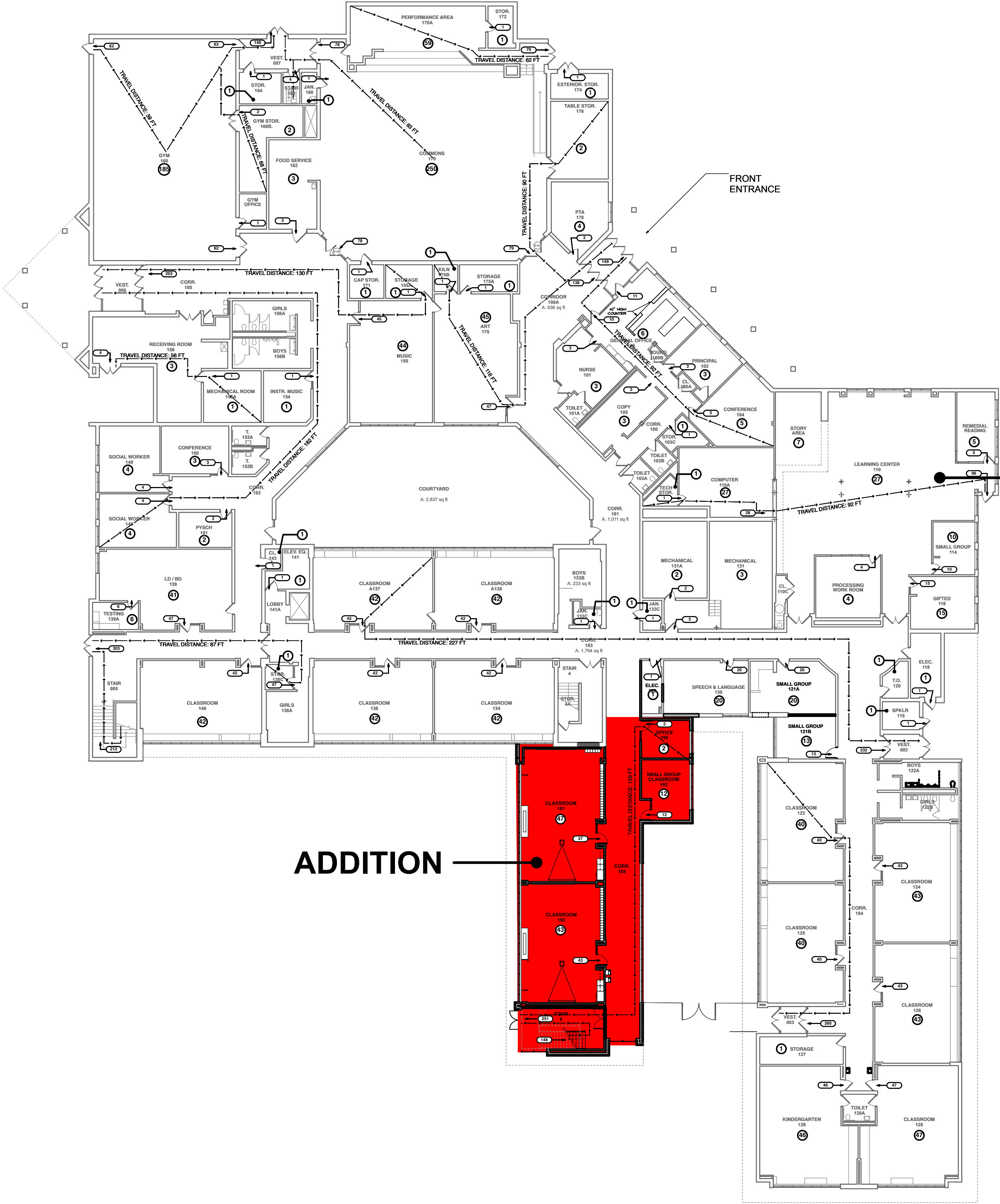
$$I_r = 0.71959 = 0.72$$

$$A_0 = [A_1 + (NS \times I_r)] \times S_a$$

$$A_0 = 143,500 + (14,500 \times .72)] \times 2$$

$$A_0 = 107,880 \text{ SF (No story over 53,940 sq. ft. each)}$$

Exit Access Distance 250 feet (Table 1017.2) Fully Sprinkled



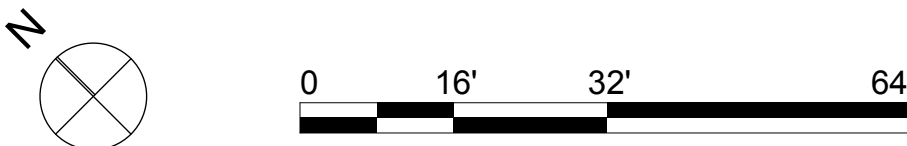
EXISTING
GREENBRIER
SCHOOL

ADDITION

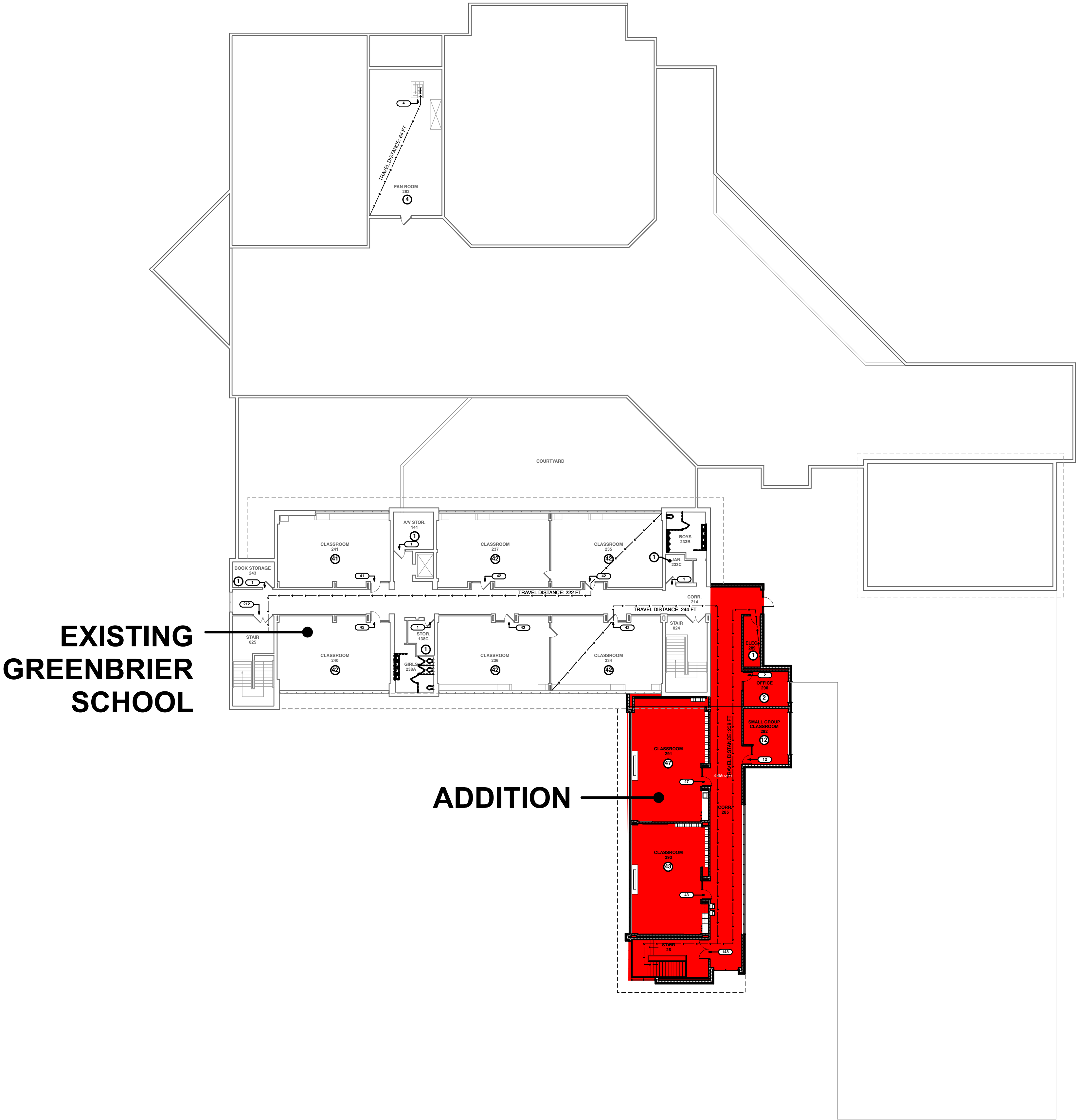
LEGEND

- OCCUPANT LOAD OF ROOM/SPACE
- OCCUPANT LOAD THROUGH MEANS OF EGRESS (DOORS, STAIRS, CORRIDORS)
- TRAVEL DISTANCE

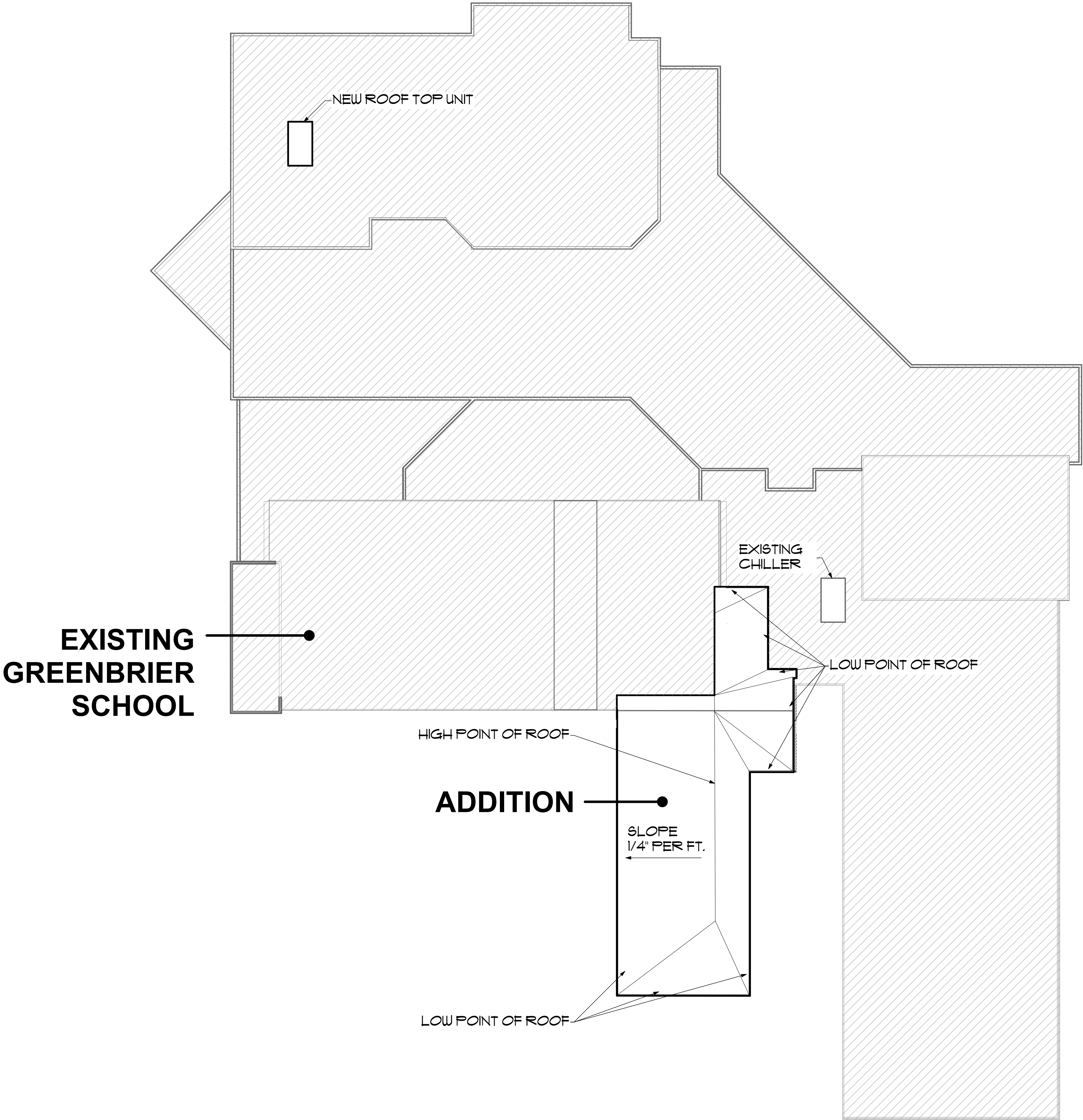
SCALE: 1" = 20'-0"



FIRST FLOOR PLAN



SECOND FLOOR PLAN



ROOF PLAN



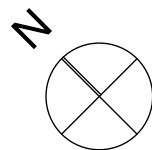
STR Partners LLC
350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

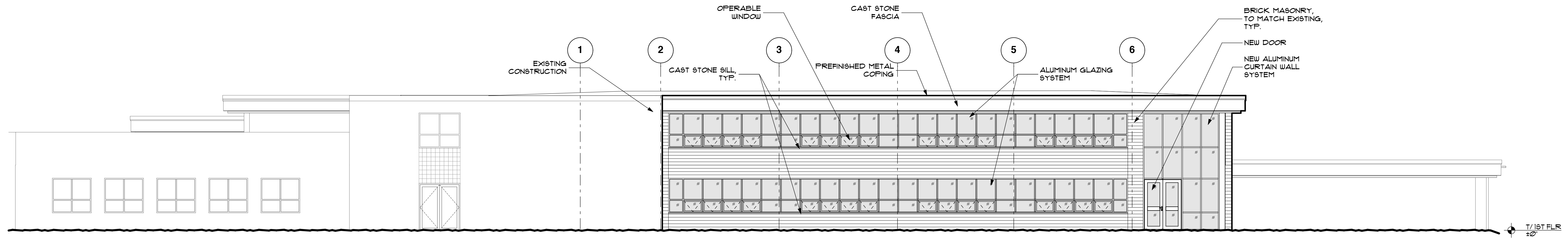
GREENBRIER ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2330 N. Verde Drive, Arlington Heights, IL 60004

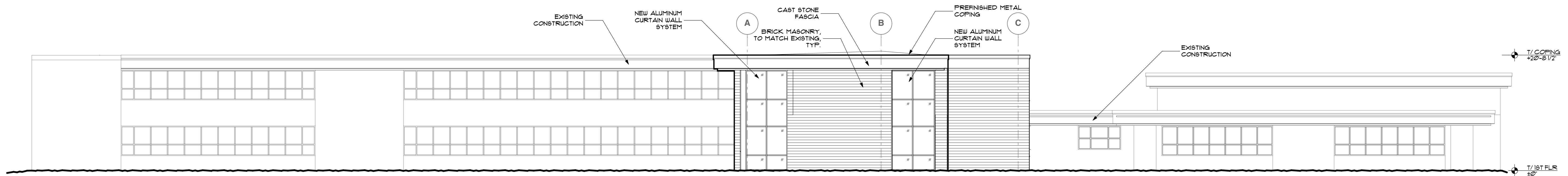
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
6/30/17

SCALE: 1" = 20'-0"

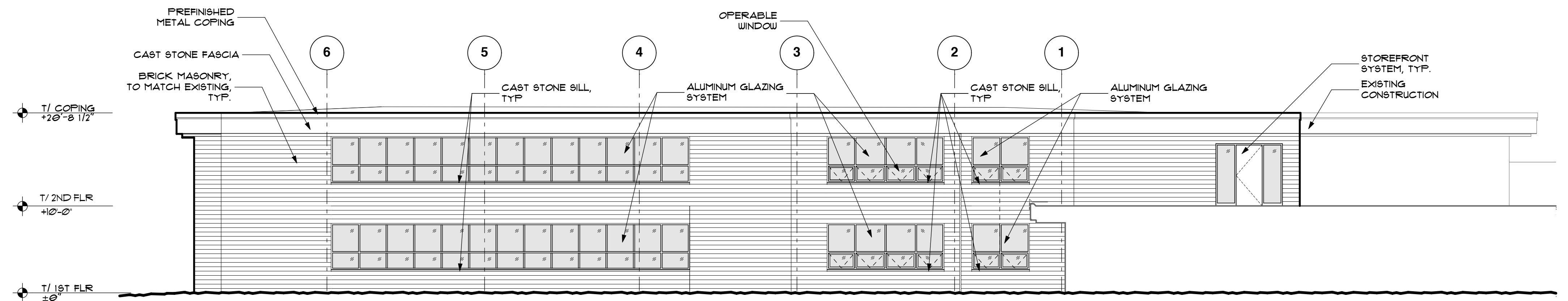




1 WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"

BUILDING ELEVATIONS

STR

STR Partners LLC
350 West Ontario Street | Suite 200
Chicago IL 60654
www.strpartners.com

GREENBRIER ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

2330 N. Verde Drive, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
6/30/17



PROPOSED ADDITION SUPERIMPOSED ON EXISTING SITE
NOTE: PROPOSED SITE CHANGES ARE NOT SHOWN IN THIS VIEW

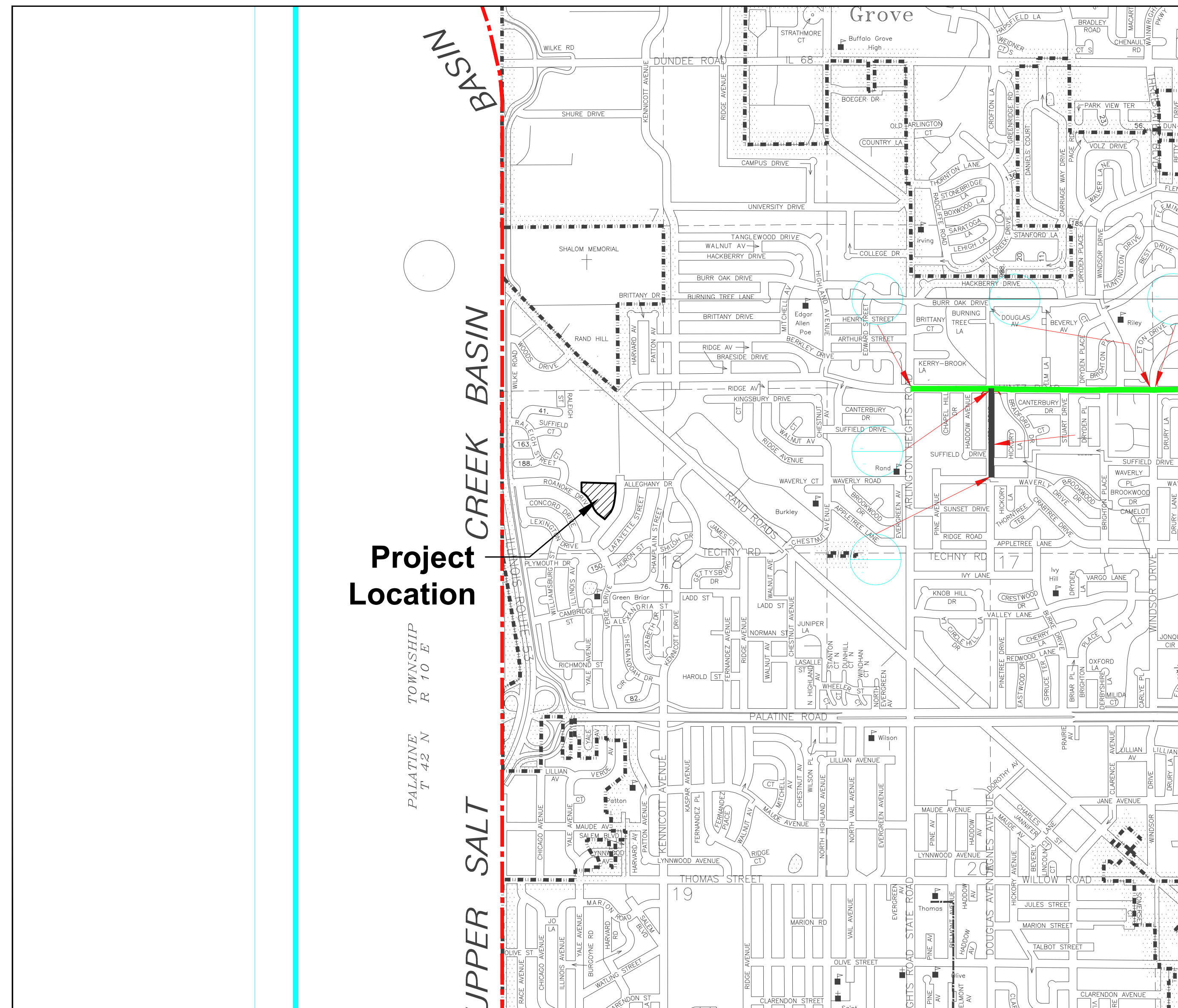
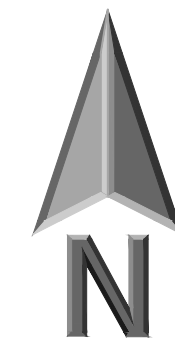
BIRD'S EYE VIEW (COLORED RENDERING) - PROPOSED ADDITION SUPERIMPOSED ON EXISTING SITE

GREENBRIER SCHOOL

ADDITION AND RENOVATIONS

2330 N. Verde Dr.

Arlington Heights, IL 60004



CIVIL SHEET INDEX

C0.00	Cover Sheet
C0.01	Plat of Topographic Survey
C0.02	Site Work Notes
C0.03	MWRD General Notes
C1.01	Site Demolition Plan
C2.01	Site Geometry Plan
C3.01	Site Utility Plan
C3.02	Site Utility Plan
C4.01	Grading and Paving Plan
C4.02	Grading and Paving Plan
C5.01	Soil Erosion and Sediment Control Plan
C5.02	Soil Erosion and Sediment Control Plan
C6.01	Site Work Details
C6.02	Site Work Details
C6.03	Site Work Details

STORMWATER MANAGEMENT EXHIBITS

CX1.01	Existing Site Conditions
CX1.02	Proposed Site Conditions
CX3.01	Approximate Tributary Area To Existing Detention Facility

LANDSCAPE SHEET INDEX

L1.01	Landscape Plan
L1.02	Landscape Details
L2.01	Tree Preservation Plan

DRAINAGE STATEMENT

To The Best Of Our Knowledge And Belief, It Is Our Professional Opinion That The Proposed Improvements On The Property Are Not Within One-Hundred (100) Feet Of A Known Flood Protection Area. The Drainage Of The Surface Waters Will Not Be Changed By The Construction Of This Development Or Any Part Thereof, Or That If Such Surface Water Drainage Will Be Changed, Reasonable Provisions Have Been Made For The Collection And Diversion Of Such Surface Waters Into Public Areas Or Drains Which The Property Owner Has A Right To Use, And That Such Surface Waters Will Be Planned For In Accordance With Generally Accepted Engineering Practices So As To Reduce The Likelihood Of Damage To The Adjoining Property Because Of The Construction Of The Development.



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE: (847) 223-4804
FAX: (847) 223-4864
EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

GREENBRIER SCHOOL
ADDITION AND RENOVATIONS

2330 N. Verde Dr.
Arlington Heights, Illinois

Reserved for Seal:

**NOT FOR
CONSTRUCTION**

Expiration Date: _____

No.	Date	Description
	06/06/17	ISSUE FOR DD
	07/05/17	ISSUE FOR 75% CD
	07/21/17	ISSUE FOR 100% CD
	07/27/17	REVISIONS FOR VILLAGE

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Design By: JC	Date: 05/18/17
Approved By: KC	Project No.:

Sheet Title:

COVER SHEET

Sheet No.:

C0.00

PLAT OF SURVEY OF GREENBRIER ELEMENTARY SCHOOL

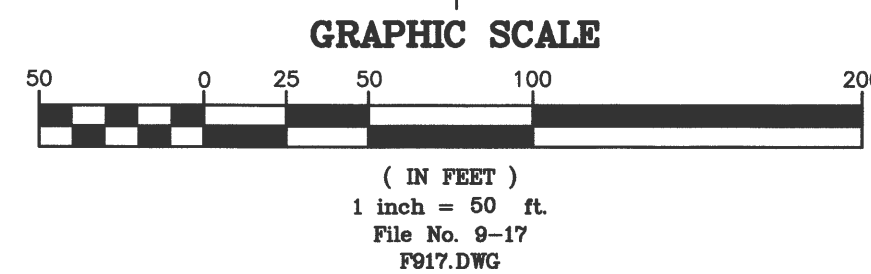
THE PREMISES COMMONLY KNOWN AS:
2330 N VERDE DRIVE, ARLINGTON HEIGHTS, IL. 60005
PARCEL AREA = 284,800 S.F.
PIN: 03-18-112-003

PARCEL 1: THAT PART OF LOT 200 IN GREENBRIER IN THE VILLAGE GREEN, UNIT NO. 5, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF PART OF LOT 11 IN GEORGE KIRCHHOFF ESTATE SUBDIVISION OF PART OF SECTIONS 12 AND 13, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTIONS 7 AND 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF ARLINGTON HEIGHTS, WHEELING TOWNSHIP, COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 200; THENCE EASTWARD ALONG THE NORTH LINE OF SAID LOT 200, N 89°51'15" E, A DISTANCE OF 489.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 200; THENCE SOUTHWARD ALONG THE EAST LINE OF SAID LOT 200, BEING THE WEST LINE OF VERDE DRIVE, S 00°08'45" E, A DISTANCE OF 163.00 FEET TO A POINT OF CURVATURE; THENCE CONTINUING SOUTHWARD ALONG THE WEST LINE OF VERDE DRIVE, BEING A CURVED LINE, CONVEXED TO THE EAST, OF 334.77 FEET IN RADIUS, FOR AN ARC LENGTH OF 75.16 FEET, THENCE N 89°37'35" W, A DISTANCE OF 481.67 FEET TO A POINT ON THE WEST LINE OF LOT 200 AFORESAID; THENCE NORTHWARD ALONG THE SAID WEST LINE OF LOT 200, N 00°06'50" E, A DISTANCE OF 233.16 FEET TO THE POINT OF BEGINNING.

PARCEL 2: LOT 283 IN GREENBRIER IN THE VILLAGE GREEN, UNIT NO. 7, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE NORTHWEST QUARTER, PART OF THE NORTHEAST QUARTER, AND PART OF THE SOUTHEAST QUARTER ALL IN SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF PARTS OF LOTS 10 AND 11 IN GEORGE KIRCHHOFF ESTATE SUBDIVISION OF PARTS OF SECTIONS 12 AND 13, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF SECTIONS 7 AND 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF ARLINGTON HEIGHTS, WHEELING TOWNSHIP, COOK COUNTY, ILLINOIS.

Portion Of Arlington Heights Park District Property
PIN: 03-18-115-003

Allegany Drive



BENCHMARK:
SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS BENCHMARK
RECOVERY SHEET
BENCHMARK DESIGNATION: 17
AT VERDE DRIVE AND ALLEGANY DRIVE.
ELEVATION= 726.29 NAVD88

SITE BENCHMARK:
SURVEY CONTROL POINT, CUT CROSS ON THE
SOUTH SIDE OF SIDEWALK.
ELEVATION= 723.13 NAVD88

Arlington Heights School District 25
Greenbrier Elementary School
Property Area = ±3.97 Acres
PIN: 03-18-112-003

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

I, BRYAN J. LEE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND STAKED THE LAND AS DESCRIBED IN THE ABOVE CAPTION. ANY STRUCTURES SHOWN HEREON WERE LOCATED BY ME OR UNDER MY DIRECTION AND THE PLAT DRAWN HEREON IS A CORRECT REPRESENTATION OF SAID SURVEY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED AT GRAYSLAKE, ILLINOIS THIS 14TH DAY OF APRIL, A.D. 2017.

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-18
PROFESSIONAL DESIGN FIRM NO. 184-002732



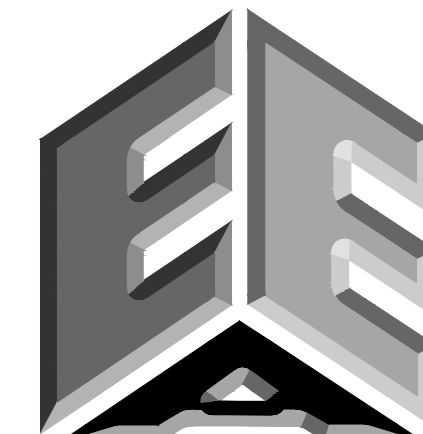
FIELDWORK COMPLETED: 02-28-2017
CLIENT NAME: Arlington Heights School District 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL. 60005

NOTES:

PLAT IS VOID if the Impressed Surveyors Seal does not appear.
Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon; check local ordinances before building.

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

R.E. ALLEN AND ASSOCIATES, LTD.
PROFESSIONAL LAND SURVEYORS
1015 N. CORPORATE CIRCLE, SUITE C
GRAYSLAKE, ILLINOIS 60030
PHONE: 847-223-0914 FAX: 847-223-0980



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

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EXPIRES: 04/30/2017

GREENBRIER SCHOOL
ADDITION AND RENOVATIONS

2330 N. Verde Dr.
Arlington Heights, Illinois

Reserved for Seal:

NOT FOR
CONSTRUCTION

Expiration Date: _____

No.	Date	Description
	06/06/17	ISSUE FOR DD
	07/05/17	ISSUE FOR 75% CD
	07/21/17	ISSUE FOR 100% CD
	07/27/17	REVISIONS FOR VILLAGE

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Design By: JC Date: 05/18/17
Approved By: KC Project No. _____

Sheet Title:

COVER SHEET

Sheet No:

C0.01

GENERAL NOTES

1. The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The Village of Arlington Heights A Minimum of 48 Hours In Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
5. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
6. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
7. All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.
8. Perform Tree Pruning in All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
9. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed in Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
10. Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

UTILITY NOTES

1. Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
4. Coordinate the Relocation Of Any Utilities Encountered And Replacement of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
5. All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
7. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
8. Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
4" Diameter Structure- 4"
5' Diameter Structure- 6"
6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, It Is Intended That the Frame of the Structure is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
8. All Flared End Sections 12" and Larger Shall Include an IDOT Standard Grate.
9. All Flared End Sections Shall Be Concrete.
10. All Sanitary Manholes Shall include a Chimney Seal.

GRADING NOTES

1. Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
2. The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
3. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
4. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
5. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
3. Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days. Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
6. All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization is Achieved Or After The Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
7. Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
9. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Wattles Around The Grate in Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Pork Chop Sediguard) in Paved Areas To Prevent Siltation and Discharge Into Waterways.
10. All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected in Conformance With All Applicable IEPA-NPDES Phase II And The Metropolitan Water Reclamation District of Greater Chicago.
11. Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.
12. Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.
13. Contractor Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services in Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days Or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Copied on Inspection Logs.
14. The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.
15. Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
16. Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.
17. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
18. If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.
19. Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water Into Storm Sewers Tributary to Open Water.



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Design By:	Date:
JC	05/18/17
Approved By:	Project No.
KC	

Sheet Title:

SITE WORK
NOTES

Sheet No:

C0.02



A. REFERENCED SPECIFICATIONS 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS: * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (DOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION; * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION; * VILLAGE OF _____ MUNICIPAL CODE; * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL; * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION. B. NOTIFICATIONS 1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055). 2. THE VILLAGE OF _____ ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE. 3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123. C. GENERAL NOTES 1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS _____ FT. 2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS. 3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT. 4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS. 5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS. 6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. 7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER. 8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES. 9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION. 10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT. D. SANITARY SEWER 1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS. 2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED. 3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD. 4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION). 5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM. 6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM. 7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:	PIPE MATERIAL VITRIFIED CLAY PIPE REINFORCED CONCRETE SEWER PIPE CAST IRON SOIL PIPE DUCTILE IRON PIPE POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46 HIGH DENSITY POLYETHYLENE (HDPE) ASTM D-3350 ASTM D-3035 WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH ASTM D-2241 AWWA C900 AWWA C905 PIPE SPECIFICATIONS ASTM C-700 ASTM C-76 ASTM A-74 ANSI A21.51 ASTM D-3034 ASTM F-679 ASTM D-3212 ASTM D-3212 ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED) ASTM D-3139 ASTM D-3139 JOINT SPECIFICATIONS ASTM C-425 ASTM C-443 ASTM C-564 ANSI A21.11 ASTM D-3212 ASTM D-3212 ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED) ASTM D-3139 ASTM D-3139 THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE. PIPE MATERIAL POLYPROPYLENE (PP) PIPE 12-INCH TO 24-INCH DOUBLE WALL 30-INCH TO 60-INCH TRIPLE WALL ASTM F-2736 ASTM F-2764 D-3212, F-477 D3212, F-477 8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC. 9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS. 10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID. 11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED: a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE. b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION. c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE. 12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS 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 CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED. 13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED. 14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE. 15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS. 16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG. 17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS. 18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT. <td data-kind="parent" data-rs="3"> E. EROSION AND SEDIMENT CONTROL 1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN. 2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE. 3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL. 4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES. 5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM: a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE. b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION. 6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES. 7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. 8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE. 9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES. 10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS. 12. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS. 13. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT). 14. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. 15. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS. 16. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET. 17. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES. 18. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. 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TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

07/12/2016

STD. DWG. NO.18

PAGE NO. 19



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EXPIRES: 04/30/2017

GREENBRIER SCHOOL
ADDITION AND RENOVATIONS

2330 N. Verde Dr.
Arlington Heights, Illinois

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Expiration Date: _____

No.	Date	Description
	06/06/17	ISSUE FOR DD
	07/05/17	ISSUE FOR 75% CD
	07/21/17	ISSUE FOR 100% CD
▲	07/27/17	REVISIONS FOR VILLAGE

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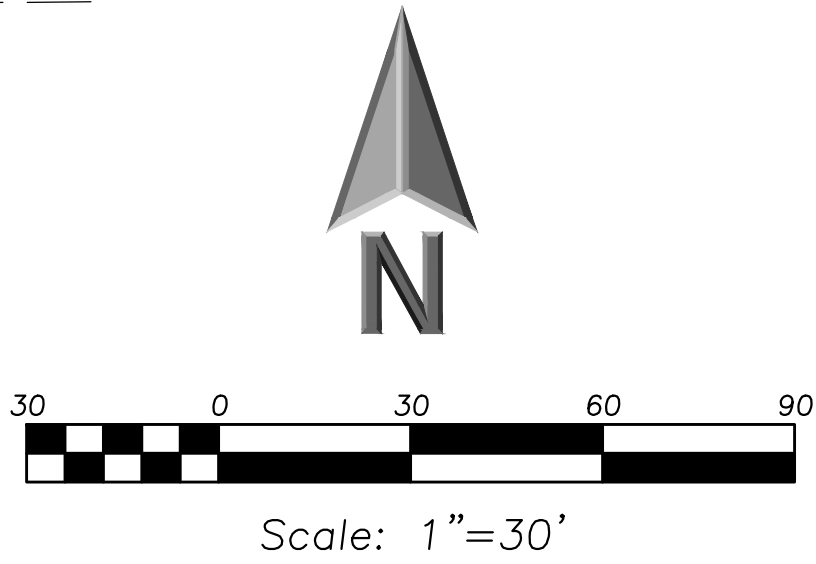
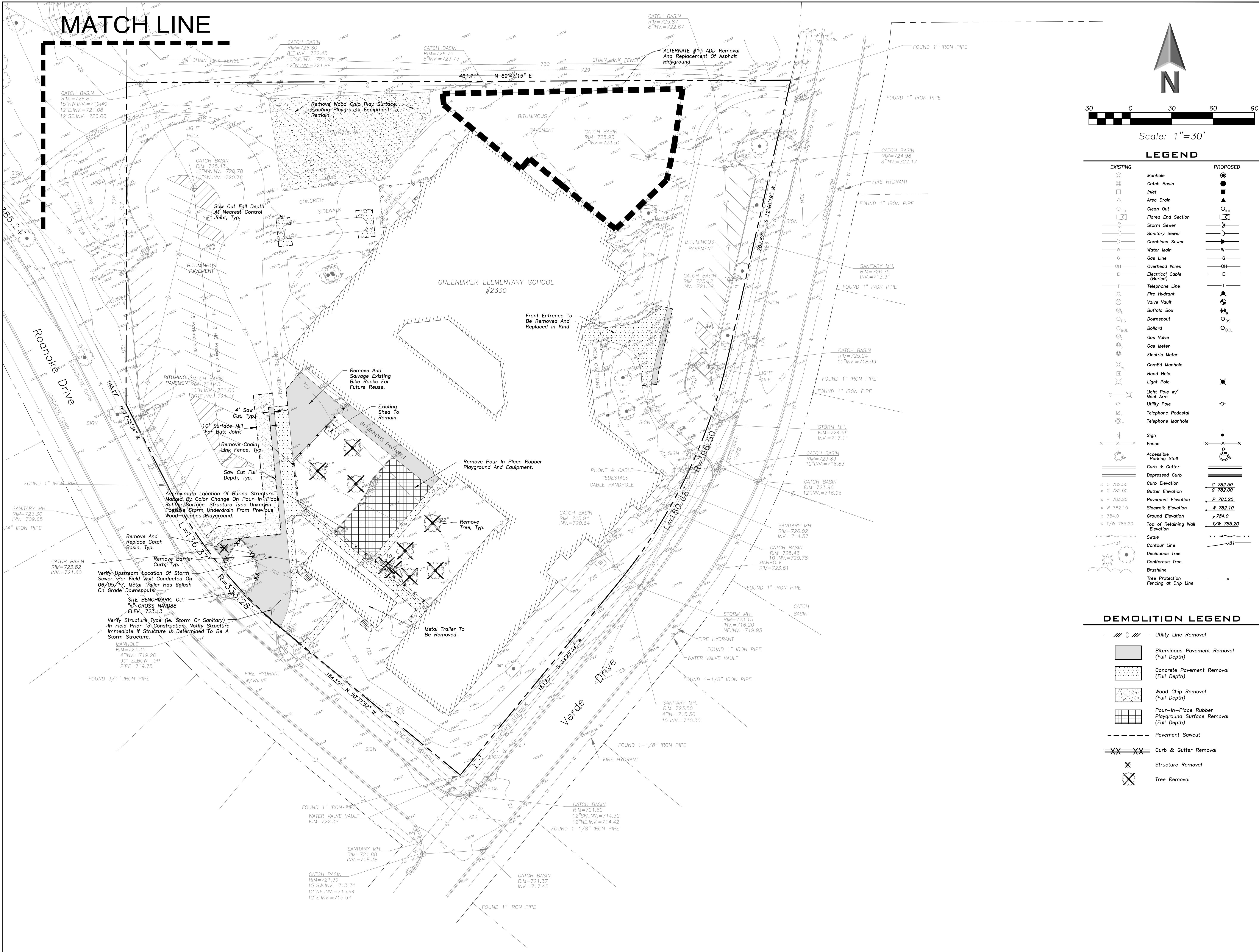
Design By:	Date:
JC	05/18/17
Approved By:	Project No.
KC	

Sheet Title:

MWRD GENERAL
NOTES

Sheet No.:

C0.03



LEGEND	
EXISTING	PROPOSED

DEMOLITION LEGEND	
	Utility Line Removal
	Bituminous Pavement Removal (Full Depth)
	Concrete Pavement Removal (Full Depth)
	Wood Chip Removal (Full Depth)
	Pour-In-Place Rubber Playground Surface Removal (Full Depth)
	Pavement Sawcut
	Curb & Gutter Removal
	Structure Removal
	Tree Removal



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Approved By: KC		Project No.

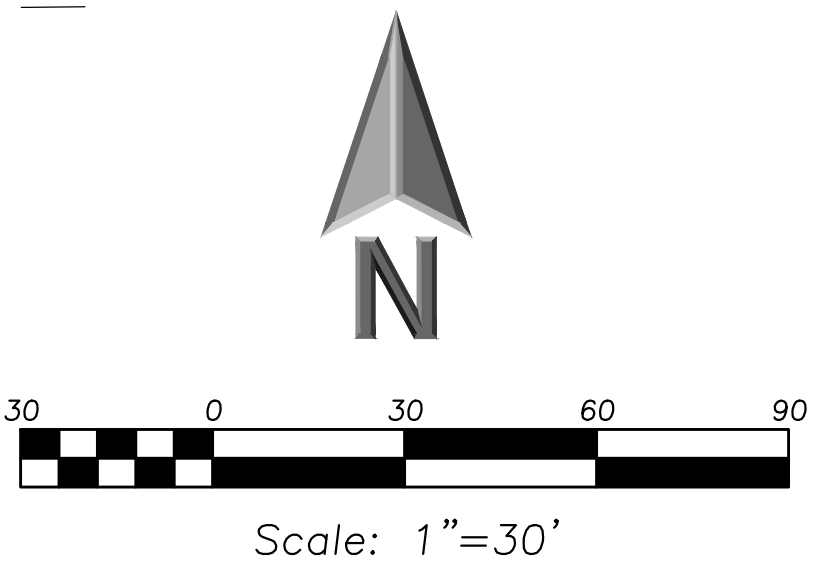
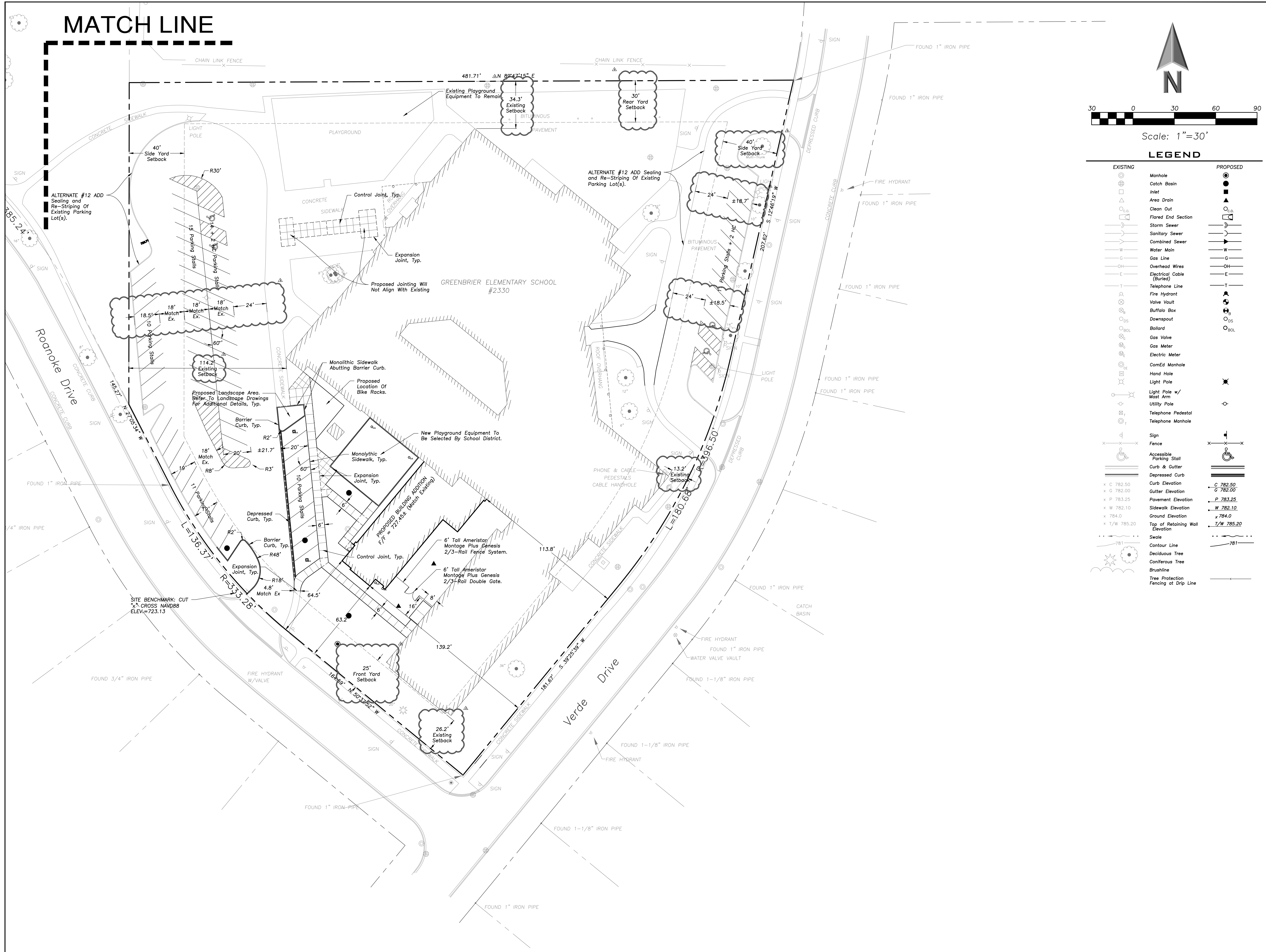
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**SOIL BORINGS /
INFILTRATION
TESTING**

Sheet No:

C1.01

MATCH LINE



LEGEND	
EXISTING	PROPOSED



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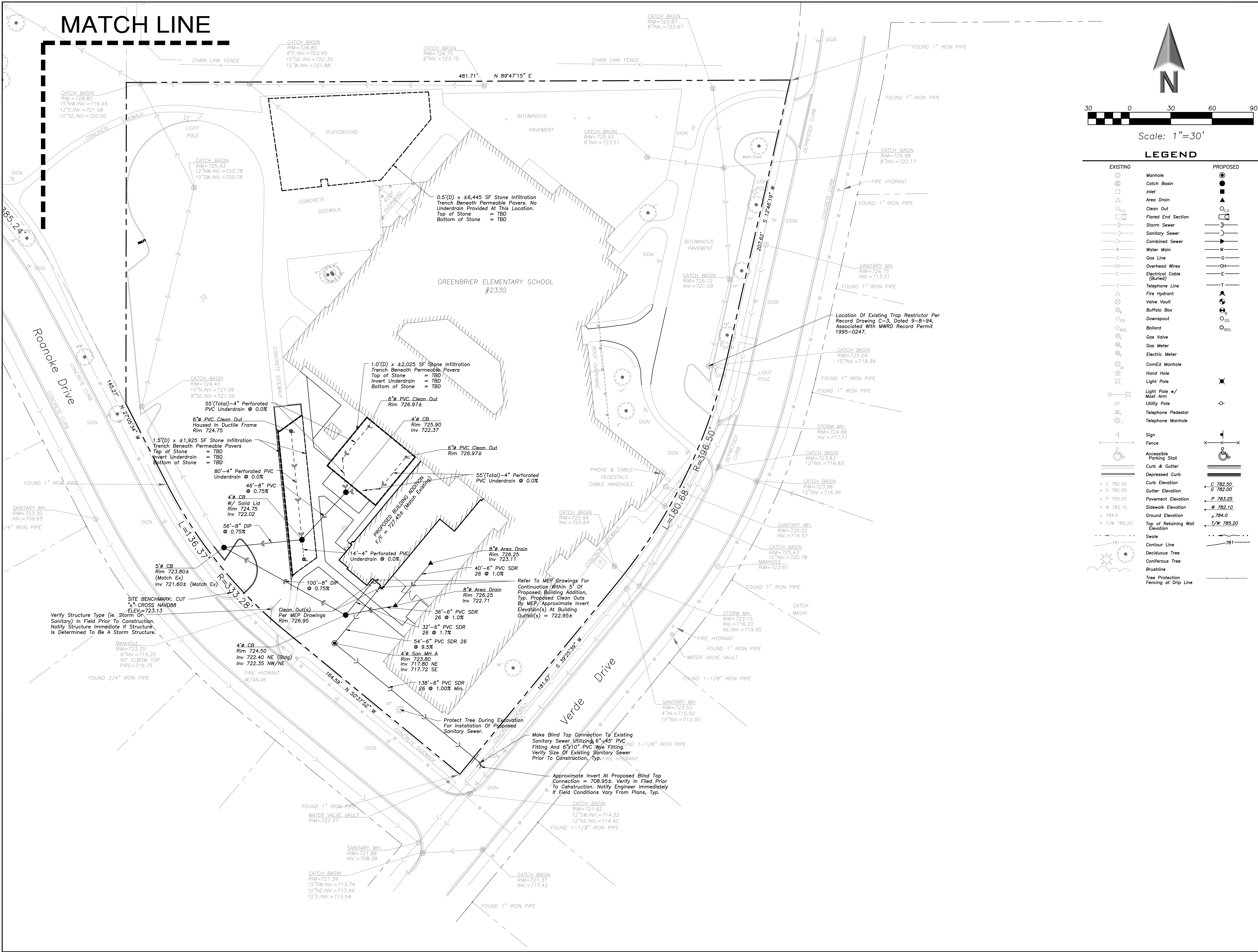
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Approved By:	KC	Project No.	

Sheet Title:

SITE GEOMETRY
PLAN

Sheet No:

C2.01



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Approved By:	KC	Project No.	

Sheet Title:

SITE UTILITY PLAN

Sheet No:

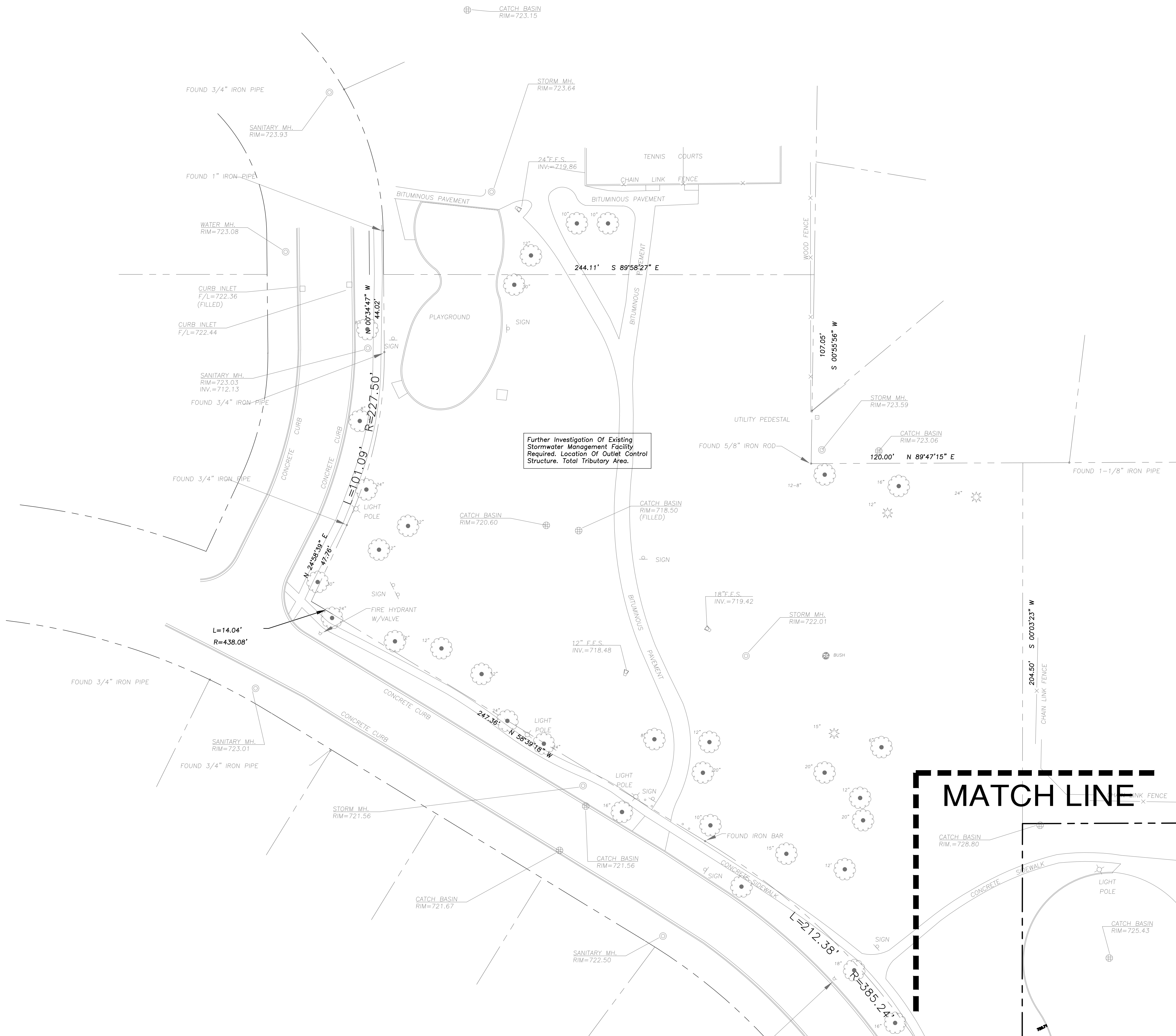
C3.01



Scale: 1"=30'

LEGEND

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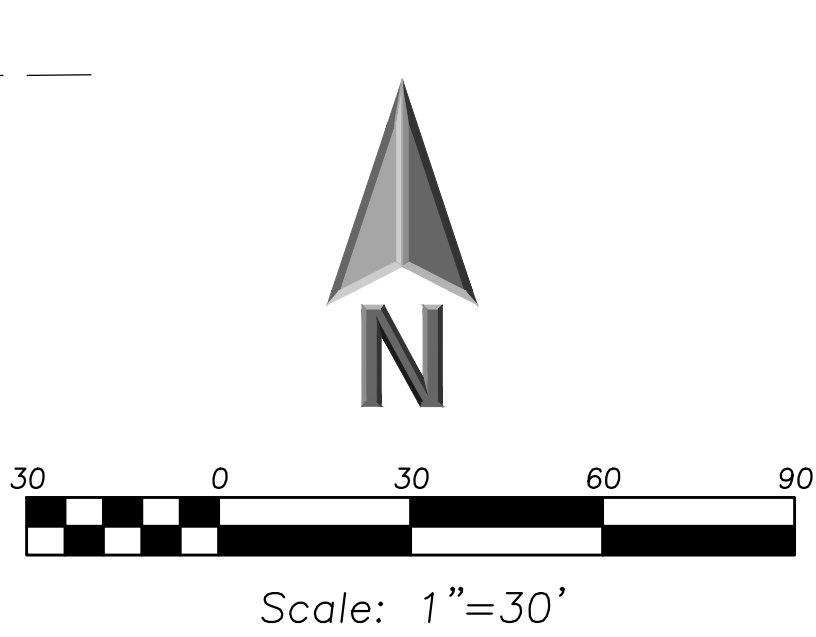
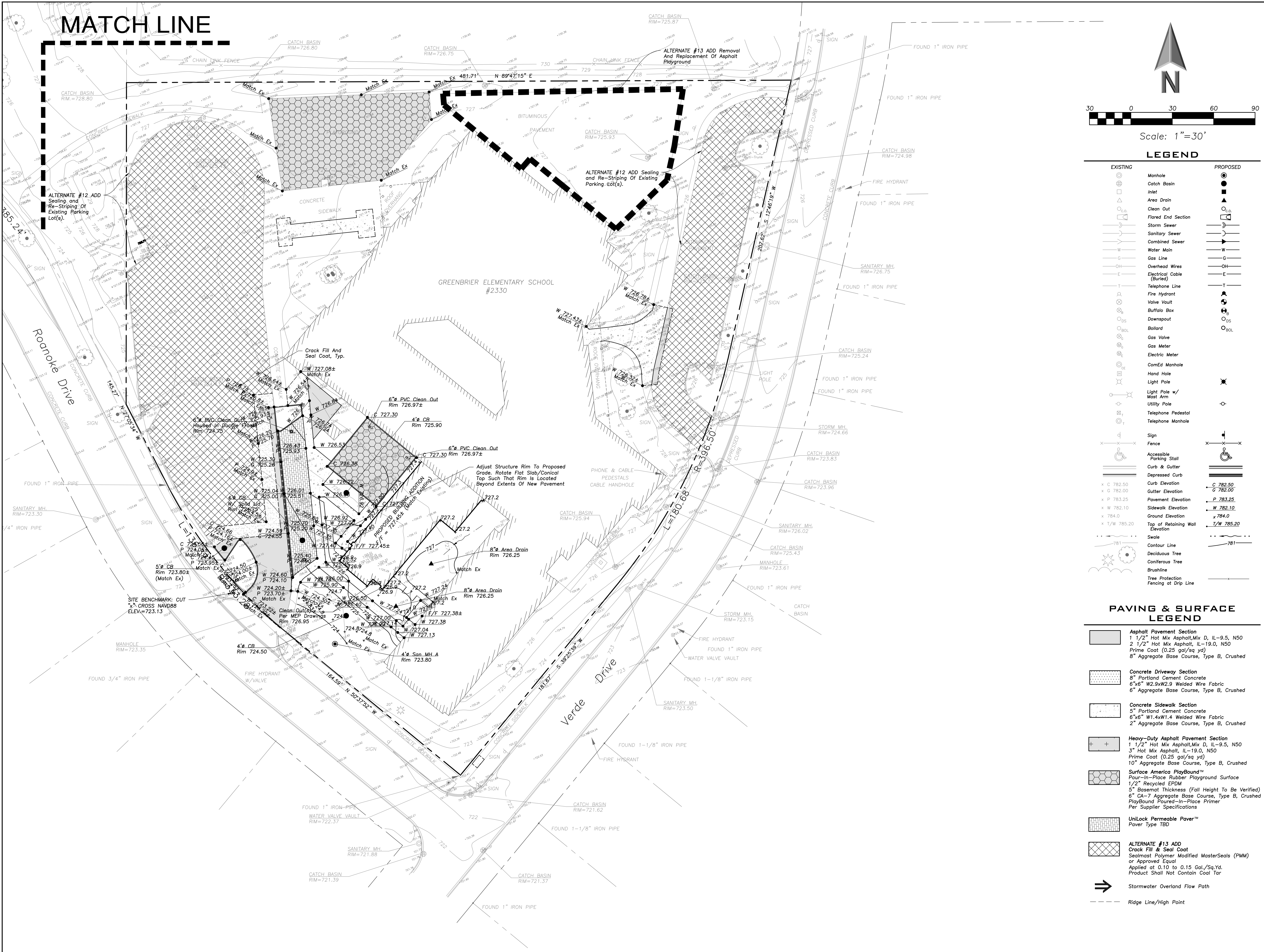
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Approved By:	KC	Project No.	

Sheet Title:

SITE UTILITY PLAN

Sheet No:

C3.02



LEGEND	
EXISTING	PROPOSED

PAVING & SURFACE LEGEND	
	Asphalt Pavement Section 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50 2 1/2" Hot Mix Asphalt, IL-19.0, N50 Prime Coat (0.25 gal/sq yd) 6" Aggregate Base Course, Type B, Crushed
	Concrete Driveway Section 8" Portland Cement Concrete 6"x6" W2.9xW2.9 Welded Wire Fabric 6" Aggregate Base Course, Type B, Crushed
	Concrete Sidewalk Section 5" Portland Cement Concrete 6"x6" W1.4xW1.4 Welded Wire Fabric 2" Aggregate Base Course, Type B, Crushed
	Heavy-Duty Asphalt Pavement Section 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50 3" Hot Mix Asphalt, IL-19.0, N50 Prime Coat (0.25 gal/sq yd) 10" Aggregate Base Course, Type B, Crushed
	Surface America PlayBound™ Pour-in-Place Rubber Playground Surface 1/2" Recycled EPDM 5" Basemat Thickness (Fall Height To Be Verified) 6" CA-7 Aggregate Base Course, Type B, Crushed PlayBound Poured-in-Place Primer Per Supplier Specifications
	UniLock Permeable Paver™ Paver Type TBD
	ALTERNATE #13 ADD Crack Fill & Seal Coat Sealcoat Polymer Modified MasterSeals (PMM) or Approved Equal Applied at 0.10 to 0.15 Gal./Sq.Yd. Product Shall Not Contain Coal Tar
	Stormwater Overland Flow Path
	Ridge Line/High Point



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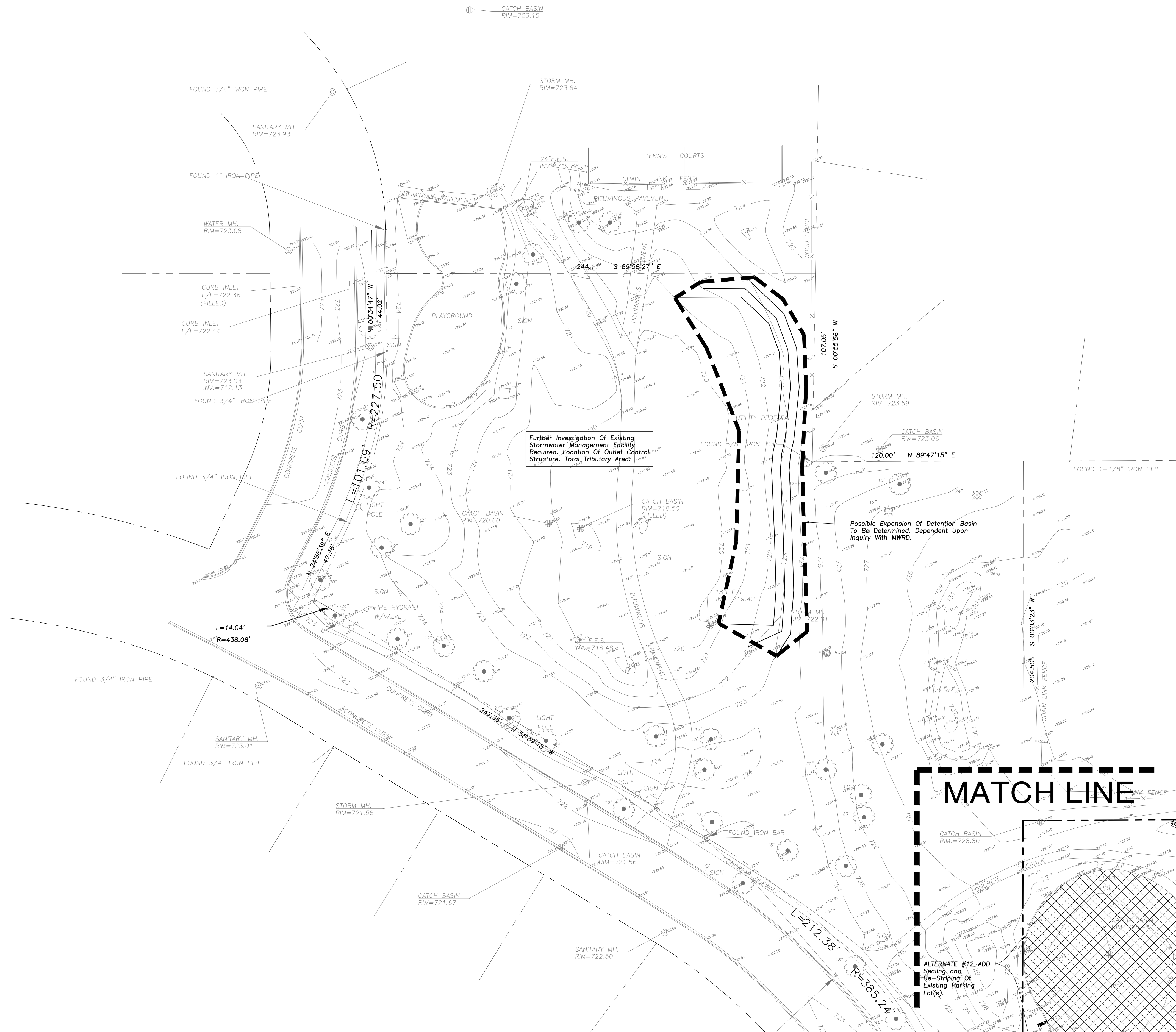
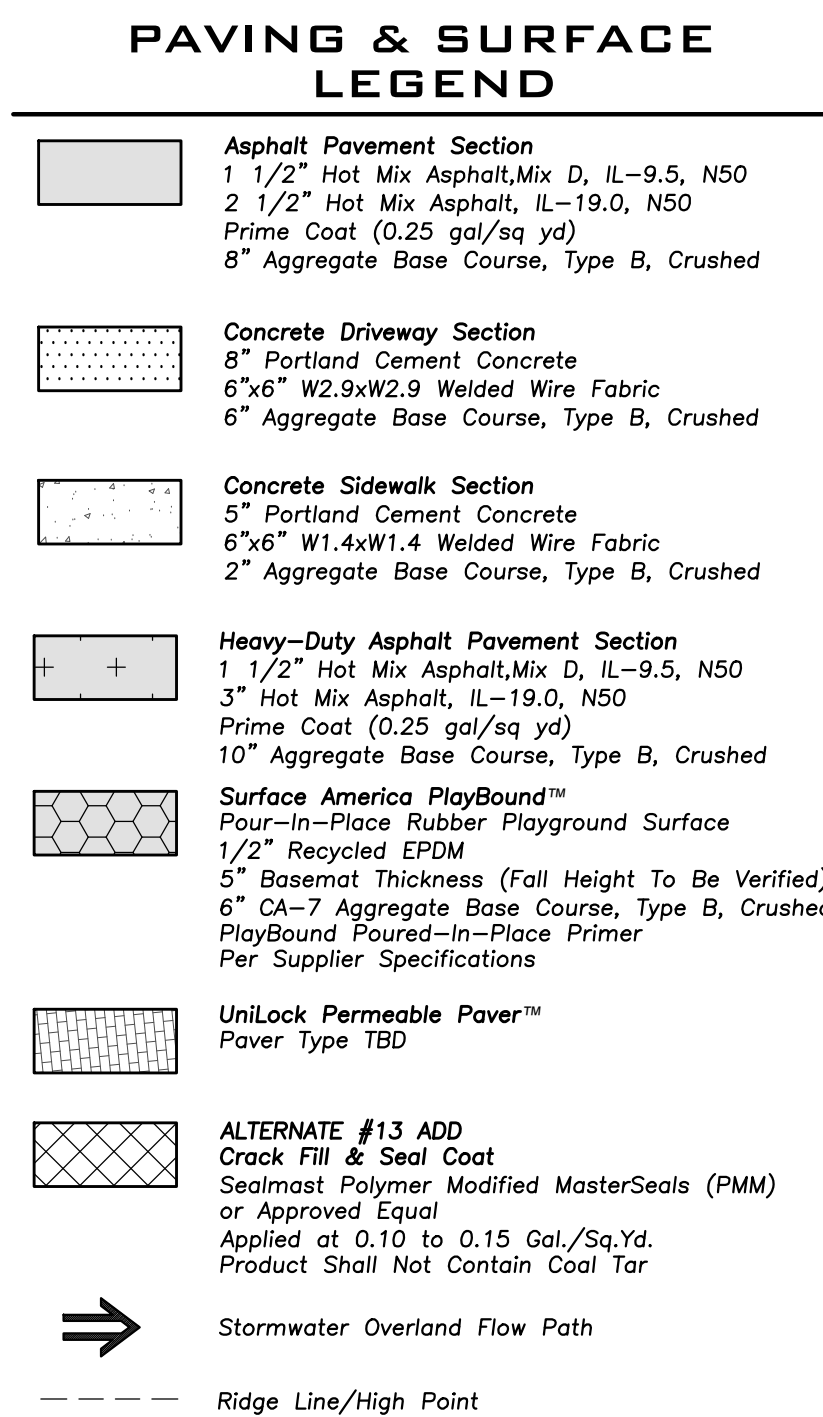
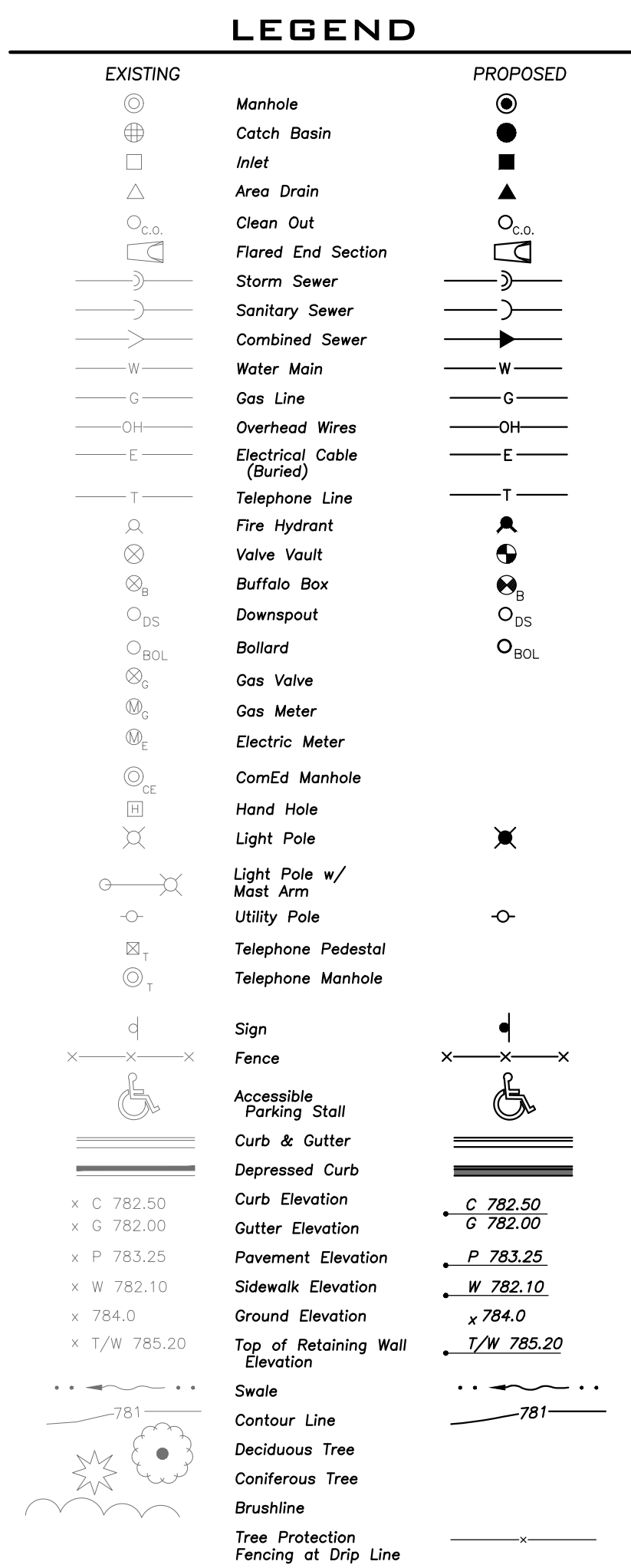
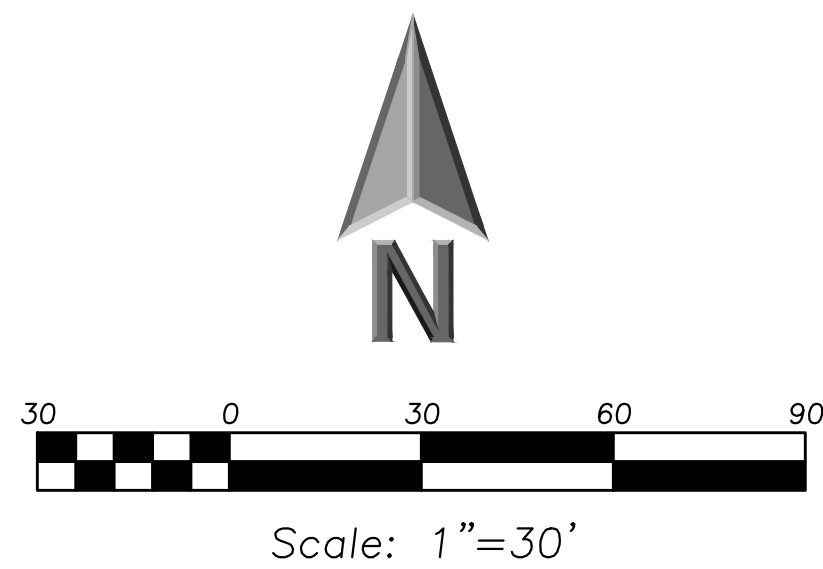
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DESIGN BY: JC		DATE: 05/18/17	
APPROVED BY: KC		PROJECT NO.:	

Sheet Title:
**SITE GRADING
AND PAVING PLAN**

Sheet No.:

C4.01



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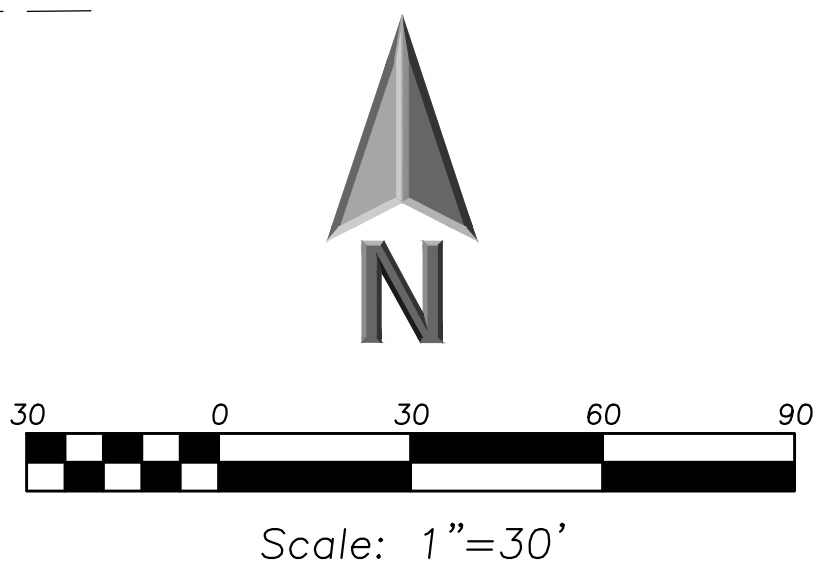
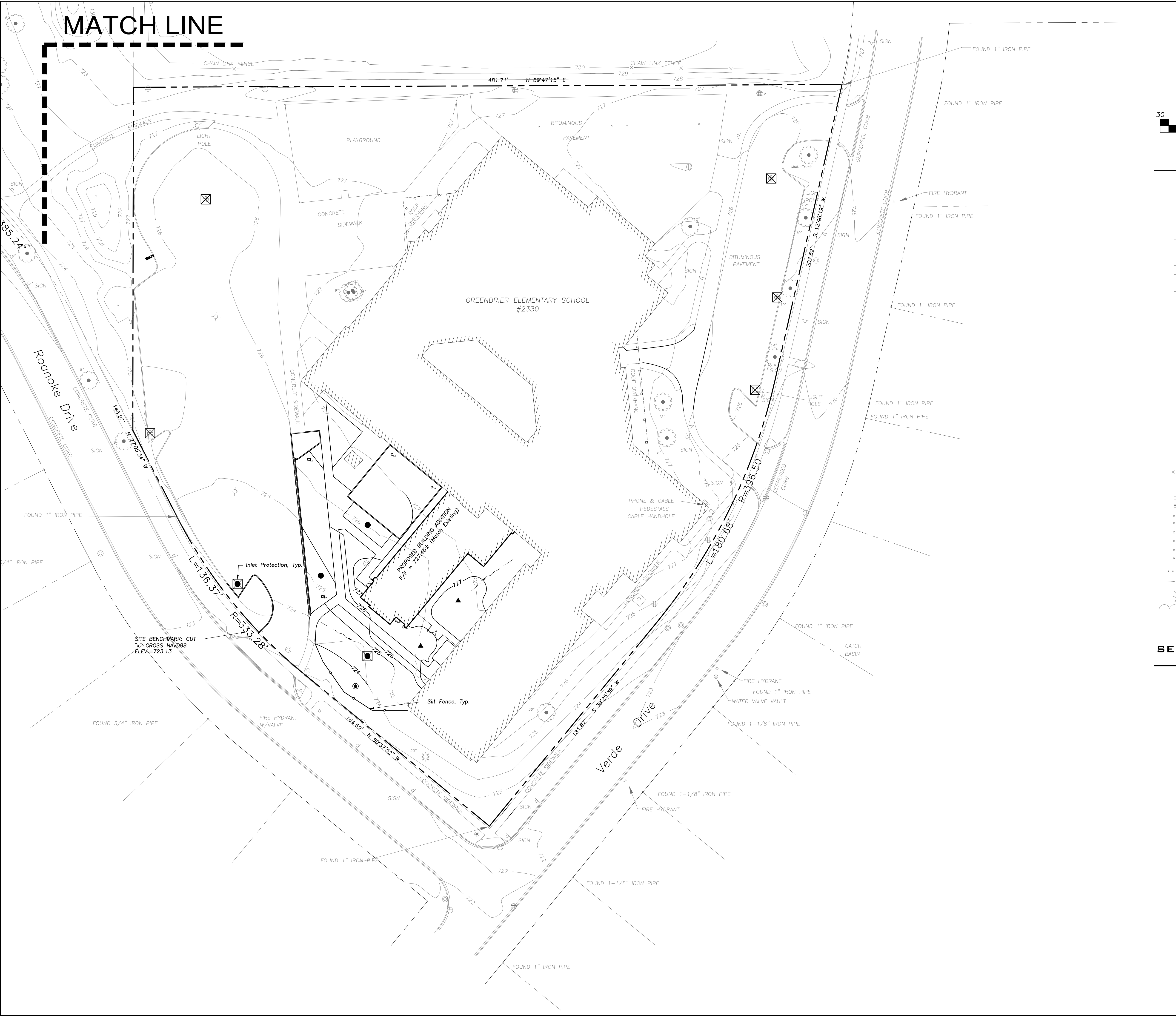
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Approved By:	KC	Project No.	

Sheet Title:
SITE GRADING
AND PAVING PLAN

Sheet No:
C4.02



LEGEND	
EXISTING	PROPOSED

SOIL EROSION & SEDIMENTATION CONTROL LEGEND	
	Silt Fence
	Erosion Control Blanket North American Green DS75 Or Approved Equal
	Permanent Turf Reinforcement Mat North American Green C350 Or Approved Equal
	Erosion Control Ditch Check
	Catch-All, Park Chop Sediguard (or equal) Paved or Existing Stabilized Areas
	Filter Wattle Inlet Protection with Dandy Pop (or equal) Landscape Areas
	Erosion Eel (Temporary Silt Barrier) Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing



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GREENBRIER SCHOOL ADDITION AND RENOVATIONS

2330 N. Verde Dr.
Arlington Heights, Illinois

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	07/27/17	REVISIONS FOR VILLAGE

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Approved By: KC	Project No.:

Sheet Title:

**SOIL EROSION
AND SEDIMENT
CONTROL PLAN**

Sheet No.:

C5.01



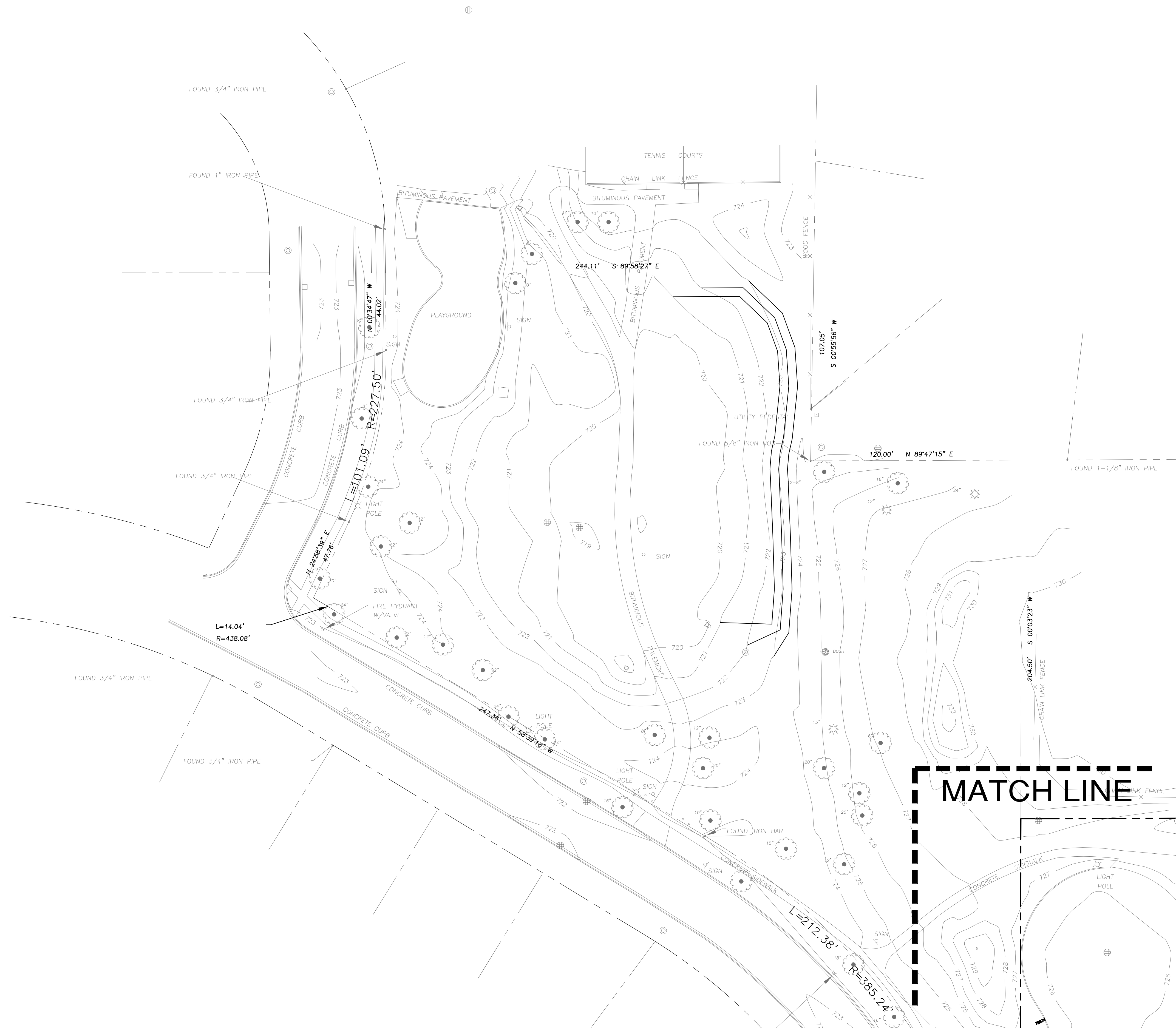
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LEGEND

EXISTING	PROPOSED

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

	Silt Fence
	Erosion Control Blanket North American Green DS75 Or Approved Equal
	Permanant Turf Reinforcement Mat North American Green C350 Or Approved Equal
	Erosion Control Ditch Check
	Catch-All, Park Chop Sediguard (or equal) Paved or Existing Stabilized Areas
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	Erosion Eal (Temporary Silt Barrier) Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing



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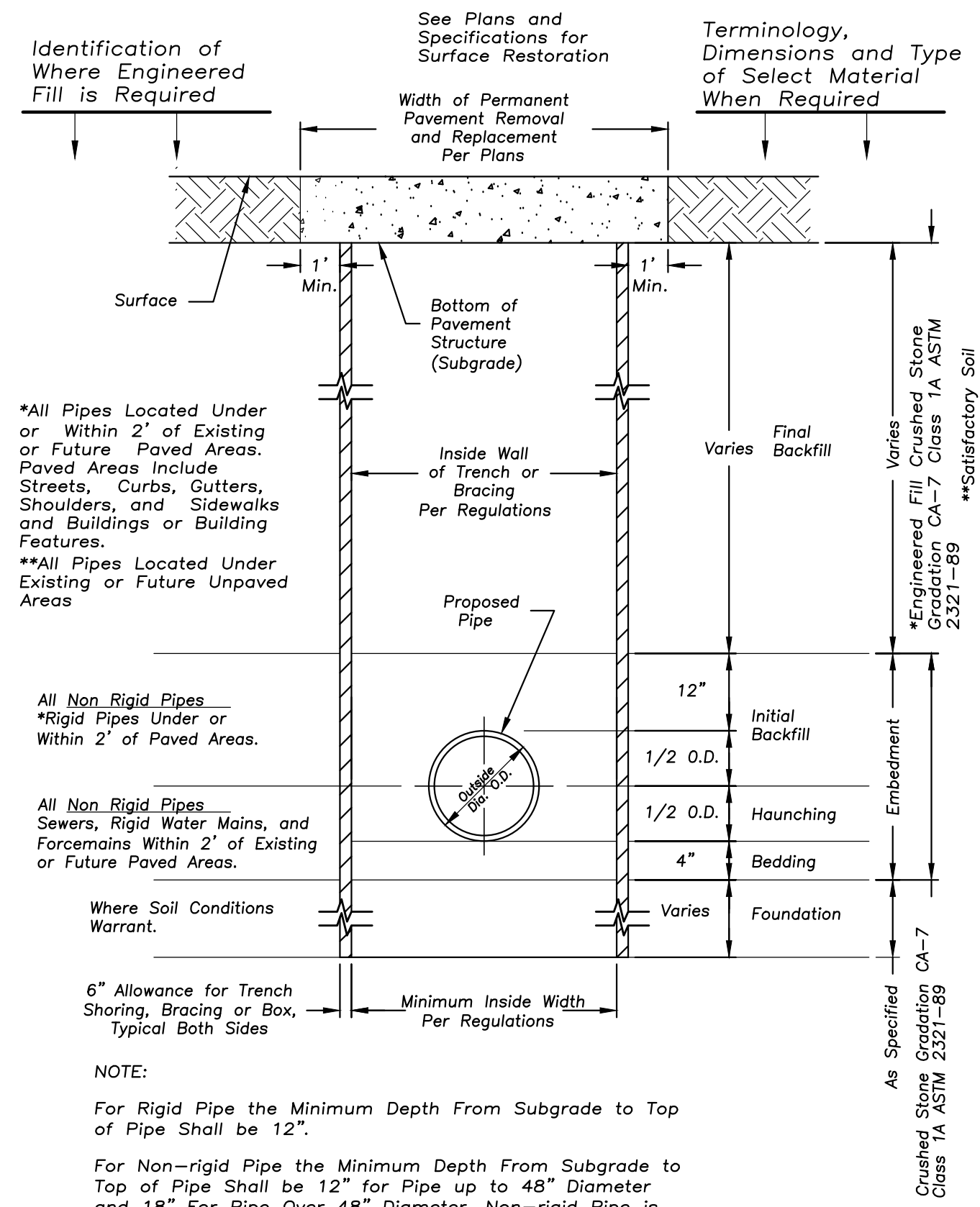
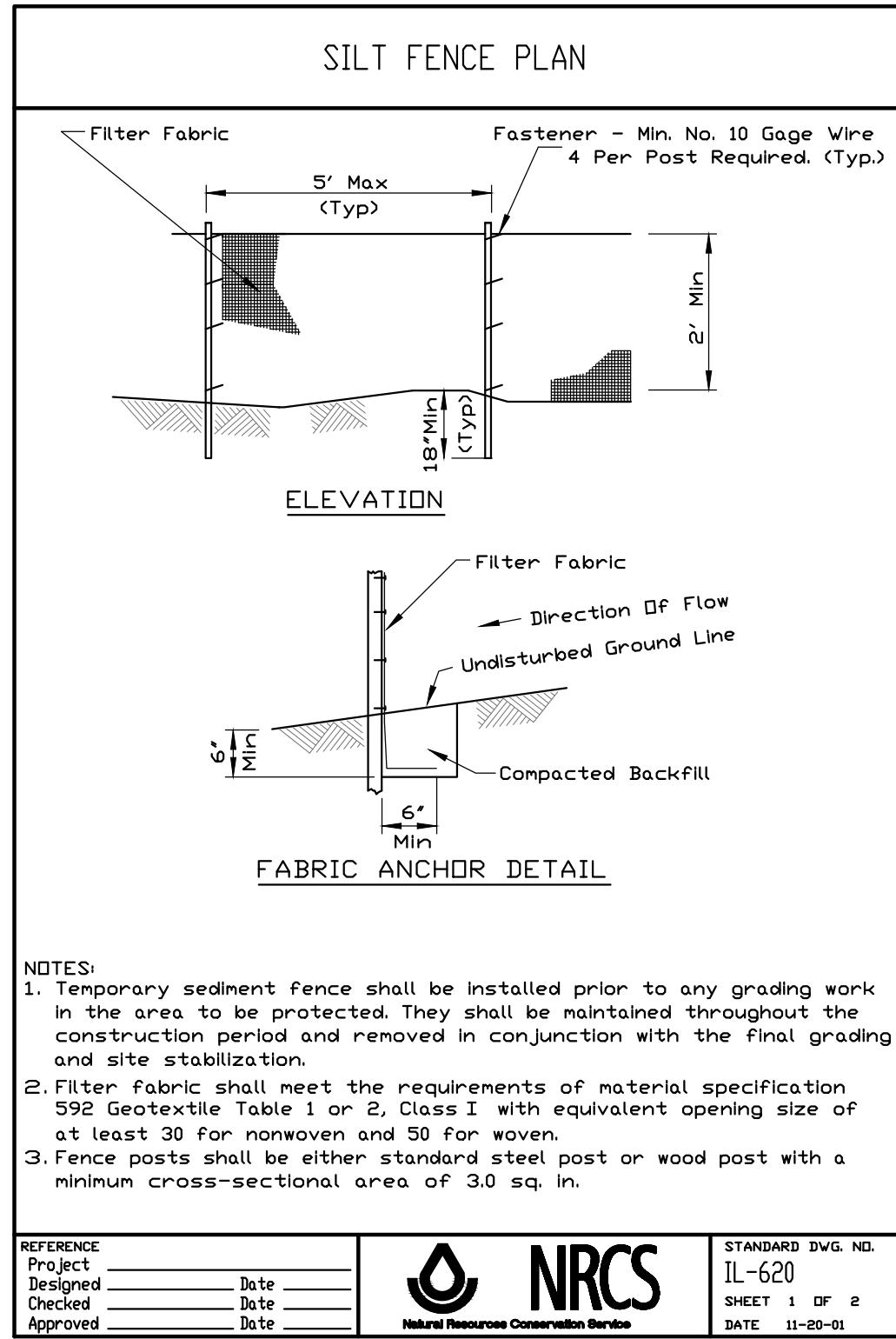
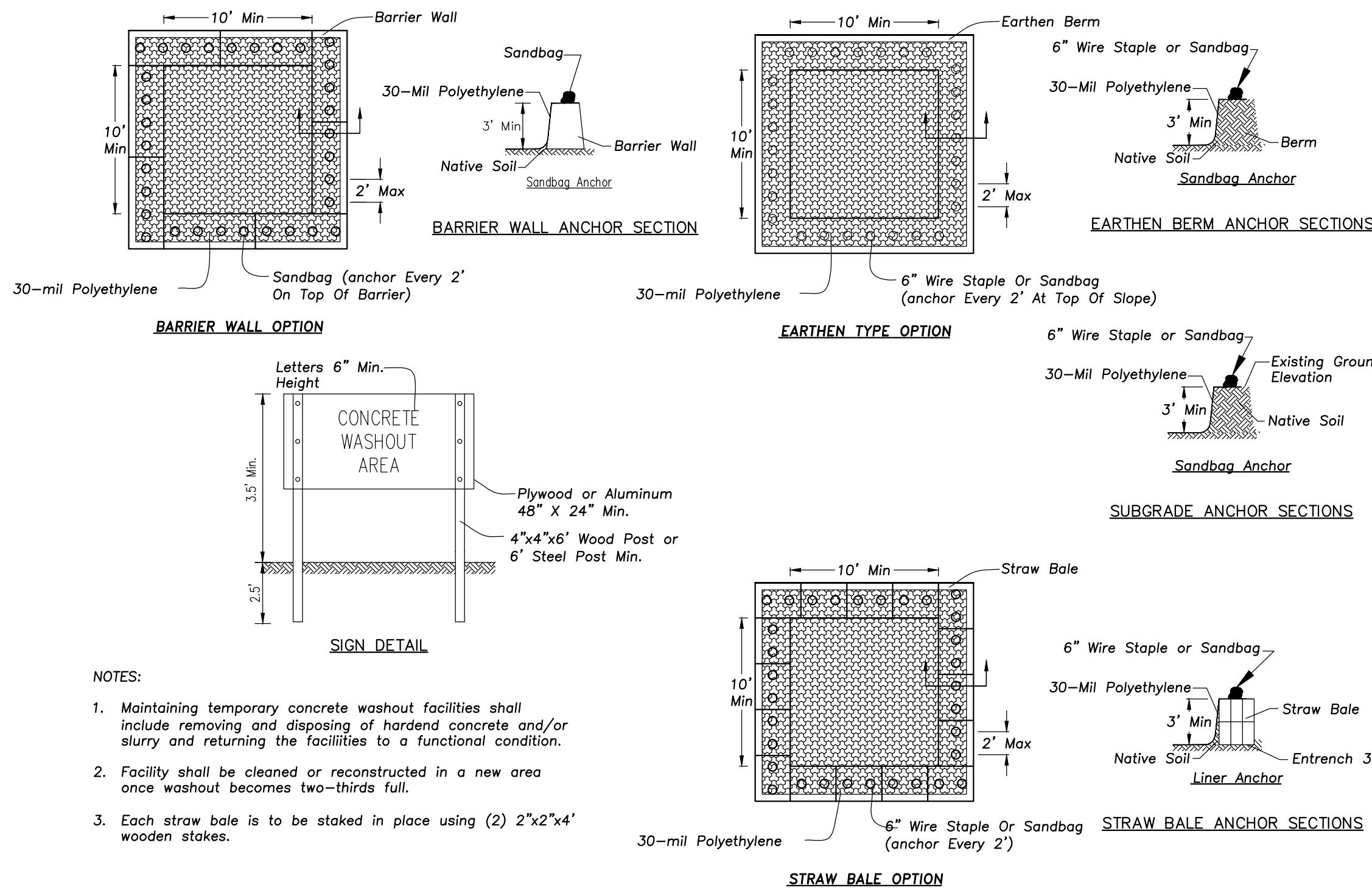
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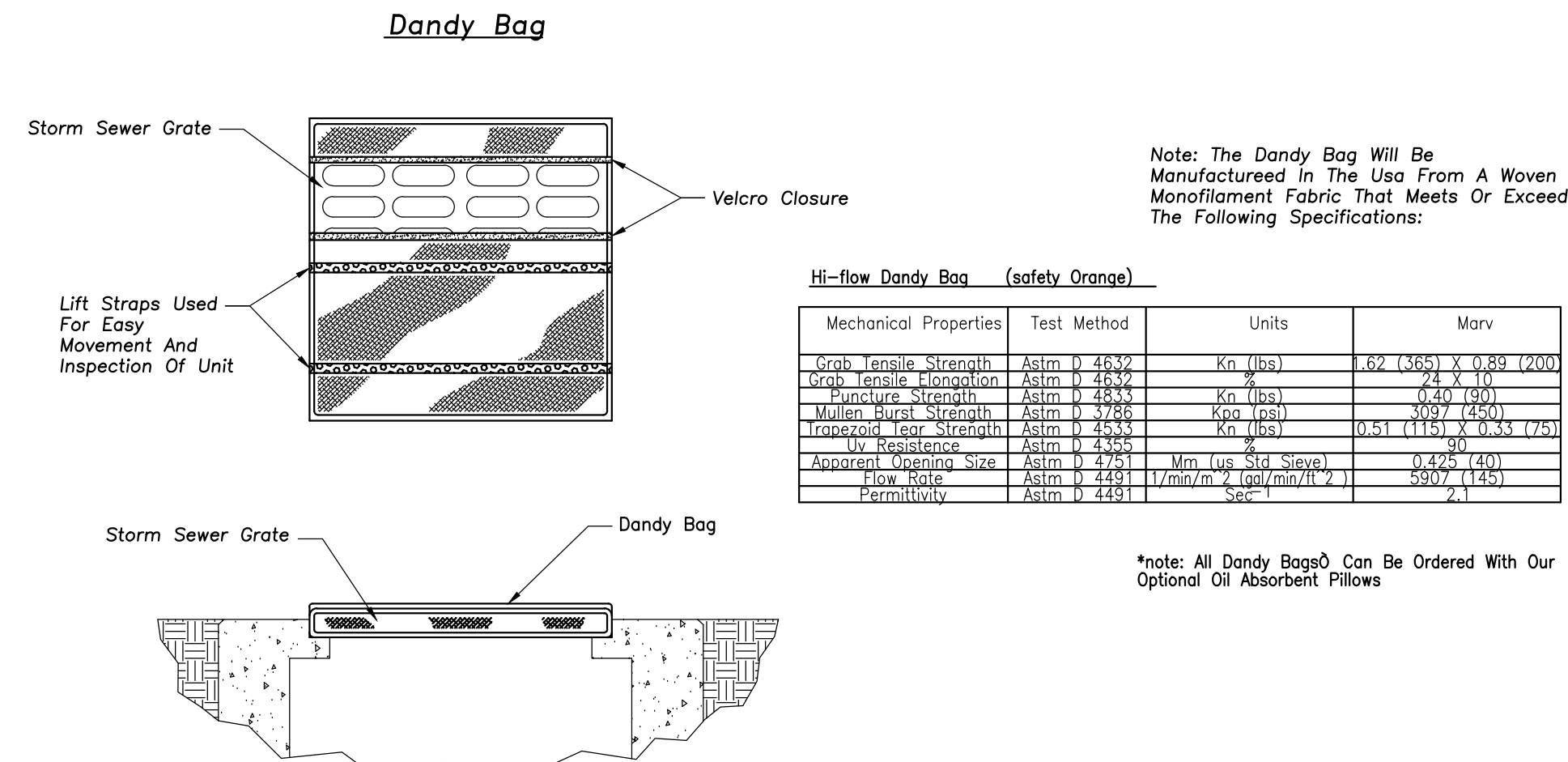
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Sheet Title:
**SOIL EROSION
AND SEDIMENT
CONTROL PLAN**

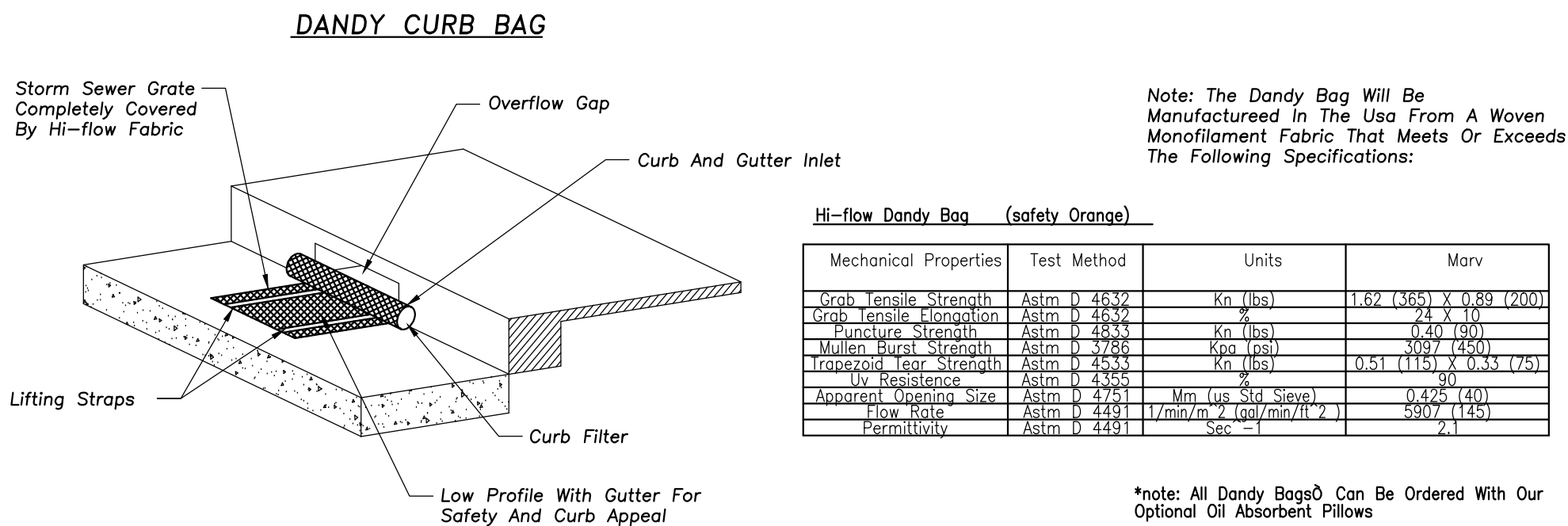
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C5.02



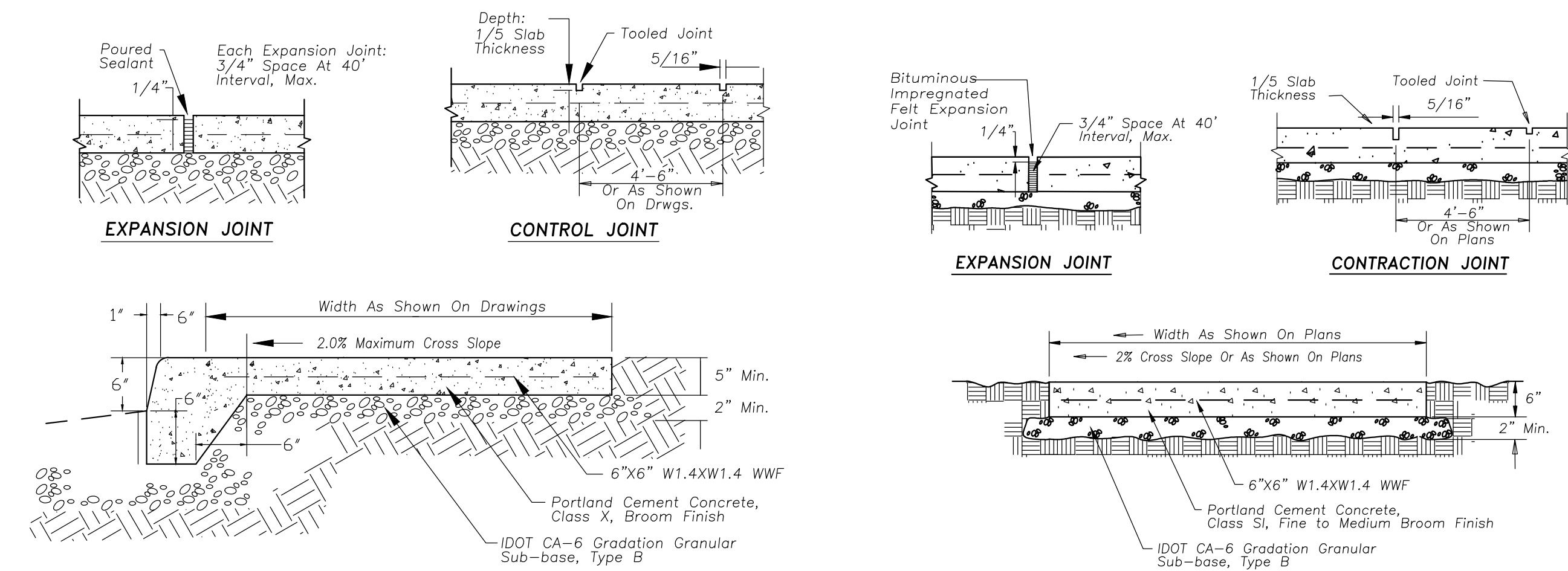
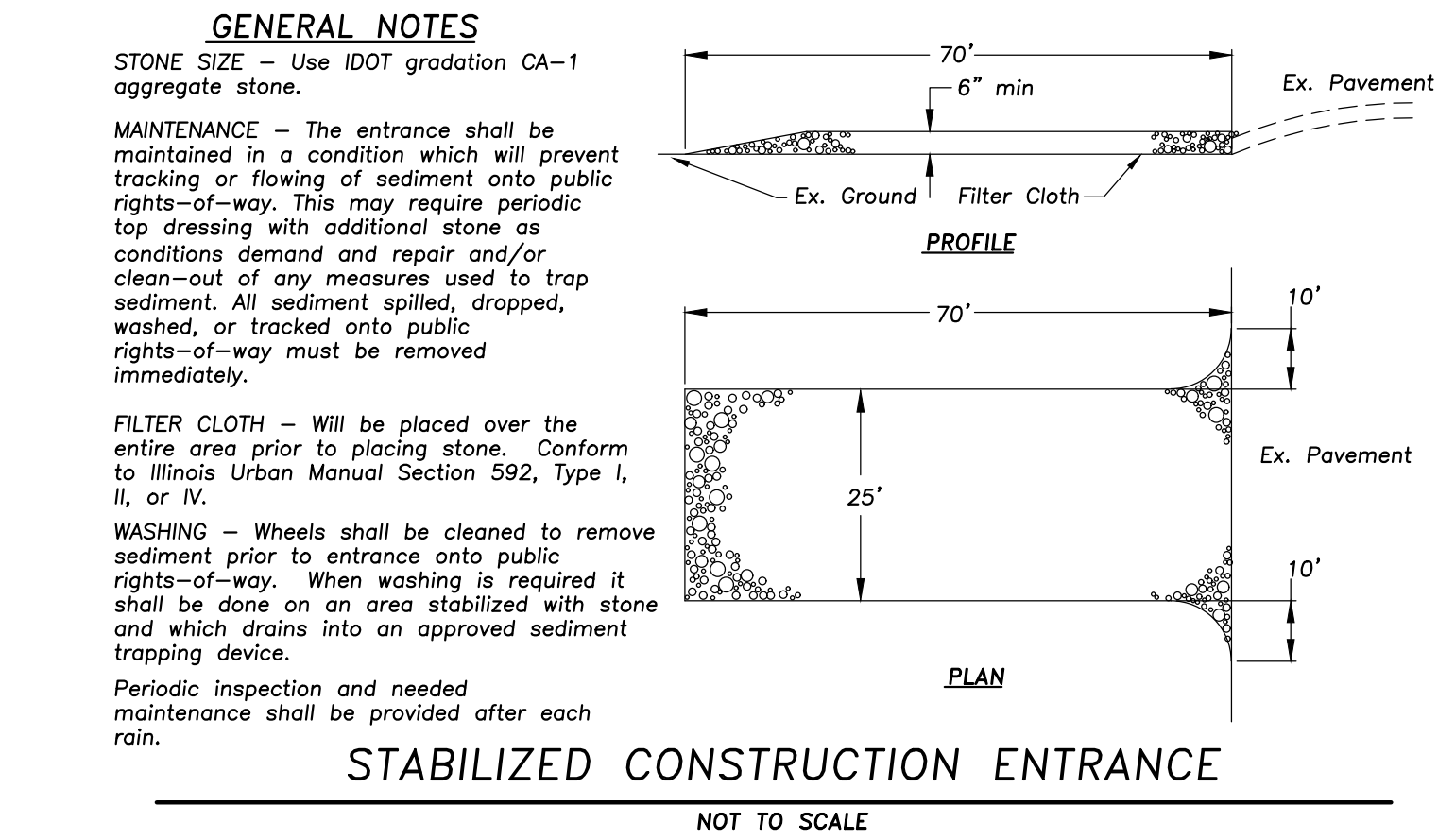
CONCRETE WASHOUT FACILITY



DANDY BAG INLET SEDIMENT CONTROL DEVICE

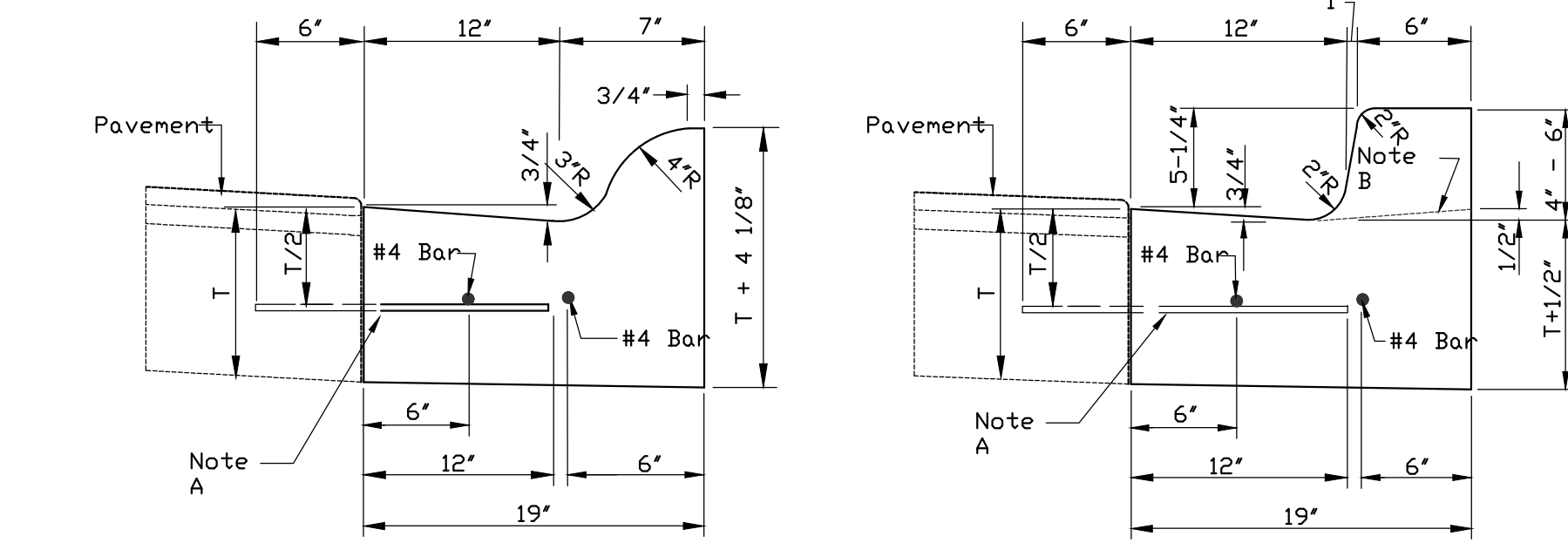


DANDY CURB BAG SEDIMENT CONTROL DEVICE



MONOLITHIC CONC. CURB & SIDEWALK

PORTLAND CEMENT CONC. SIDEWALK

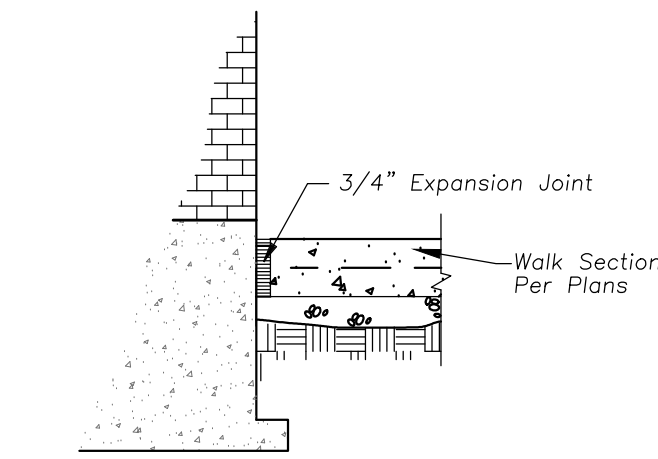


- Notes:**
 1. 2-#4 Longitudinal Bars 20 Feet In Length With 12" Overlaps, At 60' Intervals, Except At Expansion Joints.
 2. Expansion Joints Shall Be A Minimum Of 3/4" Preformed Expansion Material And Shall Be Provided With A 1" Dia. X 18" Coated Smooth Dowel Bar Fitted With A Cap That Will Allow A Minimum Of 1" Of Expansion.
 3. Construction Joints Shall Be Template Formed Or Saw-cut (Within 24 Hours Of Placement Of The Curb) To 1/5th The Depth Of The Gutter Flag At 20ft. Intervals Or At The Joints Depth Of The Gutter Flag At 20ft. Intervals Or At The Joints In An Adjacent Concrete Pavement.

BARRIER TYPE CURB

- Note "a"**
 1/2" Dia. Steel Tie Bars @ 2'-6" Centers Grouted In Place @ 5/8" Dia. J-bolts Anchored In Place (omit For Bituminous Base Course)
Note "b"
 Profile For Depressed Curb @ Driveways And Ramps

TYPE B CURB



WALK ADJACENT TO BUILDING



GREENBRIER SCHOOL ADDITION AND RENOVATIONS

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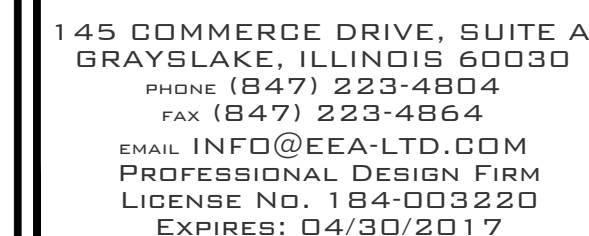
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Approved By:	KC	Project No.	

SITE WORK DETAILS

Sheet No:
C6.01



GREENBRIER SCHOOL
ADDITION AND RENOVATIONS
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Sheet Title:

**PROPOSED SITE
CONDITIONS**

Sheet No:

CX1.02

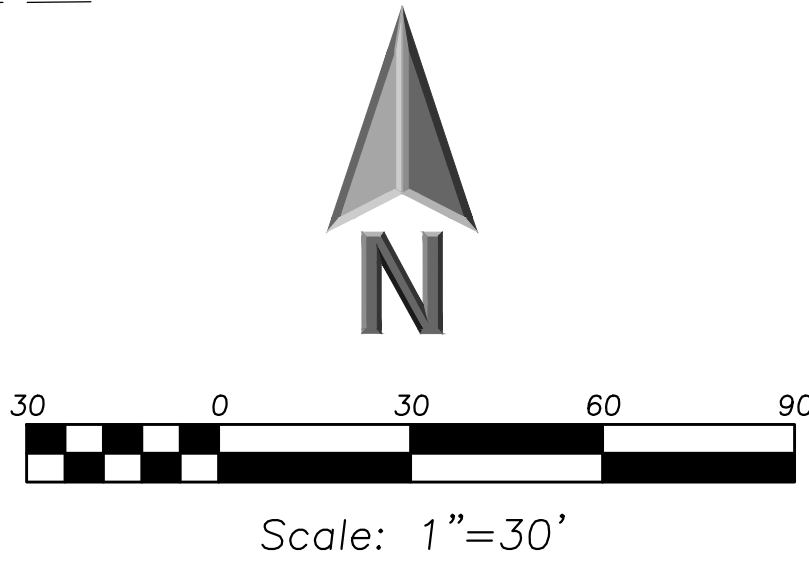


Scale: 1"=50'

LEGEND

- Redevelopment Area
0.81 Acres (±0.25 Acres Off-Site)
- Proposed Impervious Area Of Redevelopment
±0.19 Acres
- Proposed Permeable/Pervious Surface
Of Redevelopment
±0.24 Acres





LEGEND	
EXISTING	PROPOSED

LEGEND	
	Total Contiguous Property Area 3.97 Acres
	Redevelopment Area 0.56 Acres
	Maintenance Area 0.26 Acres



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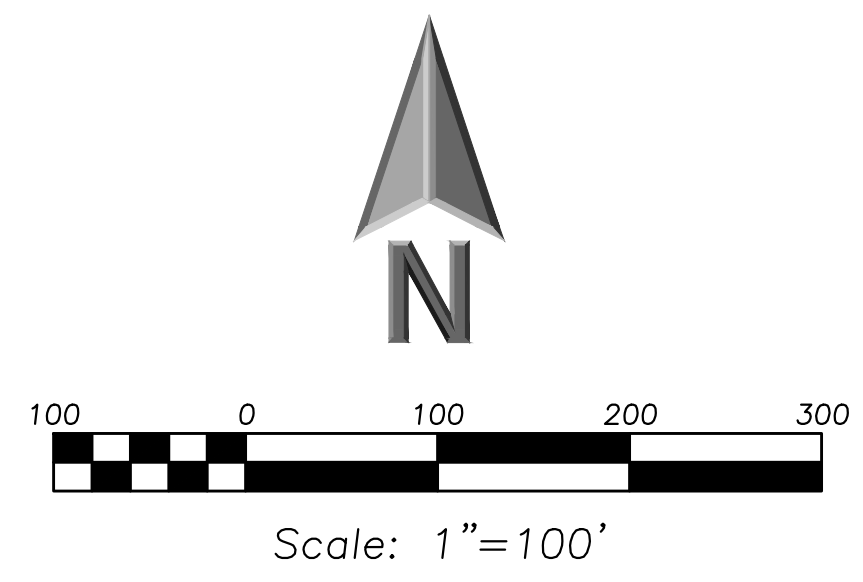
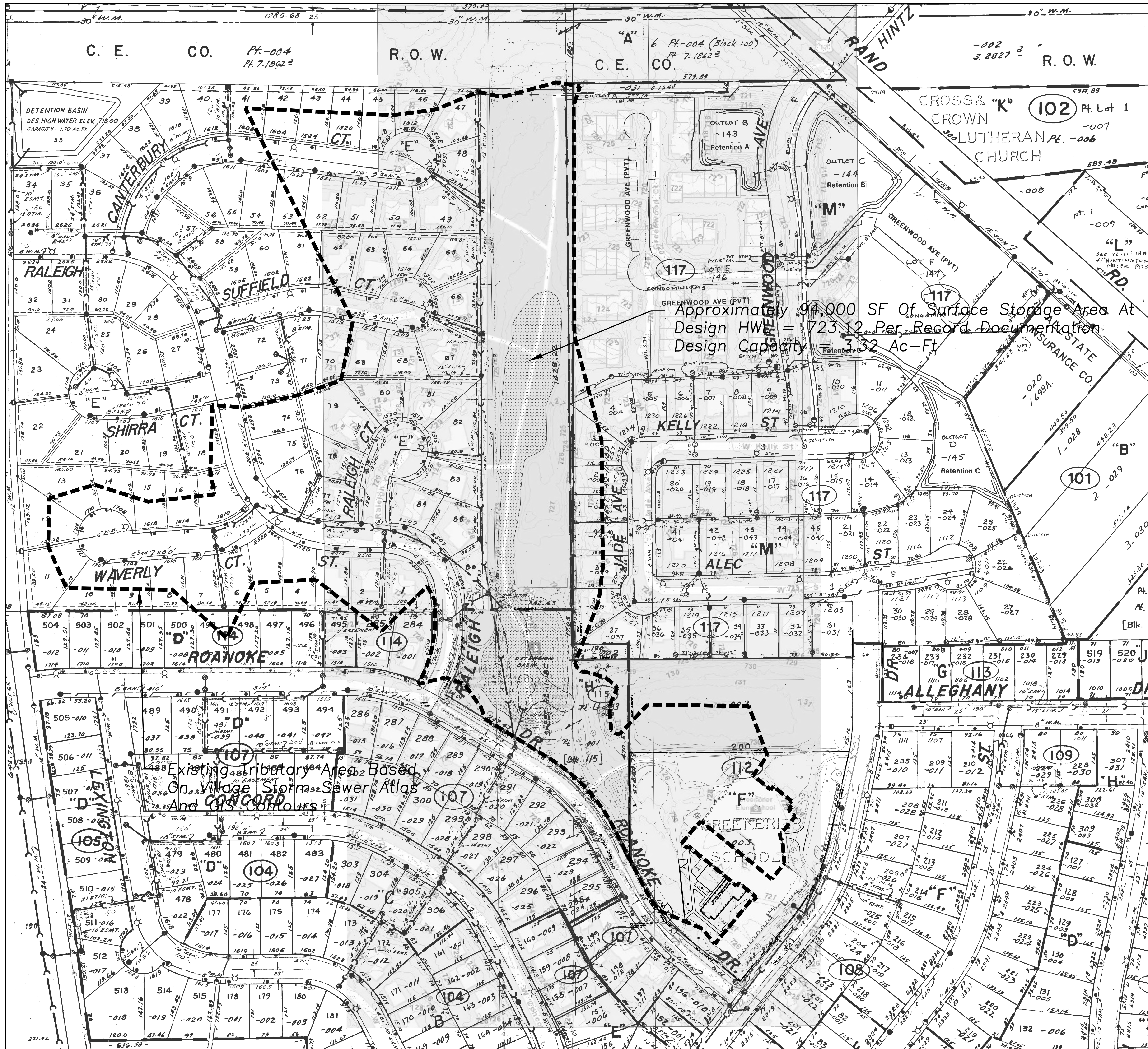
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Sheet Title:

PROPOSED
PROJECT
DISTURBANCE

Sheet No:

CX2.01



LEGEND

--- Approximate Tributary Area
24.85 Acres



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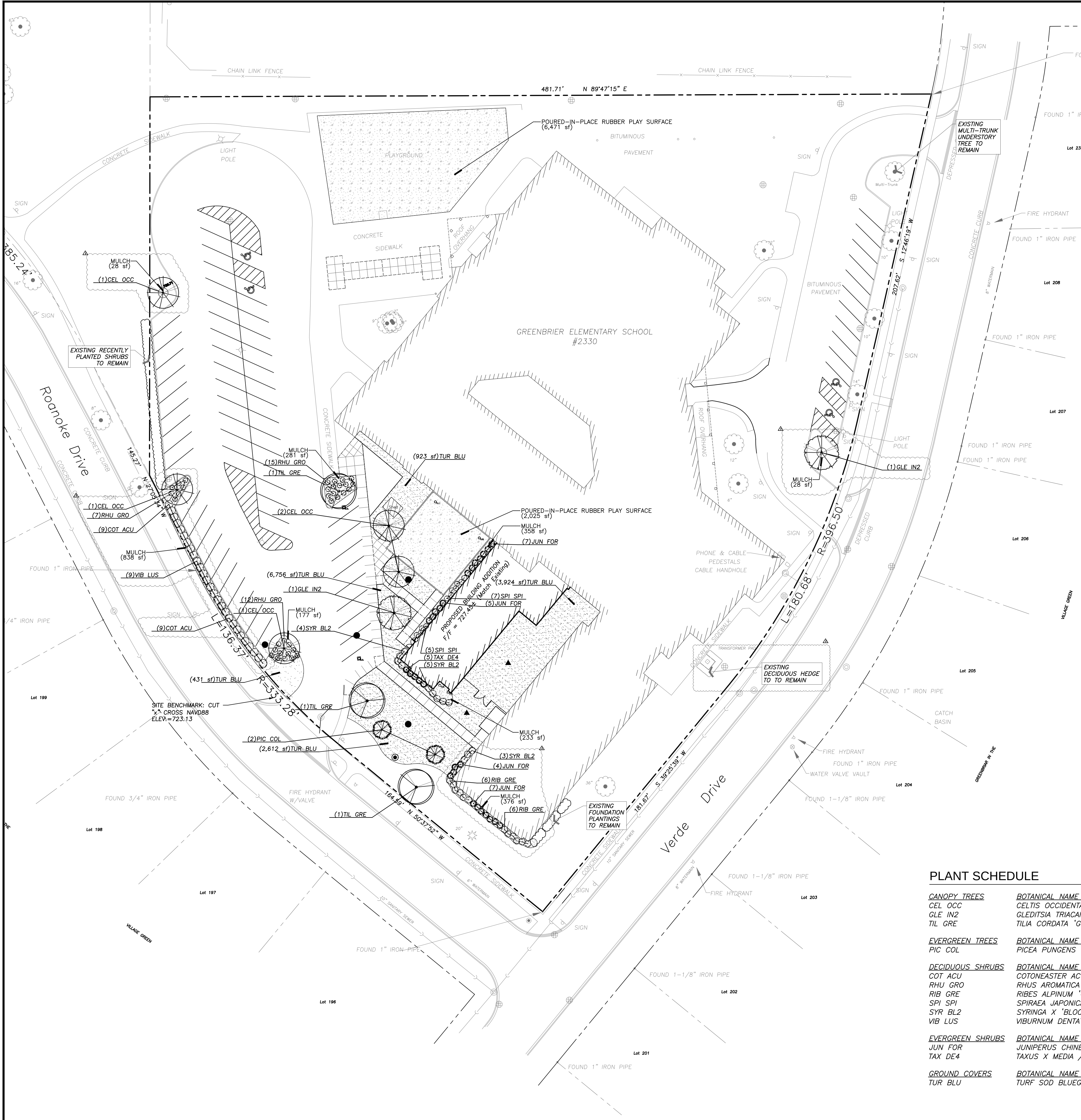
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Approved By: KC Project No. _____

**APPROXIMATE
TRIBUTARY AREA TO
EXISTING DETENTION
FACILITY**

Sheet No:
CX3.01



LANDSCAPE NOTES:

1. PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. ANY AREAS TO BE LOAMED AND SEEDED WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1"-2" OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THEN 1" SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
10. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.
11. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
12. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
13. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING.
14. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
15. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
16. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
17. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED UNLESS OTHERWISE NOTED.
18. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
19. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
20. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
21. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
22. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
23. TREES SHALL BE STAKED AND GUYED, AND HAVE A WATERING SAUCER AT BASE.
24. ALL BEDS TO BE BERMED 12" TO 24" ABOVE GRADE AND MEET DRAINAGE REQUIREMENTS.
25. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
26. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
27. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.

SITE SURFACE SCHEDULE

	POURED-IN-PLACE RUBBER PLAY SURFACE	8,496 SF
	MULCH	2,320 SF

PLANT SCHEDULE

CANOPY TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	4" CAL	5
GLE IN2	GLEDITSIA TRIACANTHOS INERMIS 'SUNBURST' / SUNBURST COMMON HONEYLOCUST	B & B	4" CAL	2
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	4" CAL	3
EVERGREEN TREES	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
PIC COL	PICEA PUGENSIS 'COLORADO GREEN' / COLORADO GREEN SPRUCE	B & B	8' HT.	2
DECIDUOUS SHRUBS	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	18
RHU GRO	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	5 GAL	24" SPREAD	34
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	12
SPI SPI	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	B & B	24" HT.	12
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	12
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	9
EVERGREEN SHRUBS	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	23
TAX DE4	TAXUS X MEDIA / DENSE YEW	B & B	24" HT.	5
GROUND COVERS	BOTANICAL NAME / COMMON NAME	COND	SIZE	QTY
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	SOD	S.F.	8,212 SF

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GREENBRIER SCHOOL
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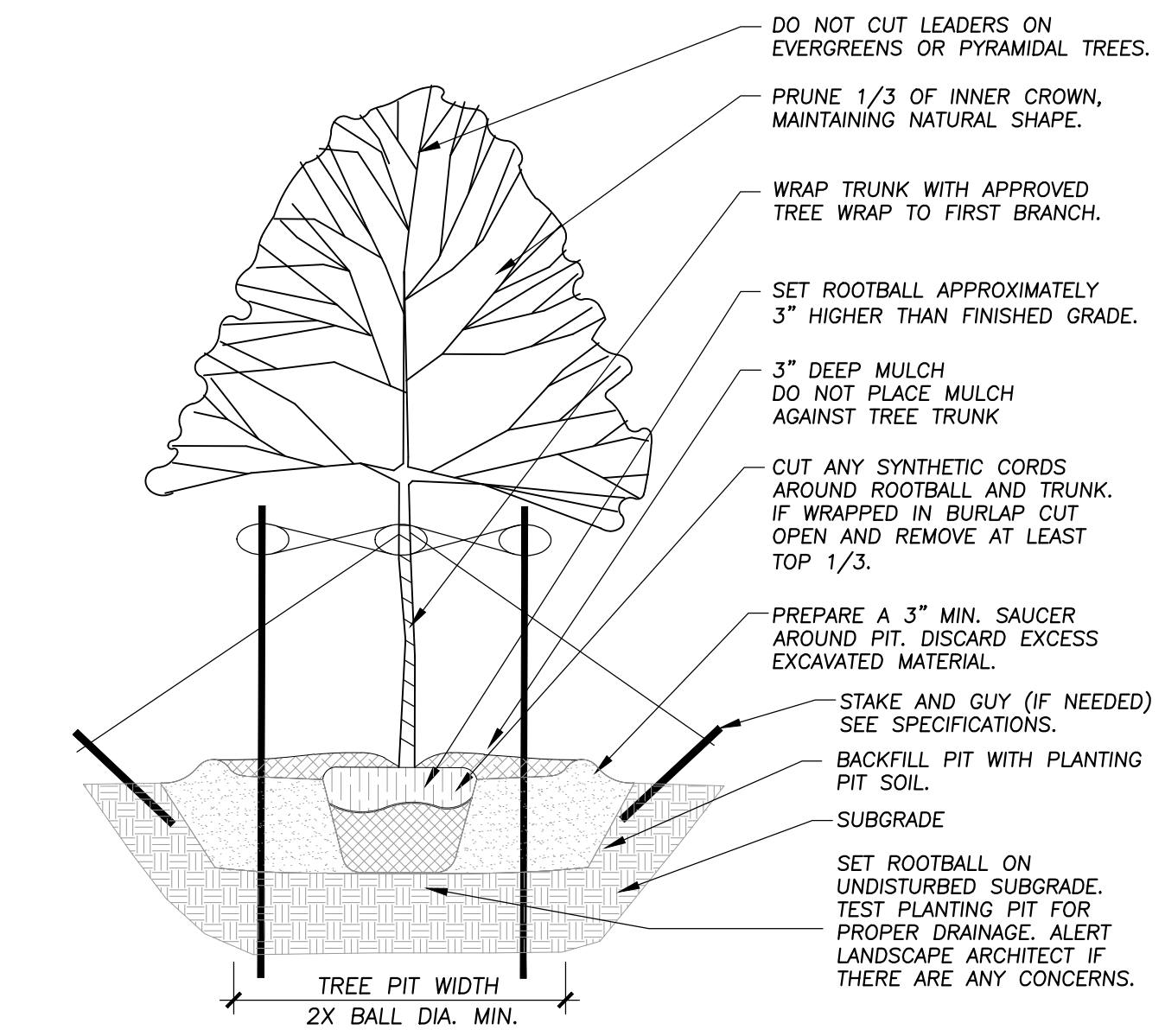
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LANDSCAPE
PLAN

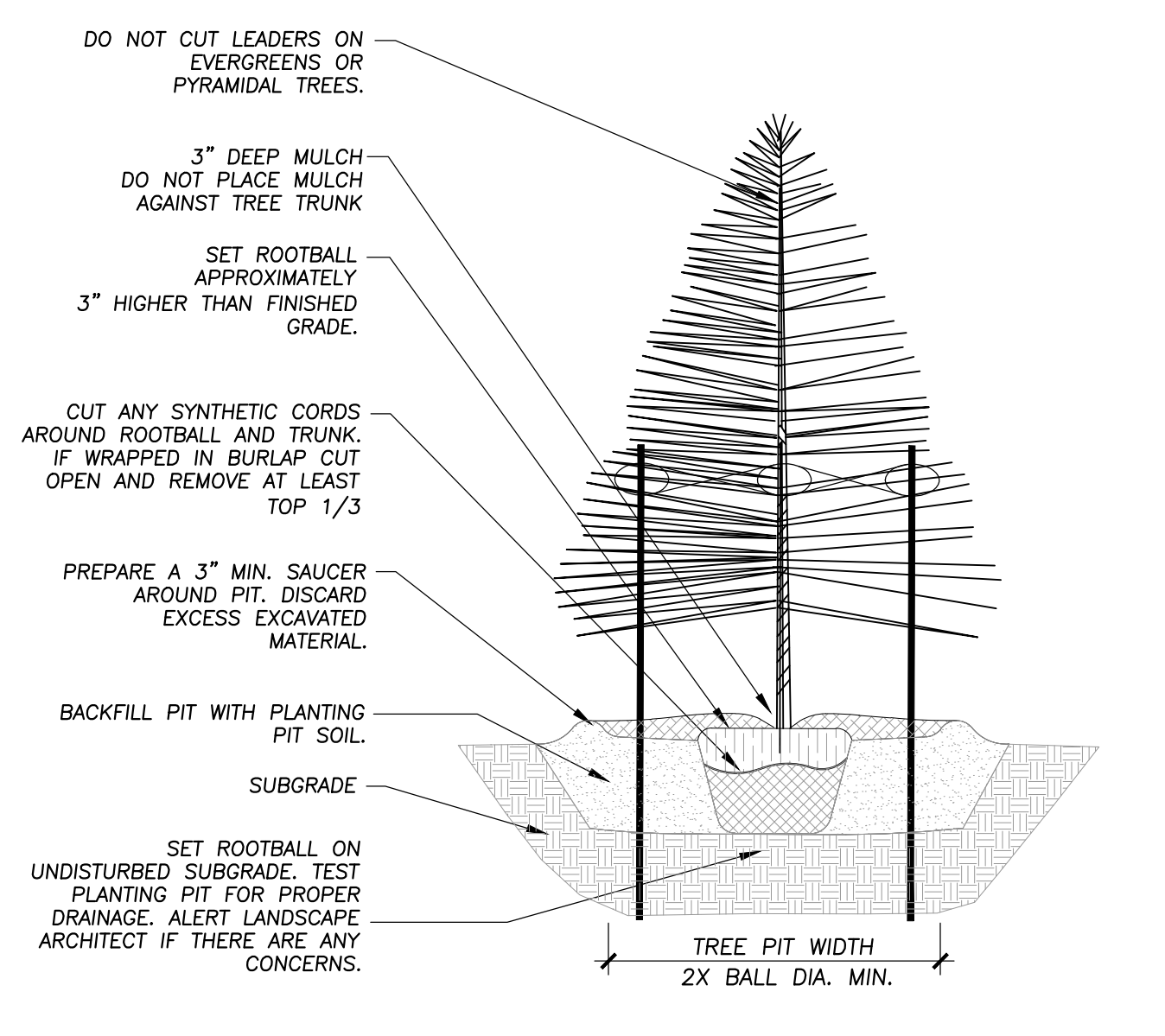
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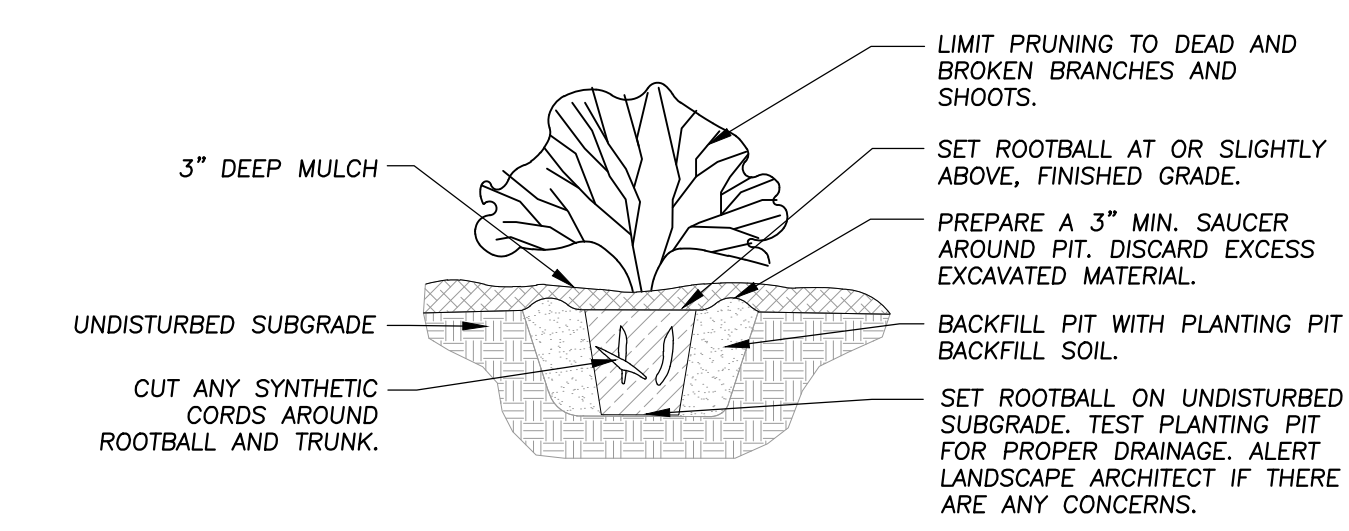
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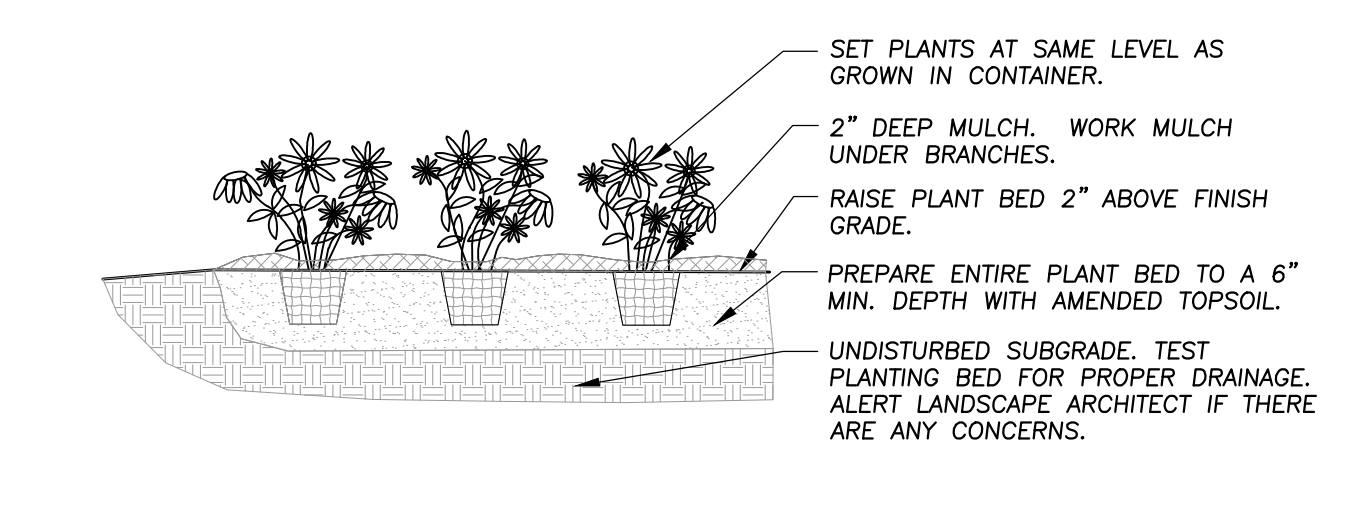
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Not To Scale 329343-01



2 EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE 329343-02



3 SHRUB PLANTING DETAIL
Not To Scale 329333-01



4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL
Not To Scale 329301-03



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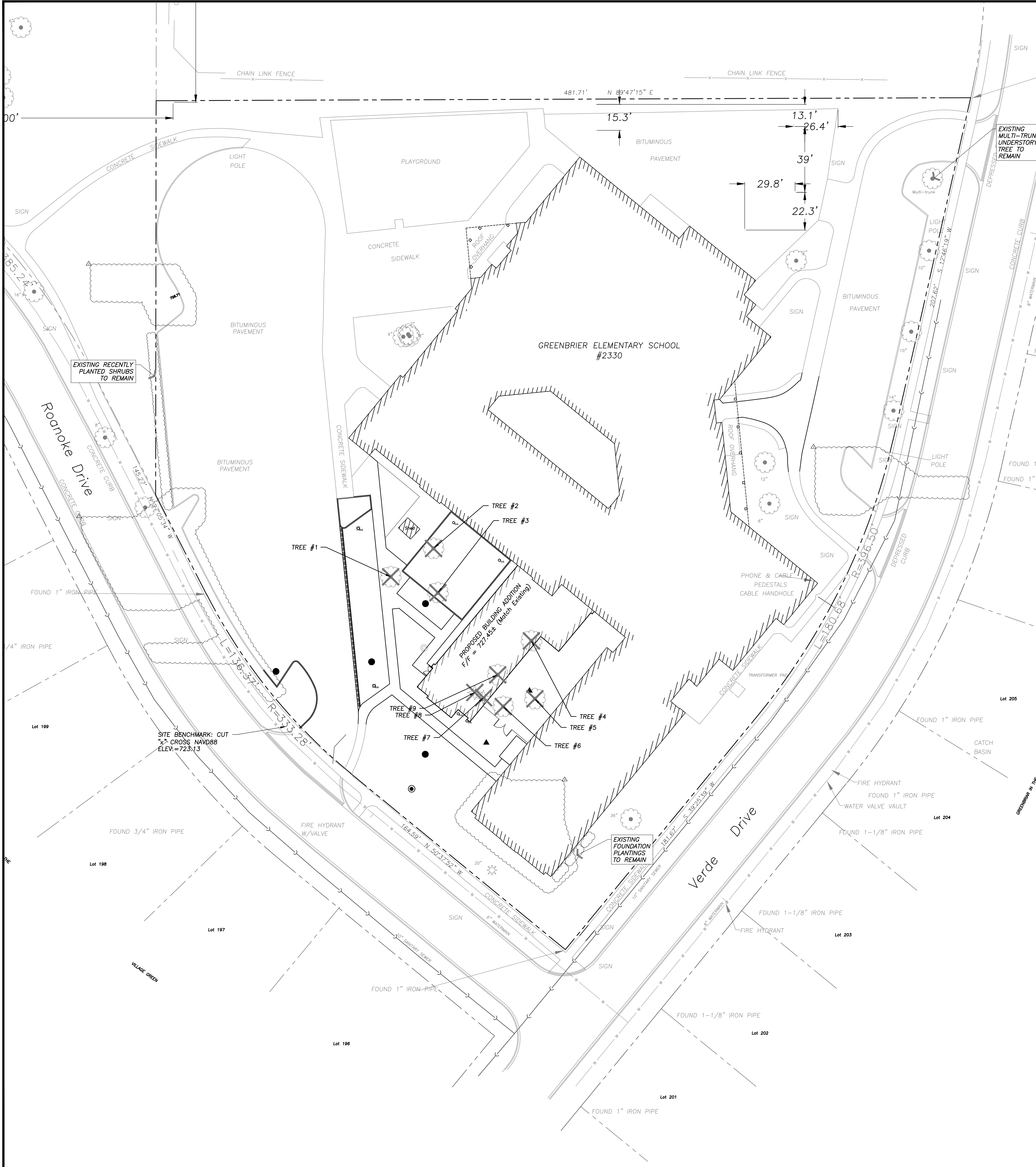
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LANDSCAPE
DETAILS

Sheet No:

L1.02

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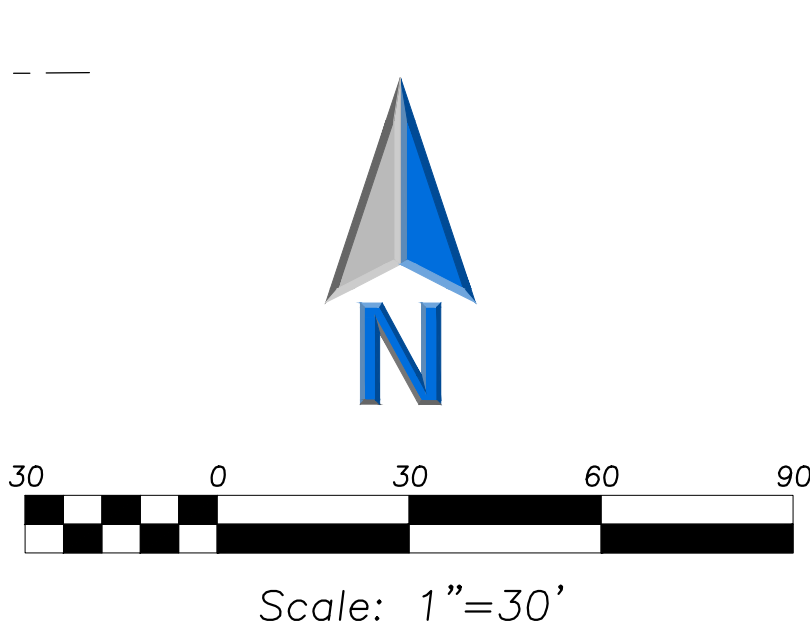
EXISTING TREE INVENTORY

TREE #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Acer platanoides	Norway Maple	12" Cal.	Good	
2	Acer platanoides	Norway Maple	12" Cal.	Good	
3	Acer platanoides	Norway Maple	24" Cal.	Fair	
4	Acer platanoides	Norway Maple	22" Cal.	Good	
5	Malus spp.	Crabapple	6" Cal.	Good	
6	Acer saccharinum	Silver Maple	17" Cal.	Good	
7	Picea pungens	Colorado Blue Spruce	10" Cal.	Good	
8	Picea pungens	Colorado Blue Spruce	10" Cal.	Good	
9	Ulmus americana	American Elm	8" Cal.	Good	

TREE PRESERVATION NOTES

- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
- REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
- REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
- PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
- TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
- TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.

NOT FOR CONSTRUCTION



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

GREENBRIER SCHOOL
ADDITIONS AND RENOVATIONS

2330 N. Verde Dr.
Arlington Heights, Illinois

Reserved for Seal:

NOT FOR
CONSTRUCTION

Expiration Date: _____

No.	Date	Description
	06/06/17	ISSUED FOR DD
	07/05/17	ISSUE FOR 75% CD
	07/21/17	ISSUE FOR 100% CD
	07/27/17	REVISION FOR LABEL ADJUSTMENTS

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Design By:	SG	Date:	05/18/17
Approved By:	KC	Project No.	

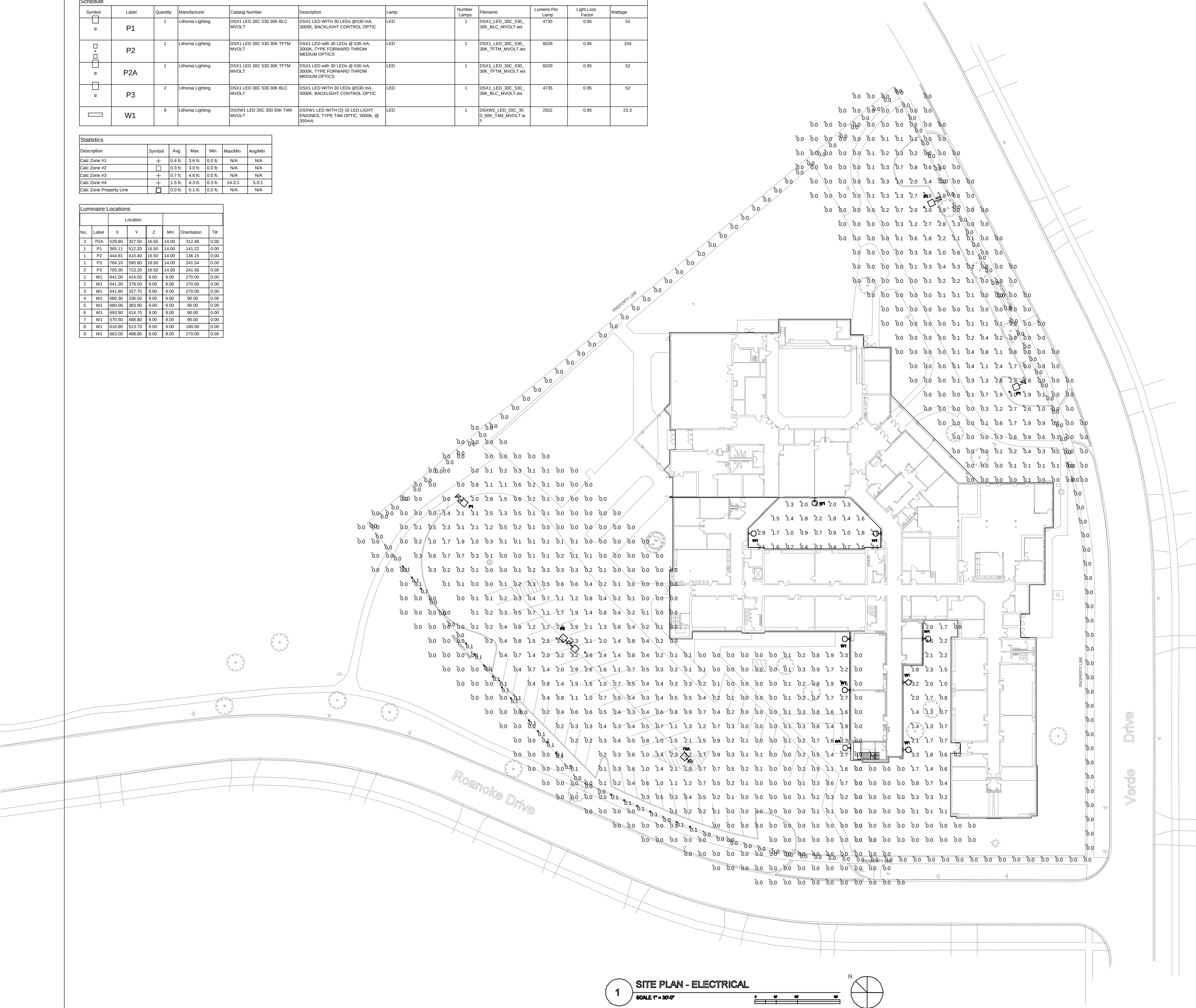
Sheet Title:
TREE
PRESERVATION
PLAN

Sheet No:
L2.01

Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	P1	1	Lithonia Lighting	DSK1 LED 30C 530 30K BLC MVOLT	DSK1 LED WITH 30 LEDs @ 530 mA, 3000K, BACKLIGHT CONTROL OPTIC	LED	1	DSK1_LED_30C_530_30K_BLC_MVOLT.es	4735	0.95	52
	P2	1	Lithonia Lighting	DSK1 LED 30C 530 30K TFTM MVOLT	DSK1 LED WITH 30 LEDs @ 530 mA, 3000K, TYPE FORWARD THROW MEDIUM OPTICS	LED	1	DSK1_LED_30C_530_30K_TFTM_MVOLT.es	6029	0.95	104
	P2A	1	Lithonia Lighting	DSK1 LED 30C 530 30K TFTM MVOLT	DSK1 LED WITH 30 LEDs @ 530 mA, 3000K, TYPE FORWARD THROW MEDIUM OPTICS	LED	1	DSK1_LED_30C_530_30K_TFTM_MVOLT.es	6029	0.95	52
	P3	2	Lithonia Lighting	DSK1 LED 30C 530 30K BLC MVOLT	DSK1 LED WITH 30 LEDs @ 530 mA, 3000K, BACKLIGHT CONTROL OPTIC	LED	1	DSK1_LED_30C_530_30K_BLC_MVOLT.es	4735	0.95	52
	W1	9	Lithonia Lighting	DSKW1 LED 20C 350 50K T4M MVOLT	DSKW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE T4M OPTIC, 5000K, @ 350mA	LED	1	DSKW1_LED_20C_350_50K_T4M_MVOLT.es	2922	0.95	23.3

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.4 fc	3.6 fc	0.0 fc	N/A	N/A
Calc Zone #2	□	0.3 fc	3.0 fc	0.0 fc	N/A	N/A
Calc Zone #3	+	0.7 fc	4.6 fc	0.0 fc	N/A	N/A
Calc Zone #4	+	1.5 fc	4.3 fc	0.3 fc	14.3:1	5.0:1
Calc Zone Property Line	□	0.0 fc	0.1 fc	0.0 fc	N/A	N/A

Luminaire Locations						
No.	Label	X	Y	Z	Mt	Orientation
3	P2A	529.80	327.50	16.50	14.00	312.46
1	P1	365.11	512.20	16.50	14.00	141.22
1	P2	444.81	410.40	16.50	14.00	136.15
1	P3	704.10	595.00	16.50	14.00	241.54
2	P3	705.00	733.20	16.50	14.00	241.56
1	W1	541.00	414.50	9.00	9.00	270.00
2	W1	641.30	378.50	9.00	9.00	270.00
3	W1	641.80	537.70	9.00	9.00	270.00
4	W1	680.30	536.50	9.00	9.00	90.00
5	W1	680.00	383.90	9.00	9.00	90.00
6	W1	693.90	414.70	9.00	9.00	90.00
7	W1	570.50	488.80	9.00	9.00	90.00
8	W1	616.80	513.70	9.00	9.00	180.00
9	W1	663.00	488.80	9.00	9.00	270.00



1 SITE PLAN - ELECTRICAL
SCALE 1" = 30'-0"

SCOPE DOCUMENT

PROJECT
GREENBRIER ELEMENTARY
SCHOOL ADDITION AND
RENOVATIONS
2330 N. Verde Drive
Arlington Heights, IL 60004

ARLINGTON HEIGHTS
SCHOOL DISTRICT 25
1200 S. Dunton Ave.
Arlington Heights, IL 60005

CLIENT PROJECT NUMBER

ESTR PROJECT NUMBER

DRAWING DATES

NUMBER	DATE	COMMENTS
--------	------	----------

1		
2	JULY 27, 2017	REVISIONS FOR VILLAGE
1	JUNE 30, 2017	ISSUE FOR VILLAGE

DRAWING TITLE

SITE PLAN -
ELECTRICAL

DRAWING NUMBER

ES1.0

Greenbrier School

Traffic and Parking Study

Arlington Heights, Illinois

Prepared For:

Arlington Heights School District 25

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

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INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed expansion of Greenbrier School in Arlington Heights, Illinois. The purpose of the study was to observe the existing traffic patterns around the school, determine the traffic characteristics of the existing and expanded school, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

Greenbrier School is located at 2330 N. Verde Drive in Arlington Heights, Illinois. The site is bounded by Verde Drive to the east, Greenbrier Park to the north, and Roanoke Drive to the southwest within a single family residential neighborhood. **Figure 1** illustrates the site location and the surrounding land-uses and roads. (Note: all figures are located at the end of the report).

Bicycle and Pedestrian Routes

Verde and Alleghany Drives are designated on-street bike routes. An off street bike route extends north thru Greenbrier Park west of the school. Public sidewalks are located on both sides of the neighborhood streets around the school.

The All-Way Stop Controlled (AWSC) intersection of Verde and Roanoke Drives has crosswalks on the north and west legs. The intersection of Verde and Alleghany Drives has crosswalks on the north, south, and east legs. During the school's arrival and dismissal periods no crossing guards are used by the school.

Roadway Characteristics

The roads surrounding the school are under the jurisdiction of the Village of Arlington Heights. A description of the area roadways accessing the school is provided below:

Verde Drive is a north-south local residential roadway with one travel lane in each direction. It has a 25 mph speed limit with a 20 mph school speed limit approaching the school. All-Way-Stop-Controlled intersections are provided at Alleghany and Roanoke Drives. No Standing, Parking or Stopping is posted on northbound Verde Drive between Roanoke and Alleghany Drives and on southbound Verde Drive from Greenbrier Park to the south side of the east parking area. Parking is permitted on the west side between the east parking area and Roanoke Drive except near the corners. Parking is permitted on both sides of Verde Drive south of Roanoke Drive.

Roanoke Drive is an east-west local residential roadway with one travel lane in each direction. It has a 25 mph speed limit with a 20 mph school speed limit approaching the school. Parking is permitted on both sides of the street.

Alleghany Drive is an east-west local residential roadway with one travel lane in each direction. It has a 25 mph speed limit with a 20 mph school speed limit approaching the school. Parking is permitted on both sides of the street.

Existing Traffic Volumes

Weekday morning arrival (7:30-9:30 AM) and afternoon dismissal (2:30-4:30 PM) manual traffic counts were conducted along Verde and Roanoke Drives. Peak-hours of school traffic occurred from 8:30 to 9:30 AM and 3:00 to 4:00 PM on a school weekday which coincides with the school's 9:05 AM start and 3:35 PM dismissal times. The existing traffic volumes are shown on **Figure 2** and included in the **Appendix**.

School Observations

Greenbrier School's attendance boundaries are Palatine Road to the south, Rand Road to the northeast and IL Route 53 to the west. The majority of the area does not qualify for school bussing except in the southeast corner by Rand and Palatine Roads. As a result, the school only uses one bus for three riders. The bus loads in the east parking lot. A copy of the school boundary map is in the **Appendix**. The school has staggered start and dismissal times as follows:

1. First thru 5th Grade – 9:05 AM to 3:35 PM
2. Half Day Kindergarten
 - a. 9:05 to 11:50 AM
 - b. 12:50 PM to 3:35 PM
3. Earl Childhood Program
 - a. 9:20 AM to 11:40 AM
 - b. 12:50 AM to 3:20 PM

In conjunction with the staggered school times, each class has specific traffic procedures to follow for arrival and dismissal. Copies of the procedures are included in the **Appendix**.

1. First thru Fifth Grade – Use the west lot for arrival and dismissal
2. AM and PM Kindergarten – Use west lot for arrival and the east lot for dismissal
3. Mrs. Belew's Class - Use the east lot for arrival and dismissal
4. Early Childhood – Use the west lot for arrival and dismissal
5. Early Childhood (2 classes) - Use west lot for arrival and the east lot for dismissal

During the morning arrival period, traffic worked smoothly with little congestion. One parent was observed parking on the south side of Roanoke Drive west of the school and bringing their student across at a mid-block location between cars. Other parents used the north side of Roanoke Drive for drop-off. One parent parked half way onto the grass parkway for no apparent reason.

During the afternoon, parents started lining up around 3:07 PM in the west and east parking lots and on street. Parents were observed queueing on the north side of Roanoke Drive and the west side of Verde Drive in anticipation of the 3:35 PM dismissal. Parents arriving for the 3:20 PM early childhood dismissal started queueing in the west lot but eventually queued onto Roanoke Drive and Verde Drive next to the cars waiting for the later dismissal. As a result, cars were stacked side by side and blocking the westbound lane on Roanoke Drive. This left the south curb lane acting as a single lane used for two-way traffic along the south side of the school. This is an undesirable situation that must be addressed.

Both parking lots have left-turn prohibitions into the lots. Only one vehicle violated the turn into the west lot but a number of vehicles ignored left-turn restriction into the east lot (18 to 19 vehicles).

Discussion with Principal

EEA staff contact the school's principal, Ms. Donna Bingaman, to identify her transportation and parking concerns. Her comments confirmed many of EA's observations.

1. Traffic congestion generally occurred on poor weather days (rain, snow, and cold).
2. Parents waiting to pick-up students are blocking existing crosswalks.
3. Vehicles are rolling thru the stop signs instead of coming to a complete stop.
4. She reiterated the Roanoke Drive queuing issues during the afternoon dismissal.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The school currently serves 450 children with 82 staff. A building addition is proposed on the south side of the school to add four classrooms. Total classrooms will increase from 19 to 23. Student population is expected to grow by 50 students to 500 students (+11%) over the next five years. The number of staff is expected to grow from 82 to 86 persons. One school bus will accommodate the existing and projected number of bused students.

School Trip Generation and Distribution

Traffic estimates were made for the additional students using the traffic counts at the current school. The trip generation rates for the school are higher than the data provided by the Institute of Transportation Engineer's Trip Generation, 9th Ed. manual for elementary schools due to a higher percentage of automobile usage and minimal busing. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1**.

Table 1
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Trip Generation Based on Existing Traffic Volumes						
Existing 450 Students	205	199	404	130	155	285
Total 500 Students	228	221	449	145	171	316
Net Additional Traffic	+23	+22	+45	+15	+16	+31
ITE Trip Generation Comparison⁽¹⁾						
Existing 450 Students	112	91	203	57	69	126
Total 500 Students	124	101	225	63	77	140
Net Additional Traffic⁽²⁾	+12	+10	+22	+6	+8	+14

(1) ITE Trip Generation Manual, 9th Edition – Land Use Code 520 (Elementary School)

(2) For comparison only – Not used for analyses

The directional distribution for school traffic is based on the existing school traffic counts and is shown in **Table 2** and on **Figure 4**.

Table 2
Existing Directional Distribution

Direction	Inbound	Outbound
North on Verde Drive	15%	12%
East on Alleghany Drive	45%	31%
South on Verde Drive	40%	45%
West on Roanoke Drive	0%	12%
Total	100%	100%

Trip Assignment

The future vehicular trips that are generated by the school were distributed to the area roadways based on the site plan, projected school volumes, and the directional distribution analysis. **Figure 5** illustrates the total traffic generated by the school (existing and expansion) and its assignment on the road system. Two changes were made to the school's circulation plan to address current problems. One was a reinforcement of the northbound left-turn restriction on Verde Drive during arrival and dismissal resulting in the reassignment of those volumes to the north to Alleghany Road.

Traffic exiting the west lot will be right-turn only instead of the left- and right-turn movements that are permitted today. The majority of the traffic exiting the west lot turns left toward Verde Drive and exacerbates the traffic conflicts between the west lot drive and Verde Drive and the two deep stacking. By restricting right-turns out, these conflicts will be minimized.

Traffic heading to the south can take Roanoke Drive to Lexington Drive or Wilke Road to reach to their residences. Traffic going north would take Roanoke Drive to the north on Wilke Road to Rand Road to reach their destinations. While this new circulation plan will increase the travel time by two to four minutes for the return trip home, it will significantly reduce traffic conflicts that occur today around the school.

Figure 6 shows the total traffic volumes which a combination of Figure 3C (Non-School traffic) and Figure 5 (Projected School Volumes).

ANALYSES

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual 2010

Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS) to determine the existing operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods. **Table 4** shows the existing and future level of service results for each intersection. Copies of the capacity analysis summaries are included in the **Appendix**.

Alleghany Drive at Verde Drive

The all-way-stop intersection north of the school will continue to operate at an acceptable level of service and no improvements are needed. With the west lot's exit restriction, there will be less school traffic heading northbound on Verde Drive at this location.

East Parking Lot Entrance and Exit

The East Parking lot will operate well with the additional school traffic. The northbound left-turn prohibition from northbound Verde Drive will need be reinforced with additional communications reminding the parents that the left-turn is prohibited during arrival and dismissal, potential enforcement by staff, and traffic cones placed to restrict the left-turn.

Verde Drive at Roanoke Drive

With the proposed restriction of traffic exiting the west parking lot to right-turns only, this intersection will see a drop in traffic volumes and operate well.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Verde Drive at Alleghany Drive (All-Way Stop)	SB Lt/Th	A-8.1	A-8.1	A-7.7	A-7.8
	WB Lt/Rt	A-9.1	A-9.3	A-8.1	A-8.3
	NB Th/Rt	A-8.4	A-7.7	A-7.4	A-7.3
Verde Drive at East Lot Entrance	NB Lt	A-7.7	-	A-7.5	-
Verde Drive at East Lot Exit (Stop Control)	EB Lt/Rt	B-10.2	A-9.8	A-9.5	A-9.3
Verde Drive At Roanoke Drive (All-Way Stop)	SB Th/Rt	A-10.0	A-8.6	A-7.8	A-7.5
	NB Lt/Th	B-11.0	A-9.2	A-8.2	A-7.7
	EB Lt/Rt	B-11.5	A-8.3	A-8.1	A-7.4
Roanoke Drive At West Lot Exit (Stop Control)	SB Lt⁽¹⁾/Rt	B-13.8	B-13.0	B-10.1	A-9.6
	EB Lt	A-8.1	A-8.2	A-7.5	A-7.6

(1) No southbound left-turn under future conditions.

Verde Drive at West Parking Lot

As mentioned previously, this driveway will be restricted to right-out only during the peak arrival and dismissal times. The intersection will require traffic cones, signage, and possible staff monitoring to insure parents are turning right onto Roanoke Drive during the arrival and dismissal periods.

During the afternoon dismissal period, parents must be instructed to not arrive early for the 3:35 PM dismissal and wait on the north side of Roanoke Drive between the west lot and Verde Drive. These early arrivals interfere with parents arriving for the 3:20 PM dismissal period causing the double stacking on Roanoke Drive and forcing eastbound and westbound traffic into the same lane. It is likely that school staff will have to monitor this activity and have parents move so they don't block traffic.

Parking

The existing school on-site parking supply provides a total of 66 parking spaces including three accessible spaces. Staff on-street parking occurs along the south side of Roanoke Drive and the west side of Verde Drive. With the proposed changes to the parking lot, there will be 75 regular spaces including four accessible spaces on-site.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (86 staff) and one per classroom (23 rooms) for a total of 195 spaces. A parking variation of 120 spaces would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (500 students) or 85 spaces.

Parking counts were conducted in April, 2017 after the morning arrival period which found only a few open spots on-site for staff and visitors (60 cars or 91% occupied). On-street parking by staff on the south side of Roanoke Drive (12 vehicles) and on the west side of Verde Drive (7 vehicles) was observed. The school currently has 82 staff members but they are not all present on-site at the same time. The total demand was 79 vehicles.

With 86 staff members, the total school demand would be 83 spaces. With the additional spaces in the west parking lot, the majority of the staff parking can be accommodated on-site (85-90%). The remaining 8 to 12 staff vehicles would remain on-street.

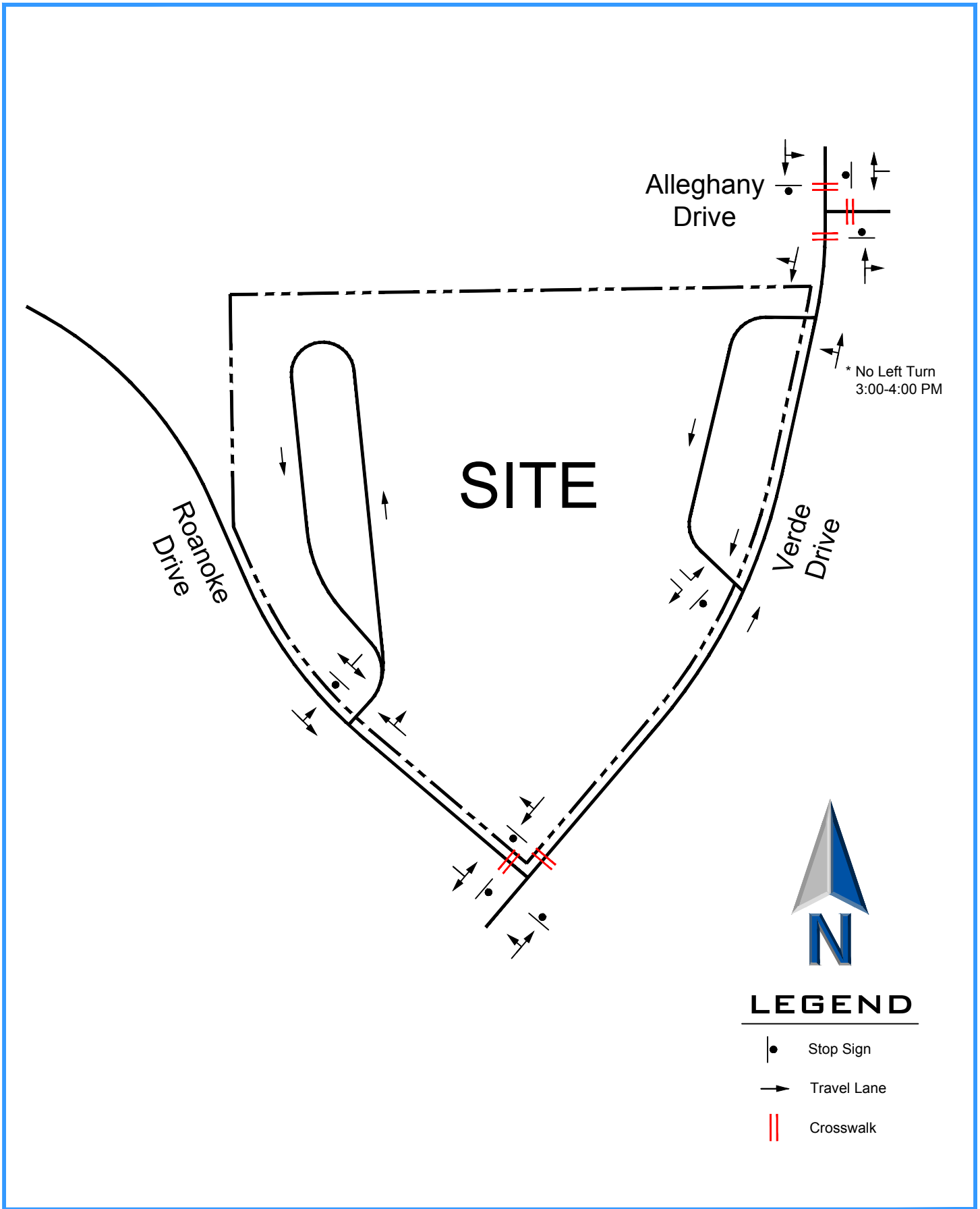
Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school.

SUMMARY

This report summarizes the results of traffic and parking study for the expansion of Greenbrier School in Arlington Heights, Illinois. The following recommendations were developed:

1. The proposed expansion of Greenbrier School from 450 to 500 students will add 31 to 45 trips during the peak school hours will not adversely impact the level-of-service of study area intersections.
2. It is recommended that the west parking lot exit be restricted to right-out only during arrival and dismissal periods to reduce vehicular conflicts on Roanoke Drive to the east.
3. The northbound left-turn prohibition from northbound Verde Drive needs to be communicated to parents and reinforce with the use of traffic cones.
4. The north side of Roanoke Drive during the afternoon dismissal periods requires communication and monitoring by the school district so that parents do not arrive before their designated pick-up time and creates traffic congestion by double parking.
5. Parking counts at the school show that the 75 proposed parking spaces will serve the majority of the needs of the expanded school. A parking variation of 120 spaces is needed from the 195 spaces required by code.





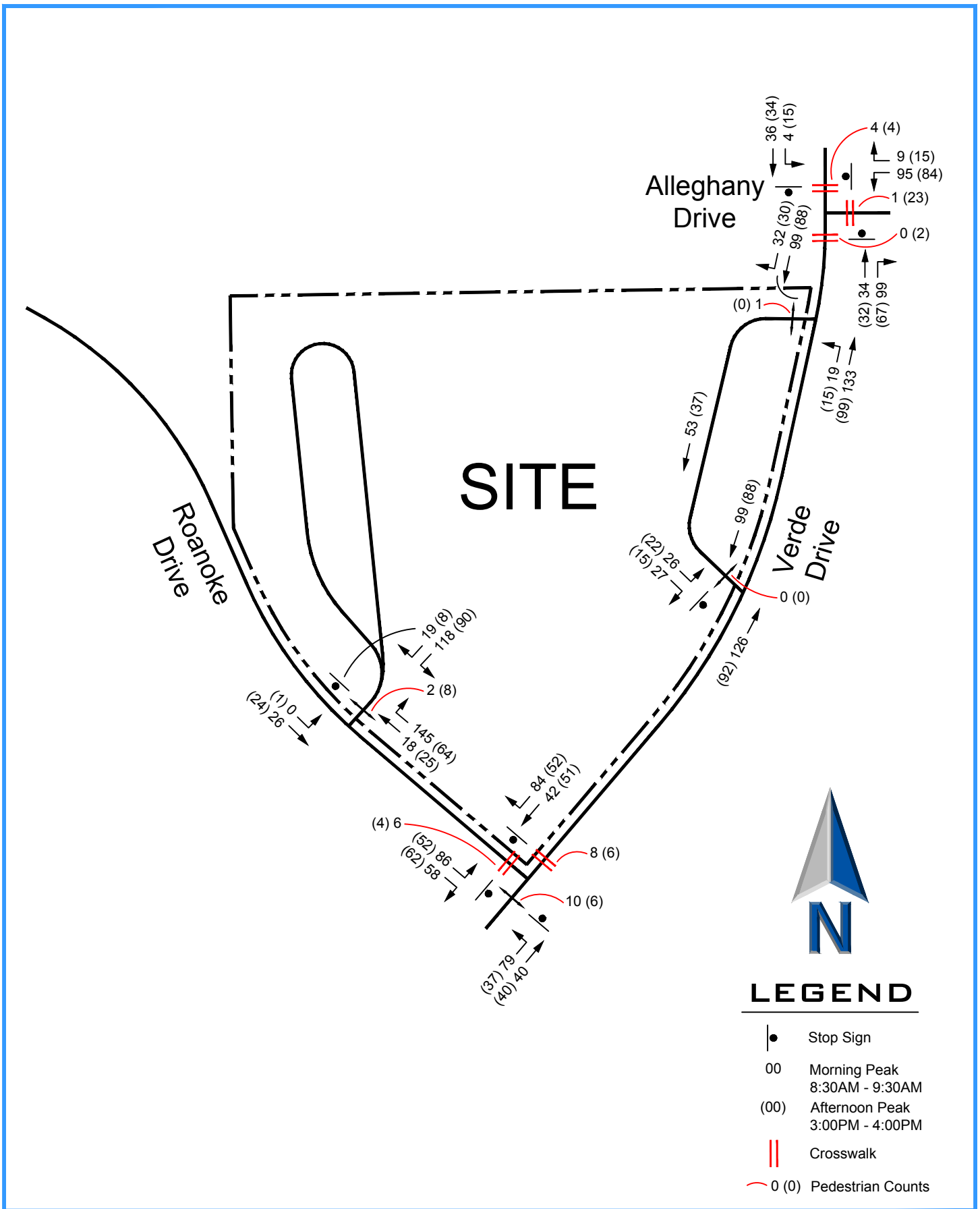
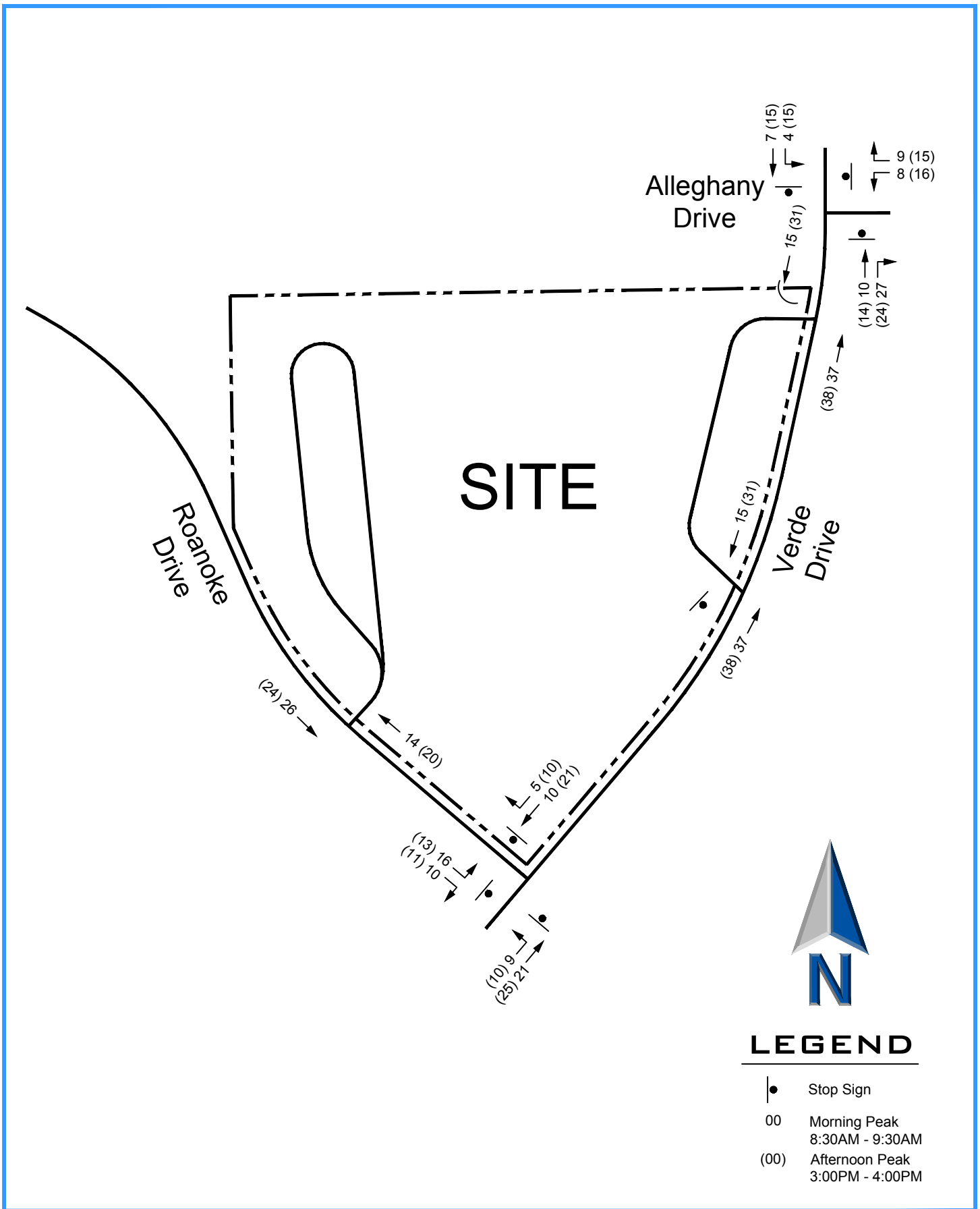
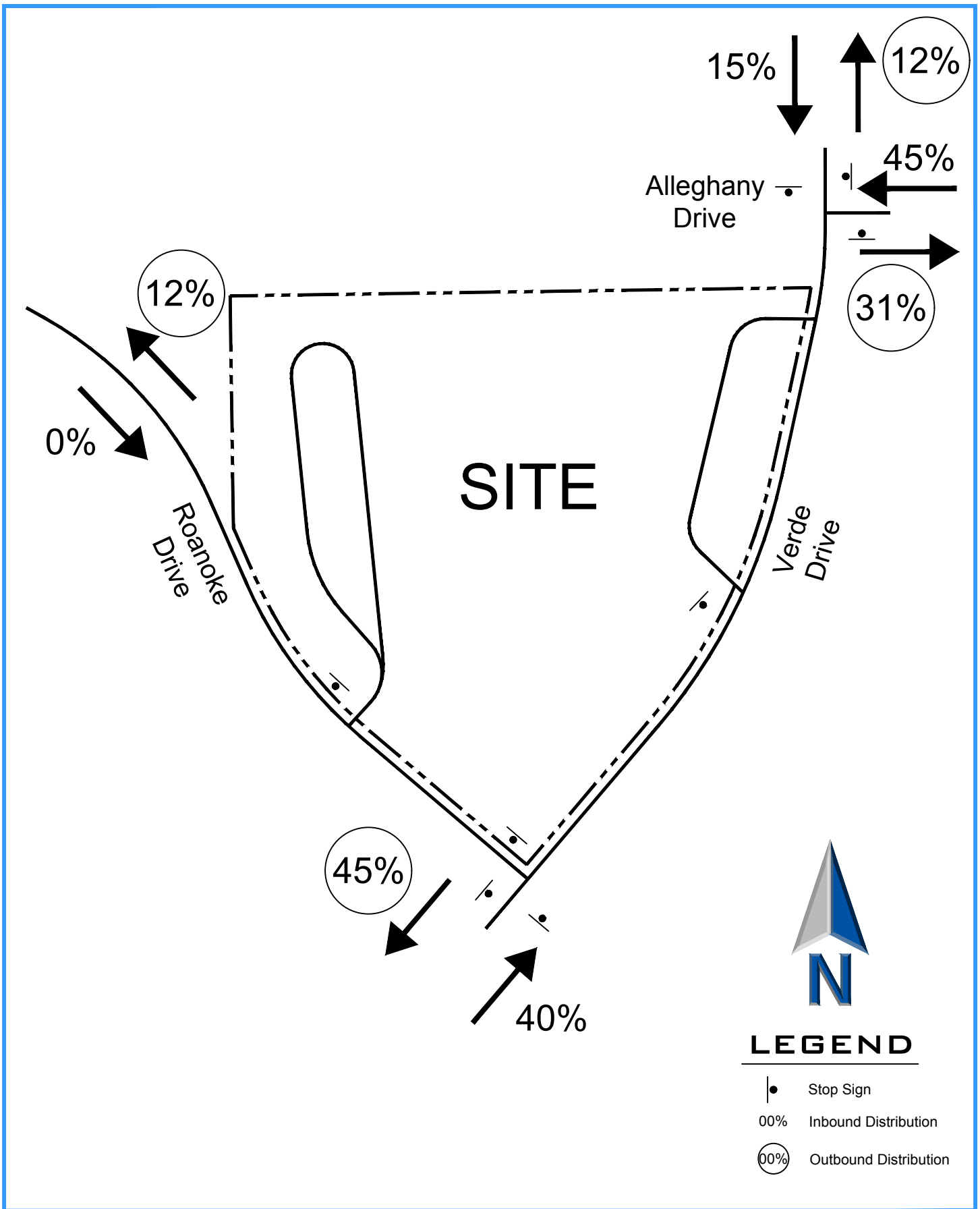
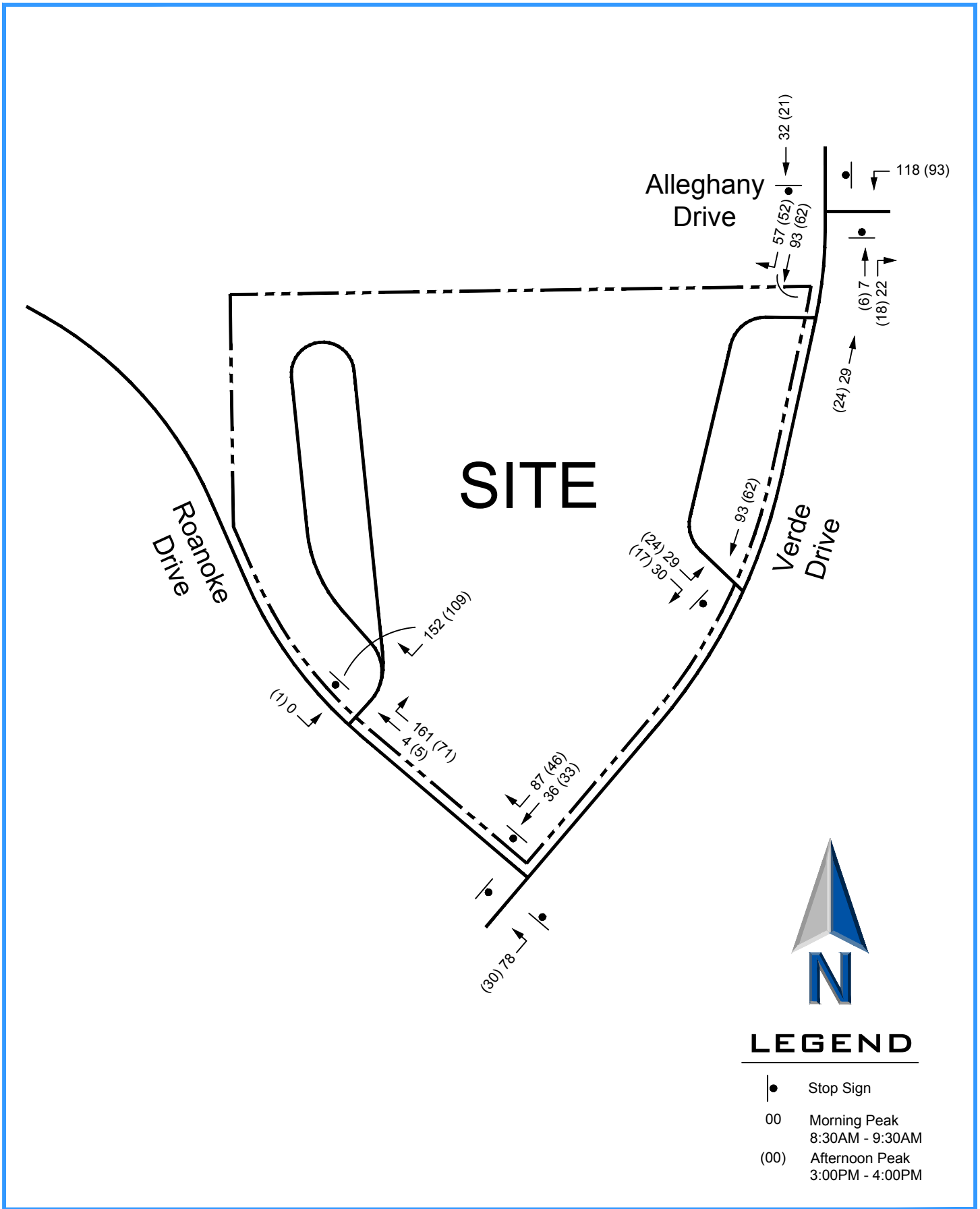


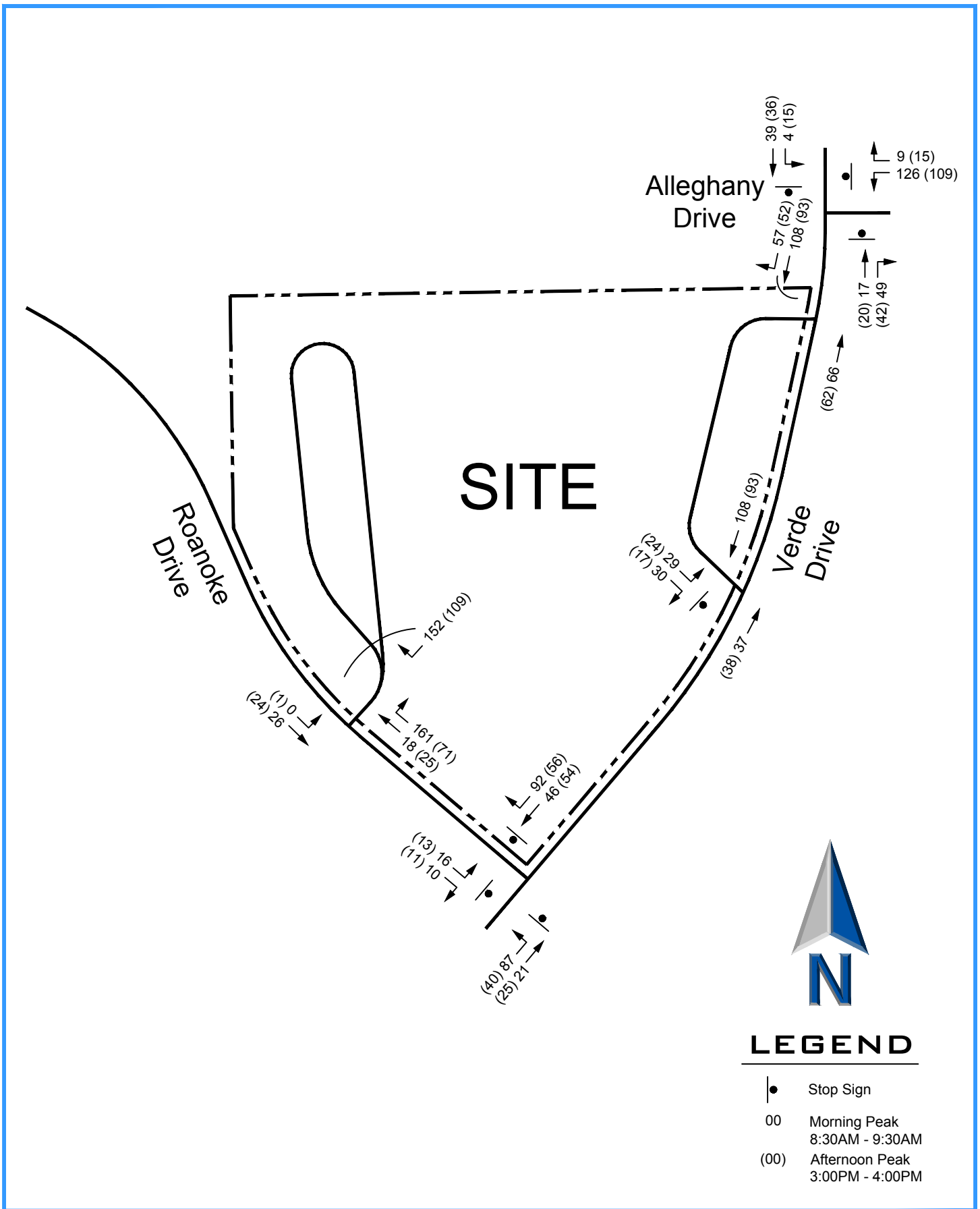


Figure 3B









APPENDIX

- **Existing Traffic Counts**
- **School Boundary Map**
- **Bike Route Map**
- **Existing Loading Instructions**
- **Intersection Capacity Analyses**

Intersection Counts

Roanoke Drive at Parking Lot Entrance

Arlington Heights, Illinois



Begin Time	Parking Lot Entrance Southbound		Roanoke Drive Westbound		Roanoke Drive Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Right Turn	Left Turn	Right Turn	Through	Through	Left Turn				North Leg		
	Thursday March 16, 2017											
7:30 AM	0	0	2	2	8	0	12	76	0.76	0		
7:45 AM	0	0	7	2	8	1	18	95	0.77	0		
8:00 AM	0	1	13	1	5	5	25	268	0.35	0		
8:15 AM	0	1	13	1	4	2	21	316	0.41	1		
8:30 AM	1	6	17	5	2	0	31	326	0.43	0		
8:45 AM	14	73	84	8	12	0	191			1		
9:00 AM	3	24	37	5	4	0	73			0		
9:15 AM	1	15	7	0	8	0	31			1		
Total	19	120	180	24	51	8				3		
8:30-9:30 AM	19	118	145	18	26	0	326			2		
	Thursday March 16, 2017											
2:30 PM	0	0	6	0	3	0	9	127	0.42	0		
2:45 PM	0	7	3	5	1	0	16	198	0.62	1		
3:00 PM	0	4	0	20	2	0	26	212	0.66	0		
3:15 PM	2	25	38	0	10	1	76			205	0.64	0
3:30 PM	6	44	22	0	8	0	80			145	0.45	8
3:45 PM	0	17	4	5	4	0	30					0
4:00 PM	0	6	0	10	3	0	19			0		
4:15 PM	1	4	0	5	6	0	16			1		
Total	9	107	73	45	37	1				10		
3:00-4:00 PM	8	90	64	25	24	1	212			8		

Intersection Counts

Verde Drive at Roanoke Drive

Arlington Heights, Illinois



Begin Time	Verde Drive Southbound		Verde Drive Northbound		Roanoke Drive Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Right Turn	Through	Through	Left Turn	Right Turn	Left Turn				North Leg	East Leg	South Leg
	Thursday March 16, 2017											
7:30 AM	2	8	12	2	4	4	32	154	0.86	0	0	0
7:45 AM	4	6	15	5	2	6	38	171	0.87	0	0	0
8:00 AM	5	10	15	9	4	2	45	330	0.42	0	1	1
8:15 AM	7	7	13	7	4	1	39	381	0.48	0	4	2
8:30 AM	9	10	9	13	5	3	49	389	0.49	0	2	2
8:45 AM	40	9	11	52	36	49	197			8	4	7
9:00 AM	30	17	9	12	11	17	96			0	0	0
9:15 AM	5	6	11	2	6	17	47			0	0	1
Total	102	73	95	102	72	99				8	11	13
8:30-9:30 AM	84	42	40	79	58	86	389			8	6	10
	Thursday March 16, 2017											
2:30 PM	4	4	5	2	1	2	18	186	0.48	0	0	1
2:45 PM	6	4	5	2	5	3	25	265	0.68	1	0	0
3:00 PM	13	11	10	7	2	4	47	294	0.76	0	0	0
3:15 PM	19	15	8	19	22	13	96	279	0.72	3	0	3
3:30 PM	12	11	12	10	31	21	97	217	0.56	3	4	3
3:45 PM	8	14	10	1	7	14	54			0	0	0
4:00 PM	6	8	5	4	6	3	32			1	0	0
4:15 PM	4	8	11	1	4	6	34			17	0	0
Total	72	75	66	46	78	66				25	4	7
3:00-4:00 PM	52	51	40	37	62	52	294			6	4	6

Intersection Counts

Verde Drive at East Parking Lot

Arlington Heights, Illinois



Begin Time	Verde Drive Southbound	Verde Drive Northbound	School Access Drive Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts	
	Right Turn-In	Left Turn-In	Right Turn-Out	Left Turn-Out				Inbound Leg	Outbound Leg
Thursday March 16, 2017									
7:30 AM	5	3	4	1	13	55	0.72	0	0
7:45 AM	5	6	3	5	19	62	0.78	0	0
8:00 AM	0	3	3	1	7	76	0.58	1	0
8:15 AM	6	4	4	2	16	116	0.62	1	2
8:30 AM	7	4	2	7	20	104	0.55	0	0
8:45 AM	10	8	8	7	33			1	0
9:00 AM	13	7	15	12	47			0	0
9:15 AM	2	0	2	0	4			0	0
Total	48	35	41	35				3	2
8:30-9:30 AM	32	19	27	26	104			1	0
Thursday March 16, 2017									
2:30 PM	3	1	3	2	9	60	0.52	1	1
2:45 PM	3	0	0	0	3	74	0.64	0	0
3:00 PM	12	5	0	2	19	82	0.71	0	0
3:15 PM	12	1	8	8	29	70	0.60	0	0
3:30 PM	6	5	5	7	23	48	0.52	0	0
3:45 PM	0	4	2	5	11			0	0
4:00 PM	3	1	2	1	7			0	0
4:15 PM	1	1	3	2	7			0	0
Total	40	18	23	27				1	1
3:00-4:00 PM	30	15	15	22	82			0	0

Intersection Counts

Verde Drive at Alleghany Drive



Begin Time	Verde Drive Southbound		Alleghany Drive Westbound		Verde Drive Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through				North Leg	South Leg	West Leg
	Thursday March 16, 2017											
7:30 AM	1	4	1	4	9	-8	11	47	0.78	0	0	1
7:45 AM	-2	0	0	7	8	-3	10	55	0.72	1	0	0
8:00 AM	-7	4	6	7	1	0	11	69	0.72	0	0	0
8:15 AM	-2	6	1	8	6	-4	15	84	0.81	0	0	0
8:30 AM	-10	2	3	17	11	-4	19	71	0.68	0	0	1
8:45 AM	-30	2	5	40	39	-32	24			4	0	0
9:00 AM	-18	0	1	31	24	-12	26			0	0	0
9:15 AM	-5	0	0	7	25	-25	2			0	0	0
Total	-73	18	17	121	123	-88				5	0	2
8:30-9:30 AM	-63	4	9	95	99	-73	71			4	0	1
	Thursday March 16, 2017											
2:30 PM	-5	3	0	8	6	-4	8	57	0.53	0	0	0
2:45 PM	-9	0	0	12	8	-8	3	77	0.69	0	0	1
3:00 PM	-17	4	1	29	6	-4	19	82	0.73	0	0	0
3:15 PM	-16	3	4	28	23	-15	27	71	0.63	0	0	1
3:30 PM	-12	7	8	18	21	-14	28	50	0.45	4	2	22
3:45 PM	-9	1	2	9	17	-12	8			0	0	0
4:00 PM	-1	1	3	4	7	-6	8			0	0	0
4:15 PM	-8	1	2	9	11	-9	6			0	0	1
Total	-77	20	20	117	99	-72				4	2	25
3:00-4:00 PM	-54	15	15	84	67	-45	82			4	2	23

RANDHILL PARK
SHALOM MEMORIAL

GREENBRIER SCHOOL

2330 N. VERDE DR.

ARLINGTON HEIGHTS
SCHOOL DISTRICT 25

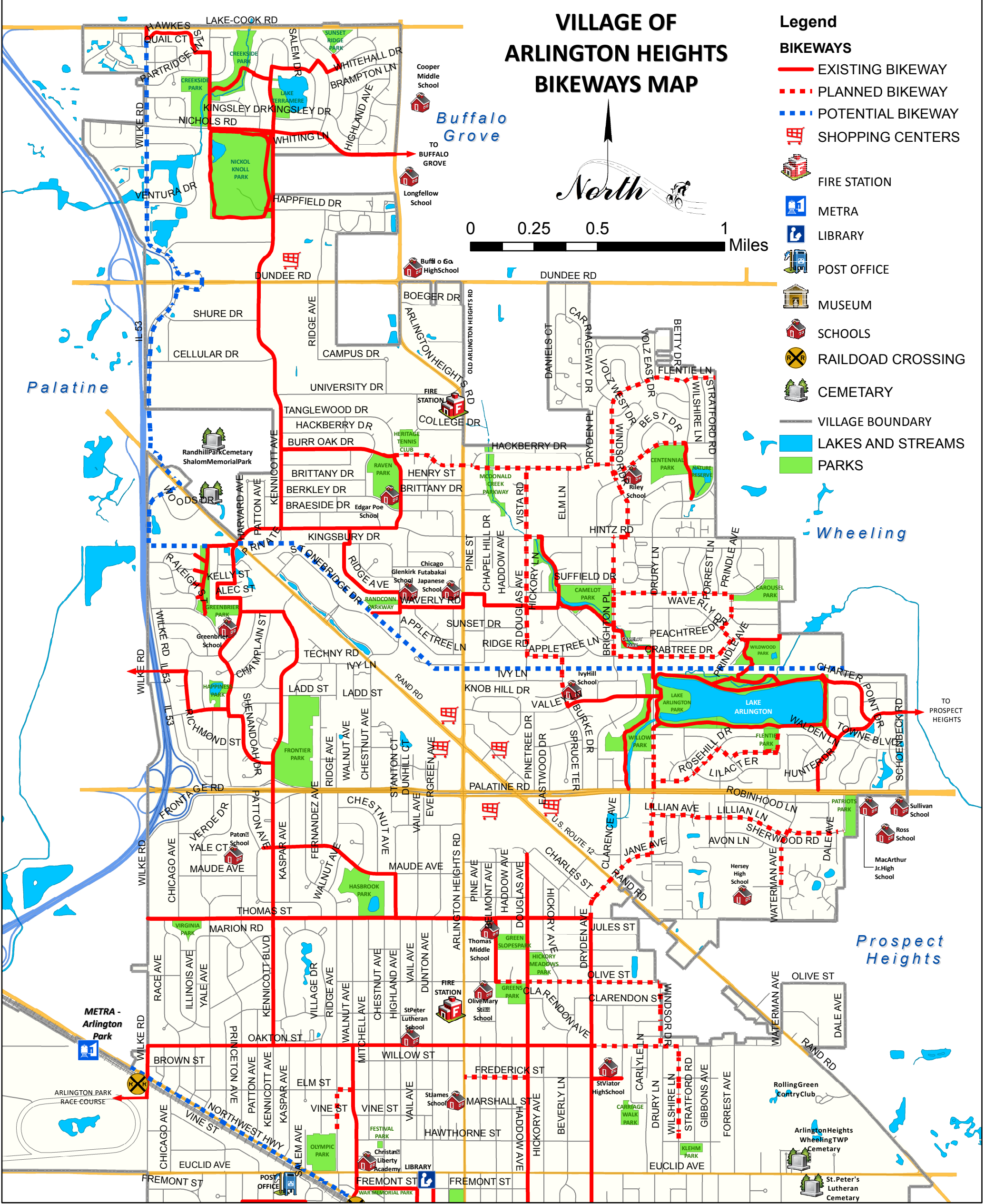
Free busing is available for students living
More than 1.5 miles from school

Maps are **estimated** only.
Please contact the
Transportation Department
for any verification.

GREENBRIER
SCHOOL



>1.5 MILES



BICYCLE SAFETY RULES

1. Always ride your bike in single file, in the same direction as traffic. Stay close to the right edge of the road.

2. Helmets are highly recommended for all bicyclists.

3. Bicycle riders are expected to know and obey all traffic regulations (signs, signals, pavement markings, etc.).

4. Riding on sidewalks is legal except in the Central Business District.

5. Indicate your intention to slow down, stop, turn or change lanes by using arm signals. This will prevent being cutoff.

6. Be extra careful at intersections and railroad crossings and when emerging from driveways, alleys or from behind parked cars. Establish eye contact with motorists who may not be looking for a cyclist.
7. Look out for motorists pulling into traffic. Keep a close watch for car doors opening suddenly in your path causing you to veer into traffic.

8. Maintain your bicycle in sake working order. Check brakes, tires and wheels.

9. Wear bright colored and reflective clothing when riding after dark. Make sure your bike has proper lights and reflectors before riding at night.

10. Stop before reaching a school bus which has s topped to load or unload passengers.

11. Be ready to yield the right-of-way to other moving vehicles.

12. Keep at least one hand on the handlebars at all times for control of the bicycle. Carry books, packages, or other items in a back pack or carrier.

13. Watch for poor road surfaces including drainage grates (tires may fall through grooves), pot holes, loose gravel, and unsafe shoulders.
14. Make sure that the bike you ride is the right size for you.

15. Right turns on red are permissible, after coming to complete stop, except where a sign is posted prohibiting such a turn. You must yield the right-of-way to other traffic lawfully using the intersection and to pedestrians.

16. Only one person should ride on a bicycle except on a tandem bicycle or with an attached child's seat if available.

17. Never hitch a ride with any motorized vehicle.

18. Do not wear headphones when riding a bicycle.
- Source:

Portions of this list were excerpts from **Illinois Bicycle Rules of The Road**. Copies are available from the Arlington Heights Police Department, Village Hall, or Illinois Secretary of State, Woodfield Commons, Schaumburg, IL.

Greenbrier Elementary Traffic Safety Procedures

First - Fifth Grade

Drop Off 8:50 a.m.

Pick Up 3:35 p.m.

Do not line up for arrival or dismissal more than five minutes before the above times.

Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the back circle drive.

Walkers will exit the front doors of the school.

Drop Off/ Pick Up Zone:

- Circle drive behind the school
- NO LEFT TURN into the parking lot from eastbound Roanoke

Car Line Drop Off/ Pick Up Procedures:

- Enter the lot and pull forward as far as possible along the curb to the student DROP OFF/ PICK UP ZONE.
- Students may only exit the car when your car is between the yellow cones.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Students should be ready to enter and exit cars at the curb.
- **Parents must remain in the car.**
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.



The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

Greenbrier Elementary Traffic Safety Procedures

Drop Off 8:50 a.m.

Rear Circle

Pick Up 11:50 a.m.

Front Circle

A.M. Kindergarten

Do not line up for arrival or dismissal more than five minutes before the above times.

Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the circle drive.

Students will exit the front doors of the school.

Drop Off Zone:

- Circle drive behind the school
- NO LEFT TURN into the parking lot from eastbound Roanoke

Pick Up Zone:

- Circle drive in front of the school



★ Morning line up location.

Car Line Drop Off/ Pick Up Procedures:

- Enter the lot and pull forward as far as possible along the curb to the student DROP OFF/ PICK UP ZONE.
- Students may only exit the car when your car is between the yellow cones.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Students should be ready to enter and exit cars at the curb.
- **Parents must remain in the car.**
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.

The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

Greenbrier Elementary Traffic Safety Procedures

Early Childhood - Miss Dunlap

A.M. Drop Off 9:10

Front Circle

A.M. Pick Up 11:40

Front Circle

P.M. Drop Off 12:50

Rear Circle

P.M. Pick Up 3:20

Front Circle

Do not line up for arrival or dismissal more than five minutes before the above times.

Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the circle drive.



Car Line Drop Off/ Pick Up Procedures:

- Display the colored teacher nameplate in the right corner of your windshield.
- Enter the lot and pull forward along the curb to the first yellow cone.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Cabs will be pulling around the car line. Please be careful.
- Parents must assist student in and out of the car.
- Do not leave car unattended.
- Students and parents should wait at the car for a staff member.
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.

The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

Greenbrier Elementary Traffic Safety Procedures

Early Childhood

A.M. Drop Off 9:10
A.M. Pick Up 11:40
P.M. Drop Off 12:50
P.M. Pick Up 3:20

Do not line up for arrival or dismissal more than five minutes before the above times.

Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the back circle drive.

Drop Off/ Pick Up Zone:

- Circle drive behind the school
- **NO LEFT TURN** into the parking lot from eastbound Roanoke



Car Line Drop Off/ Pick Up Procedures:

- Display the colored teacher nameplate in the right corner of your windshield.
- Enter the lot and pull forward along the curb to the first yellow cone.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Cabs will be pulling around the car line. Please be careful.
- Parents must assist student in and out of the car.
- Do not leave car unattended.
- Students and parents should wait at the car for a staff member.
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.

The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

Greenbrier Elementary Traffic Safety Procedures

Drop Off 12:45 p.m.

Front Circle

Pick Up 3:35 p.m.

Rear Circle

Do not line up for arrival or dismissal more than five minutes before the above times.

Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the back circle drive.

Walkers will exit the front doors of the school.

Drop Off Zone:

- Circle drive in front of the school

Pick Up Zone:

- Circle drive behind the school
- NO LEFT TURN into the parking lot from eastbound Roanoke

Car Line Drop Off/ Pick Up Procedures:

- Enter the lot and pull forward as far as possible along the curb to the student DROP OFF/ PICK UP ZONE.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Students should be ready to enter and exit cars at the curb.
- **Parents must remain in the car.**
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.



The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

Greenbrier Elementary Traffic Safety Procedures

Early Childhood - Mrs. Sullivan

A.M. Drop Off 9:10

Rear Circle

A.M. Pick Up 11:40

Rear Circle

P.M. Drop Off 12:50

Rear Circle

P.M. Pick Up 3:20

Front Circle

Do not line up for arrival or dismissal more than five minutes before the above times.

Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the circle drive.



Car Line Drop Off/ Pick Up Procedures:

- Display the colored teacher nameplate in the right corner of your windshield.
- Enter the lot and pull forward along the curb to the first yellow cone.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Cabs will be pulling around the car line. Please be careful.
- Parents must assist student in and out of the car.
- Do not leave car unattended.
- Students and parents should wait at the car for a staff member.
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.

The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

Greenbrier Elementary Traffic Safety Procedures

Mrs. Belew's Class

Drop Off 8:50 a.m.

Pick Up 3:35 p.m.

Do not line up for arrival or dismissal more than five minutes before the above times.

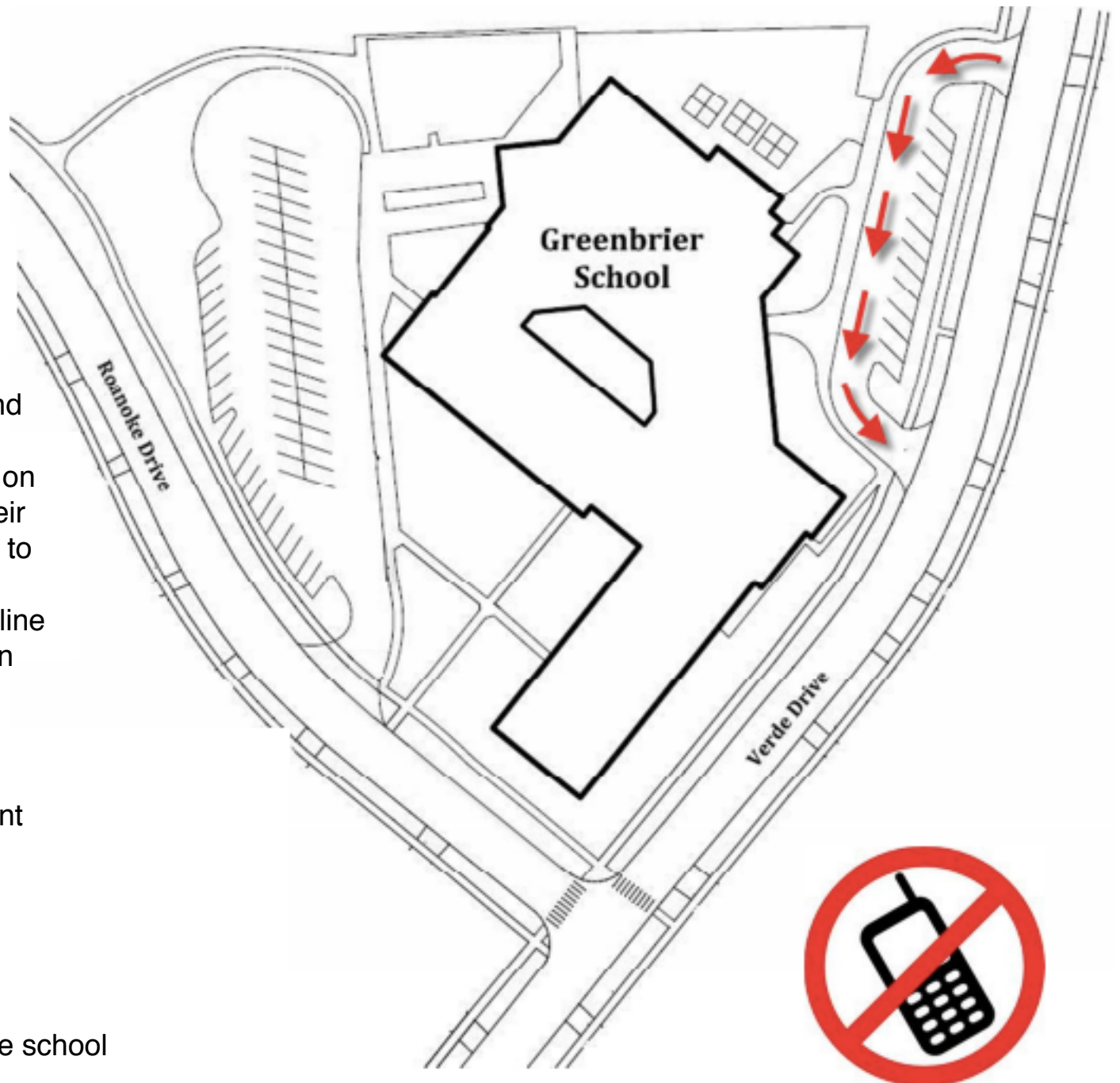
Options:

1. Children may walk to and from school.
2. Adults may park legally on the street and escort their child or have them walk to and from the building.
3. Adults may use the car line to drop off and pick up in the front circle drive.

All students will exit the front doors of the school.

Drop Off/ Pick Up Zone:

- Circle drive bin front of the school



Car Line Drop Off/ Pick Up Procedures:

- Enter the lot and pull forward along the curb to the first yellow cone.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Parents may assist student in and out of the car.
- Do not leave car unattended.
- Students and parents should wait at the car for a staff member.
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

Be patient and courteous to other families. Bad weather days will cause the car line to move slower and make it more difficult to find a parking space.

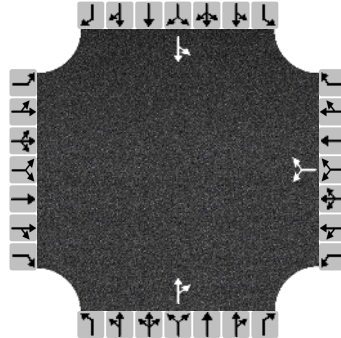
The safety of your child is our greatest priority. Keep this in your car as a reminder and share it with others who drive your children to and from school.

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Alleghany
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Alleghany Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.59
Time Analyzed	8:30 - 9:30 AM		
Project Description	Existing Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				95		9		34	99	4	36	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				176			225			68		
Percent Heavy Vehicles				2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.157			0.200			0.060		
Final Departure Headway, hd (s)				4.70			4.02			4.64		
Final Degree of Utilization, x				0.230			0.251			0.087		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, ts (s)				2.70			2.02			2.64		

Capacity, Delay and Level of Service

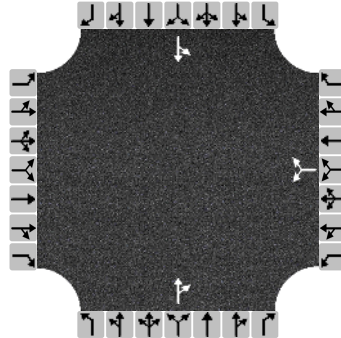
Flow Rate, v (veh/h)				176			225			68		
Capacity				766			896			776		
95% Queue Length, Q ₉₅ (veh)				0.9			1.0			0.3		
Control Delay (s/veh)				9.1			8.4			8.1		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh)				9.1			8.4			8.1		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	8.6						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Alleghany
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Alleghany Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.83
Time Analyzed	3:00 - 4:00 PM		
Project Description	Existing Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				84		15		32	67	15	34	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				119			119			59		
Percent Heavy Vehicles				2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.106			0.106			0.052		
Final Departure Headway, hd (s)				4.38			3.87			4.39		
Final Degree of Utilization, x				0.145			0.128			0.072		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, ts (s)				2.38			1.87			2.39		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)				119			119			59		
Capacity				821			930			820		
95% Queue Length, Q ₉₅ (veh)				0.5			0.4			0.2		
Control Delay (s/veh)				8.1			7.4			7.7		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh)				8.1			7.4			7.7		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	7.8						A					

HCS7 Two-Way Stop-Control Report

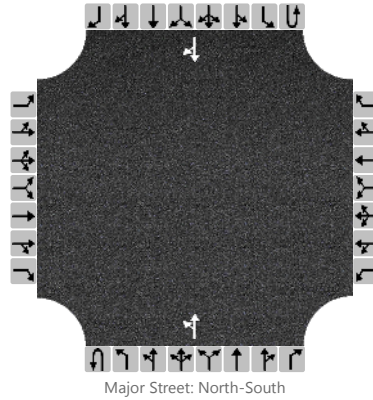
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	8:30 - 9:30 AM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Verde - Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Inbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume, V (veh/h)										19	133				99	32
Percent Heavy Vehicles (%)										3						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.13						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										31						
Capacity, c (veh/h)										1351						
v/c Ratio										0.02						
95% Queue Length, Q ₉₅ (veh)										0.1						
Control Delay (s/veh)										7.7						
Level of Service, LOS										A						
Approach Delay (s/veh)									1.1							
Approach LOS																

HCS7 Two-Way Stop-Control Report

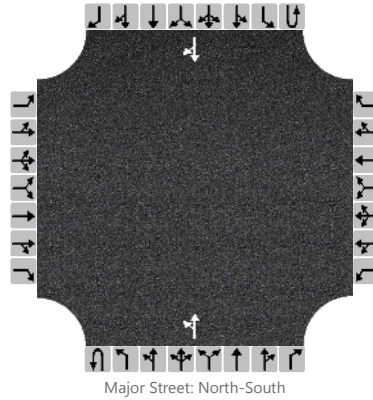
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Verde - Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Inbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume, V (veh/h)										15	88				88	30
Percent Heavy Vehicles (%)										3						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.13						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										18						
Capacity, c (veh/h)										1431						
v/c Ratio										0.01						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)										7.5						
Level of Service, LOS										A						
Approach Delay (s/veh)									1.2							
Approach LOS																

HCS7 Two-Way Stop-Control Report

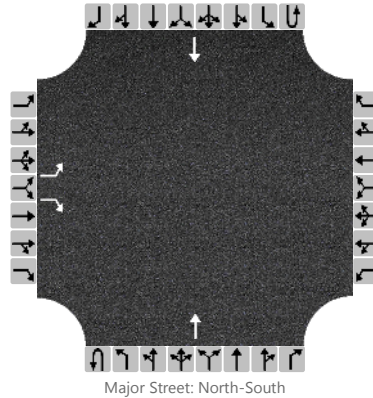
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	8:30 - 9:30 AM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Verde - Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Outbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R							T				T	
Volume, V (veh/h)		26		27							126				99	
Percent Heavy Vehicles (%)		3		3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.43		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.53		3.33												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		42		44												
Capacity, c (veh/h)		634		882												
v/c Ratio		0.07		0.05												
95% Queue Length, Q ₉₅ (veh)		0.2		0.2												
Control Delay (s/veh)		11.1		9.3												
Level of Service, LOS		B		A												
Approach Delay (s/veh)	10.2															
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

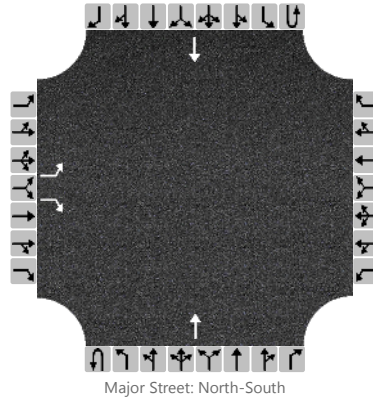
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Existing Conditions

Site Information

Intersection	Verde - Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Outbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R							T				T	
Volume, V (veh/h)		22		15							92				88	
Percent Heavy Vehicles (%)		3		3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.43		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.53		3.33												

Delay, Queue Length, and Level of Service

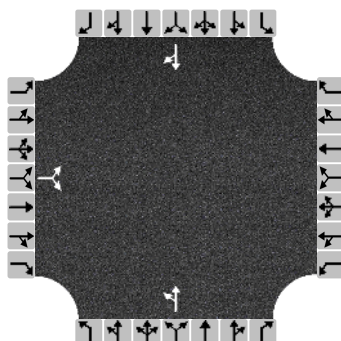
Flow Rate, v (veh/h)		27		18												
Capacity, c (veh/h)		766		944												
v/c Ratio		0.04		0.02												
95% Queue Length, Q ₉₅ (veh)		0.1		0.1												
Control Delay (s/veh)		9.9		8.9												
Level of Service, LOS		A		A												
Approach Delay (s/veh)	9.5															
Approach LOS	A															

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Roanoke
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Roanoke Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.49
Time Analyzed	8:30 - 9:30 AM		
Project Description	Existing Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	86		58				79	40			42	84
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	294						243			257		
Percent Heavy Vehicles	2						2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.261						0.216			0.229		
Final Departure Headway, hd (s)	5.03						5.19			4.67		
Final Degree of Utilization, x	0.411						0.350			0.334		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, ts (s)	3.03						3.19			2.67		

Capacity, Delay and Level of Service

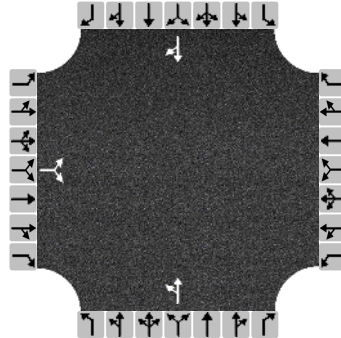
Flow Rate, v (veh/h)	294						243			257		
Capacity	715						693			771		
95% Queue Length, Q ₉₅ (veh)	2.0						1.6			1.5		
Control Delay (s/veh)	11.5						11.0			10.0		
Level of Service, LOS	B						B			A		
Approach Delay (s/veh)	11.5						11.0			10.0		
Approach LOS	B						B			A		
Intersection Delay, s/veh LOS	10.8						B					

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Roanoke
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Roanoke Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.76
Time Analyzed	3:00 - 4:00 PM		
Project Description	Existing Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	52		62				37	40			51	52
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	150						101			136		
Percent Heavy Vehicles	2						2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.133						0.090			0.120		
Final Departure Headway, hd (s)	4.22						4.51			4.09		
Final Degree of Utilization, x	0.176						0.127			0.154		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, ts (s)	2.22						2.51			2.09		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	150						101			136		
Capacity	852						798			880		
95% Queue Length, Q ₉₅ (veh)	0.6						0.4			0.5		
Control Delay (s/veh)	8.1						8.2			7.8		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh)	8.1						8.2			7.8		
Approach LOS	A						A			A		
Intersection Delay, s/veh LOS	8.0						A					

HCS7 Two-Way Stop-Control Report

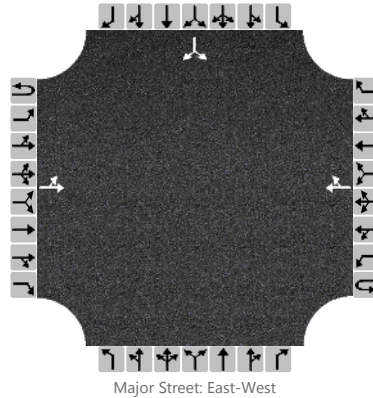
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	8:30 - 9:30 AM
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Roanoke - Parking Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Parking Lot Access
Peak Hour Factor	0.43
Analysis Time Period (hrs)	0.25

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	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		0	26				18	145						118		19
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													318	
Capacity, c (veh/h)		1168													726	
v/c Ratio		0.00													0.44	
95% Queue Length, Q ₉₅ (veh)		0.0													2.2	
Control Delay (s/veh)		8.1													13.8	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	0.0												13.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

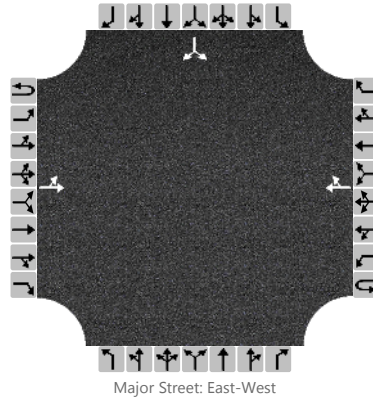
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Roanoke - Parking Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Parking Lot Access
Peak Hour Factor	0.66
Analysis Time Period (hrs)	0.25

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	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		1	24				25	64						90		8
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

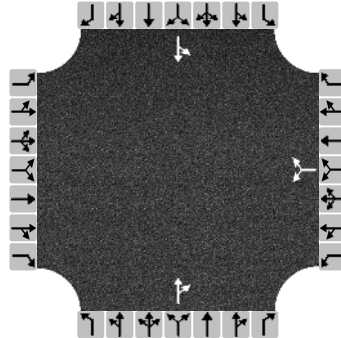
Flow Rate, v (veh/h)		2													148	
Capacity, c (veh/h)		1417													854	
v/c Ratio		0.00													0.17	
95% Queue Length, Q ₉₅ (veh)		0.0													0.6	
Control Delay (s/veh)		7.5													10.1	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	0.4												10.1			
Approach LOS													B			

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Alleghany
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Alleghany Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.59
Time Analyzed	8:30 - 9:30 AM		
Project Description	Proposed Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				126		9		17	49	4	39	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				229			112			73		
Percent Heavy Vehicles				2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.203			0.099			0.065		
Final Departure Headway, hd (s)				4.50			4.14			4.64		
Final Degree of Utilization, x				0.286			0.129			0.094		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, ts (s)				2.50			2.14			2.64		

Capacity, Delay and Level of Service

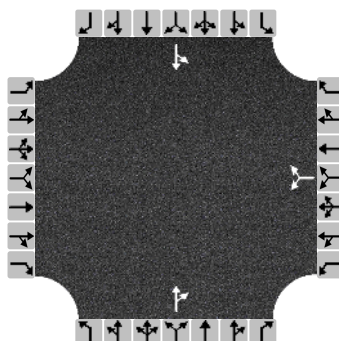
Flow Rate, v (veh/h)				229			112			73		
Capacity				800			870			776		
95% Queue Length, Q ₉₅ (veh)				1.2			0.4			0.3		
Control Delay (s/veh)				9.3			7.7			8.1		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh)				9.3			7.7			8.1		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	8.7						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Alleghany
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Alleghany Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.83
Time Analyzed	3:00 - 4:00 PM		
Project Description	Proposed Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume				109		15		20	42	15	36	
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				149			75			61		
Percent Heavy Vehicles				2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.133			0.066			0.055		
Final Departure Headway, hd (s)				4.34			3.94			4.42		
Final Degree of Utilization, x				0.180			0.082			0.075		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, ts (s)				2.34			1.94			2.42		

Capacity, Delay and Level of Service

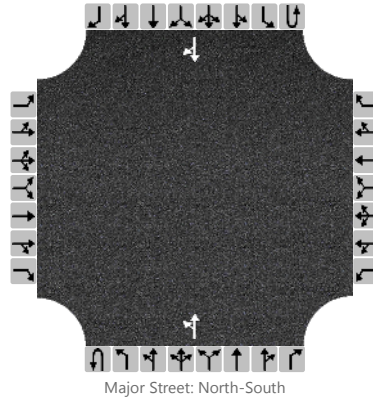
Flow Rate, v (veh/h)				149			75			61		
Capacity				830			913			815		
95% Queue Length, Q ₉₅ (veh)				0.7			0.3			0.2		
Control Delay (s/veh)				8.3			7.3			7.8		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh)				8.3			7.3			7.8		
Approach LOS				A			A			A		
Intersection Delay, s/veh LOS	7.9						A					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AJB	Intersection	Verde - Inbound Drive
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	School Inbound Drive
Analysis Year	2017	North/South Street	Verde Drive
Time Analyzed	8:30 - 9:30 AM	Peak Hour Factor	0.62
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume, V (veh/h)										0	66				108	57
Percent Heavy Vehicles (%)										3						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.13						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										0						
Capacity, c (veh/h)										1291						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)										7.8						
Level of Service, LOS										A						
Approach Delay (s/veh)									0.0							
Approach LOS																

HCS7 Two-Way Stop-Control Report

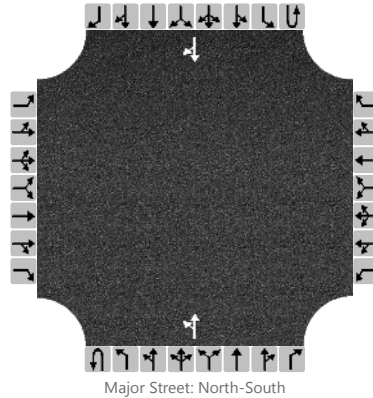
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Verde - Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Inbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume, V (veh/h)										0	62				93	52
Percent Heavy Vehicles (%)										3						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.13						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										0						
Capacity, c (veh/h)										1393						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)										7.6						
Level of Service, LOS										A						
Approach Delay (s/veh)									0.0							
Approach LOS																

HCS7 Two-Way Stop-Control Report

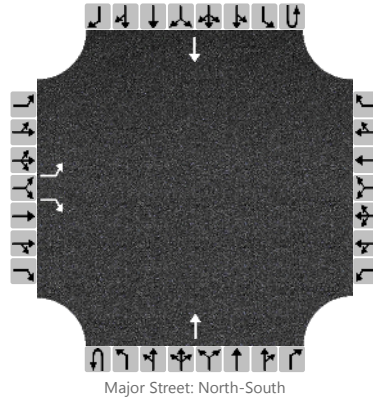
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	8:30 - 9:30 AM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Verde - Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Outbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R							T				T	
Volume, V (veh/h)		29		30							37				108	
Percent Heavy Vehicles (%)		3		3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.43		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.53		3.33												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		47		48												
Capacity, c (veh/h)		752		866												
v/c Ratio		0.06		0.06												
95% Queue Length, Q ₉₅ (veh)		0.2		0.2												
Control Delay (s/veh)		10.1		9.4												
Level of Service, LOS		B		A												
Approach Delay (s/veh)	9.8															
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

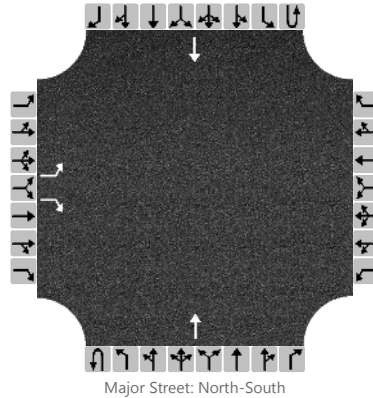
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Verde - Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	School Outbound Drive
North/South Street	Verde Drive
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R							T				T	
Volume, V (veh/h)		24		17							38				93	
Percent Heavy Vehicles (%)		3		3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.43		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.53		3.33												

Delay, Queue Length, and Level of Service

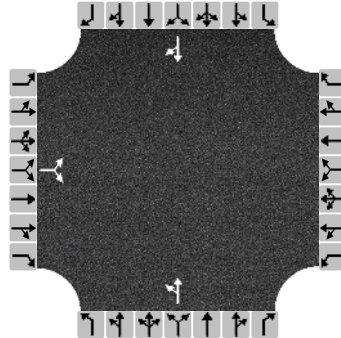
Flow Rate, v (veh/h)		29		21												
Capacity, c (veh/h)		829		936												
v/c Ratio		0.03		0.02												
95% Queue Length, Q ₉₅ (veh)		0.1		0.1												
Control Delay (s/veh)		9.5		8.9												
Level of Service, LOS		A		A												
Approach Delay (s/veh)	9.3															
Approach LOS	A															

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Roanoke
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Roanoke Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.49
Time Analyzed	8:30 - 9:30 AM		
Project Description	Proposed Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16		10				87	21			46	92
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	53						220			282		
Percent Heavy Vehicles	2						2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.047						0.196			0.250		
Final Departure Headway, hd (s)	4.88						4.50			3.90		
Final Degree of Utilization, x	0.072						0.275			0.305		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, ts (s)	2.88						2.50			1.90		

Capacity, Delay and Level of Service

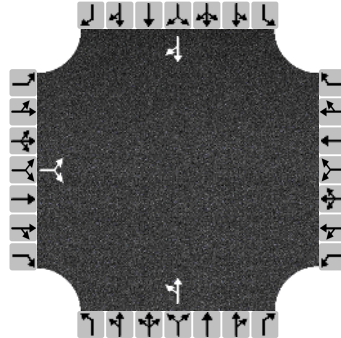
Flow Rate, v (veh/h)	53						220			282		
Capacity	738						800			922		
95% Queue Length, Q ₉₅ (veh)	0.2						1.1			1.3		
Control Delay (s/veh)	8.3						9.2			8.6		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh)	8.3						9.2			8.6		
Approach LOS	A						A			A		
Intersection Delay, s/veh LOS	8.8						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	AJB	Intersection	Verde - Roanoke
Agency/Co.	EEA	Jurisdiction	Arlington Heights
Date Performed	6/26/2017	East/West Street	Roanoke Drive
Analysis Year	2017	North/South Street	Verde Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.76
Time Analyzed	3:00 - 4:00 PM		
Project Description	Proposed Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13		11				40	25			54	56
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	32						86			145		
Percent Heavy Vehicles	2						2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.028						0.076			0.129		
Final Departure Headway, hd (s)	4.24						4.26			3.78		
Final Degree of Utilization, x	0.037						0.101			0.152		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, ts (s)	2.24						2.26			1.78		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	32						86			145		
Capacity	849						846			951		
95% Queue Length, Q ₉₅ (veh)	0.1						0.3			0.5		
Control Delay (s/veh)	7.4						7.7			7.5		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh)	7.4						7.7			7.5		
Approach LOS	A						A			A		
Intersection Delay, s/veh LOS	7.5						A					

HCS7 Two-Way Stop-Control Report

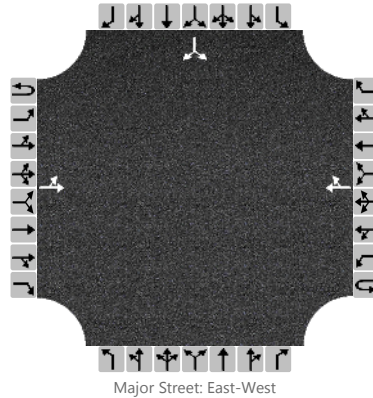
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	8:30 - 9:30 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Roanoke - Parking Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Parking Lot Access
Peak Hour Factor	0.43
Analysis Time Period (hrs)	0.25

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	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		0	26				18	161						0		152
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													353	
Capacity, c (veh/h)		1132													803	
v/c Ratio		0.00													0.44	
95% Queue Length, Q ₉₅ (veh)		0.0													2.3	
Control Delay (s/veh)		8.2													13.0	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	0.0												13.0			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

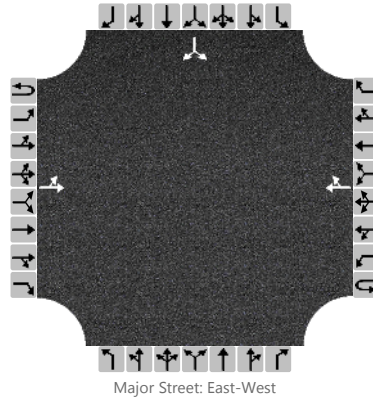
General Information

Analyst	AJB
Agency/Co.	EEA
Date Performed	6/26/2017
Analysis Year	2017
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Roanoke - Parking Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Parking Lot Access
Peak Hour Factor	0.66
Analysis Time Period (hrs)	0.25

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	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		1	24				25	71						0		109
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													165	
Capacity, c (veh/h)		1404													942	
v/c Ratio		0.00													0.18	
95% Queue Length, Q ₉₅ (veh)		0.0													0.6	
Control Delay (s/veh)		7.6													9.6	
Level of Service, LOS		A													A	
Approach Delay (s/veh)	0.4												9.6			
Approach LOS													A			



D-Series Size 1 LED Wall Luminaire



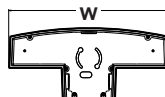
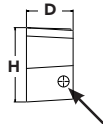
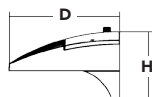
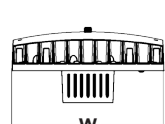
d"series

Specifications Luminaire

Width:	13-3/4" (34.9 cm)	Weight:	12 lbs (5.4 kg)
Depth:	10" (25.4 cm)		
Height:	6-3/8" (16.2 cm)		

Back Box (BBW, ELCW)

Width:	13-3/4" (34.9 cm)	BBW Weight:	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	ELCW Weight:	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



For 3/4" NPT side-entry conduit (BBW only)

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium ASYDF Asymmetric diffuse	MVOLT ¹ 120 ¹ 208 ¹ 240 ¹ 277 ¹ 347 ² 480 ²	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ⁵ PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶
Other Options				Finish (required)			
Shipped installed		Shipped separately⁸		DDBXD Dark bronze	DSSXD Sandstone	DWHGXD Textured white	
SF Single fuse (120, 277 or 347V) ⁷		BSW Bird-deterrent spikes		DBLXD Black	DDBTXD Textured dark bronze	DSSTXD Textured sandstone	
DF Double fuse (208, 240 or 480V) ⁷		WG Wire guard		DNAXD Natural aluminum	DBLBXD Textured black		
HS House-side shield ⁸		VG Vandal guard		DWHXD White	DNATXD Textured natural aluminum		
SPD Separate surge protection ⁹		DDL Diffused drop lens					

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR and PIR1FC3V specifies the [Sensor Switch SBGR-10-ODP](#) control; PIRH specifies the [Sensor Switch SBGR-6-ODP](#) control; see [Motion Sensor Guide](#) for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.



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Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: Greenbriar Elementary School, 2330 N Verde Dr., Special Use Permit to Allow an Addition and Renovations as well as Variances for Parking, Side Yard Setback and Impervious Surface Coverage.

PC #: 17-007 – Round 1

Date: July 17, 2017

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DEVELOPMENT DEPARTMENT

Sam:

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

1. Provide construction type of existing building and the proposed addition, based on the 2009 International Building Code, Tables 601 and 602.
2. Indicate if the existing building has fire suppression and fire alarm systems.
3. Provide a height and area calculation based on Table 503 of the 2009 International Building Code.
4. Provide an occupant load calculation for each room of the new addition.
5. Provide details on travel distance in the new addition to the nearest exit, along with an occupant load calculation for each exit.

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-007
 Petitioner: Don Hansen, STR Partners LLC, Architects
350 W. Ontario St., Suite 200
Chicago, IL 60654
 Owner: Ryan Schulz, Arlington Hts. School Dist. 25
1200 S. Dunton Ave.
Arlington Heights, IL 60005
 Contact Person: Don Hansen
 Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
 Location: 2330 N. Verde Drive
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: ✓ For: Elementary School
 Land Use Variation: For:
 Land Use: Current:
Proposed:
 Site Gross Area: 173,000 sq. ft (3.97 acres)
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

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

FIRE PREVENTION

Director

Date



Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division



Date: 7/7/2017

P.C. Number: 17-007

Project Name: Elementary School Setback and Parking Variation for Addition

Project Location: 2330 N. Verde

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

1. Public schools are exempt from local fire and building code requirements.
2. No further comments – No objections.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 07-07-16

Reviewed By: 
Fire Safety Supervisor



Arlington Heights Fire Department
Plan Review Sheet

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

P. C. Number 17-007

Project Name

Greenbrier School Addition

Project Location

2330 N. Verde Drive

Planning Department Contact Sam Hubbard

General Comments

Round 1

The Fire Department has no comments at this time.

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

Date July 11, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Greenbrier School – 2330 N. Verde Dr.

PC#17-007

Round 1

Round 1 Review Comments

7/13/2017

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to the Village of Arlington Heights code. There are concerns regarding the Southeast side of the building, with lighting being adequate to deter criminal activity, especially the areas where there is new construction. The new construction will create an alcove that will be fenced in according to the plan. A video camera with a posted sign may be an option as well at that location.

3. Present traffic problems?

Currently there are very few reported traffic issues with student drop-off and pick-up at Greenbrier School. Added parking and a no left turn sign onto Roanoke from the west lot should help alleviate some of the minor traffic problems at the school. This plan is in place in the Greenbrier Traffic and Parking Study.

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 problems are minimal at Greenbrier.

6. General comments:

-The new construction area needs to be sufficiently lighted and measures need to be taken to ensure that the area is not an area that is susceptible to criminal activity. Although the alcove will be enclosed by a fence, there has been an isolated incident at the school with juveniles accessing the rooftop in 2017.

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

 #235
Rick Veenstra, School Resource Officer
Community Services Bureau

Approved by:

 #559

Supervisor's Signature

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DEVELOPMENT DEPARTMENT

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-007
Petitioner: Don Hansen, STR Partners LLC, Architects
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Ryan Schulz, Arlington Hts. School Dist. 25
1200 S. Dunton Ave.
Arlington Heights, IL 60005
Contact Person: Don Hansen
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 ext. 168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
Location: 2330 N. Verde Drive
Rezoning: Current: Proposed:
Subdivision:
of Lots: Current: Proposed:
PUD: For:
Special Use: ✓ For: Elementary School
Land Use Variation: For:

Land Use: Current:
 Proposed:
Site Gross Area: 173,000 sq. ft (3.97 acres)
of Units Total:
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments at this time

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DEVELOPMENT DEPARTMENT

Jeff Bohner 7/12/17

Environmental Health Officer

Date

James McCalister 7/12/17 rec
tor Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>14 - 007</u>	P.I.N.# <u>03-18-112-003</u>
Petitioner: <u>Don Hansen, STR Partners LLC, Architects</u>	Location: <u>2330 N. Verde Drive</u>
<u>350 W. Ontario St., Suite 200</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>Chicago, IL 60654</u>	Subdivision: <u> </u>
Owner: <u>Ryan Schulz, Arlington Hts. School Dist. 25</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>1200 S. Dunton Ave.</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60005</u>	Special Use: <u>✓</u> For: <u>Elementary School</u>
Contact Person: <u>Don Hansen</u>	Land Use Variation: <u> </u> For: <u> </u>
Address: <u>350 W. Ontario St., Suite 200</u>	Land Use: <u> </u> Current: <u> </u>
<u>Chicago, IL 60654</u>	Proposed: <u> </u>
Phone #: <u>312-464-1444 ext. 168</u>	Site Gross Area: <u>173,000 sq. ft (3.97 acres)</u>
Fax #: <u>312-464-0785</u>	# of Units Total: <u> </u>
E-Mail: <u>don@strpartners.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

- | | YES | NO | |
|----|-----------------|-----------------|---|
| 1. | <u>X</u> | <u> </u> | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | <u> </u> | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | <u> </u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | <u> </u> | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | <u> </u> | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | <u> </u> | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

Please see attached Comments.

[Signature]

Date



Planning & Community Development Dept. Review

July 18, 2017

REVIEW ROUND 1

Project: 2330 N. Verde Drive – School District 25
Greenbrier Elementary School

Case Number: PC 17-007

General:

7. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled? Please provide a summary of this meeting no less than 1 week prior to the Plan Commission hearing.
8. The Plat of Survey includes a parcel northwest of the Greenbrier School property and it is assumed that this property was included in the survey as there may be alterations needed to the detention there. Please confirm why this property was included on the Plat of Survey. Additionally, it is understood that this property is not part of the Greenbrier School property and is owned by the Park District. Please clarify ownership of this piece of property. Finally, the Plat of Survey lists the PIN for the entire property surveyed (including the area to the northwest) as 03-18-112-003, however, the northwest area property has a separate PIN of 03-18-115-003.
9. In the "Maximum Floor Area Ratio" section of the Project Description narrative it notes that 3,900 sq. ft. will be added to the 1st floor. However, in the "Maximum Building Lot Coverage" section of the same letter it notes that 3,962 sq. ft. will be added to the first floor. Please confirm the actual size of the addition to the first floor and revise the Project Description accordingly.
10. With regards to the Written Justification for Special Use Amendment & Variations narrative, the following changes are needed:
 - a. There is no existing Special Use Permit for Greenbrier School. Please remove all references to an "amendment" to the Special Use Permit. The application will be for the approval of a Special Use Permit not an amendment to an existing Special Use Permit.
 - b. Please refer to the side yard setback Variation as an **exterior** side yard setback Variation. Additionally, a Variation cannot be granted for an approximate setback. Please provide the actual setback distance of the existing school.
 - c. After further research into impervious surface regulations, it has been clarified that non-residential uses within the R-3 District do not have any impervious surface restrictions (see table in Section 5.3-2 of the Zoning Code). Therefore, no impervious surface Variation is required.
 - d. Two additional required Variations have been identified (see "11c" and "11d" below). Please add justifications for these Variations.
11. The following Variations have been identified:
 - a. Section 5.1-3.6 to allow an exterior side yard setback of approx. 13' (please provide the actual distance) where code requires a 40' setback. This setback applies to the existing building.
 - b. Section 11.4-4 to allow 75 parking spaces where code requires 195 parking spaces.
 - c. Section 6.5-2 to allow an accessory structure (shed) in the side yard where code requires all accessory structures to be located in a rear yard.
 - d. Section 6.13-3(a) to allow a 6' tall open fence in the side yard where code restricts fence heights to a maximum of 5' in the side yard.

12. Please clarify if the permeable pavers used in new parking spaces, as well as the material used for the playground areas were considered as “impervious” or “pervious” and if they were considered as impervious surface in the impervious surface calculations.
13. A photometric plan was included within the submittal, however, it appears that no new light poles or lighting has been proposed. Please confirm if the photometric plan represents the existing illumination levels onsite or if changes to the fixtures have been proposed.
14. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Village review comments include a revision date.

Site Plan:

15. The architectural site plan does not match the engineering site plan and landscape plan, specifically with respect to the location of the proposed fence, the location of certain paved areas and sidewalks, the size of the relocated playground area, and the existence of a landscape island to the north of the proposed parking row. Please revise the site plan so that all plans match.
16. Please revise the Site Geometry Plan (sheet C2.01) to show the setbacks of the existing building to the north, south, east, and west at its closest point.
17. Will the same playground equipment be reused or is new equipment proposed? If new equipment will be added, what will the height of this equipment be?
18. Please identify any proposed ground mounted (i.e. not on roof) mechanical equipment (AC units, generators, transformers, etc.) on the site plans and landscape plans.

Parking and Traffic:

19. The Traffic and Parking study indicates that with 75 parking spaces and an estimated parking demand projected at 83 spaces, 8 cars will park on the street. Do the cars that park on the street interfere with queuing for drop-off and pick-up? How does the School District ensure that this overflow, which is a result of staff parking, does not occur in areas that are used by parents during drop-off and pick-up times, which could further exacerbate queuing issues.
20. The parking requirements for the site are shown below:

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Greenbrier Elementary School	Elementary School	86	23	1 space per classroom plus two spaces per employee	195
Total Parking Required					195
Total Parking Provided					75
Parking Surplus /(Deficit)					120 (61.5% reduction in required parking)

As outlined above, a parking variation is required.

Prepared by: 

Greenbrier Elementary School
PC 17-007
2330 Verde Drive
July 18, 2017

- 1) Per Chapter 28, Section 6.15, the ends of all parking rows must include a 4" caliper shade trees. Provide a 4" caliper shade tree within existing islands where the trees are absent.
- 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 a three foot high screen along Roanoke and Verde where the code required screen is absent.
- 3) It is recommended that foundation planting be provided along the Verde and Roanoke frontage. The landscaping should consist of a mix of shrubs and perennials.
- 4) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.



STR PARTNERS LLC
350 WEST ONTARIO STREET
SUITE 200
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July 27, 2017

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

RECEIVED
JUL 31 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: **Round 1 Comments: Responses**
Plan Commission Application

Plan Commission 17-007

Greenbrier Elementary School Addition
2330 N. Verde Dr.
Arlington Heights, IL 60004

Arlington Heights School District 25

STR Project #17036.A0

Dear Mr. Hubbard:

Find enclosed the following documents revised or added in response to Round 1 comments from the Plan Commission Application review:

- 1 copy, revised Project Description, dated July 27, 2017
- 1 copy, revised Written Justification, Special Use Permit & Variations, dated July 27, 2017
- 1 copy, Arlington Heights Police Department emergency contact card
- 6 copies, Domestic Service Backflow Preventer photos
- 6 copies, Exterior Light Fixture 'W1' cut sheet
- (3) full size copies + (3) half size copies, Site Plan, dated July 27, 2017
- (3) full size copies + (3) half size copies, Civil Engineering Plans, dated July 27, 2017
- (3) full size copies + (3) half size copies, Photometric Plan ES1.0, Site Plan - Electrical, dated July 27, 2017
- (3) full size copies + (3) half size copies, First Floor Plan, dated July 27, 2017
- (3) full size copies + (3) half size copies, Second Floor Plan, dated July 27, 2017
- (3) full size copies + (3) half size copies, Landscape Plans L1.01 & L1.02, dated July 27, 2017
- (3) full size copies + (3) half size copies, Tree Preservation Plan, dated July 27, 2017
- CD of above documents

Responses to Round 1 Comments for the Plan Commission application for the proposed addition to Greenbrier Elementary School in Arlington Heights School District 25 are as follows:

Building & Life Safety Department:

1. Provide construction type of existing building and the proposed addition, based on the 2009 International Building Code, Tables 601 and 602.

Response: The construction type is Type 2 Unprotected (2B per 2009 International Building Code). This information has been noted on the revised First Floor Plan sheet.

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

Response: The existing building has fire suppression and fire alarm systems. This information has been noted on the revised First Floor Plan sheet.

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

Response: Existing and proposed heights and areas comply with 2009 International Building Code. The height and area calculation has been noted on the revised First Floor Plan sheet.

4. Provide an occupant load calculation for each room of the new addition.

Response: Occupant load calculations have been added to the revised First and Second Floor Plan sheets.

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

Travel distances and occupant load calculations have been added to the revised First and Second Floor Plan sheets.

Fire Safety Division:

1. Public schools are exempt from local fire and building code requirements.

Response: The comment is acknowledged.

2. No further comments – No objections.

Response: The comment is acknowledged.

Fire Department:

1. The Fire Department has no comments at this time.

Response: The comment is acknowledged.

Community Services Bureau:

1. Character of use: The character of use should not be problematic.

Response: The comment is acknowledged.

2. Are lighting requirements adequate? Lighting should be up to the Village of Arlington Heights code. There are concerns regarding the Southeast side of the building, with lighting being adequate to deter criminal activity, especially the areas where there is new construction. The new construction will create an alcove that will be fenced in according to plan. A video camera with a posted sign may be an option as well at that location.

Response: Exterior light fixtures will be mounted to the exterior walls of the new addition. The photometric plan has been revised to add the fixtures. Additionally, cameras will be included in the project at the exterior alcove area.

3. Present traffic problems? Currently there are very few reported traffic issues with student drop-off and pick-up at Greenbrier School. Added parking and a no left turn sign onto Roanoke from the west lot should help alleviate some of the minor traffic problems at the school. The plan is in place in the Greenbrier Traffic and Parking Study.

Response: The comment is acknowledged.

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

Response: The comment is acknowledged.

5. Traffic problems that may be created by the development. The traffic problems at minimal at Greenbrier

Response: The comment is acknowledged.

6. General Comments:
 - The new construction area needs to be sufficiently lighted and measures need to be taken to ensure that the area is not an area that is susceptible to criminal activity. Although the alcove will be enclosed by a fence, there has been an isolated incident at the school with juveniles accessing the rooftop in 2017.

Response: Exterior light fixtures will be mounted to the exterior walls of the new addition. The photometric plan has been revised to add the fixtures. Additionally, cameras will be included in the project at the exterior alcove area.

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

Response: An emergency contact card is attached.

Health Services:

1. No comments at this time.

Response: The comment is acknowledged.

Planning & Community Development:

General:

7. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled? Please provide a summary of this meeting no less than 1 week prior to the Plan Commission hearing.

Response: A meeting with the neighbors has been scheduled for August 14. A summary of this meeting will be provided no later than August 16, 1 week prior to the August 23 Plan Commission hearing.

8. The Plat of Survey includes a parcel northwest of the Greenbrier School property and it is assumed that this property was included in the survey as there may be alterations needed to the detention there. Please confirm why this property was included on the Plat of Survey. Additionally, it is understood that this property is not part of the Greenbrier School property and is owned by the Park District. Please clarify ownership of this piece of property. Finally, the Plat of Survey lists the PIN for the entire property surveyed (including the area to the northwest) as 03-18-112-003, however, the northwest area property has a separate PIN of 03-18-115-003.

Response: The Park District property located northwest of the Greenbrier School property was included in the survey as there may be alterations required to satisfy the detention requirements established by the Village of Arlington Heights and the MWRDGC. We acknowledge and agree that this property is not under the ownership of Arlington Heights School District 25 and is in fact owned by the Arlington Heights Park District. The separate PIN has been noted and shall be included on the survey document.

9. In the "Maximum Floor Area Ratio" section of the Project Description narrative it notes that 3,900 sq. ft. will be added to the 1st floor. However, in the "Maximum Building Lot Coverage" section of the same letter it notes that 3,962 sq. ft. will be added to the first floor. Please confirm the actual size of the addition to the first floor and revise the Description accordingly.

Response: 3,962 sq. ft. will be added to the first floor. The note in the "Maximum Floor Area Ratio" section of the Project Description is revised.

10. With regards to the Written Justification for Special Use Amendment & Variations narrative, the following changes are needed:
- There is no existing Special Use Permit for Greenbrier School. Please remove all references to an "amendment" to the Special Use Permit. The application will be for the approval of a Special Use Permit not an amendment to an existing Special Use Permit.
 - Please refer to the side yard setback Variation as **exterior** side yard setback Variation. Additionally, a Variation cannot be granted for an approximate setback. Please provide the actual setback distance of the existing school.
 - After further research into impervious surface regulations, it has been clarified that non-residential uses within the R-3 District do not have any impervious restrictions (see table in Section 5.3-2 of the Zoning Code). Therefore, no impervious surface Variation is required.
 - Two additional required Variations have been identified (see "11c" and "11d" below). Please add justifications for these Variations.

Response: The Written Justifications for Special Use Permit & Variations is revised to identify the application to be for the approval of a Special Use Permit and not an amendment to an existing Special Use Permit, to refer to the side yard setback Variation as an exterior side yard setback Variation and provide an actual setback distance, to delete the Impervious Surface Variation request and add an accessory structure Variation. The 6' tall open fence is shown on the Plat of Survey but is not on the Greenbrier property, so a Variation is not being requested since it is not on the property.

11. The following Variations have been identified:

- a. Section 5.1-3.6 to allow an exterior side yard setback of approx.. 13' (please provide the actual distance) where code requires a 40' setback. This setback applies to the existing building.
- b. Section 11.4-4 to allow 75 parking spaces where code requires 195 parking spaces.
- c. Section 6.5-2 to allow an accessory structure (shed) in the side yard where code requires all accessory structures to be located in a rear yard.
- d. Section 6.13-3(a) to allow a 6' tall open fence in the side yard where code restricts fence heights to a maximum of 5' in the side yard.

Response: a. The Written Justifications for Special Use Permit & Variations is revised to clarify the side yard setback as an exterior side yard setback and clarify the dimension. b. A request for a Variation for an accessory structure is added to the Written Justifications for Special Use Amendments & Variations. c. The 6' tall open fence is shown on the Plat of Survey but is not on the Greenbrier property. A variation is not being requested since it is not on the property. d. There is no change to the parking space Variation request since June 30.

12. Please clarify if the permeable pavers used in the new parking spaces, as well as the material used for the playground areas were considered as "impervious" or "pervious" and if they were considered as impervious surface in the impervious surface calculations.

Response: In the Impervious Surface Calculations in the Project Description, the permeable pavers and all playground areas were included in the impervious area. Note that the Impervious Surface Calculations have been removed from the Project Description since non-residential uses within the R-3 District do not have any impervious restrictions per Section 5.3-2 of the Zoning Code.

13. A photometric plan was included with the submittal, however, it appears that no new light poles or lighting has been proposed. Please confirm if the photometric plan represents the existing illumination levels onsite or if changes to the fixtures have been proposed.

Response: New light poles are shown. New light poles replace existing light poles except one existing light pole is removed and its replacement is in a nearby location. The photometric plan represents the new light poles. Additionally new exterior light fixtures mounted on the exterior walls of the addition are added to the revised photometric plan.

14. Please ensure that all plans and/or studies to be resubmitted as a result of Round 1 Village review comments include a revision date.

Response: All plans and/or studies that are resubmitted with responses to Round 1 Village review comments include a revision date.

Site Plan:

15. The architectural site plan does not match the engineering site plan and landscape plan, specifically with respect to the location of the proposed fence, the location of certain paved areas and sidewalks, the size of the relocated playground area, and the existence of a landscape island to the north of the proposed parking row. Please revise the site plan so that all plans match.

Response: The architectural site plan is revised and matches the engineering site plan and landscape plan.

16. Please revise the Site Geometry Plan (sheet C2.01) to show the setbacks of the existing building to the north, south, east, and west at its closest points.

Response: The setbacks of the existing building to the north, south, east, and west are added to sheet C2.01.

17. Will the same playground equipment be reused or is new equipment proposed? If new equipment will be added, what will the height of this equipment be?

Response: New equipment will be added. The height is expected to be 16 foot at the high point of a roof that is part of the play equipment.

18. Please identify any proposed ground mounted (i.e. not on roof) mechanical equipment (AC units, generators, transformers, etc.) on the site plans and landscape plans.

Response: There is no ground mounted mechanical equipment in the project.

Parking and Traffic:

19. The Traffic and Parking study indicates that with 75 parking spaces and an estimated parking demand projected at 83 spaces, 8 cars will park on the street. Do the cars that park on the street interfere with queuing for drop-off and pick-up? How does the School District ensure that this overflow, which is a result of staff parking, does not occur in areas that are used by parents during drop-off and pick-up times, which could further exacerbate queuing issues.

Response: Currently staff that park on-street park either on the west side of Verde Drive between the entrance and exit of the east parking lot or the south side of Roanoke Drive west of the west parking lot. With the additional 10 spaces on-site, the number of staff parking on-street decreases to 8 vehicles. Staff, per Engineering's suggestion, will be directed to park on the north side of Roanoke Drive west of the school, adjacent to the park instead of the south side. Parking on Verde Drive would remain. These areas are away from the parent queuing areas.

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

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Greenbrier Elementary School	Elementary School	86	23	1 space per classroom plus 2 spaces per employee	195
Total Parking Required					195
Total Parking Provided					75
Parking Surplus/(Deficit)					120 (61.5% reduction in required parking)

As outlined above, a parking variation is required.

Response: The School District is asking for a parking variation of 120 spaces as calculated above and in the traffic study.

Landscape:

1. Per Chapter 28, Section 6.15, the ends of all parking rows must include 4" caliper shade trees. Provide a 4" caliper shade tree within existing islands where trees are absent.

Response: 4" caliper shade trees are added to Landscape Plan L1.01 where trees are absent.

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 a three foot high screen along Roanoke and Verde where the code required screen is absent.

Response: A three foot high screen is added to Landscape Plan L1.01 along Roanoke where the parking is adjacent to the street.

3. It is recommended that foundation planting be provided along the Verde and Roanoke frontage. The landscaping should consist of a mix of shrubs and perennials.

Response: Plantings are added at the building foundation at the corner of Roanoke and Verde. The approach is similar to the recent Windsor School project where plantings were added at the building foundation at the corner of Miner and Windsor.

4. If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

Response: There is an existing transformer where the building fronts Verde Drive. The existing deciduous hedge screening the transformer is to remain.

Public Works:

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

Response: The plans shall be noted that all sidewalks adjacent to the construction area shall be returned to satisfactory condition, as accepted by the owner, upon completion of construction.

6. The existing RPZ on the Fire Line is obsolete and needs replacement.

The backflow preventer will be replaced in the project.

7. There is currently no RPZ on domestic service. A new RPZ must be installed on domestic service.

A new backflow preventer was installed last summer at Greenbrier School. The backflow preventer is in compliance with Village of Arlington Heights standards, Zurn Wilkins model 375AST. Pictures are enclosed.

8. Ensure proper separation between water, sewer and storm sewer.

There is no new incoming water service as part the addition. The existing water service and existing building sewers appear to be in compliance with the required separation indicated. There is a 6" water service that enters near the north wall of the sprinkler room, and there are existing storm and sanitary sewers that run east-west in corridor 183. There appears to be at least 10 feet of separation between the wall of sprinkler room and the corridor 183.

9. Construction water usage from hydrants is not allowed without opening an account and obtaining proper hydrant meter from Public Works.

There will be no construction water usage from hydrants.

10. Verify condition of curb adjacent to parking lot construction. Repair as necessary.

Eriksson: The condition of the curb adjacent to the parking lot construction shall be verified prior construction. The plans shall be noted such that any curb damaged near the area of asphalt removal and replacement shall be repaired to the satisfaction of the owner at no additional cost to the owner.

Engineering Department:

11. The location of the new proposed 10 diagonal spaces north of the Roanoke Drive driveway along the east side of the drop off/pick up area will pose the following problems:
- a) Cars entering the lot will immediately be confronted with potential cars trying to back out into two-way traffic both coming into and leaving the parking lot.
 - b) If southbound cars in queue trying to leave the lot, there is not enough room for any vehicles to back out of these stalls in the remaining pavement of this 24' drive aisle.
 - c) The potential exists that cars backing out of these stalls could try to loop wide and orient their cars to aim southbound and pull right out to avoid having to loop around the entire lot.

Response: The School District is aware of the above stated concerns and will limit these parking areas to staff that will arrive before the morning arrival and depart after the afternoon dismissal periods. There are limited areas available on this site to add parking to get additional off-street parking.

12. The existing parking stalls in the far west side of the lot up against the park area are substandard depth according to Village Code.

Response: The west parking lot was built in 1995 with 60 degree parking, 18 foot stall depth, and 18 foot aisles per industry standards at the time when schools were not required to follow the Zoning Code requirements. The Village Zoning Code requires 20 foot stall depths for 60 degree parking and 18 foot aisles. In order to meet the Village Code, the parking lot would have to be widened six feet in the east-west direction. The lot is hemmed in by the existing school building to the east and the property line with the park district to the west.

The School District desires to maintain the existing parking dimensions and will request a parking lot dimension variation in stall depth (20 feet vs 18 feet) in order to not lose on-site parking stalls.

13. The proposal to restrict the exit from the Roanoke driveway to right turn out forces additional daily school traffic into a portion of the neighborhood that has not been affected by the bulk of school activities. Potential for complaints and pushback from those residents is anticipated.

Response: Agreed that the neighbors to the west will see additional school traffic. They will also benefit with the proposed changes to the traffic pattern by being able to go east to Verde Drive which is currently congested. The corresponding safety benefits of eliminating two-way traffic in a single traffic lane will benefit all users (school and neighborhood vehicles, bicyclists, and pedestrians).

14. Please indicate if any exterior light fixtures are going to be mounted to the building, and provide associated catalog cut sheets and photometric lighting diagram data. All exterior fixtures must be "Night Sky" compliant.

Response: New wall mounted exterior light fixtures will be provided at the addition. Also, new wall mounted exterior light fixtures will replace existing light fixtures in the courtyard. The photometric plan, ES1.0 Site Plan – Electrical, is revised and a catalog cut sheet for the fixture, fixture 'W1,' is included with the response.

15. The magnitude of the parking variation is significant but this is a neighborhood school. The school's request to permit some of the teacher parking to occupy the street may not be possible. In fact, the south side of Roanoke Drive from Verde Drive 300' west, currently has a parking restriction. It is advised that any teacher parking be guided to the north side of Roanoke Drive west of the school, adjacent to the park.

Response: There was limited room to add on-site parking without impacting the school's outside play areas. Staff will be directed to park on the north side of Roanoke Drive west of the school, adjacent to the park as suggested.

Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,



Don Hansen, AIA, LEED AP
Senior Project Manager

cc: Ryan Schulz, Arlington Heights School District 25



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: Greenbriar Elementary School, 2330 N Verde Dr., Special Use Permit to Allow an Addition and Renovations as well as Variances for Parking, Side Yard Setback and Impervious Surface Coverage.

PC #: 17-007 – Round 2

Date: August 9, 2017

Sam:

I have reviewed the documents submitted for the above referenced project and have no objections.

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: August 11, 2017
Subject: 2230 N Verde, P.C. #17-007 Round 2



With regard to the proposed variances, I have the following comments:

VAHPW has no further comments at this time.

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

LF

C. file

PLAN COMMISSION PC #17-007
2230 N. Verde Drive
Special Use Permit for an Elementary School, Setback
Variation, Parking
Round 2

16. The response to Engineering comment #11 is acceptable if the stalls are posted for teacher parking only during school hours.
17. The response to Engineering comment #12 is acceptable if bumper overhang and overlapping stall interlock is applied. The configuration functionally operates although not striped in exact conformance with Code provisions.
18. The response to Engineering comment #13 requires notification and review during the presentation to the neighborhood for their consideration.
19. The response to Engineering comment #14 requires the submittal of catalog cut for all fixtures being mounted in the parking lot or affixed to the building, and can be handled during final engineering.
20. The response to Engineering comment #15 is satisfactory.
21. Please provide feedback from MWRD regarding detention/volume control.

 8/14/17
James J. Massarelli, P.E. Date
Director of Engineering

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Greenbrier School – 2330 N. Verde Dr.

PC#17-007

Round 2

Round 1 Review Comments

8/10/2017

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to the Village of Arlington Heights code. Per the Administration at District 25, new lighting will be provided in the new construction area. Video cameras will also monitor the area that is currently under construction.

3. Present traffic problems?

Currently there are very few reported traffic issues with student drop-off and pick-up at Greenbrier School. Added parking and a no left turn sign onto Roanoke from the west lot should help alleviate some of the minor traffic problems at the school. This plan is in place in the Greenbrier Traffic and Parking Study.

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 problems are minimal at Greenbrier.

6. General comments:

-Potential problem areas were addressed by District 25 Administration.

RECEIVED

AUG 08 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

R. Veenstra #235

Rick Veenstra, School Resource Officer
Community Services Bureau

Approved by:

D. Hay #557

Supervisor's Signature

Planning & Community Development Dept. Review

August 9, 2017



REVIEW ROUND 2

Project: 2330 N. Verde Drive – School District 25
Greenbrier Elementary School

Case Number: PC 17-007

General:

21. The response to items #7 - #9 and #12, and #14 - #20 are acceptable.
22. The response to #10 and #11 is noted. However, the proposed 6' tall fence that staff is referring to is located on the subject property. Specifically, it is the fence that encloses the newly created courtyard area. Therefore, the Variation is still required.
23. The response to #13 is noted. Staff notes that the demolition/removal of the light pole is not shown on the Engineering plans, and the placement of the relocated light pole is not reflected on the Engineering plans.
24. Staff has no further comments or objections.

Prepared by: SAM JUREAK

**DEPARTMENT REVIEW TRANSMITTAL
FOR PLAN COMMISSION HEARING REVIEW**

**2330 N. Verde Dr.
Special Use Permit for an Elementary School, Setback Variation, Parking
Variation**

PC#17-007

Round 2

**(Please use attached department comment forms or use attached sheets:
REVIEW COMMENTS CANNOT BE WRITTEN ON THIS SHEET.)**

To: Department Heads

1	Building	
1-A	Building – Fire Safety Supervisor	
2	Public Works	
3	Engineering / Traffic	
4	Fire	
5	Police	
6	Health	
7	Planning	
7-A	Planning / Landscaping	X
8	Design	

From: Sam Hubbard, Planning & Community Development
Re: P.C. # 17-007
Project Name: Greenbrier School Addition
Project Location: 2330 N. Verde Dr.
Transmitted On: 7/5/17

NO COMMENTS
8/11/17 @ DM

Attached are the petitioner's:

 X Response to your Round 1 review comments and revised plans for a Round 2 review.

**Please review, comment, and return to Sam Hubbard
in the Department of Planning & Community Development by 8/10/17**

**Thank you for your assistance and cooperation!
Call Sam with any questions at extension 5223.**

August 17, 2017



17. The response to Engineering comment #12 is acceptable if bumper overhang and overlapping stall interlock is applied. The configuration functionally operates although not striped in exact conformance with Code provisions.

The striping of the center parking aisle has been revised to a 60° interlock configuration.

21. Please provide feedback from MWRD regarding detention/volume control.

We are currently working with AHSD #25 and the AHPD in order to set precedence for the existing storage volume allotted to the AHSD #25 within the regional facility based on the existing site conditions of the portion of the Greenbrier property that is directly tributary to the regional stormwater management facility via the 1995 stormwater conveyance improvements.

A letter is being drafted for the AHPD that states and acknowledges that a specific volume of stormwater management exists within the regional facility and is allotted to the AHSD #25 Greenbrier property.

The IFB drawings have proposed expanding the volume of the existing regional facility by an additional 0.10 ac-ft of storage, similar to what was done associated during the 1995 site improvements. For our initial MWRD submittal we will be proposing that additional required storage volume is satisfied by the proposed, on-site volume control storage, thus proposing no modifications to the existing AHPD property.



Item: FY2018 Budget

Department: Planning & Community Development

Review and approval of proposed budget for 2018

ATTACHMENTS:

Description	Type
FY2018 Budget	Exhibits

VILLAGE OF ARLINGTON HEIGHTS
BOARDS & COMMISSIONS 2018 BUDGET REQUESTS

Name of Commission: Plan Commission
Chair: Terrence Ennes

	2014-15 Actual	2016 Actual	2017 Adopted Budget	2017 Estimated 50% YTD	2018 Proposed Budget	Accounts
Compensation:						
Boards & Commissions	\$1,425	\$1,775	\$3,400	\$535	\$3,400	101-1009-502.10-03
1 Chair x 24 mtgs x \$20						
8 Members x 24 meetings x \$15						
Social Security	\$88	\$110	\$200	\$33	\$200	101-1009-502.19-11
Medicare	\$21	\$26	\$100	\$8	\$100	101-1009-502.19-12
Contractual Services:						
APA membership dues	\$0	\$150	\$200	\$0	\$200	101-1009-502.22-02
Travel & Training						
Educational/training materials	\$0	\$0	\$300	\$0	\$300	101-1009-502.22-03
Photocopying	\$116	\$0	\$300	\$0	\$300	101-1009-502.22-15
TOTAL EXPENDITURES	\$1,650	\$2,061	\$4,500	\$575.93	\$4,500	