Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
July 10, 2024
7:30 PM

## I. CALL TO ORDER

## II. ROLL CALL

## III. APPROVAL OF MINUTES

A. 419 S Pine Ave Subdivision - 6/12/24

## IV. PUBLIC HEARINGS

A. Ford Commercial Auto Repair - 3456 N. Ridge Ave. - PC#24-004
Land Use Variation to allow Motor Vehicle Repair, Major in the M-1 District

B. Tots Land Daycare - 1007 W. Euclid Ave. - PC#24-005
Special Use Permit for a Day Care Center in the B-1 District

C. Recreation Park - 500 E. Miner St. - PC#24-007
Planned Unit Development, Special Use Permit, Rezoning, Comprehensive Plan Amendment

## V. OTHER BUSINESS

## VI. PUBLIC COMMENTS

## VII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, emercado@vah.com or (847)368-5793.

**Plan Commission**
**7/10/2024**

**Item:** 419 S Pine Ave Subdivision - 6/12/24

**Department**: Planning & Community Development Department

**ATTACHMENTS:**

| Description | Type |
| --- | --- |
| 419 S Pine Ave Subdivision - 6/12/24 | Minutes |

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

COMMISSION

RE: 419 SOUTH PINE AVENUE SUBDIVISION - PC #24-003
PRELIMINARY & FINAL PLAT OF SUBDIVISION FOR A TWO-LOT SUBDIVISION

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 12th day of June, 2024 at the hour of 7:30 p.m.

MEMBERS PRESENT:

JAY CHERWIN, Chairperson
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
TERRY ENNES
JOHN SIGALOS
SUSAN DAWSON

ALSO PRESENT:

SAM HUBBARD, Development Planner
HAILEY NICHOLAS, Assistant Planner

DRAFT

CHAIRPERSON CHERWIN: I call it to order I guess here --
(Gavel pounded.)
CHAIRPERSON CHERWIN: -- and do the Pledge of Allegiance.
(Pledge of Allegiance recited.)
CHAIRPERSON CHERWIN: Thank you.
You want to do roll call, Hailey?
MS. NICHOLAS: Of course.
Commissioner Dawson.
COMMISSIONER DAWSON: Here.
MS. NICHOLAS: Commissioner Drost.
COMMISSIONER DROST: Here.
MS. NICHOLAS: Commissioner Ennes.
COMMISSIONER ENNES: Here.
MS. NICHOLAS: Commissioner Green.
COMMISSIONER GREEN: Here.
MS. NICHOLAS: Commissioner Jensen.
COMMISSIONER JENSEN: Here.
MS. NICHOLAS: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Here.
MS. NICHOLAS: Commissioner Sigalos.
COMMISSIONER SIGALOS: Here.
MS. NICHOLAS: Commissioner Warskow.
(No response.)
MS. NICHOLAS: And Chair Cherwin.
CHAIRPERSON CHERWIN: Here.
All right, I guess we will start with an approval of minutes from the last meeting.
COMMISSIONER DROST: I'll make a motion to approve the minutes.
COMMISSIONER GREEN: I'll second that.
CHAIRPERSON CHERWIN: All in favor?
(Chorus of ayes.)
COMMISSIONER ENNES: I abstain.
CHAIRPERSON CHERWIN: Terry Ennes abstains.
All right, I think we can move to the first and only petition on the agenda. Petitioner can step up to the front. We'll start with the Staff.
Have public notices been given on Mr. Kelly's petition?
MS. NICHOLAS: Yes, they have.
CHAIRPERSON CHERWIN: All right, Mr. Kelly, if you could just raise your hand?
(Witness sworn.)
CHAIRPERSON CHERWIN: All right, could you spell your name for our reporter, please?
MR. KELLY: Sure. K-e-l-l-y, B-r-i-a-n.
CHAIRPERSON CHERWIN: All right, Mr. Kelly, there are a few conditions on the back of the Staff report. Have you read and reviewed those, and do you agree with those conditions?

DRAFT

MR. KELLY: Yes.

CHAIRPERSON CHERWIN: All right, well, why don't we start with your presentation? Then we'll move over to Staff presentation.

MR. KELLY: Sure. So, I'm under contract to purchase the two parcels at the address of 419 South Pine. Currently, the way that the parcels are, they go north and south, and the corner lot is, what's the better way to put it, it's basically too narrow to build a house on it because of variances. I basically just want to take the two lots, reposition them, have them face Pine, and by doing that I fit all the zoning requirements, all the setback requirements, you know, the lot width and all those things.

So, I like to say it's kind of a simple thing but that's basically the long and the short of it all. I have a couple of pictures I could, that's basically the subdivision plat. That's a little easier to see.

You can see the underlying lots, and then you can see the new lots that we're proposing. One lot will be 76 feet wide, one will be 90-foot wide, that will be the corner. I think it makes it a better, it's a better layout, too, for the house and this has a better layout for the people's backyards. I just think it's a better idea.

If you have any questions, please feel free.

CHAIRPERSON CHERWIN: Yes, will do. Thank you.

Staff, you can go ahead with your presentation.

MS. NICHOLAS: Of course.

Okay, so this is Petition #24-003, for the 419 South Pine Subdivision. The subject property is located on the southeast corner of Pine Avenue and Grove Street with the current addresses of 419 South Pine Avenue and 403 East Grove Street. The property is zoned R-3, One Family Dwelling District, and the Comprehensive Plan designates the property as appropriate for single-family detached land uses. The Petitioner is requesting preliminary and final plat of subdivision approval to subdivide the property into two lots, and there are no variations requested.

This aerial shows the subject property. Both of the existing lots are currently vacant. They have a combined size of about half an acre. The lots have been under common ownership since at least 1959, and the existing corner lot, 419 South Pine, is substandard in size for a corner lot in the R-3 District and it doesn't meet code requirements for the minimum lot size and lot width. However, the existing interior lot, 403 East Grove Street, meets current code requirements for a standard interior lot in the R-3 District. The Petitioner is requesting that the two lots be subdivided and reconfigured to create two code-compliant lots, and they plan to construct a single-family home on each lot.

These are the proposed lot configurations in comparison to the code requirements for the R-3 Zoning District. As shown here, the proposed lots are equal to or greater than the minimum lot size and lot width required for the R-3 District.

This is a snapshot of the plat of subdivision to show the proposed lot configuration more clearly. The light-dotted vertical line shows the existing lot configuration as we saw in the first aerial image whereas the darker line shows the exterior lot and the horizontal line shows the proposed configuration with the lot dimensions from the previous slide.

This is a picture of the engineering site plan that shows the proposed site improvements and conceptual footprints of the new single-family homes. As a two-lot subdivision, no on-site detention is required; however, the Petitioner shall be required to provide a fee in lieu of on-site detention prior to issuance of the site development building permit for the

necessary infrastructure improvements. The lots will be graded to direct stormwater on the northwestern side of the site towards Pine Avenue. Pine Avenue is substandard relative to current code requirements as there is currently no public sidewalk at this section of Grove Street and Pine Avenue, and as part of this subdivision, a public sidewalk is required including sidewalk ramps at the intersection to meet the requirements of the public rights-of-way accessibility guidelines. The Petitioner has worked with the Engineering Division to propose the necessary improvements to the existing infrastructure in the area.

Individual water and sewer service connections to the mains will be provided for each of those lots. There is currently no sanitary sewer along this property's frontage, so the Petitioner plans to connect to the existing combined sewer from the south on Pine Avenue which will involve the removal and replacement of the neighbor's concrete driveway apron as shown on the bottom of the engineering site plan.

Public utility easements, drainage easements, and drainage swales have been proposed along the side yard and rear yard as required by code. Detention is required for the subdivision; however, as allowed by code, the Village Engineer will exempt the Petitioner from this requirement and a fee in lieu of on-site detention will be collected as part of the building permit process.

In regards to parking and traffic, Staff expects that the proposed subdivision will have a negligible impact on traffic within the vicinity. A formal study is not required for a two-lot subdivision, so no further analysis was conducted.

The Staff Development Committee recommends approval of the proposal subject to the following conditions as mentioned during the presentation and outlined in the Staff report. This concludes the Staff presentation, thank you.

CHAIRPERSON CHERWIN: All right, thank you, Hailey.

Do we have a motion to submit that?

COMMISSIONER JENSEN: So moved.

COMMISSIONER GREEN: Second.

CHAIRPERSON CHERWIN: All right, voice vote?

COMMISSIONER GREEN: Yes.

CHAIRPERSON CHERWIN: All in favor?

MR. HUBBARD: Not roll call.

CHAIRPERSON CHERWIN: All in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: All right, the motion carries.

Why don't we start with the Plan Commissioners, Lynn down here? What do you think? Any questions?

COMMISSIONER JENSEN: Right. Yes, just essentially one thing. When this came before the Conceptual Plan Review Committee, I thought it was a great proposal, I think a great idea to actually get two lots out of that that you can build something on. The only area that I have some concern is, I think it's what the Village is asking you to do in terms of putting the sidewalks around this property after you build it. I think it's highly inappropriate. I think it violates one of the provisions that we actually ask all petitioners, is it going to change the character of the neighborhood.

Scarsdale doesn't have any sidewalks. They're very proud of the fact

that they don't have sidewalks. I don't know why, because I think sidewalks are a good idea, but the character of that neighborhood is one that there aren't sidewalks. I think it's not only aesthetically a problem, I think it's an expense that doesn't need to be incurred, and I think it's a safety hazard. You'll have people walking on the sidewalk, when they get to the end of the sidewalk, it goes from nowhere to nowhere, they'll go into the street until they hit the next segment where you would have a sidewalk.

So, I can't see why we would be making them put sidewalks in unless the Petitioner wants them. I don't know if that's a feature you want to add to the property or not.

MR. KELLY: I just kind of left it up to your discretion. I know that's something that the Staff asked for, that's why my engineer put it on the plan, but if you don't want them, we'd be happy to take them off.

COMMISSIONER JENSEN: Well, it's really a matter of yours. I know that a lot of people have come before us and they think that it may adversely impact how their petition is going to be treated, and I would like to hope that that isn't the case, but if you want them, you should have them.

MR. KELLY: Sure. In my opinion, I think it would fit more in character with the neighborhood without the sidewalks, just like you said. I think it would look nicer without the sidewalks. It's more green space.

COMMISSIONER JENSEN: Sure. So, other than that, I think it's a great project. I just think that we should not be requiring them to distort the neighborhood, the character of that neighborhood, incur that kind of expense, and quite frankly, create something that is not only not attractive but not functional and not safe.

CHAIRPERSON CHERWIN: Thanks, Lynn.

Joe, any questions?

COMMISSIONER LORENZINI: Yes. No, I kind of agree with Lynn. Even before I was on the Plan Commission, I was on the Board of Local Improvements and there was a big push-back then to sort of put sidewalks in in Scarsdale and it got dropped. So, I kind of want to agree with whatever Lynn said. I mean, I just thought it just wouldn't fit in but, you know, it's ultimately not my decision but that's my opinion.

CHAIRPERSON CHERWIN: Bruce, any questions before we ask for public comments?

COMMISSIONER GREEN: Yes, I'll jump on the bandwagon. I think the sidewalks are a little goofy just on your property, two lots. So, I agree with my fellow Commissioners here on that one. I also agree that it's a nice thing just to turn these lots around and make them useful. Good job.

CHAIRPERSON CHERWIN: All right, Sue, down at the end, any questions?

COMMISSIONER DAWSON: I agree on the sidewalk issue. My question was going to be there's no sidewalks anywhere in the vicinity, right?

MR. HUBBARD: There are sidewalks to the north and to the east across both Pine and Grove Streets, but -- I'm sorry, to the north and to the west.

COMMISSIONER DAWSON: West?

MR. HUBBARD: Yes, but to the east and to the south, there are no sidewalks.

COMMISSIONER DAWSON: Where are there sidewalks?

CHAIRPERSON CHERWIN: To the west across Pine, Sam?

MR. HUBBARD: Yes.

CHAIRPERSON CHERWIN: And then to the north on both sides of the street.

MR. HUBBARD: To the north. To the north across Grove, yes.

CHAIRPERSON CHERWIN: And then going east into the subdivision.

COMMISSIONER DAWSON: Well, there's no sidewalks -- oh, you mean to the northwest of the project, that sidewalk? Not directly across, not the residential area directly north?

MR. HUBBARD: Well, on the corner, on the northeast corner, there is a sidewalk coming down and that would just, you know, go across Grove on a, you know, with a crosswalk to make that connection into the subject property sidewalks.

COMMISSIONER SIGALOS: Well, I'm not seeing that.

COMMISSIONER GREEN: Where is it?

COMMISSIONER DAWSON: Yes, I don't see it, but --

CHAIRPERSON CHERWIN: Where it says 327, that's a sidewalk?

COMMISSIONER DAWSON: That's a sidewalk?

MR. HUBBARD: Yes.

COMMISSIONER DAWSON: Oh, that's a sidewalk. Interesting.

MR. HUBBARD: And then there's a sidewalk here as well.

MS. NICHOLAS: That goes down Pine as well, yes.

MR. HUBBARD: That, and then it comes up like that.

COMMISSIONER DAWSON: Okay.

MR. DAVIS: So, I find that -- sorry to interject. The plan itself is goofy --

CHAIRPERSON CHERWIN: We're going to, we'll ask time for public comment later. This is right now, we have to keep the conversation up here.

COMMISSIONER DAWSON: So, okay, so my understanding is that the reasoning for the sidewalk issue is to, as the property gets developed, to create basically sidewalks everywhere, right? So, to fill in gaps in the neighborhoods where there is not sidewalks. So, it's not simply a rule or a zoning code for Scarsdale. It applies wherever we're building, right? So, that's why the recommendation?

MR. HUBBARD: Yes, any subdivision triggers the requirement to provide a sidewalk, yes.

COMMISSIONER DAWSON: So, I would presume, you know, if Staff makes a recommendation, that makes sense to me, but as opposed to what you said it's not our call, I think it is very within our right to say this is a clear area of exception, right, where it makes sense in a number of situations, but in this sense, I mean, we're not setting a precedent. We're not, I think it's a very clear exception to that rule. I mean, these are homes that aren't getting flipped any time soon to make more sidewalks, right?

COMMISSIONER JENSEN: So, I was in agreement with you. I mean, that's the point I want to make, unless the Petitioner wants to make it. That was the point that was made by Staff in the Conceptual Review Committee, that they thought over time they would put sidewalks throughout all of Scarsdale, but that would require houses being torn down, as the new ones are built we'd get in a little segment of sidewalk.

COMMISSIONER DAWSON: Right.

COMMISSIONER JENSEN: No one will live long enough to see that happen in Scarsdale.

COMMISSIONER DAWSON: Yes, it would be my thought. I mean, the only

other thing would be if there are going to be some reservation of right for the Village to come back in later and require the homeowners to install a sidewalk at a later time if the whole thing is being developed. But I would agree that I don't feel that sidewalks would be appropriate here. I think it would be well within our right to add that to the motion if we get to the point of a motion.

The other question I had is, are you going to live in one of these homes or are you purely developing?

MR. KELLY: I'm building them to sell.

COMMISSIONER DAWSON: Okay, so we don't even know. The potential buyers may want it, may not want it, but we have no idea because you are looking to sell.

MR. KELLY: Correct.

COMMISSIONER DAWSON: Right. I mean, okay. Okay, that was really my only questions.

CHAIRPERSON CHERWIN: Thanks, Sue.

John?

COMMISSIONER SIGALOS: Yes, I really don't have any other questions. I was part of the Conceptual Plan Review, but I agree on the sidewalks, I mean, there's no purpose of putting sidewalks in there if they're going nowhere. In looking at this and one of the adjacent properties south of Grove and east of Pine, I mean, nobody has sidewalks there. So, I would agree that they're not necessary.

CHAIRPERSON CHERWIN: All right, Terry?

COMMISSIONER ENNES: I wasn't at Conceptual Plan. I have a couple of questions. Granted, for the Scarsdale neighborhood, they have very few sidewalks, but sidewalks, which I haven't heard mentioned, are a health and safety issue. I've grown up in town. I've had kids in town. Sidewalks are good for kids to walk on and ride their bikes. They have to ride in the street in Scarsdale. That's all I have to say. If the neighborhood doesn't want them and the owner doesn't want to build them; I don't have a problem with excluding them.

I have other questions though. So, basically, you're rotating the two lots here east and west from north and south --

MR. KELLY: Correct.

COMMISSIONER ENNES: -- to make them buildable lots. Great idea. Who was the seller on this, or is the seller?

MR. KELLY: I will be.

COMMISSIONER ENNES: You're the seller and the buyer? You bought them to build?

MR. KELLY: I'm buying them; I'm going to build homes; then I'm going to sell them.

COMMISSIONER ENNES: Who did you buy them from? I'm just wondering.

MR. KELLY: I'm on a contract with the family that owns that big commercial --

COMMISSIONER ENNES: Commercial lot, okay. I thought they owned those, okay. Some of my questions aren't in regard to the sidewalk at all but rather in regard to stormwater. I noticed that in the Staff report under Engineering and Infrastructure, in paragraph three we talk about combined sewer. Can you tell me what's a combined sewer? Is that storm and sanitary?

MR. HUBBARD: Yes.

MR. KELLY: Yes.
COMMISSIONER ENNES: So, we have both in the same sewer.
MR. HUBBARD: Yes.
COMMISSIONER ENNES: Isn't this one of the neighborhoods in Arlington Heights that just had some stormwater issues in the past? Am I wrong about that?
MR. HUBBARD: Scarsdale may have, but not this particular location that I'm aware of. Yes, I mean, if there was a particular stormwater concern, then the Engineering Division would have asked for, you know, some type of mitigation as part of this development rather than just accept a straight-up fee in lieu of the stormwater.
COMMISSIONER ENNES: And they note in there that the Village Engineer is exempting the Petitioner for a fee in-lieu-of being assessed. What would that fee in-lieu-of be covering to exempt him from having detention/retention on the property?
MR. HUBBARD: You know, it depends. It's based, it's $1 per cubic square foot of required stormwater detention. What that amount is here, I don't know. Do you, are you aware, Mr. Kelly? I believe it was in the fee letter.
MR. KELLY: I want to say something like $6,600, something like that. That's just recollection.
COMMISSIONER ENNES: Off the top?
MR. KELLY: Yes.
COMMISSIONER ENNES: Okay. Okay, what is that fee going to be, is that fee going to be used to improve the sewers in the area or just a fee we're collecting?
MR. HUBBARD: I mean, generally, yes, it goes to the Village. I don't know if it goes to a specific fund that's used for --
COMMISSIONER ENNES: I would like to see that. If we're going to take a fee from him for stormwater, I'd like to see that used for stormwater in the area.
MR. HUBBARD: Yes, I mean, generally, I'm sure it will be.
COMMISSIONER ENNES: Eventually?
MR. HUBBARD: Eventually, yes. You know, it's not, again, I don't think it goes to a specific account that's dedicated for that purpose, but that's the general intent of collecting it, yes.
COMMISSIONER ENNES: Yes. Under recommendations number three, there's something called a linkage fee. What's that? I've never heard of a linkage fee before.
MR. HUBBARD: That's an affordable housing fee for all new market rate homes constructed. It's a requirement that the Village Board has enacted.
COMMISSIONER ENNES: Okay, that's all I have.
CHAIRPERSON CHERWIN: Thank you, Terry.
COMMISSIONER ENNES: Linkage fee.
CHAIRPERSON CHERWIN: Linkage fees.
COMMISSIONER DROST: Right, yes.
Hailey, could you put us back on the footprint for the site? I've got a few questions on some of the metrics.
MS. NICHOLAS: This one?
COMMISSIONER DROST: Yes, that's good enough. You're going to build two homes. Can you describe the home square footage? Are they going to be one-story, two-story? And sort of what you're kind of contemplating from a market price, you know, what range?
MR. KELLY: So, let me give you a little background. I've been building

homes for 30 years.

COMMISSIONER DROST: That's the other question.

MR. KELLY: I've probably built about 300 homes between single-family, multi-family, condominiums. I built some homes off of North Beverly a few years back, like I think three homes there. These will be 3,200-3,500 square-foot homes, two-story, four-bedrooms, three-baths, three-car garage, brick stone siding. I have a good idea of what I'd like to do, but high quality homes.

COMMISSIONER DROST: And what kind of price range are you looking at?

MR. KELLY: With that linkage fee, it's going to be a little higher now.

COMMISSIONER DROST: Yes, but without the sidewalk, it will be a little lower.

MR. KELLY: Actually, yes, this all kind of balances out.

COMMISSIONER DROST: Yes.

MR. KELLY: I'd say it will probably be, I don't think it will be under, I originally said a million dollars, so it probably won't be under a million one, they could be over at that point. I mean, you know, the cost of construction right now seems to be changing like every week, so you know, but they'll be nice quality homes.

COMMISSIONER DROST: Yes, so they're going to be in the upper --

MR. KELLY: They'll be in the upper price range bracket of single-family homes in the area. What I personally like about these in comparison to some of the other lots and properties that I've bought is even though we're turning the lots, right, but they have nice frontages. 75 and 90 feet, that's a nice size front yard, that's a nice size width. So, from like the street, they have a nice curb appeal.

You'll be able to build a house that will be a little wider than deeper where in Arlington Heights, a lot of the homes that I build are the opposite of that. It's always nice to build wider, it looks nice, and I think it's better for sunlight through the house. I think it just makes a better house in general.

COMMISSIONER DROST: Yes, and none of the neighbors are going to complain to the west with any of the aesthetics.

MR. KELLY: I don't believe so, and you know, I've also shown the driveways on the south side of each lot, too.

COMMISSIONER DROST: Yes.

MR. KELLY: To get it away from the intersection.

COMMISSIONER DROST: Great.

MR. KELLY: I think it just, I think it lays out better that way. I think they'll be really nice.

COMMISSIONER DROST: Okay, that's great.

MR. KELLY: Obviously, every builder probably says that when they're up here. I think it fits really nice.

COMMISSIONER DROST: Yes, they're great.

MR. KELLY: I think it fits really nice.

COMMISSIONER DROST: You build it and they will come. On the sidewalk issue, I'm a former resident of Scarsdale, I would not want sidewalks, and that's in deference to Commissioner Ennes. It would just break up the rhythm there. And kids, you know, that is a very salient point, the children and the safety issue, but the parents are pretty, you know,

on top of the issue, too, but that doesn't suggest that that won't happen.

COMMISSIONER ENNES: Yes, that raises another question. If the sidewalks aren't there, are you able to build the houses, you have a lower setback and you're able to build farther forward?

MR. KELLY: It will be exactly the same, you know, so the sidewalks are typically put within the right-of-way and not actually within on the lots and everything else. So, and I actually just drove through the neighborhood right before I got here, too, it does actually look like they're doing some stormwater work in the neighborhood as we speak right now, too. I don't know if that's exactly, if it's, is it sanitary?

COMMISSIONER DROST: Well, there's a lot of construction going on. It's complicated at this point.

MR. KELLY: It's an interesting neighborhood, and it has like a nice, quaint appeal to it. It's an older neighborhood. The houses have very nice architectural, you know --

COMMISSIONER DROST: Yes, it's got a diverse mix there, but then go to lighting, you know, for streetlights, that's another issue.

MR. KELLY: Yes. Nice neighborhood.

COMMISSIONER DROST: Yes. That's it.

CHAIRPERSON CHERWIN: Any other questions from anyone before we let Mr. Kelly take a break?

COMMISSIONER LORENZINI: Yes, I've got one more question. What company do you work on there with?

MR. KELLY: Landmark Custom Homes, and then I also have J&B Properties and Kenilworth Investments.

COMMISSIONER LORENZINI: Thank you.

MR. KELLY: I have three different.

CHAIRPERSON CHERWIN: All right, anything else?

(No response.)

CHAIRPERSON CHERWIN: All right, Mr. Kelly, we'll give you a break. We're going to open up the meeting to public comments.

Is there anybody in the audience?

I'm sorry, I didn't mean to cut you off before, but we had to limit it to the discussion here. Now is the time where you guys in the second row, if you could come up if you want to speak. Just say your name, and if you choose, you can go ahead and say your address, and if you could spell your name for Andy, that would be great.

MR. DAVIS: Yes, thank you. Sorry for speaking out of turn.

CHAIRPERSON CHERWIN: No, don't worry about it.

MR. DAVIS: Paul Davis. I live across the street at 304 East Grove with my wife Kristen. D-a-v-i-s, P-a-u-l.

CHAIRPERSON CHERWIN: Thanks, Paul.

MR. DAVIS: Sure. So, I'm all for the development, and turning around makes sense. I like where the driveways are. I have two questions, and one is sort of for the Village, and it's exactly about what you were talking about with the stormwater.

Living there, I can tell you what it's like. If you go to the aerial shot, I'll tell you what happens when we get a big storm. So, if you look at 327, huge storms, it's a swamp. It gets backed up, all of 327 can carry water, and then it starts to encroach on my property on 304 just a little bit. I'm usually out there like with boots on unclogging the sewers.

There are sewers on each corner, they all get clogged up. The whole thing just fills with water. I've never gotten water in my basement.

The concern I have is, you know, it's this big green space across the street and that sucks up a lot of that water. Now, when we build there, that water is going to go somewhere. So, when we were talking about sidewalks, I was like no sidewalks, more green space that's going to suck up a little bit more.

But it's exactly what you were saying. If the Village is going to do something, I'd like them to do it, not just see the money go somewhere and nothing happen. It is a problem and the problem will get worse.

I'm totally supportive of building it. I don't think it's your responsibility to fix that. I eventually called the Village about this, and I haven't seen anything done. I've been there 17 years. So, that was item one. I don't know what the process is though to make sure that actually happens.

MR. HUBBARD: Once you finish the public commentary, we're taking notes and then, you know, they can, you know, the Commissioner can ask Staff questions and how to address those comments and we can certainly, you know, let you know. So, if you want to finish your commentary, then we'll address it.

MR. DAVIS: Thank you. Then the other was just a question.

MR. KELLY: Sure.

MR. DAVIS: We're just curious, you know, sitting there at 304, we'll face the properties. So, we're just wondering what it's going to look like to look at. You know, we look at a lot of, like on the side, but how to make that look nice, is it going to, you know, it might look a little nicer if it was turned the other way. I get, you don't want to do that, it makes sense to me. So, I was just curious.

MR. KELLY: Sure. Do you want me to stand here?

CHAIRPERSON CHERWIN: Yes, could you stand and speak into the microphone?

MR. KELLY: Well, from your house like in southbound, you're actually going to see the backyards of the property. So, that's going to be open and green. Then with that being a corner lot, we will put some extra details on the corner to make sure it looks really nice for you guys.

If you're saying that the stormwater manholes seem to clog up or whatnot, that might be a seasonal thing with rain and leaves and things like that, so we'll do everything in our power to make sure we really do a nice job with the grading, a nice job with everything. It's going to go to the Engineering Department also with all of our foundation plans and everything with the actual two houses and whatnot. So, that's basically it.

CHAIRPERSON CHERWIN: Mr. Davis, anything else? Are we good?

COMMISSIONER LORENZINI: I have a question for him.

CHAIRPERSON CHERWIN: Oh, for Mr. Davis?

COMMISSIONER LORENZINI: Yes. So, when it rains, you said 327 gets swampy. Have you noticed, would it happen at 419, you know --

MR. DAVIS: Yes, the whole, that whole intersection is just filled with water at least like this high. So, all four corners of it just fill up. It backs up onto 419 usually like 10-20 feet back, not the part by the house, unfortunately 5 doesn't go that far back, because it all slopes to where the sewers are.

COMMISSIONER LORENZINI: Okay. All right, thank you.

MR. DAVIS: Sure.

CHAIRPERSON CHERWIN: Thank you.

Anybody else back here have a comment?

(No response.)

CHAIRPERSON CHERWIN: Okay, we'll close public comments and come back to the Plan Commissioners.

Any further comments or questions?

COMMISSIONER JENSEN: Well, at least put it up for consideration, what would we need to do? Would we need to put a provision in here as one of the conditions if we wanted to get a variance, or would they need to have a variance requested and it would be part of the overall approval of the petition?

MR. HUBBARD: Yes, it would have to be a variation to Chapter 29 to exempt this development from installing sidewalks.

COMMISSIONER JENSEN: Well, if that's what it takes, I would propose that and see where the Commission itself goes, but I'd like to see him get a variance because I don't think we want to destroy the character of the neighborhood. Hopefully to see my fellow Commissioner Ennes' mind at ease, I think it would be very dangerous to have people riding on the sidewalk for the 50 feet, then they get off of the sidewalk and ride in the street, and then get back on the sidewalk should they ever find another segment. I think that would be more dangerous than riding in the street.

COMMISSIONER ENNES: Like I said, for the character of the neighborhood, I wouldn't propose sidewalks here. I'm saying sidewalks, which the Village is trying to encourage that we have throughout, are a health and safety issue.

COMMISSIONER JENSEN: Well, I think the overall ordinance is a good ordinance --

COMMISSIONER ENNES: Yes.

COMMISSIONER JENSEN: -- and I think it ought to be a point, but I think in a situation like this, I'm hoping common sense would prevail and we would actually give them a variance. So, whatever we've got to do to do that, I think, I don't know, Mr. Chair, if you need to get a sense of the Commission to put a variance in or how you want to handle it.

CHAIRPERSON CHERWIN: Well, I will ask anybody else if they have any other further comments, questions or if somebody would like to make a motion.

COMMISSIONER DROST: Well, on the sidewalks, I don't have any question. Okay, I mean, that's, yes, I'm good.

CHAIRPERSON CHERWIN: You want to talk about anything else?

COMMISSIONER DROST: Yes, right, but --

COMMISSIONER ENNES: So, the comment to --

COMMISSIONER DROST: -- addressing the linkage or the detention issue or the water issue, how does the Davis family get some relief? That would be my bigger concern.

CHAIRPERSON CHERWIN: All right, so I'll ask Hailey or Sam, as far as the stormwater approvals, Engineering has or will review this and it's not going to, can you explain kind of that process for Mr. Davis?

MR. HUBBARD: Yes. So, it seems to me the problem that Mr. Davis is having is that the inlets in the neighborhood are getting clogged, and so it's not draining down into the storm sewers, the combined sewers in this case. So, you know, it sounds like he's having to go out and clean it himself. Also, let me follow-up with our Public Works Division after this

meeting and let them know that, you know, this is a problem that's been occurring and hopefully that will cause a more proactive maintenance. Additionally, if they do get clogged and you notice them, you can certainly reach out to the Public Works Department yourself, make them aware, and they should be able to go out and clean them so that you don't have to.

CHAIRPERSON CHERWIN: And I think, you know, it would make sense, it sounds like Mr. Davis has brought this to the Village's attention before and it hasn't been addressed, so I think it's warranted that we at least make note of that to them. Can I, I mean, I'll confirm, or if you could confirm, I mean, this is, it's going to have to be compliant with the Engineering's review and with our stormwater ordinance and there is no variation being requested from that. So, as far as the Petitioner goes, he is doing what he needs to do in order to have this project go forward with the city but, or with the Village, I'm sorry.

But, yes, I mean, I think as a practical matter, this may be a marginal issue, but it sounds like whether or not this goes forward there's issues in that intersection that are not currently being resolved by the Village. So, I think independent of this whole approval, it's something that deserves being looked at.

COMMISSIONER DROST: Agreed.

COMMISSIONER ENNES: May I just comment that you might want to attend the Village Board meeting when this hearing is addressed and raise your concerns. The Petitioner is paying a fee for stormwater treatment, you might want to encourage them to use that to deal with the issue that's there.

COMMISSIONER DROST: And that will be in the minutes, too, so that will support your position.

MR. DAVIS: Thank you.

CHAIRPERSON CHERWIN: All right, Joe?

COMMISSIONER LORENZINI: Chairman, yes, one other comment. So, I think it's more than just a maintenance issue of cleaning up the drains. If it's a combined sewer, you're dumping everything into one system. Maybe in the long run, the Village might want to think putting a storm system in there also.

CHAIRPERSON CHERWIN: Thank you, Joe.

Anybody else? Any comments, questions or --

COMMISSIONER ENNES: Motions.

CHAIRPERSON CHERWIN: -- motions?

COMMISSIONER GREEN: I'd like to make a motion to recommend to the Village Board of Trustees approval of a preliminary and final plat of subdivision to subdivide the property into two lots subject to the following conditions, number one through six, and we should address the sidewalk.

COMMISSIONER JENSEN: I guess we've got to have a request for a variance to waive the requirement for sidewalks.

COMMISSIONER DROST: You can make it number six and then move six to seven.

COMMISSIONER ENNES: Yes.

CHAIRPERSON CHERWIN: Bruce, real quick. So, Bruce, you're making the motion.

COMMISSIONER GREEN: Right.

CHAIRPERSON CHERWIN: You're adding a request.

COMMISSIONER GREEN: And I would like to agree with the Commission

here that he shouldn't have to put the sidewalks in.

CHAIRPERSON CHERWIN: Okay, so your motion includes an additional variance.

COMMISSIONER GREEN: It would be another item in there that would say that it waives the requirement for --

CHAIRPERSON CHERWIN: Waive the requirement for public sidewalks. It sounds like that would be --

COMMISSIONER GREEN: Is that the correct word for that? With all the lawyers we have here, come on, help me out, guys.

MR. HUBBARD: One through six are conditions of approval, so what I'm hearing you say is the motion is for approval of the preliminary and final plat of subdivision, as well as a variation from Chapter 29 to waive the requirement for installation of sidewalks subject to conditions one through six.

COMMISSIONER GREEN: Correct.
CHAIRPERSON CHERWIN: Perfect.
COMMISSIONER GREEN: Perfect, Sam.
COMMISSIONER ENNES: And you need no --
CHAIRPERSON CHERWIN: Is that, that's Mr. Green's motion.
COMMISSIONER GREEN: I agree with that 100 percent.

**A motion to recommend to the Village Board of Trustees <u>approval</u> of a preliminary and final plat of subdivision to subdivide the property into two lots, as well as a variation from Chapter 29 to waive the requirement for installation of sidewalks, subject to the following conditions:**

1. **Prior to issuance of a building permit for the new homes on each lot, impact fees shall be required in accordance with Chapter 29 of the Municipal Code.**
2. **A Design Commission application shall be required for each new home on the subject property.**
3. **Linkage fees, in accordance with Chapter 7 of the Municipal Code, shall be required prior to issuance of building permits for each new home on the subject property.**
4. **The Petitioner shall continue to work with the Village on the final design and footprint of the homes.**
5. **Prior to issuance of a site development permit for the required improvements, the Petitioner shall provide a fee in lieu of on-site detention.**
6. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

CHAIRPERSON CHERWIN: Is there a second?
COMMISSIONER ENNES: Second.
CHAIRPERSON CHERWIN: All right, why don't we do a roll call vote?
MS. NICHOLAS: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MS. NICHOLAS: Commissioner Drost.
COMMISSIONER DROST: Aye.
MS. NICHOLAS: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.

MS. NICHOLAS: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MS. NICHOLAS: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MS. NICHOLAS: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MS. NICHOLAS: Commissioner Green.
COMMISSIONER GREEN: Yes.
MS. NICHOLAS: And Chair Cherwin.
CHAIRPERSON CHERWIN: Yes.
All right, the motion has passed. We will be in touch, I think the Staff, Hailey will be in touch with the Petitioner going forward then?
MS. NICHOLAS: Yes.
CHAIRPERSON CHERWIN: All right, well, congratulations, Mr. Kelly.
MR. KELLY: Thank you very much.
COMMISSIONER ENNES: Good luck.
COMMISSIONER DROST: Good luck, yes.
CHAIRPERSON CHERWIN: All right, are there any other meeting items on the agenda?
COMMISSIONER ENNES: Yes, I congratulate our Chair in his first officially run hearing.
CHAIRPERSON CHERWIN: Oh, yes.
COMMISSIONER ENNES: Congratulations.
CHAIRPERSON CHERWIN: Thank you, Terry, I appreciate it. It's an honor.
MR. HUBBARD: We do have to elect a new Vice Chair and a new Secretary. So, I guess we'll start by does anyone want to volunteer themselves and step up?
COMMISSIONER DROST: So, the person that's missing should be appointed to Vice Chair.
MR. HUBBARD: But she's already the Vice Chair.
COMMISSIONER DAWSON: Does she want to continue as Vice Chair?
COMMISSIONER DROST: Yes.
MR. HUBBARD: I mean, I don't know if there's any rule that you can't have another term as Vice Chair unless I'm mistaken.
CHAIRPERSON CHERWIN: Is anybody really pressing, don't we have, we have some people that really want to do this, right?
COMMISSIONER ENNES: And some that really don't.
CHAIRPERSON CHERWIN: Joe, you got this written all over you.
COMMISSIONER LORENZINI: I've done this before.
COMMISSIONER GREEN: Lynn, you haven't done this.
COMMISSIONER DAWSON: There's John.
COMMISSIONER JENSEN: I'm perfectly happy being a Commissioner.
COMMISSIONER DROST: We need term limits.
CHAIRPERSON CHERWIN: Well, so was I and look where I ended up.
COMMISSIONER ENNES: Let's talk about term limits.
COMMISSIONER LORENZINI: Or John.

COMMISSIONER GREEN: Come on, John, how about you?
CHAIRPERSON CHERWIN: So, I hate to do that to Mary Jo, she's not here.
COMMISSIONER JENSEN: John, you haven't.
COMMISSIONER SIGALOS: Lynn, I defer to you. I think you would be the excellent Vice Chair.
COMMISSIONER GREEN: I think you guys should share.
COMMISSIONER SIGALOS: I'm happy being the Secretary.
COMMISSIONER JENSEN: Oh, okay.
COMMISSIONER GREEN: There you go.
COMMISSIONER DAWSON: Do we have to do it right this minute? Do we want to wait and check with Mary Jo and see if she wants to continue since no one here is dying to do it?
MR. HUBBARD: Yes, we could postpone it.
COMMISSIONER DROST: Yes, we have to build a succession plan for Mary Jo.
CHAIRPERSON CHERWIN: If something happened to me on the way home, there's going to be mass chaos.
COMMISSIONER ENNES: Has anyone on the Board not been Chair?
COMMISSIONER DAWSON: I think pretty much everyone here can run a meeting at this point.
COMMISSIONER ENNES: Has anyone not been Chair?
COMMISSIONER DAWSON: No, he has not been Chair.
COMMISSIONER ENNES: He has been Vice Chair.
CHAIRPERSON CHERWIN: All right, so why don't we, I think John has said he'll be Secretary?
COMMISSIONER SIGALOS: I'm currently Secretary; I'd be happy to continue that.
CHAIRPERSON CHERWIN: Happy to continue, okay. Should we do, do we have to do a motion and a voice vote for that?
MR. HUBBARD: Yes.
CHAIRPERSON CHERWIN: And then we can bifurcate and put it off until the following meeting, the Vice Chair?
MR. HUBBARD: Yes, let's confirm via motion and vote for Mr. Sigalos, Secretary Sigalos.
CHAIRPERSON CHERWIN: We've got a motion to make.
COMMISSIONER JENSEN: I move that Mr. Sigalos continue as the Secretary.
COMMISSIONER DROST: Yes.
COMMISSIONER GREEN: I'll second that.
CHAIRPERSON CHERWIN: Second, all right. Do we do a voice vote for that?
MR. HUBBARD: You can do a voice vote, yes.
CHAIRPERSON CHERWIN: Let's do a voice vote. All in favor?
(Chorus of ayes.)
CHAIRPERSON CHERWIN: Any opposed?

(No response.)

MR. HUBBARD: Congratulations.

CHAIRPERSON CHERWIN: It passes. John, you're back.

COMMISSIONER SIGALOS: Thank you.

COMMISSIONER DROST: We could make a motion to appoint Mary Jo as the Vice Chair assuming she agrees.

MR. HUBBARD: You could or you can wait.

COMMISSIONER DROST: Or we can wait.

CHAIRPERSON CHERWIN: Let's put this other business off to the next meeting and we'll --

MR. HUBBARD: Yes.

COMMISSIONER DROST: Yes. So, the burning question is who's Treasurer?

CHAIRPERSON CHERWIN: That's a good question, of absolutely zero. It's a very big responsibility.

All right, so we've got that. No other business I see on the schedule here. I guess we can turn this over to general public comments.

Anything?

(No response.)

CHAIRPERSON CHERWIN: Nothing. All right, no public comments. I think at this point, we can adjourn.

COMMISSIONER DROST: I make a motion to adjourn.

COMMISSIONER GREEN: Second.

CHAIRPERSON CHERWIN: Second. All in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: All right, adjourned.

(Gavel pounded.)

(Whereupon, at 8:17 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

STATE OF ILLINOIS )
) SS.
COUNTY OF KANE )

I, ANDY KRECZKO, depose and say that

I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
ANDY KRECZKO

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2024.

_____
NOTARY PUBLIC

DRAFT

**Plan Commission**
**7/10/2024**

**Item:** Ford Commercial Auto Repair - 3456 N. Ridge Ave. - PC#24-004

**Department**: Planning & Community Development Department

## Requested Action

Land Use Variation to allow Motor Vehicle Repair, Major within the M-1 District.

## Variations Required

Variation to Chapter 28, Section 6.12-1.3, to waive the requirement for a traffic study.

## Recommendation

The Staff Development Committee (SDC) has reviewed the proposed Land Use Variation to allow Motor Vehicle Repairs, Major within the M-1, Research, Development, and Light Manufacturing District, along with the following variation to Chapter 28 of the Municipal Code:

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic by a qualified professional engineer.

The Staff Development Committee recommends APPROVAL of the application subject to the following conditions:

1. The outdoor storage of tires, batteries, or other vehicle repair materials is prohibited on the subject site unless such storage is fully screened and appropriately sited, which is to be determined at the discretion of the Village.

2. Petitioner shall provide a landscape plan demonstrating compliance with the requirements of Section 6.15-1.2 New Landscaping Requirements for parking lot screening along North Ridge Avenue. Said landscaping shall be installed no later than September 30, 2024.

3. Design Commission application shall be required for the future modifications as depicted in Exhibit II.

4. Should storage of motor vehicles on the subject property become problematic,

at the discretion of the Village, the petitioner shall be required to reduce or prohibit onsite storage or shall work with the Village to find additional viable off-site storage locations.

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

**ATTACHMENTS:**

| **Description** | **Type** |
|---|---|
| Staff Report | Board or Commission Report |
| Public Notice | Exhibits |
| Aerial | Exhibits |
| CPRC Minutes - 2/10/21 | Minutes |
| Project Narrative | Exhibits |
| Land Use Variation Justification | Exhibits |
| Survey | Exhibits |
| Site Plan | Exhibits |
| Floor Plans | Exhibits |
| Parking Study | Exhibits |
| Interior Demolition Plan | Exhibits |
| Department Comments - Round 1 | Exhibits |
| Department Comments - Round 1 Petitioner Response | Exhibits |
| Department Comments - Round 2 | Exhibits |
| Department Comments - Round 2 Petitioner Response | Exhibits |

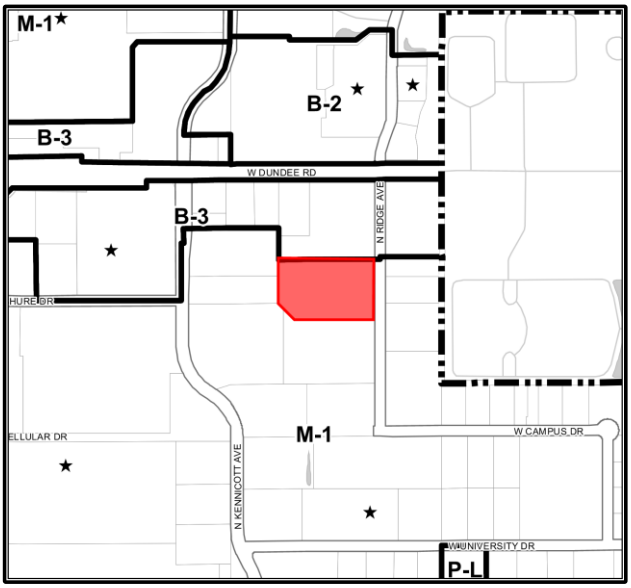
VILLAGE OF ARLINGTON HEIGHTS

# STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 24-004*
***Project Title**: Ford Commercial Auto Repair*
***Location**: 3456 N. Ridge Avenue*
***PIN**: 03-07-200-047*

***To**: Plan Commission*
***Prepared By**: Dan Osoba, Planner I*
***Meeting Date**: July 10, 2024*
***Date Prepared**: June 28, 2024*

***Petitioner**: Arlington Heights Ford*
*John Guido, Jr.*
***Address**: 801 W. Dundee Road*
*Arlington Heights, IL 60004*




***Existing Zoning:** M-1: Research, Development and Light Manufacturing District*
***Comprehensive Plan:** R&D, Mfg., Warehousing*

## SURROUNDING LAND USES

| Direction | Existing Zoning | Existing Use | Comprehensive Plan |
|---|---|---|---|
| **North** | B-3: General Service, Wholesale, and Motor Vehicles District | Arlington Heights Ford Dealership | Commercial |
| **South** | M-1: Research, Development, and Light Manufacturing District | Manufacturing (General Electric) | R&D Mfg and Warehousing |
| **East** | M-1: Research, Development, and Light Manufacturing District | Multi-tenant office/industrial buildings | R&D Mfg and Warehousing |
| **West** | M-1: Research, Development, and Light Manufacturing District | Multi-tenant office/industrial building, Bowling Alley (Arlington Lanes), Electronic Manufacturer (LoDan Electric) | R&D Mfg and Warehousing, Commercial |

## Requested Action:

1. Land Use Variation to allow Motor Vehicle Repair, Major within the M-1 District.

## Variations Required:

1. Variation to Chapter 28, Section 6.12-1.3, to waive the requirement for a traffic study.

**Project Background:**
The subject property is 5.06 acres in size and contains a 100,207 square foot office/light industrial building that includes four separate units. Access comes from two curb cuts on Ridge Avenue, which connect to a parking area at the front of the building and wrap around each side of the building leading to secondary parking area at the rear. In total, the site includes 130 parking spaces. Additionally, each of the four units contains a double wide overhead door for shipping and receiving, as well as a single-wide overhead door for auxiliary truck/vehicle access. Two of the four units are occupied, with the remaining two units facing North Ridge Avenue currently vacant.

The Arlington Heights Ford dealership, which abuts the property to the north, has purchased the site and would like to establish a vehicle repair use within two of the vacant units. The subject site and the associated Arlington Heights Ford dealership are shown in the aerial on **Exhibit I**. The motor vehicle repair facility would be considered major repair due to the engine and transmission work proposed; however, the majority of the work performed would be "minor reconditioning" of vehicles purchased by the dealership at auction or are traded in by customers from the Ford or GMC/Buick dealerships. The two vacant 55,000 square foot units would include 31 service bays with a total of 22 employees. Service bays are counted as parking stalls, resulting in a proposed total of 161 on-site parking stalls.

**Zoning and Comprehensive Plan**
The subject property is located within the M-1, Research, Development, and Light Manufacturing zoning district, which does not allow auto repair uses. Therefore, a Land Use Variation to allow "Motor Vehicle Repairs, Major" within the M-1 District is required. Motor Vehicle Repair, Major is defined as work that is of significant nature, such as engine rebuilding or major reconditioning of worn or damaged motor vehicles or trailers; collision service, including body, frame or fender straightening or repair; and overall painting of vehicles. The petitioner has indicated that the majority of the work proposed for this location would be incidental repairs, part replacement and general service to motor vehicles; however, a portion of the work conducted would be considered major repair, including engine and transmission repair. Therefore, the petitioner is requesting approval of a Land Use Variation for Motor Vehicle Repair, Major on the subject property. The petitioner has provided information to address the criteria for variation approval, which are included below:

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
- The proposed variation is in harmony with the spirit and intent of this Chapter.
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

The Comprehensive Plan designates this site as "Research & Development, Manufacturing and Warehousing", which corresponds with the current M-1 zoning. Auto repair uses are generally compatible with manufacturing and warehouse uses, and given that the proposed business is mostly compatible with the surrounding land uses, the Staff Development Committee (SDC) finds the use to be compatible with the Comprehensive Plan.

The SDC notes that an internal driveway connection has been constructed between the subject property and the abutting dealership to the north. While both sites will operate mostly independent of each other, should Ford increase the intensity of their usage on the subject property in the future, or should each site begin to rely on the other to conform to code requirements or parking needs, a PUD shall be required.

**Building, Site, Landscaping:**
Staff worked with the petitioner to ensure that storage of materials commonly used in auto repair facilities such as tires, batteries, and other equipment would be screened from view. The petitioner indicated that there would be no outdoor storage of equipment or materials on-site and any storage would occur within the building. To ensure compliance, the SDC is recommending a condition of approval relative to the outdoor storage of materials.

The landscaping on-site was reviewed for compliance with code standards for parking lot island and parking lot screening. Staff has indicated a 3-foot required landscape screen between the parking lot and North Ridge Avenue is required by code but not present on the site. There is an existing retaining wall behind the sidewalk and few existing shade trees; however, the parking lot must be screened per Section 6.15-1.2. The SDC is recommending a condition of approval relative to landscaping improvements along North Ridge Avenue.

The petitioner originally submitted plans for exterior modifications to the existing brick building to include painting of the brick to match the Ford dealership to the north, corrugated metal finishes at the building entrance and signage. This scope of modifications would require a Design Commission application; however, the petitioner has elected to remove the exterior modifications from this petition and pursue only the Land Use Variation at this time. The petitioner is aware that the potential future exterior modifications will require a Design Commission application prior to any building permit issuance and is working with staff on a future submittal. The architectural elevations shown in **Exhibit II** are a reference to the originally proposed elevations; however, they are subject to change based on staff feedback and a formal Design Commission application.

**Parking & Traffic:**

Per code, a traffic and parking study is required for any Land Use Variation located on land abutting a collector street. The petitioner has not provided a traffic study but has submitted a parking study that addressed parking demand and projections based on the existing and proposed usage. The parking study also included a parking survey conducted over four days (one of which was a Saturday) to identify existing parking demand of the building. The survey found that the parking demand peaked at 91 spaces (70% capacity) at 1:30pm on a Wednesday in January. It is important to note that units 100 and 200 were still occupied at the time of this survey date and the resultant projections are an analysis of the worst-case scenario. Based on these existing demands and a worst-case analysis, the projected parking demand with the new motor vehicle repair use occupying both tenant spaces 100 and 200 is 118 parking spaces (90.7% capacity). Staff has reviewed the parking survey and found that the analysis and conclusions indicate the parking supply on the property is adequate for the parking demand.

The following parking table shows the code required off-street parking for the property with the proposed auto repair facility occupying units 100 and 200. The table shows that the property has a parking surplus of 13 spaces, which is in line with the parking survey and projection demand analysis of the parking study.

| Tenant Space | Use Code | Square Footage | Number of Bays | Number of Vehicles | Number of Employees | Parking Ratio | Parking Spaces Required |
|---|---|---|---|---|---|---|---|
| **100 - Proposed Phase 1 of Ford Repair Facility** | Auto Service Station | 25,027 | 15 | N/A | 12 | 1 per Employee + 3 per Bay* | 42 |
| **200 - Proposed Phase 2 of Ford Repair Facility** | Auto Service Station | 30,030 | 16 | N/A | 10 | 1 per Employee + 3 per Bay* | 42 |
| **300 - T3L USA** | Manufacturing/ Processing | 22,576 | N/A | 0 | 14 | 1 Space per 2 emp. + 1 space per vehicle | 15 |
| | Office | 2,524 | N/A | N/A | N/A | 1 per 300 Sq. Ft. | |
| **400 - Digital Mobile Innovations LLC** | Warehouse/ Storage | 20,050 | N/A | 0 | 35 | 1 Space per 2 emp. + 1 space per vehicle | 18 |
| | | | | | | **Total Parking Required** | 117 |
| | | | | | | **Total Parking Provided** | 130 |
| | | | | | | **Surplus**/Deficit | **13*** |

*NOTE: the bays provided internal to the building count towards the required off-street parking total.

The petitioner has requested the following variance to waive the requirement for a detailed traffic study:

- ***Variation to Section 6.12-1.3, to waive the requirement for a traffic by a qualified professional engineer.***

The Staff Development Committee is supportive of the requested variation as the adjacent street network has capacity to accommodate the expected traffic demand from the proposed repair facility and the parking study demonstrated that the existing off-street parking supply is adequate to meet the projected demand of the proposed land use. The internal connection between the abutting Ford dealership and the subject property will also help to keep traffic off of Ridge Avenue.

The petitioner has indicated that storage of vehicles awaiting service will be within the secure lot on the Arlington Heights Ford dealership lot since the parking lot on the subject site is not secured by a fence. There is adequate parking to accommodate this storage on the Arlington Heights Ford property and if it were to become an issue, the dealership owns an off-site storage facility at 580 West University Drive that recently obtained approval to store commercial vehicles waiting to be serviced. Between the two lots, the petitioner states that no vehicles will need to be stored on this subject property. However, given that projected site demand is around 90% of capacity, and due to the unknown parking needs of future tenants within the building or the potential modification of Ford's operations resulting in on-site vehicle storage, the SDC is recommending a condition of approval to limit the on-site storage of vehicles on the subject property should it become problematic.

**RECOMMENDATION**

The Staff Development Committee (SDC) has reviewed the proposed Land Use Variation to allow Motor Vehicle Repairs, Major within the M-1, Research, Development, and Light Manufacturing District, along with the following variation to Chapter 28 of the Municipal Code:

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic by a qualified professional engineer.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

1. The outdoor storage of tires, batteries, or other vehicle repair materials is prohibited on the subject site unless such storage is fully screened and appropriately sited, which is to be determined at the discretion of the Village.
2. Petitioner shall provide a landscape plan demonstrating compliance with the requirements of Section 6.15-1.2 New Landscaping Requirements for parking lot screening along North Ridge Avenue. Said landscaping shall be installed no later than September 30, 2024.
3. Design Commission application shall be required for the future modifications as depicted in Exhibit II.
4. Should storage of motor vehicles on the subject property become problematic, at the discretion of the Village, the petitioner shall be required to reduce or prohibit onsite storage or shall work with the Village to find additional viable off-site storage locations.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ July 3, 2024

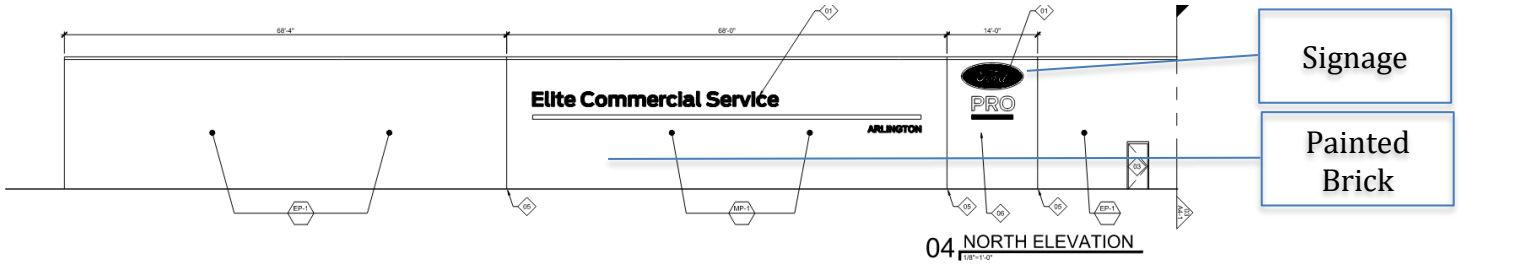
Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

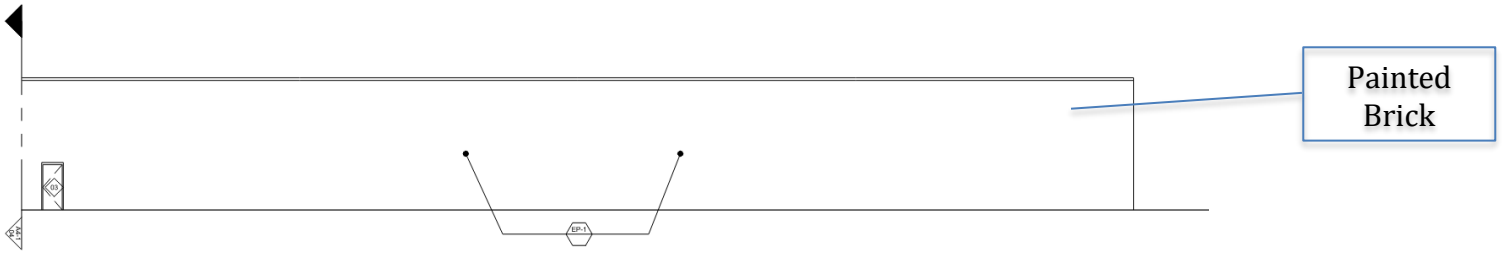
**EXHIBIT I** – Aerial



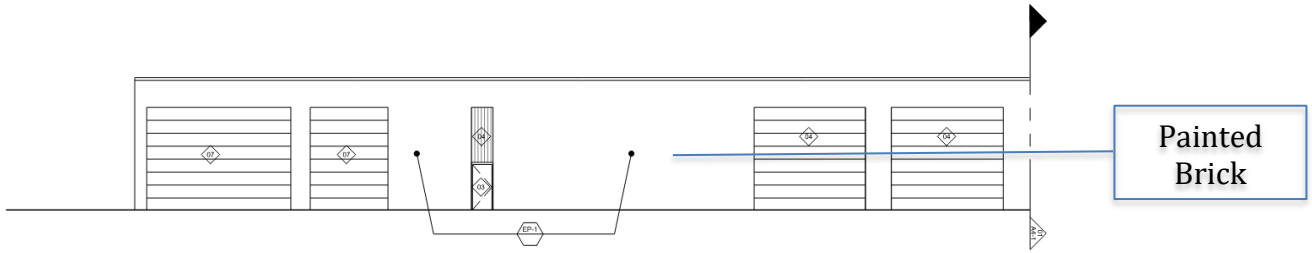
**EXHIBIT II** – Architectural Elevations – FOR REFERENCE ONLY; NOT PART OF THIS APPLICATION



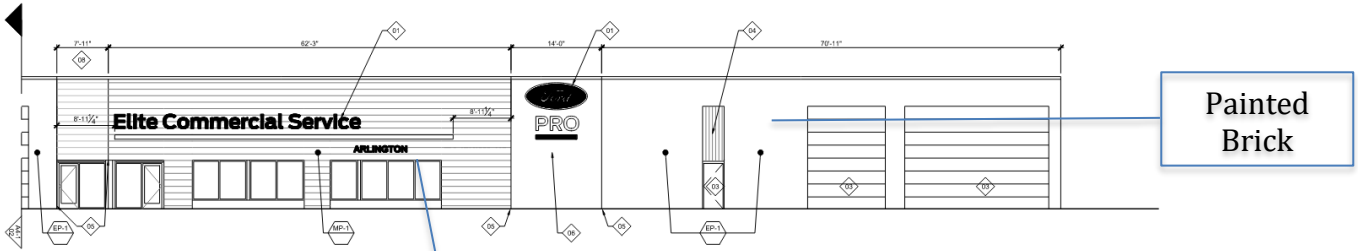

04 NORTH ELEVATION




03 NORTH ELEVATION




02 EAST ELEVATION




01 EAST ELEVATION

**NOTICE OF PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON July 10, 2024, AT 7:30 P.M.** in the Municipal Building, 33 South Arlington Heights Rd, Arlington Heights, Illinois to consider Petition No. 24-004 a request for a Land Use Variation to allow Major Motor Vehicle Repair and variances to Chapter 28 of the Municipal Code on the subject property, located at 3456 N. Ridge Ave in Arlington Heights, Illinois. The PIN for the subject property is 03-07-200-047.

The subject property is legally described as follows:
LOT 1 IN 1230 BUILDING CORPORATION SUBDIVISION, BEING A SUBDIVISION IN LOT 1 IN 1230 BUILDING CORPORATION SUBDIVISION, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 3456 N. RIDGE AVENUE, ARLINGTON HEIGHTS, ILLINOIS

The Plan Commission will consider any zoning and Subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Variation to Section 6.12-1.3, to waive the requirement for a traffic study.

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.

**Jay Cherwin, Chair**
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald June 25, 2024 (4617011)

# CERTIFICATE OF PUBLICATION

**Paddock Publications, Inc.**

**Northwest Suburbs**
**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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs 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 06/25/2024 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

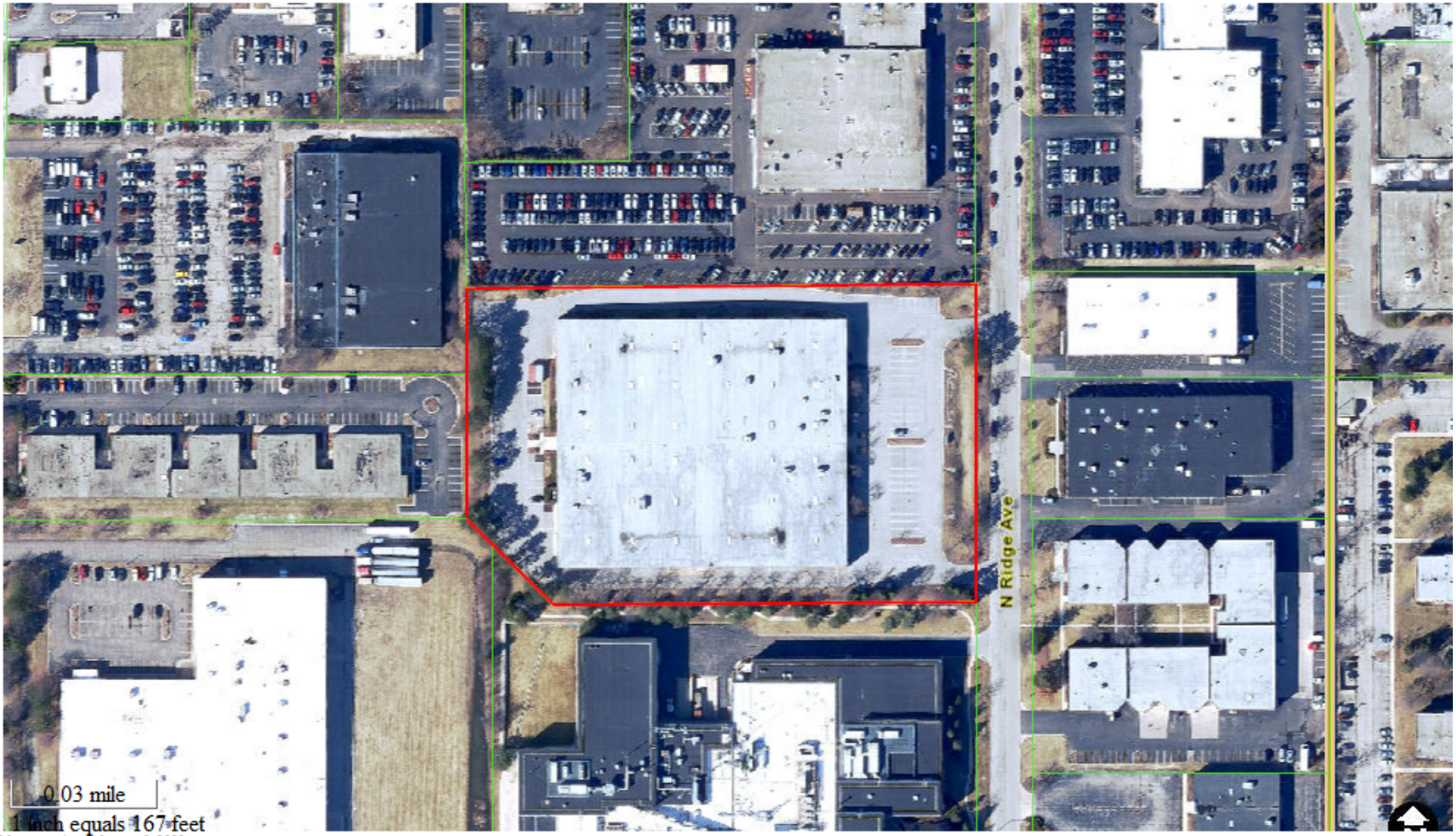
BY _____
Designee of the Publisher of the Daily Herald

Control # 4617011

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

GIS consortium MapOffice™

## *Aerial*




Map created on February 2, 2021.

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REPORT OF THE PROCEEDINGS OF

# THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL VIRTUALLY ON: February 10, 2021

Project Title: Ford Auto Repair LUV

Address: 3456 N. Ridge Ave
Arlington Heights, IL 60004

Petitioner: John Guido, Jr.
Address: Arlington Heights Ford
801 W. Dundee Rd
Arlington Heights, IL 60004

Requested Action:

1. Land Use Variation to allow Motor Vehicle Repair within the M-1 District.

Variations Required:

- None identified at this time, certain variations may be required once detailed plans are received.

Attendees: John Guido, Jr., Petitioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Sam Hubbard, Development Planner

## Project Summary:

The subject property is 5.06 acres in size and contains a 100,207 square foot office/light industrial building that includes four separate units. Access comes from two curb cuts on Ridge Avenue, which connect to a parking area at the front of the building and wrap around each side of the building leading to secondary parking area at the rear. In total, the site includes 129 parking spaces. Additionally, each of the four units contains a double wide overhead door for shipping and receiving, as well as a single-wide overhead door for auxiliary truck/vehicle access. Two of the four units are occupied, with the remaining two units currently vacant.

The Arlington Heights Ford dealership, which abuts the property to the north, has purchased the site and would like to establish a vehicle repair use within one of the two vacant units. The proposed repair facility would be for "minor reconditioning" of vehicles purchased by the dealership at auction or are traded in by customers from the Ford or GMC/Buick dealerships. The 25,025 square foot unit would include six repair bays and four detailing bays, with a total of 30 employees. Long-term plans for the site involve redevelopment and incorporation of the subject property as part of the Ford dealership.

## Meeting Discussion:

J. Guido stated that his family has owned and operated Arlington Heights Ford since 1984 and has recently brought on a new partner from the east coast, Bob Tasca part of the Tasca Automotive Group, who is the oldest Ford family and have been around since 1940. They operate with high customer satisfaction and their motto is "you will be satisfied". Became partners in August. He said his new partner is big into commercial vehicles. They have removed their onsite autobody shop and replaced it with a commercial service department. Behind the dealership building and along Ridge is a 100,000 square foot building that they purchased. The building has three other tenants and Ford is interested in occupying the northeast portion of the building. There are four units in the building, each approximately 25,000 square feet. Ford would occupy the northeast unit, which is currently vacant. Two of the existing tenants rehab computers, phones, iPads and then resell them. The third tenant does similar repair work.

Ford plans to establish a wholesale parts inventory and sell retail parts online; his east coast partner sells the most Ford parts online of any Ford dealer in the country, about $2 million a month online. In the future they are contemplating the addition of four or five stalls to do light service work. He wants to call it the RECON center, doing detailing, oil changes, tire rotations, basic car work. More major repair work would be done at the shop on Dundee Road. He stated they recently purchased the Buick/GMC/Hummer dealership on Dundee Road, which was now part of their group. He wasn't exactly sure what zoning approvals were needed for the proposed use on the property. They would be equipping the site with the air compression that they will need, provide the electrical that was needed, and they would install racking and ventilation. No heavy repair work would occur at the site, just basic maintenance. Ultimately, they would be transitioning functions from their Dundee Road dealership to free up space there, which would allow commercial repair work to occur at the dealership building. They do a lot of work for Amazon and were hoping to do repair work for the ABC fleet.

B. Green asked about the overhead doors and loading dock.

J. Guido responded that there were overhead doors on the front of the building; the lowered loading dock would be the detail booth and the smaller flat drive-in dock would be utilized for other purposes. Both docks faced the east side of the site.

S. Hubbard said the property is zoned M-1 Light Manufacturing Research and Development zoning district. Automobile repair is not allowed in that district so it will require a land use variation. Any such request would need to be justified with a written response to the four hardship criteria necessary for land use variation approval. In order to classify the proposed use between major or minor auto repair, staff has asked for a written description explaining all of the different repair work that would occur on the subject property. Staff will also need to know the hours of operation, number of vehicles that will be repaired and detailed on any given day or week, and the number of staff working out of the facility. Depending on whether the activities occurring on the subject property were interrelated to the activities occurring at the dealership and whether there was constant interactions between this site and the dealership site, PUD approval could be required. However, if each site functioned more like separate businesses that were independent from each other, then no PUD approval would be required. On a preliminary basis, staff thought that the proposed Ford use on the subject property was more auxiliary and not a major component of what occurred at the dealership and so a PUD may not be required. However, if operations were shifted to where, for example, much of the inventory at the dealership was brought and stored on the subject property, then the campus would be more unified and a PUD would be required.

This evening was the first time that staff has heard about the desire for wholesale and retail sale of parts out of the subject property. Ultimately, more complete details on how the site would be used, both short and long term, would be needed. The proposed repair use is generally consistent with the Comprehensive Plan. Landscaping would need to be revitalized as part of any Plan Commission approval. Building upgrades may be needed to comply with code requirements for an auto repair use. A traffic and parking study would be required. Details are needed on the other tenants within the building, which will allow staff to complete a parking code analysis. If the petitioner would provide contact information for the other businesses, the Planning Department would reach out to gather the information needed to complete the parking analysis. A parking survey may be required. Staff is generally supportive of the proposal just needs further details.

Commissioner Sigalos likes the proposal didn't have any questions. Glad to see the business was thriving and interested in an expansion. Asked if they would need to come back for new zoning approvals if they wanted to expand.

J. Guido explained that the future vision was for occupancy of the entire building and entailed a commercial truck service center, body shop, and other functions, which he imagined may require a rezoning of the site.

Commissioner Green agrees with Commissioner Sigalos and likes the proposal and said to move forward.

Commissioner Green opened the floor for public comment.

Ms. Moens asked why would there be a meeting if there was no quorum.

Commissioner Green explained that the subcommittee was not taking any action at the meeting this evening; there would be no motions or formal action taken. They were only having a discussion, which discussion would be reflected in the meeting minutes.

RECOMMENDATION

The Conceptual Plan Review Committee provided their preliminary feedback to the petitioner, which was generally positive and encouraging forward movement on an application to the Plan Commission.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

**Arlington Heights Ford Project Narrative**

**3456 N. Ridge Ave, Arlington Heights, IL 60004**

TG N. Ridge, LLC ("Owner") and Arlington Heights Ford ("Ford"), which plans to operate out of the Building are requesting a land use variance for the building located at 3456 N. Ridge Ave (the "Building"). The Building is currently zoned M-1 which does not permit auto repair uses. Auto repair is generally compatible with manufacturing and warehouses uses would be compatible with surrounding land uses. Petitioner recently was approved to become a "Ford Pro" dealer due to their recent success with commercial service and sales. A Ford Pro dealer is in the business of commercial vehicle repair and maintenance such as Amazon trucks and Pace buses. This will drive a substantial amount of commercial traffic to the Building for parts and service as Ford will be one of the only Ford Pro dealers in the State. Which, in turn, will drive more traffic and business through Arlington Heights.

Upon total completion of the project, Ford would add approximately 29 commercial service bays in the building. Part of the additions and remodeling will include a customer lobby as well as a storage area for parts that we will be selling. Ideally, Owner and Ford would like to have Phase I of this project completed no later than April of 2024 and Phase II completed by the end of 2024 quarter three. Phase I includes adding 14 service bays in Unit 1 and Phase II includes combining Units 100 and 200 and adding an additional 15 services bays.

Upon completion of the project, the general hours of operation will be 7:30AM to 6:00PM Monday through Friday. The repair operations will include (i) fixing and replacing transmissions and engines on commercial vehicles, (ii) oil changes, (iii) and all other services on commercial vehicles except for exhaust services. The only services we do not offer are exhaust services. The total number of vehicles that would be repaired on any given day is estimated to be ten to twenty depending on how long each service takes and the services required. There will be no storage of the vehicles at the Building related to the Ford dealership adjacent to the Building. Vehicles awaiting repairs would be stored on the back lot of the Ford dealership adjacent to the Building located at 801 W. Dundee Road or on an auxiliary lot located at 580 W. University Drive.

The prosed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property. The property to the north is already zoned B-3 and the proposed use is analogous. The other surrounding properties are zoned M-1 and the repair of commercial vehicles is aligned with the essential character of these uses. The plight of the owner is due to unique circumstances. Owner and Ford have been presented with the unique opportunity that other Ford dealerships were not presented. The proposed variation is in harmony with the spirit and intent of the village code. The variance requested is also the minimum variance necessary to allow for the proposed use.

There are currently four separate units in the Building which all have different occupants currently. Upon expiration of the various leases, it is Ford's intention to operate the commercial vehicle repair business out of Units 100 and 200. Below is a description of the current use of each unit and the planned used once the project is completed.

Current Use:

Unit 100: Ford allows a third-party detailing company to provide car detailing services out of unit 100. There is no written lease. There are 3 to 5 employees on site. The lease is month-to-month. Unit 100 is approximately 25,000 square feet.

Unit 200: Unified Solution Corp. currently operates out of this unit and refurbishes electronics and sells wholesale electronics to vendors. There are 30-35 employees on site. The lease expires on May 31, 2023. Unit 200 is approximately 30,000 square feet.

Unit 300: T3L USA, Inc. currently operates out of this unit and manufactures and distributes polypropylene sleeve holders for the gaming card industry. The total number of employees is 23 with 3 shifts. First shift employs 6 office workers, 2 warehouse workers, 5 machine operators, and 1 maintenance employee. Second shift employs 5 machine operators. Third shift employs 4 machine operators. The lease expires on April 30, 2027. Unit 300 is approximately 25,000 square feet.

Unit 400: Digital Mobile Innovations, LLC currently operates out of this unit and provides provision and deploys mobile equipment, laptops and peripherals and other IT equipment for small, medium & enterprise clients globally. The tenant also stores and manages spare stock equipment and accessories on behalf of their clients. Tenant manages the full life cycle of all equipment from receiving, deployment, break-fix to end of life recycling/destruction on behalf of their customer base. The total number of employees on site is 30-35. The term of the lease expires in January 2026. Unit 400 is approximately 20,000 square feet.

Use After Phase I and Phase II of Ford's plan:

Unit 100 and 200 (Units would be combined and made into one): Owner would combine these units to allow for Ford to provide its commercial vehicle repair and maintenance services. Ford eventually plans to have 29 service bays (Phase 1 will have 14 service bays; Phase II to have 15 service bays). Ford would like to begin the Phase II work in 2024 quarter three. Combining Unit 100 and 200 would result in one unit with approximately 55,000 square feet.

Unit 300: Same use as current for foreseeable future.

Unit 400: Same use as current for foreseeable future.

# Arlington Heights Ford

## Justification for Land Use Variation

## 3456 N Ridge Ave, Arlington Heights, IL 60004

Applicant is only requesting Land Use Variation for Units 100 and 200 and not for the entire property. The applicant will not alter the essential character of the locality should the committee approve this building for land use variation for Units 100 and 200. This use is fully compatible with existing uses of adjoining and nearby properties. The applicant's business, Arlington Heights Ford, is located directly adjacent, 801 W. Dundee Rd., and is currently zoned and being used for servicing passenger and commercial vehicles. Use of the subject property, Units 100 and 200, for the servicing of commercial vehicles is consistent with the adjoining property and does not alter essential characteristics of the property or surrounding properties.

The applicant faces unique circumstances in that it already owns the subject property and adjoining properties that house its main business, Arlington Heights Ford. Due to COVID having caused logistics problems and inventory shortages of parts, the applicant was able to keep its business alive and well by bringing in numerous commercial accounts for services. This exceeded expectations and created a high volume of commercial accounts (including the village) for the applicant who is currently servicing a strong need for additional service bays for commercial vehicles in the area. Ford also designated the applicant a "Ford PRO Dealer" with Ford and, if approved, the applicant will be one of the first Ford Pro dealers in the State.

The proposed land use variation for Units 100 and 200 is in harmony with the spirit and intent. The surrounding properties are all of similar use in a commercial/industrial area. The land use variation will have no negative impact on any surrounding properties while enhancing the business of Arlington Heights Ford and filling a need in the community and surrounding area for the servicing of commercial vehicles.

Our request for land use variation is only for Units 100 and 200 and is the minimum variance necessary to allow the applicant reasonable use of the subject property. The characteristics of use will be consistent with surrounding properties and have little to no impact on the surrounding properties.

Sincerely,

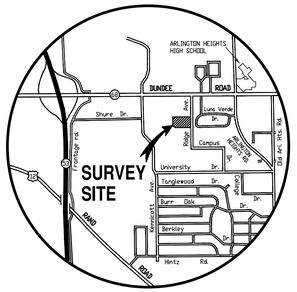
John Guido Jr.

Dealer Operator

Arlington Heights Ford

847-812-0038

# ALTA/NSPS LAND TITLE SURVEY

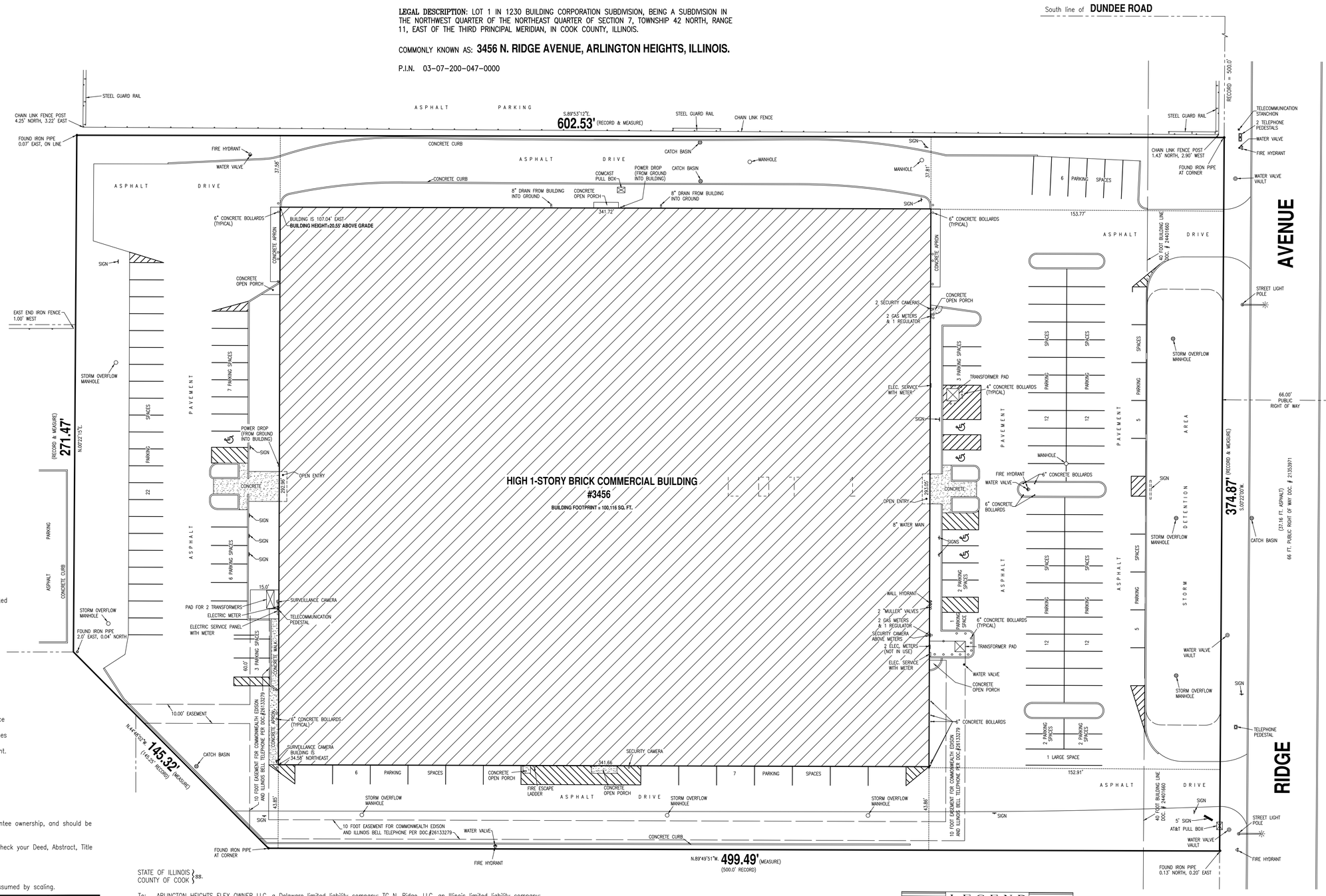



VICINITY MAP
(NOT TO SCALE)

**LEGAL DESCRIPTION:** LOT 1 IN 1230 BUILDING CORPORATION SUBDIVISION, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: **3456 N. RIDGE AVENUE, ARLINGTON HEIGHTS, ILLINOIS.**

P.I.N. 03-07-200-047-0000




**SITE NOTES:**
Area = 220,399 sq. ft.
Area of building footprint = 100,116 sq. ft.
Building height = 20.55 feet above grade (as shown hereon).

Bearings are assumed, based on the West line of Ridge Avenue being South 00°22'00" West.

The surveyed property has direct access to Ridge Avenue, a public right of way.

**Flood Zone Designation:**
Per Flood Insurance Rate Map No.17031C0063 J,
Effective date August 19, 2008.
The Surveyed Property is located in Zone "X", Area of Minimal Flood Hazard.

**Reference:**
For matters of title we have relied on Chicago Title Insurance Company's Commitment for Title Insurance, Commitment Number CCHI2006788LD, Commitment Date November 6, 2020 for all recorded documents affecting the described parcels.

**Survey Related Schedule B Part II Exception Items:**
Item G/23 – 40 ft. building line per Document #24401660: plotted.
Item H/24 – 10 ft. wide easement to Commonwealth Edison and Illinois Bell Telephone per Document #26133279 Exhibit A, plotted. Note – Easement as depicted hereon is, in the opinion of the surveyor, following the intent of the easement document.
–All other recorded documents in the referenced title commitment are not survey related and not plotted hereon.

**Potential Encroachments:** None

**Parking Striping Observed:**
125 Regular Spaces
1 Large Space
5 Handicapped Spaces
131 Total Parking Spaces

**ALTA Table A Items not plotted:**
Item 16 – At the time of completion of field work, there was no observed evidence of recent earth moving work, building construction or building additions.
Item 17 – At the time of completion of field work, there were no proposed changes in street right of way lines or evidence of recent street or sidewalk construction.
Item 19 – There are no offsite easements listed in the referenced title commitment.

**GENERAL NOTES:**
All information provided to the surveyor is shown or noted hereon.

Prior to excavation call toll free J.U.L.I.E. 1-800-892-0123

The description on this plat was provided to us by the client, and does not guarantee ownership, and should be compared to your Deed, Abstract or Certificate of Title.

All building restrictions, building lines and easements may or may not be shown, check your Deed, Abstract, Title Report, and local ordinances, no responsibility is assumed by Surveyor.

Compare all points before building by same and report any discrepancy at once.

Dimensions are shown in feet and decimal parts thereof, no dimension is to be assumed by scaling.


**B.H. SUHR & COMPANY, INC.**

R. R. HANSEN
MEMBER:
I.P.L.S.A.
N.S.P.S.

SURVEYORS ESTABLISHED 1911
450 SKOKIE BLVD. SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL. (847) 864-6315 / FAX (847) 864-9341
E-MAIL: SURVEYOR@BHSUHR.COM

Professional Design Firm
License No.
184.008027-0008


LOCATION 3456 N. RIDGE AVE. SURVEY DATE NOVEMBER 25, 20 20
ORDER No. 20-203 ORDERED BY: GINSBERG JACOBS
JAMES B. ALLEN

FC/AA ©2020 B. H. Suhr & Company, Inc. All rights reserved.

STATE OF ILLINOIS } SS.
COUNTY OF COOK }

To: ARLINGTON HEIGHTS FLEX OWNER LLC, a Delaware limited liability company; TG N. Ridge, LLC, an Illinois limited liability company; The Huntington National Bank; Chicago Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the **2016** Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 14, 16, 17, 19 and 20 of Table A thereof.
The field work was completed on November 25, 2020.

Dated at Northbrook, Ill., this 21st day of DECEMBER, A.D., 20 20.

By: _____
Raymond R. Hansen
Illinois Professional Land Surveyor
License Number 035-002542, Expiration Date 11/30/22

RAYMOND R. HANSEN 2542 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS NORTHBROOK, IL

| LEGEND | |
|---|---|
| ♿ | HANDICAP PARKING SPACE |
| | OVERHEAD WIRES |
| | SETBACK/BUILDING LINE |
| | EASEMENT LINE |
| | PROPERTY LINE |
| | OTHER PROPERTY LINE |

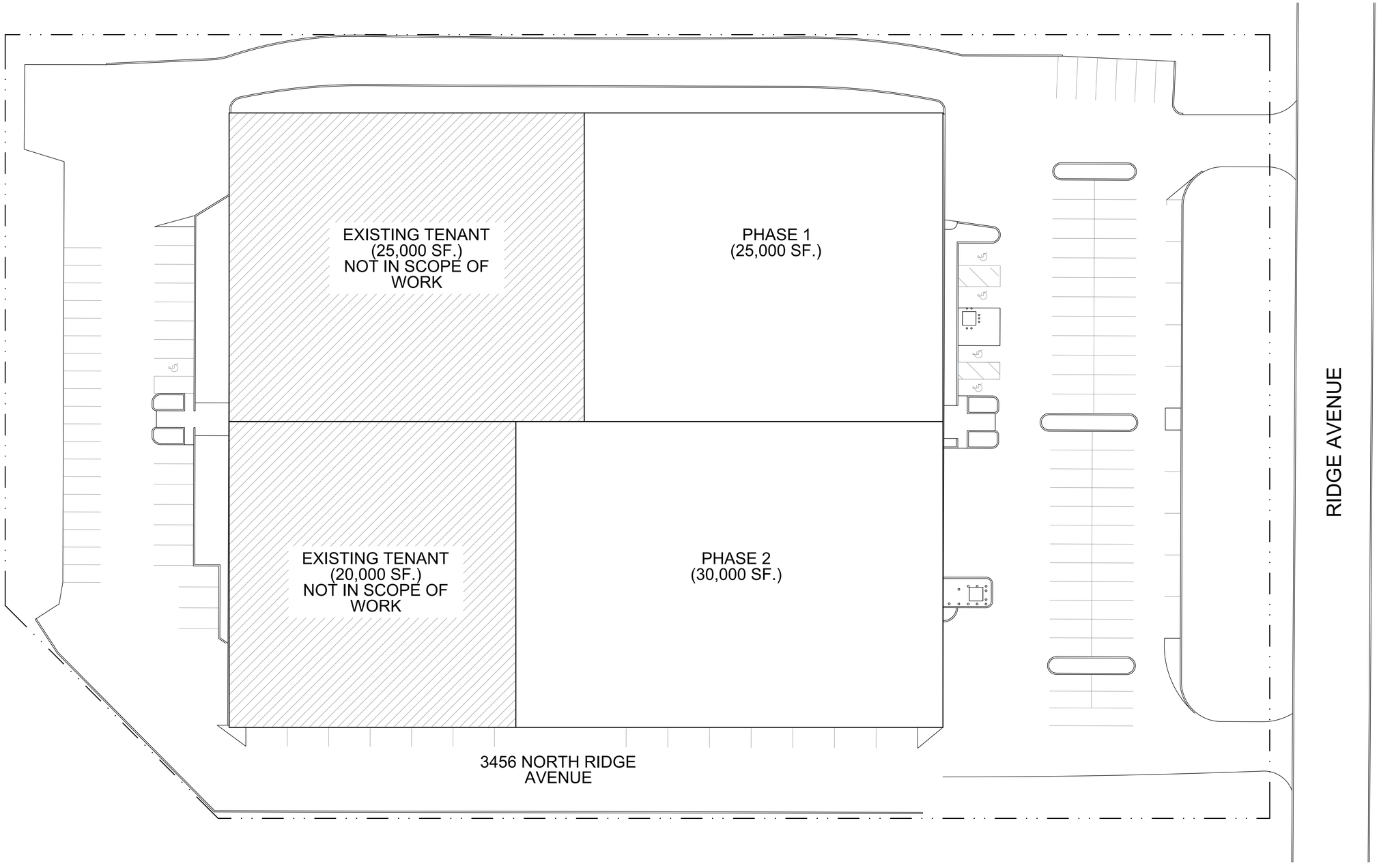
NOTE: ALL OTHER STRUCTURES ON THE SURVEYED PROPERTY ARE LABELED HEREON.

GRAPHIC SCALE
SCALE, 1" = 25 FT.

OFF STREET PARKING REQUIREMENT.
PER ZONING ORDINANCE 10.4.2
AUTOMOBILE SERVICE STATIONS -> 1 PER EMPLOYEE + 3 PER SERVICE BAY
25 BAYS -> 75 SPACES + EMPLOYEE COUNT

81 SPACES PROVIDED -75 FOR BAYS = 6 EMPLOYEES

SPECIAL USE PERMIT FROM VILLAGE TO ACCOUNT FOR PARKING REQUIREMENTS




NOT IN SCOPE OF WORK

DISCLAIMER:
INFORMATION SHOWN FOR **REFERENCE** PURPOSES ONLY.

01 SITE PLAN
SCALE: 1"=20'

MUNICIPAL APPROVAL STAMP

NOT FOR CONSTRUCTION

CLIENT: FORD PRO ARLINGTON HEIGHTS

PROJECT: **FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

SEAL: LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS

SIGNATURE

LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

ARCHITECT / CONSULTANTS:
DXU ARCHITECTS
415 E. Ohio Street • 2nd Floor • Chicago IL • 60607
t 312 933 9333 • f 312 933 9334 • www.dxu.com

FOR PERMIT

Project Number: 23-140
Drawn By: DAN/MS/RC
Approved By: JW

| No. | Issue | Date |
|---|---|---|
| — | FOR PERMIT | 10-30-2023 |
| — | REV 1 | 02-28-2024 |
| — | REV 2 | 04-01-2024 |

SHEET TITLE & NUMBER

SITE PLAN

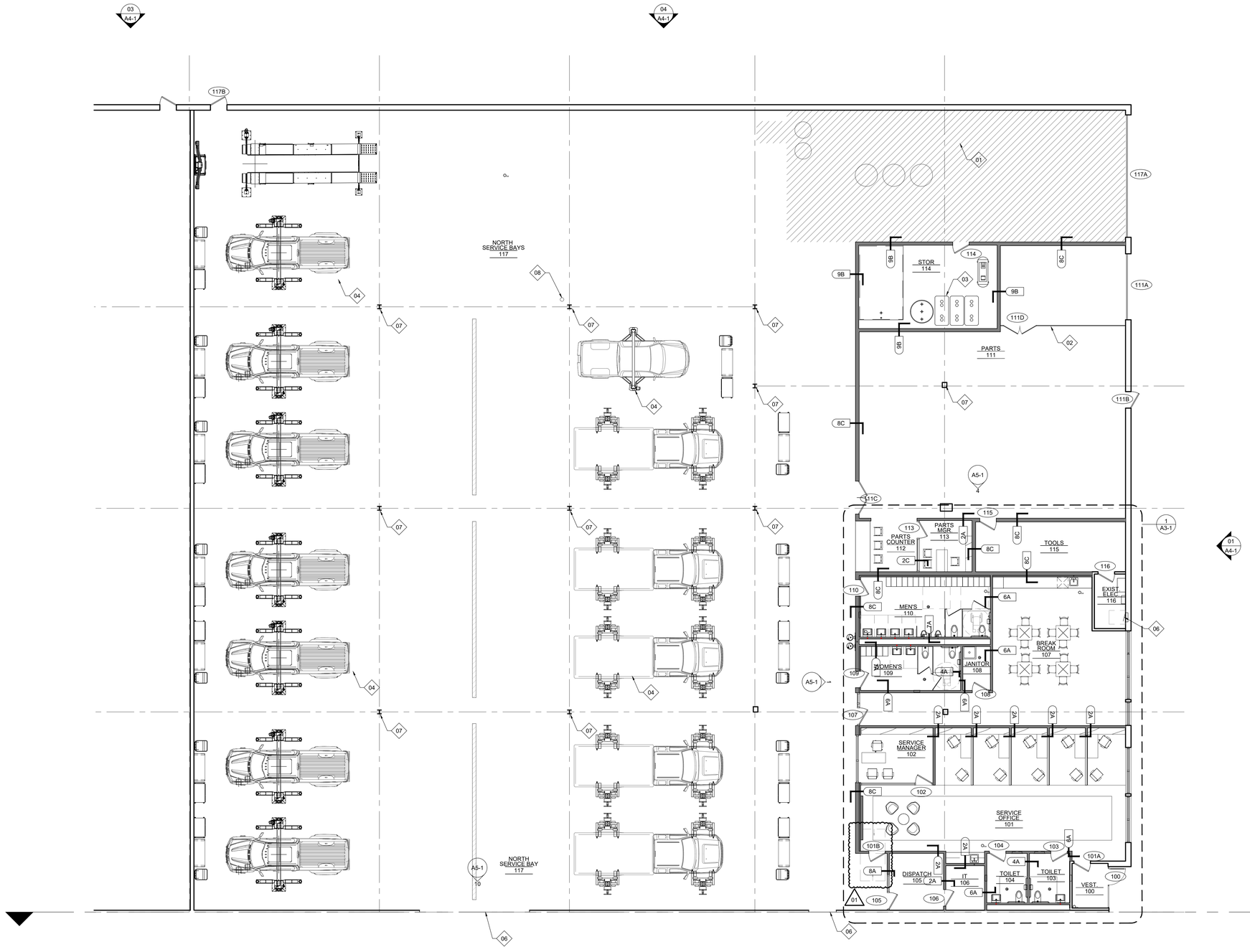
A0-1

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ILLINOIS PROFESSIONAL DESIGN REGISTRATION: 184.006688 EXPIRES: 4/30/2024

© DXU 2024

PLOT DATE: 4/1/2024 6:55 PM PLOTTED BY: RICHARD




## KEYNOTES

01 AREA OF NEW CONCRETE

02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.

03 EQUIPMENT - BY OWNER

04 TYPICAL SERVICE BAY

05 NEW OPENING TO SOUTH SERVICE BAYS

06 EXISTING ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION

07 EXISTING COLUMN, TYPICAL

08 4" BOLLARD AT COLUMN

## LEGEND

EXISTING PARTITIONS & EXTERIOR WALLS

NEW PARTITIONS

EXISTING WALL W/ NEW FURRING

## BLOCKING NOTES

PROVIDE FTWD BLOCKING (UON) AT THE FOLLOWING LOCATIONS:

1. ACCESSIBLITY REQUIREMENTS & GRAB BARS AT ALL RESTROOM LOCATIONS
2. RESTROOM ACCESSORIES INCLUDING TOILET STALL PARTITIONS & BABY CHANGING TABLE
3. MILLWORK LOCATIONS - TO BE 6" STRIPS
4. CASEWORK AS REQUIRED BY THE MFR & FOR PROPER SUPPORT
5. MANAGER'S DESK SHELVES
8. LOCKERS

## DIMENSION NOTES

1. DIMENSIONS ARE TO FACE OF EXISTING STOREFRONT FRAME, FINISHED EXTERIOR WALL & FINISHED FACE OF DEMISING WALL
2. ALL INTERIOR DIMENSIONS ORIGINATE FROM ESTABLISHED DATUM LINES. ESTABLISH DATUM LINES PRIOR TO LOCATING WALLS, DRAINS, FIXTURES, ETC.

## PLAN GENERAL NOTES

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
2. ALL FIRE RATED DOORS TO BE SELF-CLOSING.
3. ALL INTERIOR FINISHES TO BE CLASS A WITH FLAME SPREAD RATING OF 0-25, U.O.N.
4. SEE MECHANICAL DRAWINGS FOR LIGHT AND VENT SCHEDULES.
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GC TO FIELD **VERIFY ALL EXISTING DIMENSIONS** & COLUMN LOCATIONS AND **NOTIFY ARCHITECT** OF ANY DISCREPANCIES **PRIOR** TO CONSTRUCTION.

NOTE: ALL WOOD BLOCKING TO BE FIRE-RET TREATED.

01 FLOOR PLAN
1/8" = 1'-0"

MUNICIPAL APPROVAL STAMP

NOT FOR CONSTRUCTION

FORD PRO ARLINGTON HEIGHTS

**FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

CLIENT

PROJECT

SEAL

LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS
SIGNATURE

LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

ARCHITECT
DxU ARCHITECTS
CONSULTANTS

FOR PERMIT

Project Number: 23-140
Drawn By: DANM/SRC Approved By: JW

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|---|---|---|
| | FOR PERMIT | 10-30-2023 |
| | REV 1 | 02-28-2024 |
| | REV 2 | 04-01-2024 |

SHEET TITLE & NUMBER

FLOOR PLAN
NORTH

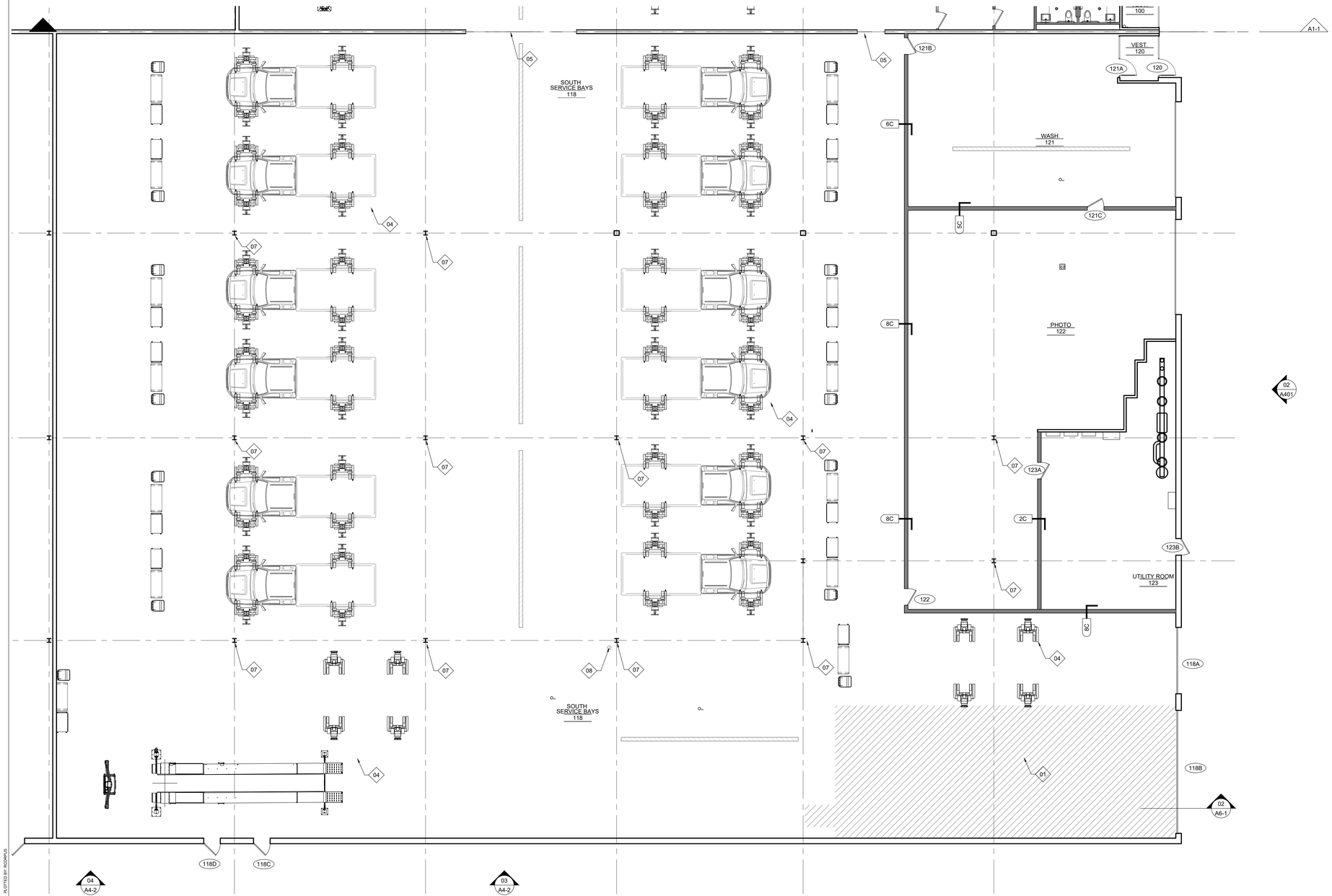
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## KEYNOTES

01 AREA OF NEW CONCRETE

02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.

03 EQUIPMENT - BY OWNER

04 TYPICAL SERVICE BAY

05 NEW OPENING TO SOUTH SERVICE BAYS

06 EXISTING ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION

07 EXISTING COLUMN, TYPICAL

08 4" BOLLARD AT COLUMN

## LEGEND

EXISTING PARTITIONS & EXTERIOR WALLS

NEW PARTITIONS

EXISTING WALL W/ NEW FURRING

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Ford PRO

NOT FOR CONSTRUCTION

CLIENT: FORD PRO ARLINGTON HEIGHTS

PROJECT: **FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
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SEAL: LICENSED ARCHITECT — ERIC STYER 001-020268 — STATE OF ILLINOIS

SIGNATURE

LICENSE EXPIRES ON: 11-30-2024
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ARCHITECT / CONSULTANTS: DXU ARCHITECTS
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FOR PERMIT

Project Number: 23-140
Drawn By: DAM/MS/RC
Approved By: JW

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|---|---|---|
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SHEET TITLE & NUMBER

FLOOR PLAN SOUTH

A1-2B

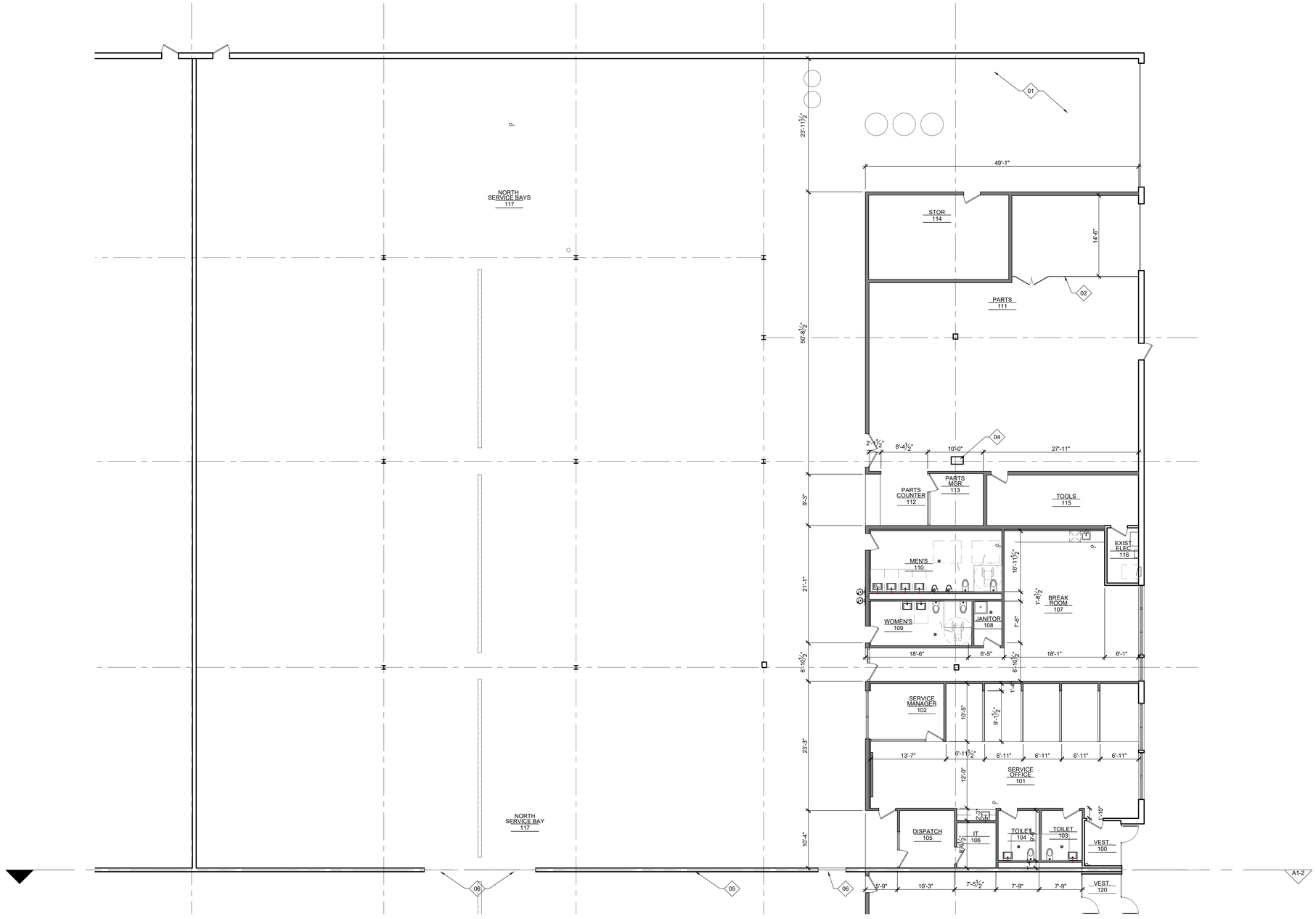
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## KEYNOTES

01 AREA OF NEW CONCRETE

02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.

03 CENTER DOORS IN CAGE - VERIFY WITH CLIENT

04 EXISTING COLUMN ENCLOSURE TO REMAIN

05 EXISTING DEMISING WALL TO REMAIN

06 NEW OPENINGS

## LEGEND

EXISTING PARTITIONS & EXTERIOR WALLS

NEW PARTITIONS

EXISTING WALL W/ NEW FURRING

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Ford PRO

CONSTRUCTION NOT FOR

FORD PRO ARLINGTON HEIGHTS
CLIENT

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PROJECT

LICENSED ARCHITECT
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CONSULTANTS

FOR PERMIT

Project Number: 23-140
Drawn By: DA/MM/SRC
Approved By: JW

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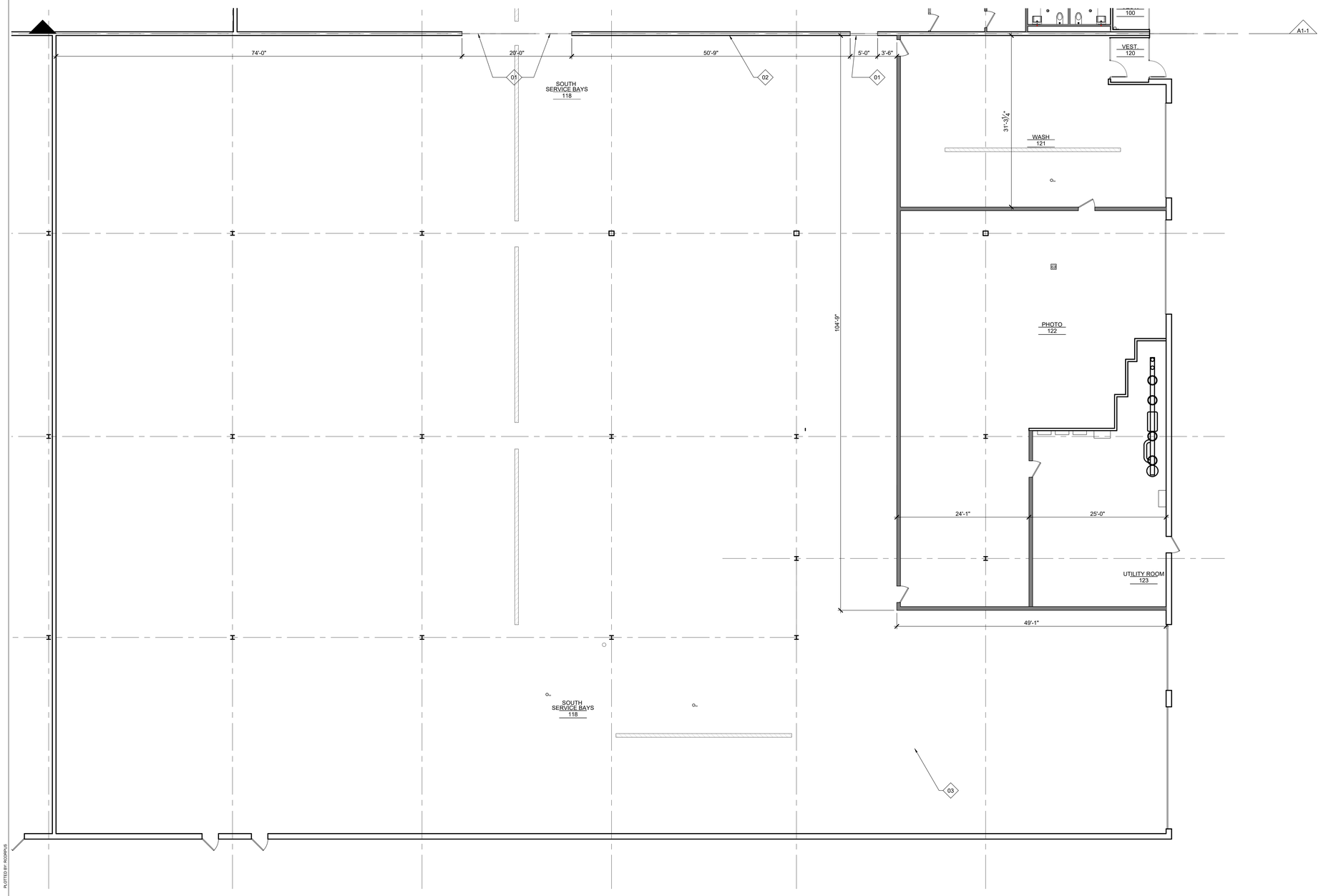
DIMENSION PLAN NORTH

A1-3A

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01 FLOOR PLAN
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## KEYNOTES

01 NEW OPENING

02 EXISTING DEMISING WALL TO REMAIN

03 AREA OF NEW CONCRETE

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MUNICIPAL APPROVAL STAMP

Ford PRO

N O T F O R C O N S T R U C T I O N

CLIENT: FORD PRO ARLINGTON HEIGHTS

PROJECT: **FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

SEAL: LICENSED ARCHITECT — ERIC STYER 001-020268 — STATE OF ILLINOIS

SIGNATURE

LICENSE EXPIRES ON: 11-30-2024
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ARCHITECT: DXU ARCHITECTS
CONSULTANTS

FOR PERMIT

Project Number: 23-140
Drawn By: DANM/SRC Approved By: JW

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SHEET TITLE & NUMBER

DIMENSION
PLAN SOUTH

A1-3B

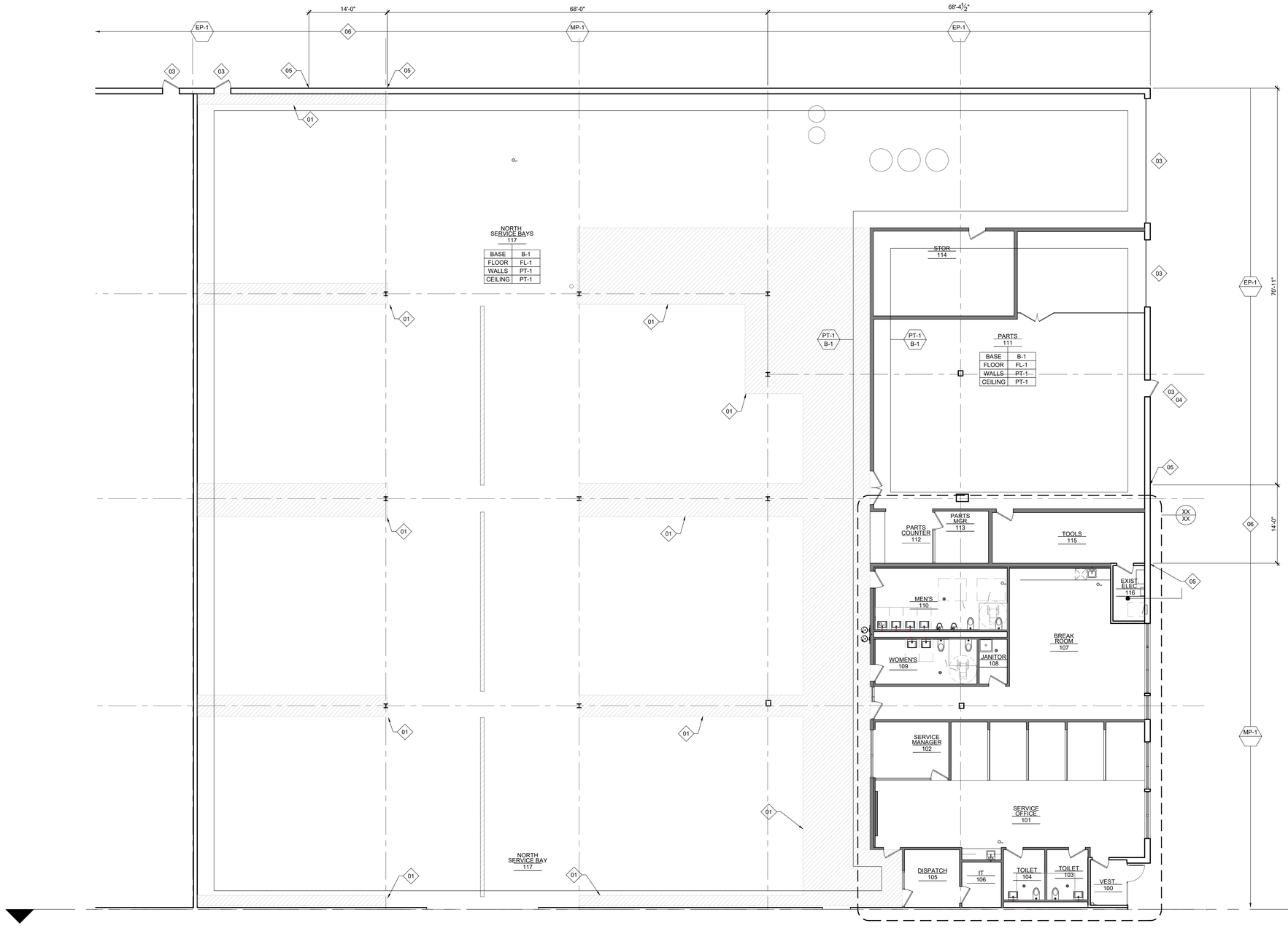
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## KEYNOTES

01 PAINT STRIPING - OWNER TO VERIFY LAYOUT AND COLOR

02 NOT IN USE

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05 MATERIAL TRANSITION LINE

06 MONOLITH SIGNAGE CLADDING - BY SIGNAGE VENDOR

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3. CABINETRY TO BE SET AFTER TILE INSTALLATION.
4. PROVIDE GROUT JOINT OF 3/16" MAX. DEVIATION OF TILE AND GROUT LINE OF 1/4" PER 4'.
5. FOR ALL TILE AND/OR VINYL BASE INSTALLATIONS AT CASEWORK MECHANICALLY SAND AND SCARIFY WOOD SUBSTRATE TO COMPLETELY REMOVE ALL FINISH.
6. ALL TILE TO BE INSTALLED PER TILE COUNCIL OF AMERICA STANDARDS.
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8. GC TO SUPPLY STAINLESS STEEL OUTSIDE CORNERS, CG-1, TO TILE WAINSCOT IN ALL PUBLIC AREAS. REFER TO FINISH SCHEDULE FOR OUTSIDE CORNER SPEC.
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10. REMOVAL OF EXCESS GROUT WILL BE DONE WITH WATER. THE USE OF SULFURIC OR MURIATIC ACID IS PROHIBITED. IF THESE ACIDS ARE USED, THE INSTALLER WILL BE REQUIRED TO REMOVE THE ACID AND RESTORE THE GROUT AT THEIR EXPENSE.
11. REFER TO INTERIOR ELEVATIONS FOR MORE FINISH INFO.
12. REFER TO FINISH SCHEDULE ON SHEET A8-2.
13. TILE BASE AND THRESHOLD GROUT JOINTS TO ALIGN WITH TILE FLOOR GROUT JOINTS.
14. ALL DRYWALL JOINTS LARGER THAN 1/8" TO BE TAPED & MORTARED. ALL CHANGES IN PLANE TO BE TAPED WITH DRYWALL MESH JOINT TAPE. 2 COATS MORTAR- COAT 1: WITH MESH TAPE, COAT 2: FINISH COAT, SAND SMOOTH.
15. ALL SANDED GROUT FLOOR TILE INSTALLATIONS ARE TO BE SEALED WITH A PENETRATING SEALER - AQUA MIX SEALERS CHOICE OR APPROVED EQUAL.
16. ALL EXPOSED DUCTWORK AND MECHANICAL UNITS TO BE PAINTED TO MATCH CEILING.

## LEGEND

- NEW PARTITIONS, REFER TO A2-11
- EXISTING PARTITIONS & EXTERIOR WALLS
- EXISTING WALL W/ NEW FURRING
- WALL FINISHES
- WATERPROOF MEMBRANE, SEE FINISH SCHEDULE FOR SPEC & DETAILS
- OUTSIDE CORNER GUARD
- (A) WALL TYPE ELEVATION
- PT-1 / VB-1 — WALL FINISH DESIG. / BASE DESIGNATION

N 01 FLOOR PLAN
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CONSULTANTS

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SHEET TITLE & NUMBER

FINISH PLAN NORTH

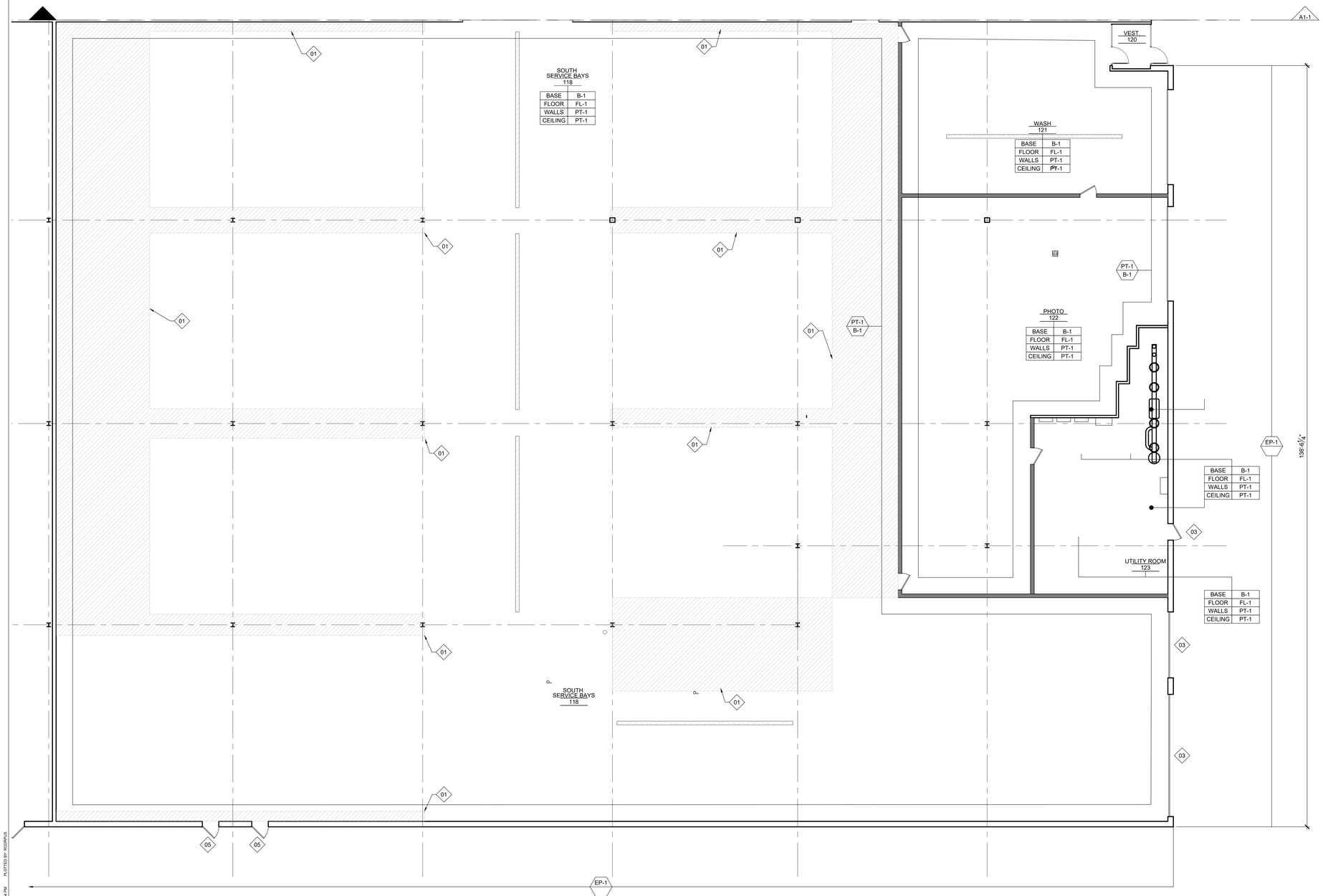
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11. REFER TO INTERIOR ELEVATIONS FOR MORE FINISH INFO.
12. REFER TO FINISH SCHEDULE ON SHEET A8-2.
13. TILE BASE AND THRESHOLD GROUT JOINTS TO ALIGN WITH TILE FLOOR GROUT JOINTS.
14. ALL DRYWALL JOINTS LARGER THAN 1/8" TO BE TAPED & MORTARED. ALL CHANGES IN PLANE TO BE TAPED WITH DRYWALL MESH JOINT TAPE. 2 COATS MORTAR- COAT 1: WITH MESH TAPE, COAT 2: FINISH COAT, SAND SMOOTH.
15. ALL SANDED GROUT FLOOR TILE INSTALLATIONS ARE TO BE SEALED WITH A PENETRATING SEALER - AQUA MIX SEALERS CHOICE OR APPROVED EQUAL.
16. ALL EXPOSED DUCTWORK AND MECHANICAL UNITS TO BE PAINTED TO MATCH CEILING.

## LEGEND

- NEW PARTITIONS, REFER TO A2-11
- EXISTING PARTITIONS & EXTERIOR WALLS
- EXISTING WALL W/ NEW FURRING
- WALL FINISHES
- WATERPROOF MEMBRANE, SEE FINISH SCHEDULE FOR SPEC & DETAILS
- OUTSIDE CORNER GUARD
- (A) WALL TYPE ELEVATION
- PT-1 / VB-1 — WALL FINISH DESIG. / BASE DESIGNATION

MUNICIPAL APPROVAL STAMP

Ford PRO

NOT FOR CONSTRUCTION

FORD PRO ARLINGTON HEIGHTS

**FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

CLIENT / PROJECT

SEAL
LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS
SIGNATURE
LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

ARCHITECT / CONSULTANTS
DXU ARCHITECTS
421 E Wells Street • Fort Wayne • Chicago, IL • 60607
t 312 393 0233 • www.dxu.com

FOR PERMIT

Project Number: 23-140
Drawn By: DA/MS/RC Approved By: JW

| No. | Issue | Date |
|---|---|---|
| | FOR PERMIT | 10-30-2023 |
| | REV 1 | 02-28-2024 |
| | REV 2 | 04-01-2024 |

SHEET TITLE & NUMBER

FINISH
PLAN SOUTH

A1-4B

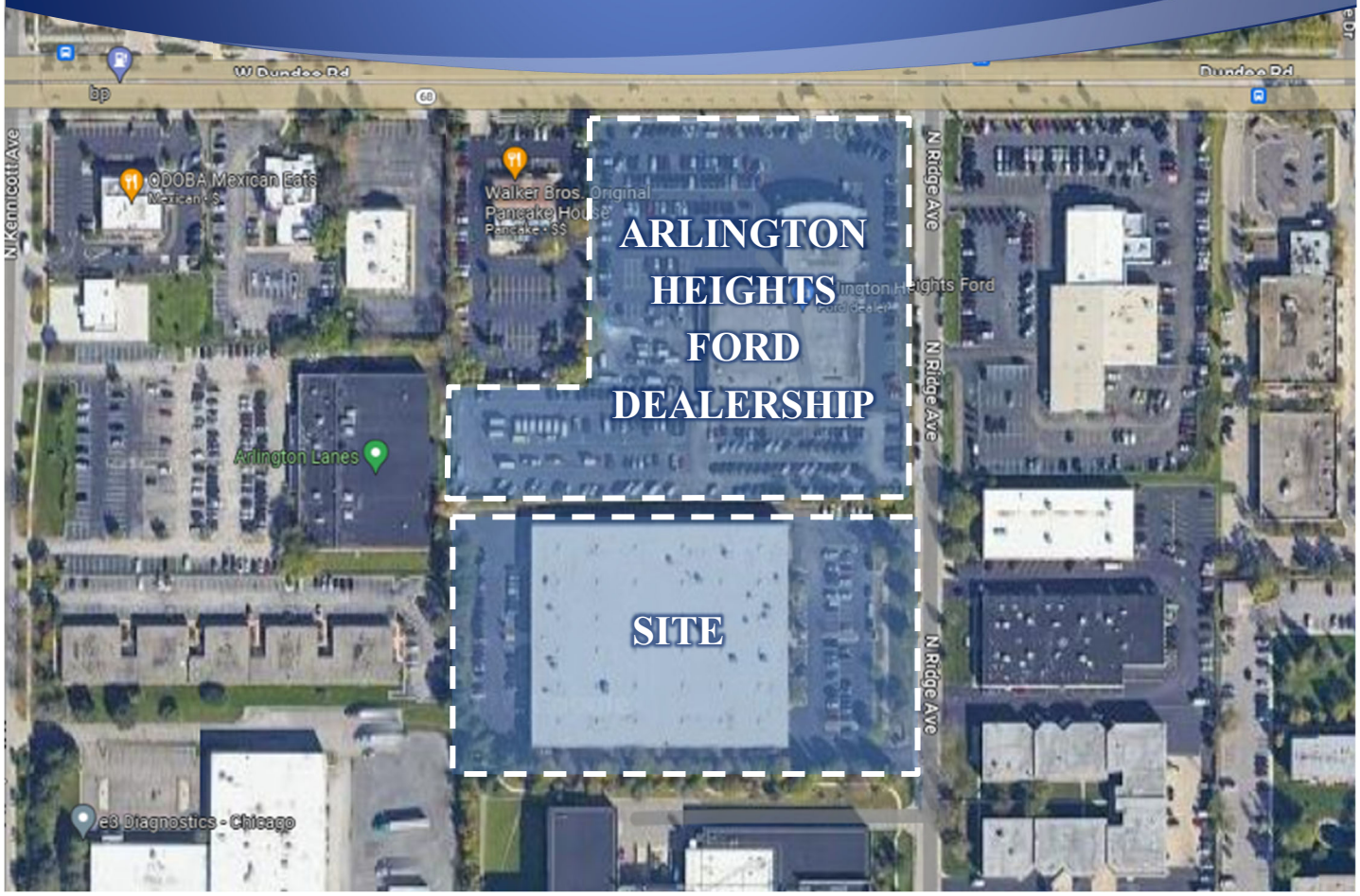
ILLINOIS PROFESSIONAL DESIGN REGISTRATION: 184.006688 EXPIRES: 4/30/2024

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PLOTTED BY: RCORPUS
PLOT DATE: 4/1/2024 5:54 PM

# Parking Study
# Ford Pro Service Center

Arlington Heights, Illinois




Prepared For:

## Tasca Automotive Group

Kenig, Lindgren, O'Hara, Aboona, Inc.

May 28, 2024

# Introduction

This memorandum summarizes the results of a parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed Ford Pro Service Center (service center) to be located in Arlington Heights, Illinois. The service center is to occupy approximately 55,000 square feet of the approximately 100,000 square-foot industrial building located at 3456 Ridge Avenue on the west side of Ridge Avenue immediately south of the Arlington Heights Ford Dealership. Currently, the Ridge Avenue building is fully occupied with the following uses:

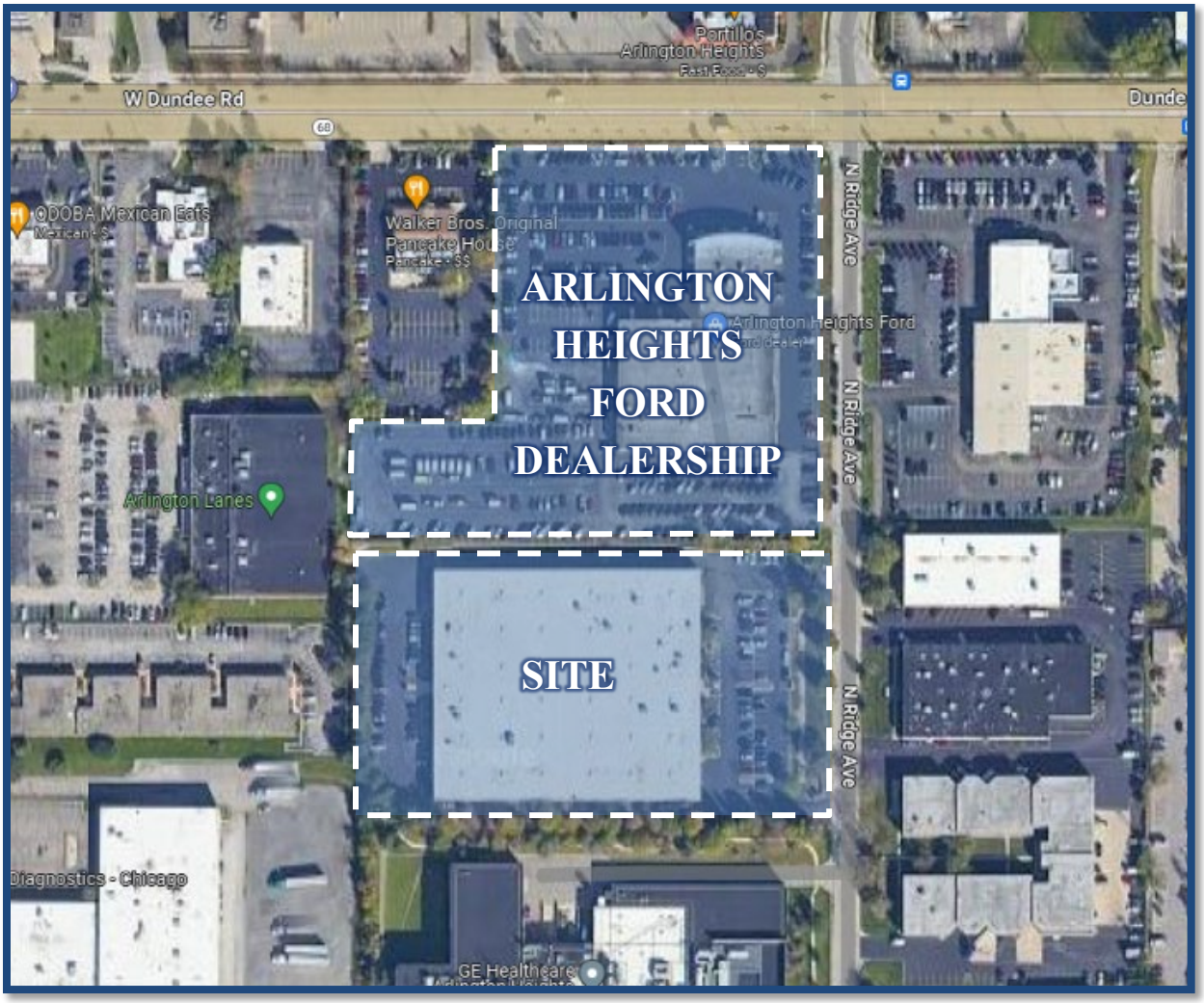
- Unit 100 and Unit 200 has approximately 55,000 square feet of space and previously contained the Arlington Heights Ford Dealership detailing facility, parts warehouse, and several meeting rooms.

- Unit 300 has approximately 25,000 square feet of space and contains T3L USA, Inc.

- Unit 400 has approximately 20,000 square feet of space and contains Digital Mobile Innovations, LLC.

As proposed, the service center is to occupy both Unit 100 and Unit 200, which are located on the east side of the building and total 55,000 square feet. The service center will provide commercial vehicle repair and maintenance and will be an extension of the Arlington Heights Ford Dealership. Phase 1 of the service center will have 14 service bays and approximately 12 employees and Phases 1 and 2 will have a total of 29 service bays and approximately 22 employees. It should be noted that all commercial vehicles will be parked/stored within the parking lot of the Arlington Heights Ford Dealership or their remote parking lot before and after any service.

This study was conducted to assess the existing parking demand of the Ridge Avenue building, estimate the additional parking to be generated by the proposed service center, and determine if sufficient parking is available to accommodate the peak parking demand of the of the Ridge Avenue building with the service center. **Figure 1** shows an aerial view of the Ridge Avenue building and the Arlington Heights Ford Dealership.




**Aerial View of the Building** **Figure 1**

# Existing Conditions

## Existing Ridge Avenue Building

The service center is to occupy approximately 55,000 square feet of the approximately 100,000 square-foot industrial building located on the west side of Ridge Avenue immediately south of the Arlington Heights Ford Dealership. Currently, the Ridge Avenue building is fully occupied with the following uses:

- Unit 100 and Unit 200 has approximately 55,000 square feet of space and previously contained the Arlington Heights Ford Dealership detailing facility, parts warehouse, and several meeting rooms.
- Unit 300 has approximately 25,000 square feet of space and contains T3L USA, Inc. which manufactures and distributes polypropylene sleeve holders for the gaming card industry.
- Unit 400 has approximately 20,000 square feet of space and contains Digital Mobile Innovations, LLC which deploys, stores, and manages mobile equipment, laptops, and peripherals and other IT equipment for small, medium, and enterprise clients globally.

## Existing Parking Inventory

The Ridge Avenue building has a total of 130 parking spaces, distributed as follows:

- The north side of the building has six (6) non-reserved parking spaces.
- The east side of the building has 68 non-reserved parking spaces and four (4) ADA parking spaces.
- The south side of the building has 13 non-reserved parking spaces.
- The west side of the building has 28 non-reserved parking spaces, one (1) ADA parking space, seven (7) reserved parking spaces for T3L USA, Inc., and three (3) reserved parking spaces for Digital Mobile Innovations, LLC.

## Existing Parking Demand

In order to determine the existing parking demand at the Ridge Avenue building, parking occupancy surveys were conducted every ½ hour during the following days:

- Wednesday, January 31, 2024 from 8:00 A.M. to 6:00 P.M.
- Tuesday, May 21, 2024 from 8:00 A.M. to 6:00 P.M.
- Thursday, May 23, 2024 from 8:00 A.M. to 6:00 P.M.
- Saturday, May 17, 2024 from 8:00 A.M. to 5:00 P.M.

It should be noted that when the May parking surveys were completed, both Units 100 and 200 were generally vacant. The parking surveys were broken out by parking lot. **Tables 1** through **4** present the parking inventory and occupancy surveys. The results of the parking surveys showed that the Ridge Avenue building had a peak parking demand of between 69 and 91 vehicles on a weekday and 22 vehicles on a Saturday. With a total of 130 parking spaces, 53 to 70 percent of the parking spaces were occupied during the peak parking demand on a weekday and approximately 17 percent of the spaces were occupied during the peak parking demand on a Saturday. On a weekday, a minimum of 39 to 61 parking spaces were available at any time at the building.

Table 1
EXISTING PARKING SURVEYS
3456 RIDGE AVENUE BUILDING
WEDNESDAY, JANUARY 31, 2024

| Time | North Side of Building | East Side of Building | South Side of Building | West Side of Building | Total |
|---|---|---|---|---|---|
| Inventory | 6 | 72 | 13 | 39 | 130 |
| 8:00 AM | 1 | 9 | 1 | 30 | 41 |
| 8:30 | 1 | 12 | 1 | 32 | 46 |
| 9:00 | 1 | 21 | 1 | 35 | 58 |
| 9:30 | 1 | 24 | 1 | 39 | 65 |
| 10:00 | 1 | 27 | 4 | 39 | 71 |
| 10:30 | 2 | 26 | 4 | 38 | 70 |
| 11:00 | 1 | 31 | 7 | 38 | 77 |
| 11:30 | 4 | 34 | 7 | 38 | 83 |
| 12:00 PM | 6 | 35 | 7 | 40 | 88 |
| 12:30 | 4 | 37 | 6 | 40 | 87 |
| 1:00 | 4 | 41 | 5 | 40 | 90 |
| **1:30** | **5** | **40** | **5** | **41** | **91** |
| 2:00 | 7 | 38 | 5 | 40 | 90 |
| 2:30 | 8 | 35 | 4 | 40 | 87 |
| 3:00 | 8 | 30 | 5 | 40 | 83 |
| 3:30 | 5 | 30 | 6 | 35 | 76 |
| 4:00 | 2 | 24 | 6 | 27 | 59 |
| 4:30 | 1 | 24 | 6 | 17 | 48 |
| 5:00 | 0 | 22 | 5 | 11 | 38 |
| 5:30 | 1 | 20 | 5 | 8 | 34 |
| 6:00 | 0 | 9 | 3 | 6 | 18 |

Table 2
EXISTING PARKING SURVEYS
3456 RIDGE AVENUE BUILDING
TUESDAY, MAY 21, 2024

| Time | North Side of Building | East Side of Building | South Side of Building | West Side of Building | Total |
|---|---|---|---|---|---|
| Inventory | 6 | 72 | 13 | 39 | 130 |
| 8:00 AM | 1 | 17 | 1 | 34 | 53 |
| 8:30 | 1 | 25 | 1 | 39 | 66 |
| 9:00 | 1 | 35 | 1 | 36 | 73 |
| 9:30 | 1 | 35 | 1 | 37 | 74 |
| 10:00 | 1 | 37 | 1 | 37 | 76 |
| 10:30 | 2 | 38 | 3 | 37 | 80 |
| 11:00 | 0 | 40 | 4 | 37 | 81 |
| **11:30** | **1** | **41** | **4** | **37** | **83** |
| 12:00 PM | 1 | 39 | 4 | 36 | 80 |
| 12:30 | 1 | 40 | 4 | 36 | 81 |
| 1:00 | 1 | 39 | 4 | 35 | 79 |
| 1:30 | 1 | 35 | 4 | 36 | 76 |
| 2:00 | 1 | 33 | 4 | 35 | 73 |
| 2:30 | 0 | 31 | 4 | 35 | 70 |
| 3:00 | 0 | 31 | 4 | 38 | 73 |
| 3:30 | 0 | 30 | 3 | 36 | 69 |
| 4:00 | 0 | 29 | 3 | 26 | 58 |
| 4:30 | 0 | 30 | 2 | 19 | 51 |
| 5:00 | 0 | 30 | 1 | 18 | 49 |
| 5:30 | 0 | 27 | 1 | 13 | 41 |
| 6:00 | 0 | 12 | 0 | 8 | 20 |

Table 3
EXISTING PARKING SURVEYS
3456 RIDGE AVENUE BUILDING
THURSDAY, MAY 23, 2024

| Time | North Side of Building | East Side of Building | South Side of Building | West Side of Building | Total |
|---|---|---|---|---|---|
| Inventory | 6 | 72 | 13 | 39 | 130 |
| 8:00 AM | 1 | 11 | 1 | 31 | 44 |
| 8:30 | 0 | 20 | 1 | 33 | 54 |
| 9:00 | 0 | 24 | 1 | 34 | 59 |
| 9:30 | 0 | 26 | 1 | 36 | 63 |
| 10:00 | 0 | 28 | 1 | 36 | 65 |
| 10:30 | 0 | 28 | 1 | 34 | 63 |
| 11:00 | 0 | 29 | 2 | 36 | 67 |
| **11:30** | **0** | **31** | **3** | **35** | **69** |
| 12:00 PM | 0 | 30 | 3 | 35 | 68 |
| 12:30 | 0 | 32 | 3 | 33 | 68 |
| 1:00 | 0 | 29 | 3 | 36 | 68 |
| 1:30 | 0 | 29 | 3 | 33 | 65 |
| 2:00 | 0 | 32 | 3 | 33 | 68 |
| 2:30 | 0 | 30 | 3 | 34 | 67 |
| 3:00 | 0 | 30 | 3 | 32 | 65 |
| 3:30 | 0 | 32 | 3 | 33 | 68 |
| 4:00 | 0 | 31 | 3 | 23 | 57 |
| 4:30 | 0 | 30 | 2 | 14 | 46 |
| 5:00 | 0 | 29 | 1 | 13 | 43 |
| 5:30 | 0 | 26 | 0 | 12 | 38 |
| 6:00 | 0 | 13 | 0 | 8 | 21 |

Table 4
EXISTING PARKING SURVEYS
3456 RIDGE AVENUE BUILDING
SATURDAY, MAY 17, 2024

| Time | North Side of Building | East Side of Building | South Side of Building | West Side of Building | Total |
|---|---|---|---|---|---|
| Inventory | 6 | 72 | 13 | 39 | 130 |
| 8:00 AM | 0 | 12 | 0 | 2 | 14 |
| 8:30 | 0 | 14 | 0 | 2 | 16 |
| 9:00 | 0 | 16 | 0 | 2 | 18 |
| 9:30 | 0 | 18 | 0 | 2 | 20 |
| 10:00 | 0 | 19 | 0 | 2 | 21 |
| **10:30** | **1** | **19** | **0** | **2** | **22** |
| 11:00 | 0 | 18 | 0 | 3 | 21 |
| 11:30 | 0 | 18 | 0 | 2 | 20 |
| 12:00 PM | 0 | 18 | 0 | 1 | 19 |
| 12:30 | 1 | 16 | 0 | 1 | 18 |
| 1:00 | 1 | 15 | 0 | 1 | 17 |
| 1:30 | 1 | 14 | 0 | 1 | 16 |
| 2:00 | 1 | 13 | 0 | 1 | 15 |
| 2:30 | 1 | 12 | 0 | 1 | 14 |
| 3:00 | 1 | 9 | 0 | 1 | 11 |
| 3:30 | 0 | 7 | 0 | 1 | 8 |
| 4:00 | 0 | 7 | 0 | 1 | 8 |
| 4:30 | 0 | 8 | 0 | 1 | 9 |
| 5:00 | 0 | 8 | 0 | 1 | 9 |

# Projected Parking Demand

## Village of Arlington Heights Parking Requirements

**Table 5** shows the parking that is required per the Village's zoning ordinance and the existing and proposed uses. From the table it can be seen that the Ridge Avenue building requires a total of 142 parking spaces per the Village's parking requirements. With a total of 130 parking spaces, the Ridge Avenue building will have a deficit of 12 parking spaces per the Village's parking requirements. However, it is important to note that the Village's parking requirements for the proposed service center is very high as it requires three parking spaces per service bay and one parking space per employee. As discussed previously, all the commercial vehicles will be parked/stored within the parking lot of the existing Arlington Heights Ford Dealership or their remote parking lot before and after service. Therefore, the proposed service center will not require three parking spaces per service bay.

## Proposed Ford Pro Service Center Characteristics

As proposed, the service center will occupy the east side of the Ridge Avenue building, which consists of Unit 100 and Unit 200 and totals approximately 55,000 square feet. The service center will provide repair and maintenance for commercial vehicles and will be an extension of the existing Arlington Heights Ford Dealership. According to the operator, the service center will be built out in two phases and will have the following operating characteristics:

- Phase 1 of the service center will have 14 service bays and a total of 12 employees.
- Phases 1 and 2 of the service center will have a total of 29 service bays and a total of 22 employees.
- All the commercial vehicles will be parked/stored within the parking lot of the existing Arlington Heights Ford Dealership or their remote parking lot before and after service.
- Some customer parking and vendor deliveries are anticipated at the service center. However, it is important to note that most of the commercial vehicle business will be conducted through the main dealership. The operator anticipates that the service center will have a peak customer and vendor parking demand at the Ridge Avenue building of four to five vehicles.

A copy of the floor plan is included in the Appendix.

Table 5
VILLAGE OF ARLINGTON HEIGHTS PARKING REQUIREMENTS

| Tenant Space | Use Code | Square Footage | Number of Bays | Number of Vehicles | Number of Employees | Parking Ratio | Parking Spaces Required |
|---|---|---|---|---|---|---|---|
| Unit 100 – Ford Repair Facility – Phase 1 | Auto Service Station | 25,027 | 14 | N/A | 12 | 1 space per employee and 3 spaces per bay | 54 |
| Unit 200 – Ford Repair Facility – Phase 2 | Auto Service Station | 30,030 | 15 | N/A | 10 | 1 space per employee and 3 spaces per bay | 55 |
| Unit 300 – T3L USA | Manufacturing/ Processing | 22,576 | N/A | 0 | 14 | 1 space per 2 employees and 1 space per vehicle | 15 |
| | Office | 2,524 | N/A | N/A | N/A | 1 per 300 sq. ft. | |
| Unit 400 – Digital Mobile Innovations LLC | Warehouse/ Storage | 20,050 | N/A | 0 | 35 | 1 space per 2 employees and 1 space per vehicle | 18 |
| **Total Parking Required** | | | | | | | **142*** |
| **Total Parking Provided** | | | | | | | **130**** |
| **Surplus/(Deficit)** | | | | | | | **(12)** |

Assuming a worst-case analysis that all the employees drive separately and the maximum customer/vendor parking demand, the service center is projected to have a peak parking demand of 26 to 27 vehicles. It is likely that the peak parking demand will be lower given that some employees may carpool, may be dropped off/picked up, and/or may use public transportation. It should be noted that the estimated peak parking demand of the service center was also estimated based on the Automobile Part and Service Center (Land-Use Code 943) parking generation rates published in the Institute of Transportation Engineers (ITE) *Parking General Manual*, 6th Edition. Based on a maximum of 22 employees and the ITE rates, the service center is estimated to have a peak parking demand of 29 parking spaces.

## Reduction in the Existing Parking Demand

As indicated previously, when the May parking surveys were completed both Units 100 and 200 were generally vacant. However, both units were occupied and generating parking when the January parking surveys were conducted. As such, the current parking generated by Units 100 and 200 will be eliminated from the January existing parking demand. However, to provide a worst-case analysis, no reductions in the existing parking demand was assumed to account for the removal of the parking generated by Units 100 and 200.

## Projected Total Parking Demand

**Table 6** shows the total projected weekday parking demand of the Ridge Avenue building assuming the highest existing parking demand which occurred on January 31and the parking to be generated by the proposed service center. **Table 7** shows the total projected weekday parking demand of the Ridge Avenue building assuming the lowest existing parking demand which occurred on May 23 and the parking to be generated by the proposed service center. With the proposed service center, the Ridge Avenue building is estimated to have a peak parking demand of between 96 and 118 vehicles occurring on a weekday. With a total of 130 parking spaces, approximately 74 to 90 percent of the parking spaces are projected to be occupied during the peak parking demand of the building. A minimum of 12 to 34 parking spaces are projected to be available any time at the building. **It is important to note that the analysis provides a worst-case analysis as no reductions were assumed in the January existing parking demand to account for the removal of the parking generated by Units 100 and 200. As such, the actual projected parking demand is expected to be lower than shown in Table 6 and discussed above.**

Based on the projected parking demand it can be seen that the existing parking supply of the Ridge Avenue building will be sufficient to accommodate the existing parking demand and the estimated Ford Pro Service Center parking demand.

Table 6
PROJECTED WEEKDAY PARKING DEMAND
ASSUMING HIGHEST SURVEYED EXISTING PARKING DEMAND
3456 RIDGE AVENUE BUILDING

| Time | Existing Parking Demand | Elimination of Existing Parking Demand | Service Center Parking Demand | Total |
|---|---|---|---|---|
| Inventory | 0 | 0 | 0 | 130 |
| 8:00 AM | 41 | 0 | 27 | 68 |
| 8:30 | 46 | 0 | 27 | 73 |
| 9:00 | 58 | 0 | 27 | 85 |
| 9:30 | 65 | 0 | 27 | 92 |
| 10:00 | 71 | 0 | 27 | 98 |
| 10:30 | 70 | 0 | 27 | 97 |
| 11:00 | 77 | 0 | 27 | 104 |
| 11:30 | 83 | 0 | 27 | 110 |
| 12:00 PM | 88 | 0 | 27 | 115 |
| 12:30 | 87 | 0 | 27 | 114 |
| 1:00 | 90 | 0 | 27 | 117 |
| **1:30** | **91** | **0** | **27** | **118** |
| 2:00 | 90 | 0 | 27 | 117 |
| 2:30 | 87 | 0 | 27 | 114 |
| 3:00 | 83 | 0 | 27 | 110 |
| 3:30 | 76 | 0 | 27 | 103 |
| 4:00 | 59 | 0 | 27 | 86 |
| 4:30 | 48 | 0 | 27 | 75 |
| 5:00 | 38 | 0 | 27 | 65 |
| 5:30 | 34 | 0 | 27 | 61 |
| 6:00 | 18 | 0 | 27 | 45 |

Notes:
- To provide a worst case scenario, no reduction in the current parking demand was assumed to account for the removal of the parking generated by Units 100 and 200.
- The peak parking demand of the service center assumes that all 22 employees drive separately and that peak customer/vendor parking demand occurs the entire day.

Table 7
PROJECTED WEEKDAY PARKING DEMAND
ASSUMING LOWEST SURVEYED EXISTING PARKING DEMAND
3456 RIDGE AVENUE BUILDING

| Time | Existing Parking Demand | Elimination of Existing Parking Demand | Service Center Parking Demand | Total |
|---|---|---|---|---|
| Inventory | 0 | 0 | 0 | 130 |
| 8:00 AM | 44 | 0 | 27 | 71 |
| 8:30 | 54 | 0 | 27 | 81 |
| 9:00 | 59 | 0 | 27 | 86 |
| 9:30 | 63 | 0 | 27 | 90 |
| 10:00 | 65 | 0 | 27 | 92 |
| 10:30 | 63 | 0 | 27 | 90 |
| 11:00 | 67 | 0 | 27 | 94 |
| **11:30** | **69** | **0** | **27** | **96** |
| 12:00 PM | 68 | 0 | 27 | 95 |
| 12:30 | 68 | 0 | 27 | 95 |
| 1:00 | 68 | 0 | 27 | 95 |
| 1:30 | 65 | 0 | 27 | 92 |
| 2:00 | 68 | 0 | 27 | 95 |
| 2:30 | 67 | 0 | 27 | 94 |
| 3:00 | 65 | 0 | 27 | 92 |
| 3:30 | 68 | 0 | 27 | 95 |
| 4:00 | 57 | 0 | 27 | 84 |
| 4:30 | 46 | 0 | 27 | 73 |
| 5:00 | 43 | 0 | 27 | 70 |
| 5:30 | 38 | 0 | 27 | 71 |
| 6:00 | 21 | 0 | 27 | 81 |

Notes:
- To provide a worst case scenario, no reduction in the current parking demand was assumed to account for the removal of the two business that currently occupy the portion of the building that will house the service center.
- The peak parking demand of the service center assumes that all 22 employees drive separately and that peak customer/vendor parking demand occurs the entire day.

# Conclusions

The following summarizes the findings and results of the parking study:

- The Ridge Avenue building currently has a total of 130 parking spaces.

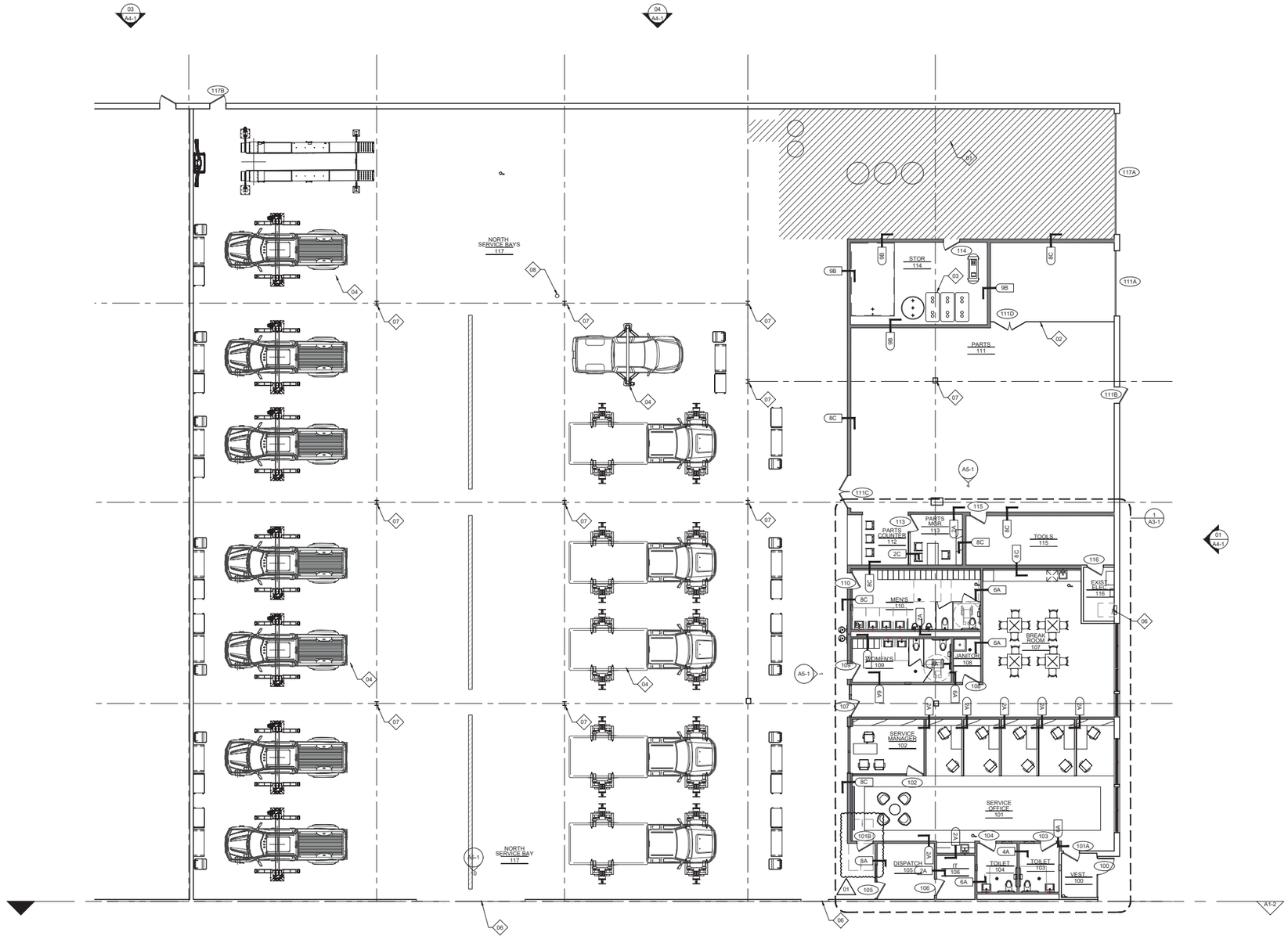
- The results of the parking surveys showed that the Ridge Avenue building had a peak parking demand of between 69 and 91 vehicles on a weekday and 22 vehicles on a Saturday. With a total of 130 parking spaces, approximately 53 to 70 percent of the parking spaces were occupied during the peak parking demand on a weekday and approximately 17 percent of the spaces were occupied during the peak parking demand on a Saturday. On a weekday, a minimum of 39 to 61 parking spaces were available at any time at the building.

- Assuming a worst-case analysis that all the employees drive separately and the maximum customer/vendor parking demand, the service center is projected to have a peak parking demand of 26 to 27 vehicles. It is likely that the peak parking demand will be lower given that some employees may carpool, may be dropped off/picked up, and/or may use public transportation.

- With the proposed service center, the Ridge Avenue building is estimated to have a peak parking demand of between 96 and 118 vehicles occurring on a weekday. With a total of 130 parking spaces, 74 to 90 percent of the parking spaces are projected to be occupied during the peak parking demand of the building. A minimum of 12 to 34 parking spaces are projected to be available any time at the building. It is important to note that the analysis provides a worst-case analysis as no reductions were assumed in the January existing parking demand to account for the removal of the parking generated by Units 100 and 200. As such, the actual projected parking demand is expected to be lower than shown in Table 6.

- Based on the projected parking demand it can be seen that the existing parking supply of the Ridge Avenue building will be sufficient to accommodate the existing parking demand and the estimated Ford Pro Service Center parking demand.

# Appendix




## KEYNOTES

01 AREA OF NEW CONCRETE

02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.

03 EQUIPMENT - BY OWNER

04 TYPICAL SERVICE BAY

02 NEW OPENING TO SOUTH SERVICE BAYS

06 EXISTING ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION

07 EXISTING COLUMN, TYPICAL

08 4" BOLLARD AT COLUMN

## LEGEND

EXISTING PARTITIONS & EXTERIOR WALLS

NEW PARTITIONS

EXISTING WALL W/ NEW FURRING

## BLOCKING NOTES

PROVIDE FTWD BLOCKING (UON) AT THE FOLLOWING LOCATIONS:

1. ACCESSIBLITY REQUIREMENTS & GRAB BARS AT ALL RESTROOM LOCATIONS
2. RESTROOM ACCESSORIES INCLUDING TOILET STALL PARTITIONS & BABY CHANGING TABLE
3. MILLWORK LOCATIONS - TO BE 6" STRIPS
4. CASEWORK AS REQUIRED BY THE MFR & FOR PROPER SUPPORT
5. MANAGER'S DESK SHELVES
8. LOCKERS

## DIMENSION NOTES

1. DIMENSIONS ARE TO FACE OF EXISTING STOREFRONT FRAME, FINISHED EXTERIOR WALL & FINISHED FACE OF DEMISING WALL
2. ALL INTERIOR DIMENSIONS ORIGINATE FROM ESTABLISHED DATUM LINES. ESTABLISH DATUM LINES PRIOR TO LOCATING WALLS, DRAINS, FIXTURES, ETC.

## PLAN GENERAL NOTES

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
2. ALL FIRE RATED DOORS TO BE SELF-CLOSING.
3. ALL INTERIOR FINISHES TO BE CLASS A WITH FLAME SPREAD RATING OF 0-25, U.O.N.
4. SEE MECHANICAL DRAWINGS FOR LIGHT AND VENT SCHEDULES.
5. DO NOT FASTEN STUDS OR GYPSUM BD. TO TOP RUNNER OF NON-BEARING GYP.BD. PARTITIONS. CUT STUDS AND GYP.BD. 1/2" MAX. SHORT TO ALLOW FOR VERTICAL SLAB DEFLECTION.
6. ALL DIMENSIONS TO BE FINISHED SURFACE UNO.
7. GC TO COORDINATE ALL CEILING HEIGHTS WITH BUILDING SYSTEMS. OWNER TO APPROVE ALL CEILING HGTS. BEFORE INSTALLATION.
8. THE ARCHITECT WILL NEITHER HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR THE SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RIGHTS AND RESPONSIBILITIES.
9. CONTRACTOR IS REQUIRED TO HANG THE OWNERS INTERIOR SIGN PACKAGE.
10. ALL GLAZED DOORS, ANY GLAZED PANEL ADJACENT TO ANY DOOR & ANY GLAZED PANEL WHICH MEETS ALL OF THE FOLLOWING CONDITIONS:
    1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 S.F.
    2. EXPOSED BOTTOM EDGE LESS THAN 18" A.F.F.
    3. EXPOSED TOP EDGE GREATER THAN 36" A.F.F.
    4. ONE OR MORE WALKING SURFACE(S) WITHIN 36" HORIZONTALLY OF THE PLANE OF THE GLAZING, SHALL ALL BE TEMPERED.

GC TO FIELD **VERIFY ALL EXISTING DIMENSIONS** & COLUMN LOCATIONS AND **NOTIFY ARCHITECT** OF ANY DISCREPANCIES **PRIOR** TO CONSTRUCTION.

NOTE: ALL WOOD BLOCKING TO BE FIRE-RET TREATED.

01 FLOOR PLAN
1/8" = 1'-0"

MUNICIPAL APPROVAL STAMP

Ford PRO

NOT FOR CONSTRUCTION

FORD PRO ARLINGTON HEIGHTS

**FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

CLIENT / PROJECT

LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS

SEAL

SIGNATURE

LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

ARCHITECT
DXU ARCHITECTS
CONSULTANTS

FOR PERMIT

| No. | Issue | Drawn By: DAN/MS/RC | Project Number: 23-140 |
|---|---|---|---|
| | FOR PERMIT | Approved By: JW | Date 10-30-2023 |

SHEET TITLE & NUMBER

FLOOR PLAN
NORTH

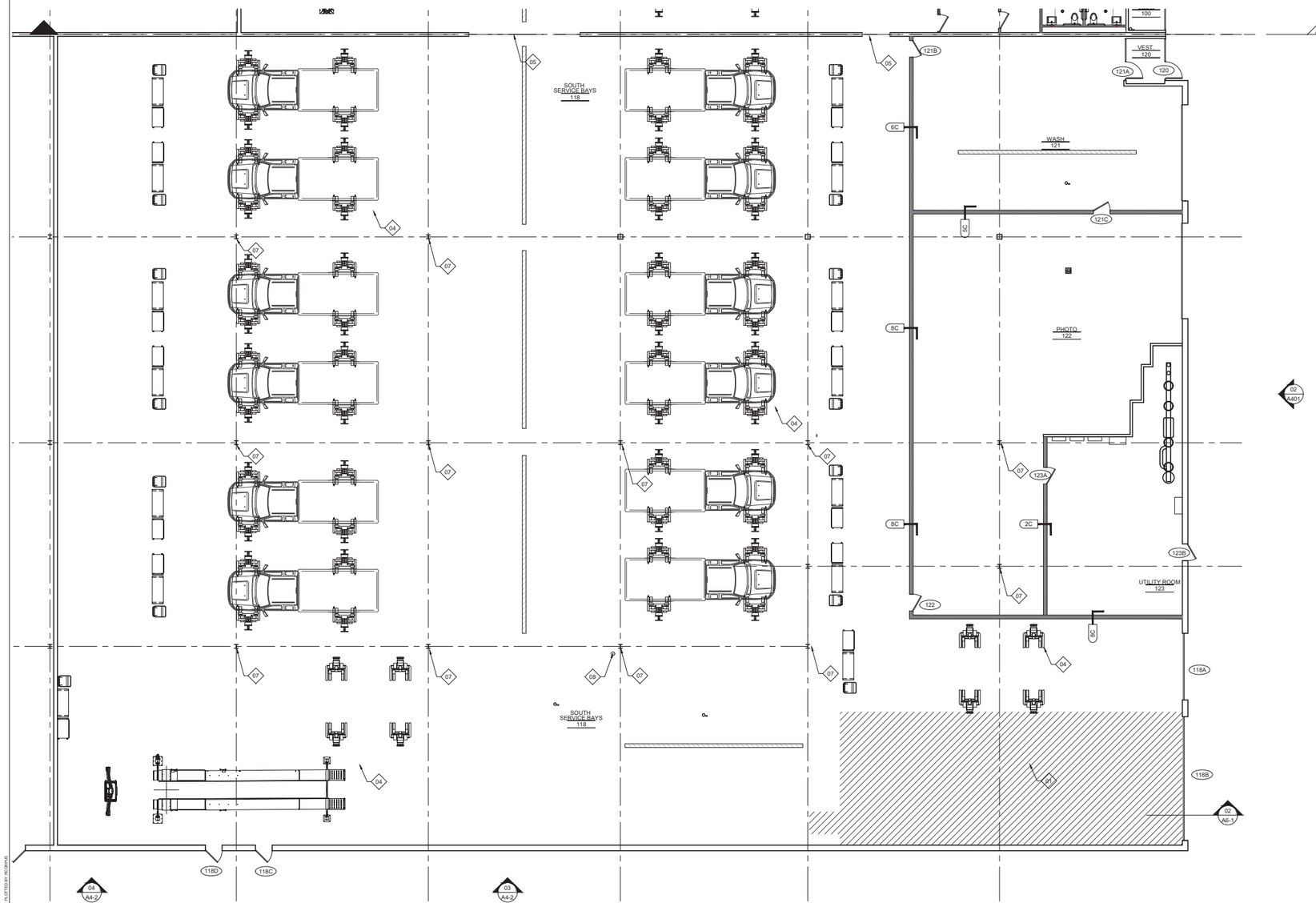
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PLOT DATE: 2/2/2024 10:14 AM PLOTTED BY: RC2PVLS




## KEYNOTES

01 AREA OF NEW CONCRETE
02 CHAIN LINK CAGE - VERIFY HEIGHT WITH CLIENT.
03 EQUIPMENT - BY OWNER
04 TYPICAL SERVICE BAY
05 NEW OPENING TO SOUTH SERVICE BAYS
06 EXISTING ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION
07 EXISTING COLUMN, TYPICAL
08 4" BOLLARD AT COLUMN

## LEGEND

EXISTING PARTITIONS & EXTERIOR WALLS
NEW PARTITIONS
EXISTING WALL W/ NEW FURRING

## BLOCKING NOTES

PROVIDE FTWD BLOCKING (UON) AT THE FOLLOWING LOCATIONS:

1. ACCESSIBLITY REQUIREMENTS & GRAB BARS AT ALL RESTROOM LOCATIONS
2. RESTROOM ACCESSORIES INCLUDING TOILET STALL PARTITIONS & BABY CHANGING TABLE
3. MILLWORK LOCATIONS - TO BE 6" STRIPS
4. CASEWORK AS REQUIRED BY THE MFR & FOR PROPER SUPPORT
5. MANAGER'S DESK SHELVES
8. LOCKERS

## DIMENSION NOTES

1. DIMENSIONS ARE TO FACE OF EXISTING STOREFRONT FRAME, FINISHED EXTERIOR WALL & FINISHED FACE OF DEMISING WALL
2. ALL INTERIOR DIMENSIONS ORIGINATE FROM ESTABLISHED DATUM LINES. ESTABLISH DATUM LINES PRIOR TO LOCATING WALLS, DRAINS, FIXTURES, ETC.

## PLAN GENERAL NOTES

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
2. ALL FIRE RATED DOORS TO BE SELF-CLOSING.
3. ALL INTERIOR FINISHES TO BE CLASS A WITH FLAME SPREAD RATING OF 0-25, U.O.N.
4. SEE MECHANICAL DRAWINGS FOR LIGHT AND VENT SCHEDULES.
5. DO NOT FASTEN STUDS OR GYPSUM BD. TO TOP RUNNER OF NON-BEARING GYP BD. PARTITIONS. CUT STUDS AND GYP BD. 1/2" MAX. SHORT TO ALLOW FOR VERTICAL SLAB DEFLECTION.
6. ALL DIMENSIONS TO BE FINISHED SURFACE UNO.
7. GC TO COORDINATE ALL CEILING HEIGHTS WITH BUILDING SYSTEMS. OWNER TO APPROVE ALL CEILING HGTS. BEFORE INSTALLATION.
8. THE ARCHITECT WILL NEITHER HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR THE SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE CONTRACTOR'S RIGHTS AND RESPONSIBILITIES.
9. CONTRACTOR IS REQUIRED TO HANG THE OWNERS INTERIOR SIGN PACKAGE.
10. ALL GLAZED DOORS, ANY GLAZED PANEL ADJACENT TO ANY DOOR & ANY GLAZED PANEL WHICH MEETS ALL OF THE FOLLOWING CONDITIONS:

    1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 S.F.
    2. EXPOSED BOTTOM EDGE LESS THAN 18" A.F.F.
    3. EXPOSED TOP EDGE GREATER THAN 36" A.F.F.
    4. ONE OR MORE WALKING SURFACE(S) WITHIN 36" HORIZONTALLY OF THE PLANE OF THE GLAZING, SHALL ALL BE TEMPERED.

GC TO FIELD **VERIFY ALL EXISTING DIMENSIONS** & COLUMN LOCATIONS AND **NOTIFY ARCHITECT** OF ANY DISCREPANCIES **PRIOR** TO CONSTRUCTION.

NOTE: ALL WOOD BLOCKING TO BE FIRE-RET TREATED.

01 FLOOR PLAN
1/8" = 1'-0"

MUNICIPAL APPROVAL STAMP

Ford PRO

NOT FOR CONSTRUCTION

FORD PRO ARLINGTON HEIGHTS

**FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS

SIGNATURE
LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

ARCHITECT
DXU ARCHITECTS
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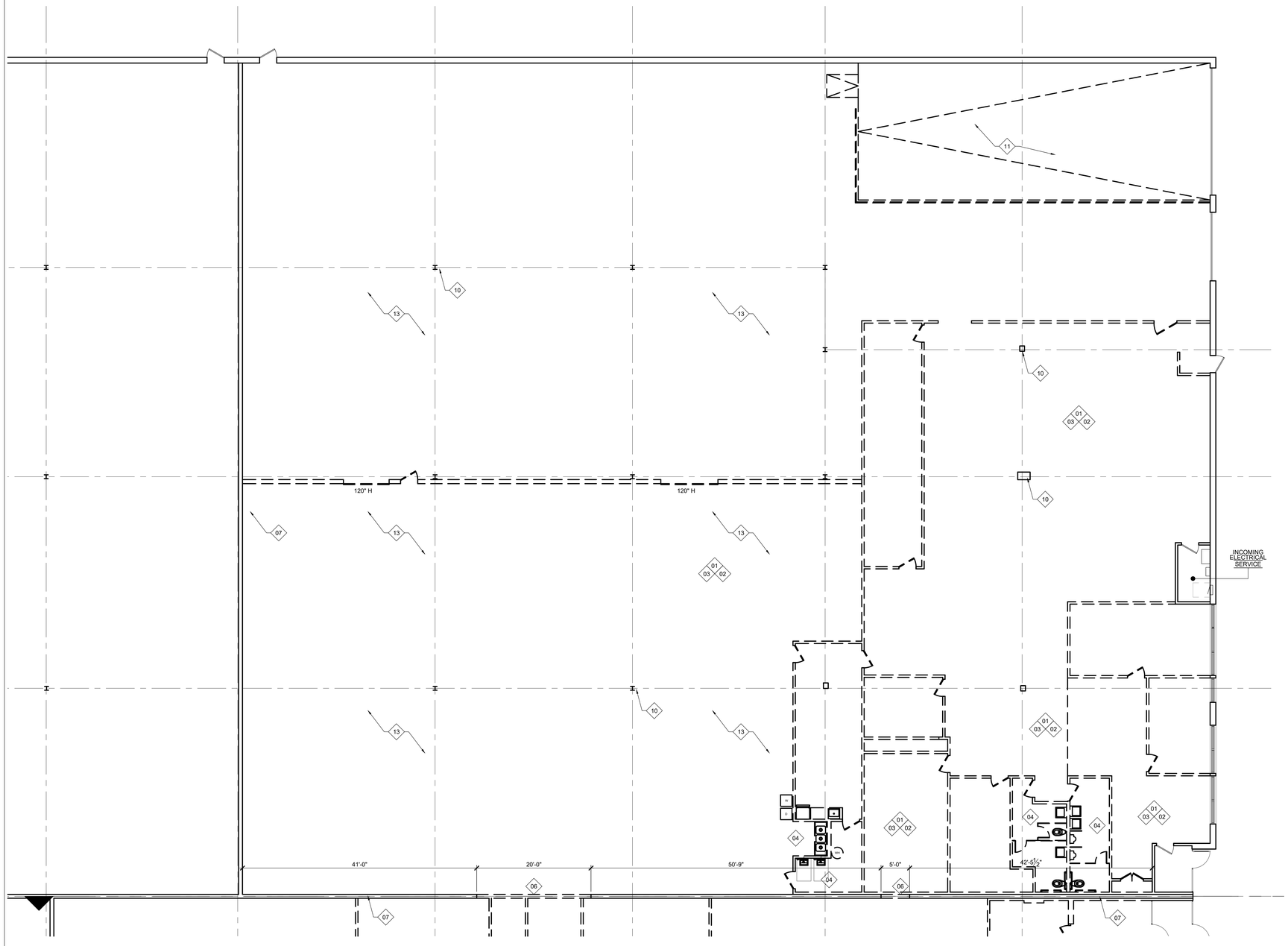
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## DEMOLITION NOTES

1. DEMOLISH EXISTING CONSTRUCTION AS INDICATED ON THE DRAWINGS AND REQUIRED BY JOB CONDITIONS. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES OR CONFLICTS THAT WOULD PREVENT REMOVAL OF ANY ELEMENTS INDICATED.
2. PROTECT EXISTING CONSTRUCTION AND EQUIPMENT DESIGNATED TO REMAIN.
3. CONTRACTOR SHALL ENDEAVOR TO IDENTIFY ANY HAZARDOUS MATERIALS WITHIN THE SPACE, INCLUDING BUT NOT LIMITED TO ASBESTOS BEARING MATERIALS, AND WHERE REQUIRED BY LAW, PROVIDE REQUIRED TESTING. WHERE HAZARDOUS MATERIALS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARRANGE FOR PROPER REMEDIATION.
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**FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

CLIENT / PROJECT

LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS
SIGNATURE

SEAL

LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

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DXU ARCHITECTS
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CONSULTANTS

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Approved By: JW

| No. | Issue | Date |
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| 1 | FOR PERMIT | 10-30-2023 |
| 2 | REV 1 | 02-28-2024 |
| 3 | REV 2 | 04-01-2024 |

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DEMOLITION PLAN

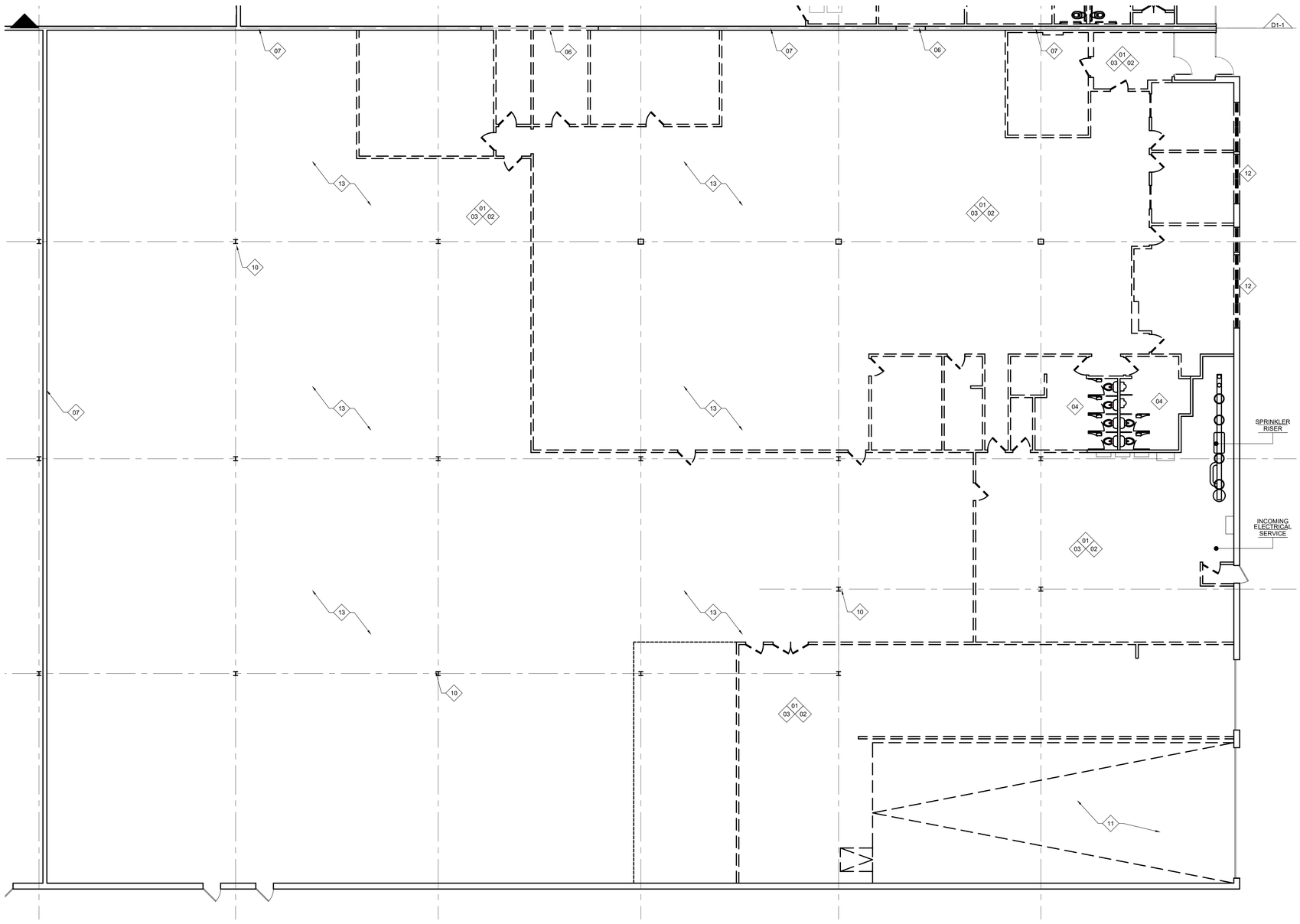
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N 01 DEMOLITION FLOOR PLAN
1/8" = 1'-0"

MUNICIPAL APPROVAL STAMP

NOT FOR CONSTRUCTION

CLIENT: FORD PRO ARLINGTON HEIGHTS

PROJECT: **FORD PRO ARLINGTON HEIGHTS**
3456 NORTH RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60004

SEAL

LICENSED ARCHITECT
ERIC STYER
001-020268
STATE OF ILLINOIS

SIGNATURE

LICENSE EXPIRES ON: 11-30-2024
DATE OF SIGNATURE: 10-30-2023

ARCHITECT: DXU ARCHITECTS
415 E Web Street • Fl 1 • Chicago IL • 60607
312 • 313 • 2323 • www.dxu.com

CONSULTANTS

FOR PERMIT

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Drawn By: DAN/MS/RC Approved By: JW

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| | REV 2 | 04-01-2024 |

SHEET TITLE & NUMBER

DEMOLITION PLAN SOUTH

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PLOT DATE: 4/1/2024 6:52 PM PLOTTED BY: RCORPUS

PLAN COMMISSION REVIEW
ENGINEERING DIVISION

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Planning Staff Liaison** |
| **From:** | **Review Department Liaison** |
| **Department:** | **Public Works & Engineering Department, Engineering Division** |
| **File Number:** | **PCA00004-2024** |
| **Project:** | **3456 N Ridge Ave** |
| **Review Round:** | **Round 1** |
| **Date:** | **April 15, 2024** |

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

1. PUBLIC IMPROVEMENTS REQUIRED:

| | YES | NO | COMMENTS |
|---|---|---|---|
| a. Underground Utilities | | | |
| i. Water…….. | ☐ | ☒ | _____ |
| ii. Sanitary Sewer ……. | ☐ | ☒ | _____ |
| iii. Storm Sewer…… | ☐ | ☒ | _____ |
| b. Surface Improvement | | | |
| i. Pavement ……. | ☐ | ☒ | _____ |
| ii. Curb& Gutter…….. | ☐ | ☒ | _____ |
| iii. Sidewalks……. | ☐ | ☒ | _____ |
| iv. Street Lighting…….. | ☐ | ☒ | _____ |
| c. Easements | | | |
| i. Utility & Drainage…. | ☐ | ☒ | _____ |
| ii. Access…… | ☐ | ☒ | _____ |

2. PERMITS REQUIRED OTHER THAN VILLAGE

| | |
|---|---|
| a. MWRDGC…… ☒ | d. IEPA…… ☐ |
| b. IDOT…… ☐ | e. CCHD…… ☐ |
| c. ARMY CORP… ☐ | f. OTHER…… ☐_____ |

3. R.O.W. DEDICATIONS…… YES ☐ NO ☒_____
4. SITE PLAN ACCEPTABLE…… YES ☐ NO ☐N/A_____
5. PRELMINARY PLAT ACCEPTABLE…… YES ☐ NO ☐ N/A_____
6. TRAFFIC STUDY ACCEPTABLE…….. YES ☐ NO ☒ _____
7. STORMWATER DETENTION REQUIRED…… YES ☐ NO ☐ _____
8. CONTRIBUTION ORDINANCE EXISTING…….. YES ☐ NO ☒ _____
9. FLOOD PLAIN OR FLOODWAY EXISTING…….. YES ☐ NO ☒ _____
10. WETLAND EXISTING…… YES ☐ NO ☒ _____

ADDITIONAL COMMENTS ARE ATTACHED.

**PLAN COMMISSION PCA00004-2024**
**Ford Commercial Auto Repair LUV**
**3456 N Ridge Ave**
**Round 1**

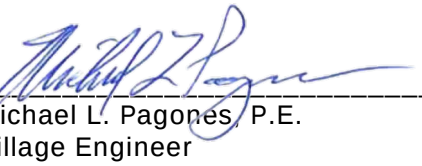
11. Update the parking study to account for multiple days, and provide additional information for units 300 and 400. In addition, the parking study should anticipate the needs of the existing dealership and employee parking.

12. Consider cross access between the Ford site and 3456 N Ridge Ave.

13. If any modifications are proposed to the parking lot that would impact the detention basin located between the parking lot and right-of-way, an MWRD permit would be required to modify the basin.

14. The Public Works Department reserves the right to comment on water meter size and accessories upon review of any proposed plumbing plans.

15. An MWRD permit will be required for the following:
    a. Auto service use requires a triple basin
    b. Auto wash use requires a mud basin



04-15-24

Michael L. Pagones, P.E. Date
Village Engineer

PLAN COMMISSION REVIEW
HEALTH SERVICES DEPARTMENT

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Dan Osoba, Assistant Planner** |
| **From:** | **Terese Biskner, Environmental Health Officer** |
| **Department:** | **Health Services Department** |
| **File Number:** | **PC 24-004** |
| **Project:** | **Ford** |
| **Review Round:** | **Round 1** |
| **Date:** | **4/4/24** |

GENERAL COMMENTS:

No comment from Health Department at this time.

PLAN COMMISSION REVIEW
POLICE DEPARTMENT

**Village of Arlington Heights**
**Interoffice Memorandum**

| | |
|---|---|
| **To:** | **Sam Hubbard** |
| **From:** | **Officer Steven Dinov #358** |
| **Department:** | **Police Department** |
| **File Number:** | **PC-24-004** |
| **Project:** | **Arlington Heights Ford/ 3456 N Ridge Ave** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **April, 16, 2024** |

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

The character of use is consistent with the area and is not a concern. This is recommended to limit access and loitering. The addition of trespass signs is recommended.

2. ARE LIGHTING REQUIREMENTS ADEQUATE?

Lighting should be up to Village of Arlington Heights code.

3. PRESENT TRAFFIC PROBLEMS?

There are no traffic problems at this location.

4. TRAFFIC ACCIDENTS AT PARTICULAR LOCATION:

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

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

This development should not create any additional traffic problems.

6. GENERAL COMMENTS:

   a. The Police Department has no additional comments at this time.

#583

Supervisor

# Village of Arlington Heights
# Interoffice Memorandum

**To:** **John O'Connor**

**From:** **Dan Osoba**

**Department:** **Planning & Community Development**

**File Number:** **PC 24-004**

**Project:** **3456 N Ridge Ave - Ford Commercial Auto Repair LUV**

**Review Round:** **Round 1 Review**

**Date:** **April 18, 2024**

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH COMPREHENSIVE PLAN: | ☒ | ☐ |
| 2. COMPLIES WITH THOROUGHFARE PLAN: | ☒ | ☐ |
| 3. VARIAITONS NEEDED FROM ZONING REGULATIONS: | ☒ | ☐ |
| 4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS: | ☐ | ☒ |
| 5. SUBDIVISION REQUIRED: | ☐ | ☒ |
| 6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED: | ☐ | ☒ |

See additional review comments on next page.

**Planning & Community Development Dept.**
**Review**
April 15, 2024

**REVIEW ROUND 1**

Project: Ford Commercial Auto Repair Land Use Variation
3456 N. Ridge Ave

Case Number: PC 24-004

**General:**

7. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions:
    a) To clarify the requested action, staff recommends a Land Use Variation (LUV) to permit Motor Vehicle Repair, Major at 3456 N. Ridge Avenue, Units 100 and 200, which is within the M-1 Research, Development, and Light Manufacturing District.
    b) A parking variation may be required based on the information requested to perform a full parking analysis based on code required parking spaces for each tenant space. If a parking variation is required, please expand the Justification for Land Use Variation document to include justification for a parking variance. Please reference item #10 below for details.
8. Clarify if this petition is requesting a LUV for only units 100 and 200 or for the entire property. Update the Justification for Land Use Variation document and resubmit for Round 2 Review.
9. Clarify the LUV request in the Justification for Variation letter. Based on the operations described in the project description, engine and transmission repair and replacement is included in the scope of work. This type of repair would fall into the "Major Repair" category as defined by the zoning code. Provide additional information on any detailing work being provided with the proposed use.

**Parking Survey:**

10. Further information is needed to complete a review of parking requirements for the property. Please provide the number of vehicles that units 300 and 400 utilize to determine what amount of parking variation will be required. Additionally, please note that the two potential vehicle bays have been included in the calculation for units 100 and 200. Please verify what those two bays could be used for if they are not used as bays (i.e. storage, extra repair work space, office space, etc.). Clarify the discrepancy between the Parking Survey total provided parking (130) and the Plat of Survey shown parking (131). Please reference the parking table below:

| Tenant Space | Use Code | Square Footage | Number of Bays | Number of Vehicles | Number of Employees | Parking Ratio | Parking Spaces Required |
|---|---|---|---|---|---|---|---|
| **100 - Proposed Phase 1 of Ford Repair Facility** | Auto Service Station | 25,027 | 15 | N/A | 12 | 1 per Employee + 3 per Bay** | 54 |
| **200 - Proposed Phase 2 of Ford Repair Facility** | Auto Service Station | 30,030 | 16 | N/A | 10 | 1 per Employee + 3 per Bay** | 55 |
| **300 - T3L USA** | Manufacturing/ Processing | 22,576 | N/A | Unknown* | 14 | 1 Space per 2 emp. + 1 space per vehicle | 15 |
| | Office | 2,524 | N/A | N/A | N/A | 1 per 300 Sq. Ft. | |
| **400 - Digital Mobile Innovations LLC** | Warehouse / Storage | 20,050 | N/A | Unknown* | 35 | 1 Space per 2 emp. + 1 space per vehicle | 18 |
| | | | | | | **Total Parking Required** | 142* |
| | | | | | | **Total Parking Provided** | 161** |
| | | | | | | **Surplus**/Deficit | **19*** |

*Parking value does not include required spaces for tenants 300 & 400 based on number of vehicles used in association with the building. Petitioner to verify in Round 2 Submittal.
**NOTE: the bays provided internal to the building count towards the required off-street parking total. This has been reflected in the table.

11. If there is a parking deficit after the total parking requirement for units 300 and 400 provided, the parking surveys must be taken for at least 3 days during the week and one Saturday if the businesses are open on Saturday. A one-day survey is not a statistically significant data set. Please expand the scope of the parking survey to include more data.
12. Per the CPRC staff report, the traffic and parking study needs to include the following:
    a) Access (location, design, and level of service)
    b) On-site circulation
    c) Trip generation and distribution
    d) ITE projections for future usage of the full build-out of Phase 1 and Phase 2
13. If a traffic report including the above items is not provided, a variance must be requested to waive the requirement of the traffic study. Any requested variation must include justification; if applicable, please provide this justification in the Justification for Land Use Variation document.
14. In addition to Table 2 and an assumption that 50-percent of the vehicle parked in the east lot would be eliminated, please also provide the Village zoning code required and ITE projected parking values for the existing tenants at 100 and 200 that would be eliminated and replaced by the Ford service center projected demand.
15. Per the project description, Arlington Heights Ford would be storing most, if not all vehicles to be serviced on the Arlington Heights Ford dealership lot. Staff would recommend designating parking 5 or 6 parking spaces (4 or 5 spaces were referenced as the peak customer and vendor parking demand in the parking survey) on 3456 N. Ridge Ave for the commercial vehicles if they do need to be stored on this lot.
16. If vehicles are to be stored on the Arlington Heights Ford dealership lot, information should be provided to verify that the property has adequate parking spaces for commercial vehicles awaiting

repair. Please provide information in the parking survey to identify the parking demand on 801 W Dundee Rd.

**Exterior Improvements**

17. Provide details on the exterior battery and tire storage for the proposed use. Include information for screening, screening type (landscaping, opaque wooden fencing, or combination of both), and where the storage will be proposed.
18. Identify all proposed modifications on all elevations as well as existing conditions for review.
    a) Note that exterior modifications to the building will require a review by the Design Commission based on what is identified as new and existing on the proposed elevations.
    b) Note that all signage shall require separate review.
    c) Please note that the signage on the north elevation is not permitted by code.

**Resubmittal**

19. Provide a formal response to all Round 1 Department Review Comments and submit files via the CSS portal on the Village website.
20. Please ensure that a revision date is added to all plans or documents that are revised as a result of these comments.

Prepared by: Dan Osoba

# Village of Arlington Heights

| | |
|---|---|
| **To:** | **Dan Osoba, Planner** |
| **From:** | **Derek Mach, Landscape Planner** |
| **Department:** | **Planning and Community Development** |
| **File Number:** | **PCA0004-2024** |
| **Project:** | **Ford Commercial Auto Repair** |
| **Review Round:** | **Review Round 1** |
| **Date:** | **April 16, 2024** |

LANDSCAPE & TREE PRESERVATION:

| | YES | NO |
|---|---|---|
| 1. Complies with Tree Preservation Ordinance: | X | |
| 2. Complies with Landscape Plan Ordinance: | | X |
| 3. Parkway Tree Fee Required: | | X |

General Comments:

1) Please note that per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way (Ridge Avenue) and the parking area. The screen should be located on top of the retaining wall and span across the frontage adjacent to the parking area. Please install the screen as part of the 2024 planting season.

To: Village of Arlington Heights

Re: Response to Round 1 Department review comments for Arlington Heights Ford request for land use variation for units 100 and 200 of existing building located at 3456 N. Ridge Ave to permit "Motor Vehicle Repair Minor" on the M-1 zoned property.

Dated: May 29, 2024

Below responses are to Staff comments to Applicant's submission:

**PLAN COMMISSION**

11. The parking study has been updated as requested and is being included with Applicant's response.

12 Cross access between the subject property and the Arlington Heights Ford dealership site and the planned parking area already exists.

13. There are no current proposed parking lot modifications.

14. Noted.

15. Noted as to auto service requiring triple basin. An auto wash will not be on-site of the subject property so no mud basin will be needed.

**HEALTH SERVICES DEPARTMENT**

No response needed.

**POLICE DEPARTMENT**

1. no trespassing signs can be added.

2. Lighting will be provided as required and pursuant to Village code, if not already compliant.

3. no response needed.

4. no response needed.

5. no response needed.

6. no response needed.

**PLANNING & COMMUNITY DEVELOPMENT**

7. A new parking study is being provided with Applicant's responses. Currently, the subject property has 130 parking spaces. The Village zoning ordinance requires a total of 142 parking spaces if the Land Use Variation is granted. This means a deficit of 12 parking spaces. Applicant requests a parking variance due to the deficit. Applicant believes the current requirement is very high for Applicant's proposed use because it requires 3 spaces per service bay and one space per employee. Applicant's parking requirements will not be as high as the zoning ordinance requires since vehicles for service will be dropped off without customers waiting and using parking spaces, not all employees will need a parking space with employees taking public transportation, carpooling, being dropped off, etc. and, more importantly, Applicant's plan is for all commercial vehicles to be parked or stored within the existing parking lot of the adjacent Arlington Heights Ford or in Arlington Heights Ford's remote lot, if needed, so these vehicles will not be parked on-site and taking up parking spots. These factors mitigate the small parking deficiency per the zoning code.

8. Applicant is only requesting Land Use Variation for Units 100 and 200 and not for the entire property.

9. There will be no detailing work performed in Units 100 or 200 after use is changed to servicing commercial vehicles.

10. A new parking study is being provided with Applicant's responses, which includes vehicles that units 300 and 400 utilize. Currently, there are 130 parking spaces. The Village zoning ordinance requires a total of 142 parking spaces if the Land Use Variation is granted. This means a deficit of 12 parking spaces. Applicant requests a parking variance. Applicant believes the current requirement is very high for Applicant's proposed use because it requires 3 spaces per service bay and one space per employee. Applicant's parking requirements will not be as high as the zoning ordinance requires since vehicles for service will be dropped off without customers waiting and using parking spaces, not all employees will need a parking space with employees taking public transportation, carpooling, being dropped off, etc. and, more importantly, Applicant's plan is for all commercial vehicles to be parked or stored within the existing parking lot of the adjacent Arlington Heights Ford or in Arlington Heights Ford's remote lot, if needed, so these vehicles will not

be parked on-site. These factors mitigate the small parking deficiency per the zoning code.

11. A new parking study is being provided with Applicant's responses, which includes vehicles that units 300 and 400 utilize.

12&13. Applicant requests the Village waive the traffic study requirement. Requiring a traffic study would be unduly burdensome, unnecessarily costly to Applicant and delay matters resulting in significant cost and expense to Applicant who may lose certain incentives provided by Ford Motor Company. Furthermore, Applicant does not believe a traffic study is warranted. The Police Department, in comments to the Land Use Variation Application, noted that the development should not create any additional traffic problems, it is not a problem area in relation to traffic accidents and there are no traffic problems at this location. Traffic flows freely in the area and the subject property, which is industrial in nature and easily accessible via Ridge and just South of Dundee Road, a major traffic artery. Traffic does not enter off Dundee, but enters off Ridge Ave. which is not heavily trafficked like Dundee Road. Furthermore, Applicant's proposed use will not result in high traffic at the subject site since it will be servicing commercial vehicles only and not personal vehicles.

14. A new parking study is being provided with Applicant's responses. Currently, there are 130 parking spaces. The Village zoning ordinance requires a total of 142 parking spaces if the Land Use Variation is granted. This means a deficit of 12 parking spaces. Applicant requests a parking variance. Applicant believes the current requirement is very high for Applicant's proposed use because it requires 3 spaces per service bay and one space per employee. Applicant's parking requirements will not be as high as the zoning ordinance requires since vehicles for service will be dropped off without customers waiting and using parking spaces, not all employees will need a parking space with employees taking public transportation, carpooling, being dropped off, etc. and, more importantly, Applicant's plan is for all commercial vehicles to be parked or stored within the existing parking lot of the adjacent Arlington Heights Ford or in Arlington Heights Ford's remote lot, if needed, so these vehicles will not be parked on-site. These factors mitigate the small parking deficiency per the zoning code.

15. Applicant does plan to park the commercial vehicles in the adjacent gated parking lot for Arlington Heights Ford. If needed, there is also an additional off-site gated parking lot for Arlington Heights Ford within a couple of blocks of the subject location that is available for use.

16. A new parking study is being provided with Applicant's responses. Arlington Heights Ford has adequate parking, including available space at the gated adjacent parking lot planned for use for the subject property. If additional parking is needed for either Arlington Heights Ford or Applicant, an off-site gated parking lot is within a few blocks and is available with adequate parking.

17. There will ne no exterior storage of batteries or tires so no screening will be necessary.

18. The only modification to elevations will be painting of the building, no structural modifications are proposed.

**PLAN COMMISSION PCA00001-2024**
**SG Arlington Heights MOB LLC**
**2010 S Arlington Heights Rd**
**Round 2**

16. The petitioner's response to comment nos. 12-15 is acceptable.

17. The petitioner's response to comment no. 11 is noted. The revised parking study is acceptable.

18. The Public Works Department and Engineering Division have no additional comments.

6/7/24

Michael L. Pagones, P.E. Date
Village Engineer

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **John O'Connor** |
| **From:** | **Dan Osoba** |
| **Department:** | **Planning & Community Development** |
| **File Number:** | **PC 24-004** |
| **Project:** | **3456 N Ridge Ave - Ford Commercial Auto Repair LUV** |
| **Review Round:** | **Round 2 Review** |
| **Date:** | **June 7, 2024** |

**General:**

21. The response to the following comments is acceptable: 8, 11, 13, 16
22. The petitioner's response to #7 is noted.
    a. However, no response was provided to comment #7a. Please be aware that there are two types of auto repair as defined by code. **Major Repair** is work that is of a significant nature, such as engine rebuilding or major reconditioning of worn or damaged motor vehicles or trailers; collision service, including body, frame or fender straightening or repair; and overall painting of vehicles. **Minor Repair** is work that is not of a significant nature, including incidental repairs, replacement of parts, and motor service to motor vehicles, but not including any operation specified as major repair. Based on the project narrative and description of work as involving "fixing and replacing transmissions and engines" it appears that the proposed work falls under the Major Auto Repair classification. Please acknowledge that your request is for a Land Use Variation to allow "Major Auto Repair" as defined by code, or whether the request is for something different.
    b. The response to #7b is noted. A parking variation request is not required. The parking calculation used in the updated Parking Study does not include the interior vehicle bays as one parking space for the purposes of that calculation. Please see the table within this review letter for details.
23. The response to #9 is noted, however, it has not been acknowledged that the Land Use Variation request is for "Major Auto Repair" (see #22a above). Please acknowledge. Additionally, please outline where detailing work will now occur if it is no longer occurring on the subject property.

**Parking Survey:**

24. The petitioner's response to #10 is noted. The parking table on the following page shows the corrected amount of required parking. Please note that the vehicle bays count towards the off-street parking requirement. The parking requirement is based on 31 bays for the property (15 for phase 1, 16 for phase 2).

| Tenant Space | Use Code | Square Footage | Number of Bays | Number of Vehicles | Number of Employees | Parking Ratio | Parking Spaces Required |
|---|---|---|---|---|---|---|---|
| **100 - Proposed Phase 1 of Ford Repair Facility** | Auto Service Station | 25,027 | 15 | N/A | 12 | 1 per Employee + 3 per Bay* | 42 |
| **200 - Proposed Phase 2 of Ford Repair Facility** | Auto Service Station | 30,030 | 16 | N/A | 10 | 1 per Employee + 3 per Bay* | 42 |
| **300 - T3L USA** | Manufacturing/ Processing | 22,576 | N/A | 0 | 14 | 1 Space per 2 emp. + 1 space per vehicle | 15 |
| | Office | 2,524 | N/A | N/A | N/A | 1 per 300 Sq. Ft. | |
| **400 - Digital Mobile Innovations LLC** | Warehouse / Storage | 20,050 | N/A | 0 | 35 | 1 Space per 2 emp. + 1 space per vehicle | 18 |
| | | | | | | **Total Parking Required** | 117 |
| | | | | | | **Total Parking Provided** | 130 |
| | | | | | | **Surplus**/Deficit | **13*** |

*NOTE: the bays provided internal to the building count towards the required off-street parking total. This has been reflected in the table.

25. The petitioner's response to #12 is noted. A variance has been requested to waive the Traffic Study requirement and staff is agreeable to the variance as requested.
26. The petitioner's response to #14 is acceptable. ITE projections for the worst-case scenario show that there is adequate parking on-site to accommodate the proposed use.
27. The petitioner's response to #15 is acceptable. A condition of approval will be recommended should the storage of motor vehicles on the subject property become problematic, at the discretion of the Village, the petitioner shall be required to reduce or prohibit onsite storage and shall work with the Village to find viable off-site storage.
28. The petitioner's response to #16 is acceptable.

## Exterior Improvements

29. The petitioner's response to #17 is acceptable. A condition of approval will be recommended to prohibit outdoor storage of tires, batteries and other vehicle repair materials, unless such storage is fully screen and appropriately sited, which shall be at the discretion of the Village.
30. The petitioner's response to #18 did not adequately address the comment. The proposed architectural plans show modifications to the exterior of the building to include corrugated metal paneling around the lobby entrance; however, the response to comments only indicated that the façade was to be painted. Please provide details on the full scope of exterior modifications, or revise the elevation accordingly. Please note that the scope of the exterior changes requires submission of a the Design Commission application and may require an appearance before the Design Commission. Note that as of the date of this letter, the Design Commission has not received an application for review of exterior

modifications other than the sign package. **Failure to complete the Design Commission application and review process will cause a delay in getting this application before the Plan Commission. Submit the required Design Commission application ASAP.**

**Resubmittal**

31. Provide a formal response to all Round 2 Department Review Comments and submit files via the CSS portal on the Village website.
32. Please ensure that a revision date is added to all plans or documents that are revised as a result of these comments.

Prepared by: _____

Dan Osoba, Planner I

To: Village of Arlington Heights

Re: Response to Round 2 Department review comments for Arlington Heights Ford request for land use variation for units 100 and 200 of existing building located at 3456 N. Ridge Ave to permit “Motor Vehicle Repair Minor” on the M-1 zoned property.

Dated: June 12, 2024

Below responses are to Staff comments to Round 2 staff comments; response numbers coincide to the Round Two numbered comments:

**PLANNING & COMMUNITY DEVELOPMENT**

22. Responding to #7a, to clarify the Applicant is requesting a Land Use Variation for “Major Repair”; namely, work and services that will be provided include all service work on heavy duty trucks including engines, transmissions, oil changes, etc. The only thing Applicant won’t do is mufflers, which are outsourced.

23. To clarify the Applicant is requesting a Land Use Variation for “Major Repair”; namely, work and services that will be provided include all service work on heavy duty trucks including engines, transmissions, oil changes, etc. The only thing Applicant won’t do is mufflers, which are outsourced.

**EXTERIOR IMPROVEMENTS**

30. Applicant has decided not to do the exterior modifications and withdraws it from the application and just requesting the LUV approvals needed to operate.

**Plan Commission**
**7/10/2024**

**Item:** Tots Land Daycare - 1007 W. Euclid Ave. - PC#24-005

**Department**: Planning & Community Development Department

## Requested Action

1. Special Use Permit for a Day Care Center on the subject property within the B-1 Business District, Limited Retail.

## Variations Required

1. Variation to permit an accessory structure within the side yard.
2. Variation to allow a 6-foot privacy fence within the front yard.

## Recommendation

The Staff Development Committee (SDC) has reviewed the proposed Special Use Permit for a Day Care Center within the B-1 Business District, Limited Retail, along with the following variation to Chapter 28 of the Municipal Code:

1. Variation to Section 6.5-2, to permit playground equipment, which is considered an accessory structure, to be located within the side yard.

2. Variation to Section 6.13-3.a, to allow a six foot high open and six foot high solid fence in the front yard where a maximum 36 inch high open fence and prohibits solid fences in a front yard is permitted.

The Staff Development Committee recommends APPROVAL of the application subject to the following conditions:

1. Petitioner shall limit the capacity of each outdoor playground area to 20 children at any given time.

2. Petitioner shall limit the hours of operation of the outdoor playgrounds to be 9:00 AM – 12:00 PM and 3:00 PM to 5:00 PM.

3. Petitioner shall provide an updated plan and analysis of the access into the site from West Euclid Avenue to the Village if the ingress-only access on West Euclid Avenue is proposed to be modified to permit two-way traffic.

4. Petitioner shall provide an updated landscape plan demonstrating compliance with the requirements of Section 6.15-1.2 New Landscaping Requirements before September 1, 2024.

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

**ATTACHMENTS:**

| Description | Type |
|---|---|
| Staff Report | Board or Commission Report |
| Public Notice | Exhibits |
| Aerial | Exhibits |
| CPRC Minutes 3/27/24 | Minutes |
| Project Description | Correspondence |
| Plat of Survey | Exhibits |
| Special Use Approval Criteria Response Letter | Correspondence |
| Market Analysis | Exhibits |
| Proposed Elevations | Exhibits |
| Site & Landscape Plan | Exhibits |
| Traffic & Parking Impact Study | Exhibits |
| Department Comments - Round 1 | Exhibits |
| Department Comments - Round 1 Petitioner Response | Exhibits |
| Department Comments - Round 2 | Exhibits |

*VILLAGE OF ARLINGTON HEIGHTS*

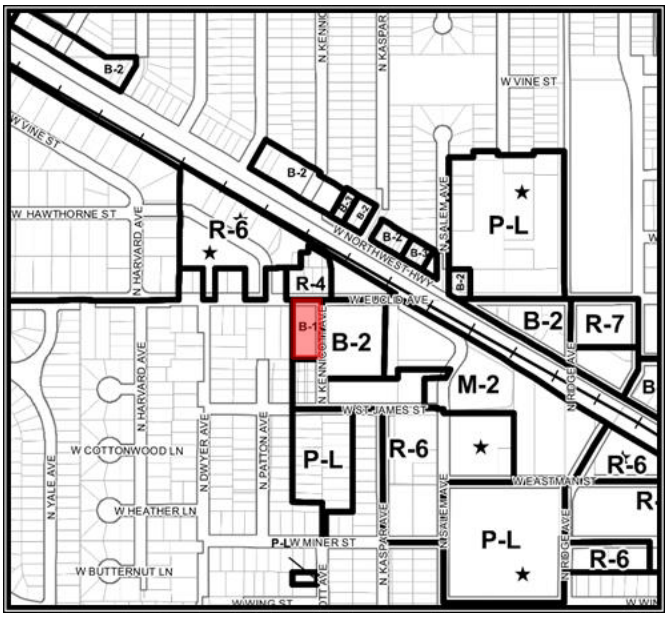
# STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 24-005*
***Project Title**: Tots Land Daycare Center*
***Location**: 1007 W. Euclid Avenue*
***PIN**: 03-303-02-029*

***To**: Plan Commission*
***Prepared By**: Dan Osoba, Planner I*
***Meeting Date**: July 10, 2024*
***Date Prepared**: July 1, 2024*

***Petitioner**: Tots Land Daycare Center*
*Damian Dwulit*
***Address**: 1007 W. Euclid Avenue*
*Arlington Heights, IL 60005*

***Existing Zoning**: B-1, Business District Limited Retail*
***Comprehensive Plan**: Offices Only*




## *SURROUNDING LAND USES*

| Direction | Existing Zoning | Existing Use | Comprehensive Plan |
|---|---|---|---|
| **North** | R-4, Two Family Dwelling District | Fountain Apartments & Single-Family Dwellings | Moderate Density Multifamily & Single-Family Detached |
| **South** | R-6, Multiple-Family Dwelling District | Residential Townhomes, Condos & Single-Family Dwellings | Moderate Density Multifamily & Single-Family Detached |
| **East** | B-2, General Business District | Arlington Heights Post Office | Government |
| **West** | R-3, One Family Dwelling District | Single-Family Dwellings | Single-Family Detached |

***Requested Action:***

1. Special Use Permit for a Day Care Center on the subject property within the B-1 Business District, Limited Retail.

***Variations Required:***

1. Variation to permit an accessory structure within the side yard
2. Variation to allow a 6-foot privacy fence within the front yard

**Project Background:**
The subject property is located at the former BMO Harris Bank at 1007 W Euclid Ave, which is the southwest corner of W Euclid Avenue and S Kennicott Ave. The former bank building is approximately 5,000 square-feet and includes a drive-through canopy on the interior side (west) portion of the property.

The petitioner is proposing a day care center at this location and renovating the interior of the former bank building to fit the needs of the business. The petitioner has proposed new classrooms, administrative offices, bathrooms, and a commercial kitchen. The existing drive-through lanes are proposed to be replaced with a new 732 square-foot building addition for an indoor playroom space.

The proposed exterior improvements include removal of the drive-through lanes along the west and south of the building and restriping the parking lot with five new parking spaces. The drive-through pavement is proposed for replacement with Jamboree playground tiles and new pre-fabricated playground structures. A 6-foot wooden privacy fence is shown along the west and south property boundaries to enclose the new playground spaces. Landscaping is proposed along the west property line between the property and the adjacent single-family residential home.

The proposed day care center intends to provide services to children ages one through six and will operate Monday through Friday from 7:00 AM to 6:00 PM. The maximum number of children in the day care center is 91 with 11 teachers and 2-4 administrative staff. The petitioner intends to limit hours of operation of the outdoor playgrounds to Monday through Friday 9:00 AM to 12:00 PM and 3:00 PM to 5:00 PM, and limit the capacity of children using them at any given time to reduce the noise impacts on neighbors to the west. Playground 1 (northwest of the building) is intended for children 1-2 years of age and will have a maximum of 16 children with two teachers. Playground 2 (southwest of the building) is intended for children 3-6 years of age and will have a maximum of 20 children and two teachers.

**Zoning and Comprehensive Plan**
The property is zoned B-1 Business District Limited Retail. Accordingly, a Special Use Permit is required for a day care center in the B-1 District. The proposed use is classified as a Day Care Center, which includes any institution or place in which 3 or more children under the age of 6 apart from their parents or guardian are cared for during part or all of the day between 6:00 AM and 9:00 PM. As part of their formal application to the Plan Commission, the petitioner has provided a written response to each of the three criteria necessary for a Special Use Permit as part of this petition and included in the agenda. The criteria are referenced below:

- **That said special use is deemed necessary for the public convenience at this location.**
- **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.**
- **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 Comprehensive Plan classifies this property as appropriate for "Offices Only" land uses, and the proposed day care center is compatible with this designation. Commercial services such as day care centers are occupying and fulfilling community needs in spaces more traditionally reserved for office space. Staff finds that the proposed day care center is consistent with the spirit and intent of the Comprehensive Plan.

**Building, Site, Landscaping:**
The exterior building modifications proposed for a 732 square-foot building addition required a Design Commission application. Staff reviewed the proposed changes to the building and administratively approved the improvements as they are consistent with the design of the building and comply with the Commercial Building Design Guidelines. The proposed rendering is shown in **Exhibit I**.

The petitioner has requested two variances for accessory structures within the side yard and for fencing within the front yard. The criteria for variation approval are found below. The petitioner has responded to these criteria which has been reviewed by the SDC:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

Due to the locations of the existing open space and the need for outdoor play area for the day care the petitioner has requested the following variation:

- **Variation to Section 6.5-2, to permit playground equipment, which is considered an accessory structure, to be located within the side yard.**

The SDC is supportive of this variance due to the nature of the day care center and the need for outdoor play areas. The proposed location for the playground equipment is in an appropriate location approximately 21-feet from the side property line and the petitioner has provided measures to ensure that the variance request will not cause any nuisance onto adjacent properties by limiting the number of children outside at one time and providing screening with a new fence and landscaping.

In an effort to fully screen the non-residential property from the residential property, the petitioner has proposed a 6-foot privacy fence along the western property line. This fence extends into the front yard as defined by Chapter 28, which states that the smaller of the two frontages on a corner lot shall be the front yard. In this case, the frontage on West Euclid Avenue is the front and therefore the 6-foot privacy fence is encroaching into the front yard. The petitioner has requested the following variation:

- **Variation to Section 6.13-3.a, to allow a six foot high open and six foot high solid fence in the front yard where a maximum 36 inch high open fence and prohibits solid fences in a front yard is permitted.**

The SDC is supportive of this variance in order to provide an adequate screen between the playground area of the day care center and the residential properties. The fence will not block sight lines for vehicle or pedestrian movements as it is setback 25-feet from the West Euclid Avenue right-of-way and provides some additional screening for the parking lot.

The petitioner worked with staff to organize and schedule a community meeting, which was held on-site at 1007 W Euclid Avenue on May 21, 2024. Notice of this community meeting was provided via mail to the same mailing list for this Plan Commission public hearing. While the meeting was held, there were no attendees.

Staff worked with the petitioner to provide additional landscaping on the site to screen the property from residential properties to the west and south and provide parking lot landscaping. The petitioner has provided Emerald Green Arborvitae along the west and south property lines; however, staff requests that the spacing of the plantings is reduced to 3.5-feet to provide a consistent screen from the residential properties. Additionally, staff has requested an infill of landscaping along West Euclid Avenue where the burning bushes are absent. A condition of approval is recommended by the SDC for these outstanding landscape items.

**Parking & Traffic:**

Per Section 6.12-1(2)(a), a traffic and parking analysis is required as the project is larger than 5,000 square feet and located along a secondary arterial (Euclid Ave). The petitioner has furnished a traffic and parking analysis to identify the intersection of North Kennicott Avenue and West Euclid Avenue,

ingress and egress of the site, pick-up and drop-off operations evaluation, and access on West Euclid Avenue.

Staff has reviewed the proposed site plan and traffic study and determined that circulation and site access flows efficiently as designed. Site access is proposed as full-movement on North Kennicott Avenue from the existing access location and restricted ingress only access from West Euclid Avenue. The West Euclid Avenue access is currently configured as an entrance only access; however, the traffic study provided analysis of the possibility of permitting two-way ingress and egress onto West Euclid Avenue. A condition of approval is recommended by the SDC to require updated plans and analysis of the access if it is modified to a full movement driveway along West Euclid Avenue.

Based on operator surveys of existing day care facilities, most children are dropped off between the hours of 7:00 A.M. and 9:30 A.M. The largest number of students dropped off typically occurs between 8:00 A.M and 9:00 A.M. with approximately 37 percent of students being dropped off during this peak hour. This results in approximately 34 children being dropped off during this peak hour. Most children are picked up between the hours of 4:00 P.M. and 6:00 P.M. Per the traffic study, throughout the day it is generally assumed that 15 parking spaces will be occupied by employees. This results in 22 parking spaces available to be utilized for pick-up/drop-off activities and for visitors.

Due to the ongoing nature of drop-off and pick-up activities with the process for parents and guardians taking approximately five to ten minutes, the available parking spaces during the peak period will provide adequate parking to accommodate both parked vehicles for staff and drop-off and pick up activities.

Staff has analyzed the site relative to parking requirements and finds that based on the information provided by the petitioner, the proposed use conforms to parking regulations. The following table illustrates the parking requirements relative to the use on the site:

| Tenant | Code Uses | Gross Square Footage | Parking Ratio | Number of Employees | Parking Required |
|---|---|---|---|---|---|
| 1007 W Euclid Ave | Day Care Center | 5727 sq. ft. | 3 spaces per 2 employees | 15 | 23 |
| | | | | | |
| | | | | Total Parking Required | 23 |
| | | | | Total Parking Provided | 37 |
| | | | | **Surplus**/(Deficit) | **14** |

This proposal results in the requirement of additional off-street motor vehicle parking; therefore, bicycle parking is required. The required bicycle parking for Day Care Centers is one bicycle parking space for every 100 children at maximum enrollment, plus three spaces per every 40 employees; therefore, two bicycle parking spaces are required. The petitioner has provided four bicycle parking spaces on-site to comply with this requirement.

**RECOMMENDATION**

The Staff Development Committee (SDC) has reviewed the proposed Special Use Permit for a Day Care Center within the B-1 Business District, Limited Retail, along with the following variation to Chapter 28 of the Municipal Code:

1. Variation to Section 6.5-2, to permit playground equipment, which is considered an accessory structure, to be located within the side yard.
2. Variation to Section 6.13-3.a, to allow a six foot high open and six foot high solid fence in the front yard where a maximum 36 inch high open fence and prohibits solid fences in a front yard is permitted.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

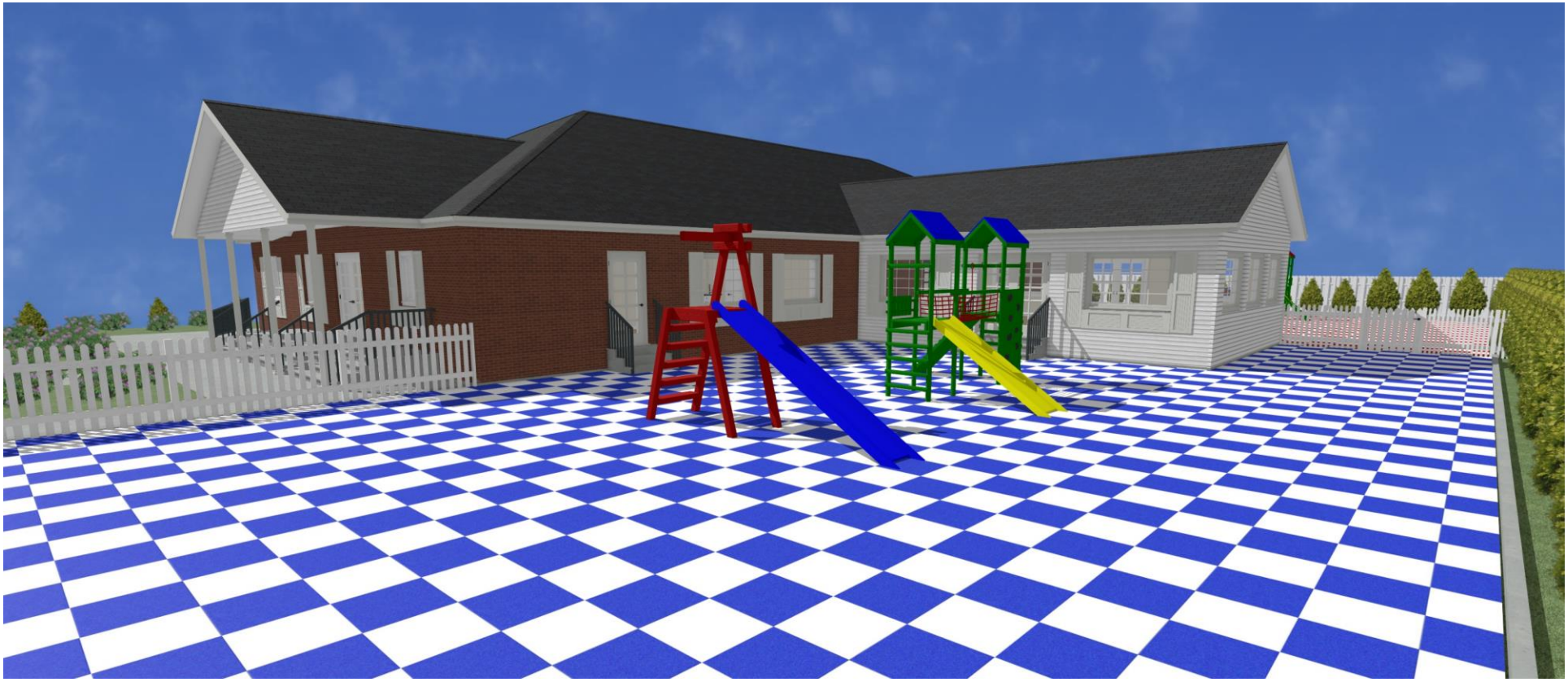
1. Petitioner shall limit the capacity of each outdoor playground area to 20 children at any given time.
2. Petitioner shall limit the hours of operation of the outdoor playgrounds to be 9:00 AM – 12:00 PM and 3:00 PM to 5:00 PM.
3. Petitioner shall provide an updated plan and analysis of the access into the site from West Euclid Avenue to the Village if the ingress-only access on West Euclid Avenue is proposed to be modified to permit two-way traffic.
4. Petitioner shall provide an updated landscape plan demonstrating compliance with the requirements of Section 6.15-1.2 New Landscaping Requirements before September 1, 2024.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ July 3, 2024

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

**EXHIBIT I** – Rendering



**NOTICE OF PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON July 10, 2024, AT 7:30 P.M.** in the Municipal Building, 33 South Arlington Heights Rd, Arlington Heights, Illinois to consider Petition No. 24-005 a request for a Special Use Permit for a day care center on the subject property, located at 1007 W. Euclid Avenue in Arlington Heights, Illinois. The PIN for the subject property is 03-30-302-029.

The subject property is legally described as follows:
THAT PART OF THE NORTH 330 FEET OF LOT 1, EXCEPT THE WEST 482.0 FEET THEREOF, WHICH LIES WEST OF THE WEST LINE OF KENNICOTT AVENUE, BEING A LINE 33.0 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE SOUTHWEST 1/4 OF SECTION 30 AND WHICH LIES SOUTH OF THE SOUTH LINE OF EUCLID AVENUE, BEING A LINE 33.0 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST 1/4 IN HOELZ ADDITION TO ARLINGTON HEIGHTS, IN THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.
COMMONLY KNOWN AS: 1007 W. EUCLID AVENUE, ARLINGTON HEIGHTS, ILLINOIS

The Plan Commission will consider any zoning and Subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Variation to Section 6.5-2, to permit playground equipment, which is considered an accessory structure, to be located within the required side yard.
- Variation to Section 6.13-3.a, to allow a six foot high open and six foot high solid fence in the front yard where a maximum 36 inch high open fence and prohibits solid fences in a front yard is permitted.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.

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.

**Jay Cherwin, Chair**
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald June 25, 2024 (4617009)

# CERTIFICATE OF PUBLICATION

**Paddock Publications, Inc.**

**Northwest Suburbs**
**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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs 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 06/25/2024 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 4617009

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REPORT OF THE PROCEEDINGS OF

# THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING HELD ON: March 27, 2024

Project Title: Tots Land Daycare

Address: 1007 W. Euclid Ave.

Petitioner: Damian Dwulit
Tots Land, Inc.
Address: 1080 W. Lake St.
Roselle, IL 60172

Requested Action:

1. Special Use Permit for a 5,727 square-foot Day Care Center in the B-1 District.

Variations Required:

1. Playground equipment is considered accessory structures and a variation would be required if any proposed structures encroach into the required yards.

Attendees: Damian Dwulit, Tots Land representative
Len Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Michael Lysicatos, Planning Department
Dan Osoba, Planning Department

Project Summary:

The subject property is located at the former BMO Harris Bank at 1007 W Euclid Ave, which is the southwest corner of W Euclid Avenue and S. Kennicott Ave. The former bank building is approximately 5,000 square-feet and includes a drive-through canopy on the interior side (west) portion of the property.

The petitioner is interested in opening a day care center at this location and renovating the interior of the former bank building to fit the needs of the business. The petitioner has proposed new classrooms, administrative offices, bathrooms, and a commercial kitchen. The existing drive-through lanes are proposed to be replaced with a new 732 square-foot building addition for an indoor playroom space. Reference the “Proposed Floor Plan” exhibit for details.

The proposed exterior improvements include removal of the drive-through lanes along the west and south of the building and restriping the parking lot with five new parking spaces. The drive-through pavement is proposed for replacement with *Jamboree* playground tiles and new pre-fabricated playground structures. A 6-foot wooden privacy fence is shown along the west and south property boundaries to enclose the new playground spaces. Landscaping and green space will be installed and maintained as required by Village Code. Reference the “Proposed Site Plan” exhibit for details.

The proposed day care center intends to provide services to children ages one through five* and will operate Monday through Friday from 7:00 AM to 6:00 PM. The maximum number of children in the day care center is 91 with 11 teachers and 2-4 administrative staff. The petitioner intends to limit hours of operation of the outdoor playgrounds to Monday through Friday 9:00 AM to 12:00 PM and 3:00 PM to 5:00 PM, and limit the capacity of children using them at any given time to reduce the noise impacts on neighbors to the west. Playground 1 (northwest of the building) is intended for children 1-2 years of age and will have a maximum of 16 children with two teachers. Playground 2 (southwest of the building) is intended for children 3-5* years of age and will have a maximum of 20 children and two teachers.

**Note the age has been updated from 6 as listed in the Project Description exhibit to 5 in this report due to the limits on age of children per in day care per the zoning code definition of day care centers.*

Meeting Discussion:

Mr. Dwulit – shared that they wish to open a daycare center in the Village of Arlington Heights, at the old BMO Harris Bank location. It is a really nice building built in the 90's, we believe it has potential.

Commissioner Green – shared his interest in the indoor playground.

Mr. Dwulit – with the Chicago weather we felt the 700 square foot playgroup indoors makes sense.

Mr. Osoba – defined the property at 1007 W Euclid Ave., the former BMO Harris Bank building on Euclid and Kennicott Ave. The site is zoned B1 business district limited retail. The petitioner would like to request a special use permit for a daycare center within the B1 zoning district in this former bank building and proposing interior and exterior renovations for the intended land use. The interior of the space would include new classrooms, administrative offices, bathrooms and the commercial kitchen. The existing drive through in the back of the bank would be converted into an indoor playroom space. The exterior improvements include a new playground equipment area to replace the drive through lane pavement on the west side of the site. The petitioner indicated that the use of these areas may have operational restrictions such as limits of the number of children that are out there and the hours of operation of those playgrounds and the use of those areas would have to be analyzed as part of the Planning Commission application to avoid negative impacts on the surrounding residential properties. Lastly, variances may be required depending on the location of those playground equipment depending on how far they are away from the property line to the west. The site is adequately parked for the intended land use with 37 total spots proposed and 23 required by code. Staff would expect an analysis of the traffic and parking demand of this use, with the emphasis on drop off and pickup operations and site access for the daycare. This proposal would require Planning Commission application for special use and Design Commission application for the exterior improvements, both of which can happen simultaneously during the review process. Staff will require neighborhood meeting to discuss the plans with the single-family homes to the west and then all other interested property owners as well. Staff is generally in support of the proposed special use permit, subject to the conditions listed in the staff report as recommended.

Commissioner Jensen – asked if they expect the traffic to be more intense from this daycare than the bank? I don't it would be, does the petitioner need that kind of study and expense?

Mr. Osoba – explained if the reuse of a building would redevelop the site larger than 5000 square feet, which this is, the code would require a traffic study just from a baseline standard. That process potentially could be waived if the petitioner requested that and then staff would have to make that determination.

Commissioner Jensen – raised the issue that if there was an overwhelming compelling reason beyond code that they needed to do that because we expected the traffic to be so much more intense. Do you own other daycare locations? Do you have any customers who ride their bikes to those locations, if not you may want to ask for a variation to not have bike racks and another variation to not pay for a parking study.

Mr. Dwulit – yes, we have three other daycare locations in Chicago.

Commissioner Sigalos – feels that this is a great use of this existing building, is the enclosure of the drive-thru enough space of 700 sq. feet. Would you want to make that bigger?

Mr. Dwulit – that should be good enough, bigger would be better, but 700 is a good size. DCFS will allow a maximum classroom size of 700 sq. feet.

Commissioner Sigalos – was in favor of the project moving forward.

Commissioner Jensen – is also in favor of the project.

Commissioner Green – you will have enough parking and can circulate the pick-up and drop off. Good project. Three thumbs up, go ahead and move forward. Is there a neighborhood meeting set up?

Mr. Dwulit – yes, we will set that up as part of the Plan Commission process.

Public Comment

Mr. Moens – encouraged the petitioner to have bike racks at the daycare.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Kendra Maher, Recorder

**Tots Land Inc.**
Pre-School & Kindergarten
7460 W Addison St , Chicago IL 60634 • 2635 - 2641 N Harlem Ave , Chicago, IL 60707
1080 W Lake St Roselle IL 60172
773-827-1485 • totsland@gmail.com • www.totslandchicago.com

REVISED 5/31/2024

**Village of Arlington Heights**

**Business Operations Details / proposed Day Care Center located at 1007 W Euclid Ave, Arlington Heights IL**

I am writing this letter to propose development of a new Day Care Center, located at: 1007 W Euclid Ave in Arlington Heights IL . The nature of the proposed development is to open a 4th location for Tots Land Inc. in the building previously occupied by BMO Harris Bank. Tots Land is a small family-owned business providing childcare services in Chicago and suburbs since 2009 when we open our first location (7460 W Addison St.), following by second one in 2013 (2639 & 41 N Harlem Ave) and expanded in 2015 (2637 N Harlem Ave) and 2017 (2635 N Harlem Ave). In 2023 we opened our newest location in Roselle IL located at 1080 W Lake St. Currently we provide our services for over 250 families every year. We hope that soon we will be able to provide our services to Arlington Heights residents. What make us different from others is our bi-lingual program in English and Polish. Upon graduation Tots Land students speak two languages which is a huge benefit for their development. As a bilingual Polish – English program we can provide great opportunity for Polish speaking residents to enroll their children in program where children can learn polish language. This will also provide an opportunity for non-polish families to have their child learn an additional language. Studies show that when children learn a second language, there is a boost to cognitive growth, creativity and critical thinking skills. Bilingual children also tend to be more empathetic and open-minded to other cultures. Experts believe that the preschool years are the best time to learn a second language. During the first five years of a child's development the ability of the brain to learn language is unmatched compared to any later stage. Children can achieve native or near-native pronunciation, because the brain hasn't learned to ignore the sounds of foreign languages and is better able to mimic new sounds. This window of opportunity narrows once the child reaches adolescence. Polish is the third most popular language in the Chicago metropolitan area and the Polish community is estimated at around 800,000. According to data from Polish American Association Polish community in Arlington Heights reach around 10,000 residents.

We will provide day care services to children ages (1) one through (5) five. We will operate every weekday from 7 am to 6 pm, the maximum number of children for this use will be ninety-one (91)
The number and ages of the children are as follows:
classroom 1 twenty (20) 3-4 years old + two (2) teachers
classroom 2 twenty (20) 4-5 years old + two (2) teachers
classroom 3 sixteen (16) 2-3 years old + two (2) teachers
classroom 4 twenty (20) 3-4 years old + two (2) teachers
classroom 5 fifteen (15) Toddlers 15m- 2yr. + three (3) teachers

Maximum number of staff at one shift at the same time will be (13) thirteen
(11) teachers
(1) director
(1) cook

We will be closed on 8 major Holidays and we have no intentions to ever extend our hours of operations or operate on weekends.

We plan to convert the existing drive thru area into additional indoor playroom - about 732 sq. ft. Suitable for all age groups.

We plan to remodel and change the existing floor plan to allow day care center operations. All work will be done with all required permits and by licensed contractors and architects.

We plan to create TWO (2) outdoor playgrounds on the WEST & SOUTH side of the building. OUTDOOR PLAYGROUND 1 – Designed for children aged 1-3 years. Maximum capacity at one time: 20 children + 2 teachers. OUTDOOR PLAYGROUND 2 – Designed for children aged 3-6 years. Maximum capacity at one time: 20 children + 2 teachers. Outdoor playgrounds will be used Monday – Friday 9:00am – 12:00pm and 3:00pm – 5:00pm. Playgrounds will be screened from neighboring properties with 6ft tall Privacy Fence and densely planted Thuja Emerald Green (sound barrier). The playground surface will be covered with rubber playground tiles (Jamboree – Designer Series) in Red, Blue, and Green. Four (4) small size (max 8ft tall) playground structures will be installed.

WE KINDLY ASK TO GRANT US A VARIANCE FOR SETBACKS OF THE PLAYGROUND STRUCTURES. (Playground structures – please see attached “Playground Equipment Specs.pdf” will be installed on the west side yard with minimum distance to neighboring property 21 feet. The location of the structures is visible on the attached: “Preliminary Plans & Drawnings 18x24.pdf” We motivate our request by the fact that variance requested is the minimum variance necessary to allow reasonable use of the property. Refusal of the setback variance will result in day care center operations not being possible. A day care center must have outdoor playgrounds to meet the requirements and provide children with appropriate conditions for their development. At the same time, we would like to point out that the building located at 1007 W Euclid Ave is built on a corner lot and practically speaking does not have a back yard that we could use for a playground. Please consider our request positively

Existing Parking lot with 38 parking spaces on the NORTH side of the building will be used for day care operations and employee parking.

Elevation/Exterior of the building will remain as it is. We do not intend any changes to the exterior of the building. All exterior colors will remain unchanged. Playroom addition will be matching exterior style of existing building ( red brick , white siding , brown roof , white gutters, white windows) The building will be kept in good technical condition, with maintenance work carried out when needed.

Green areas will be maintained unchanged with lots of new landscaping added. With a lot of lawns, shrubs, and flowers to meet all landscaping requirements. Additionally, we will plant Thuja Emerald green densely on the West and South border of the property ( sound barrier). Everything will be kept in order by a professional landscaping company.

A new commercial kitchen will be used to prepare fresh meals every day, from scratch by a full-time cook.

A State of Illinois DCFS , Cook County Health Department licenses and Village of Arlington Heights business licenses will be required for our operations.

Sincerely,

Damian Dwulit

Co-owner and Secretary of Tots Land Inc

## LEGEND OF SYMBOLS & ABBREVIATIONS

| | | | |
|---|---|---|---|
| Power Pole | —□— Stockade Fence | N. | North |
| Light Pole | —x— Chain Link Fence | S. | South |
| Transformer | Guard Rail | E. | East |
| Utility Pedestal | Auto Sprinkler | W. | West |
| Gas Valve | Flared End Section | ° | Degrees |
| Water Valve | Found Iron Rod | ' | Feet or Minutes |
| B-Box | Found Iron Pipe | " | Inches or Seconds |
| Manhole | Monitoring Well | Sq. | Square |
| Catch Basin | Parking Stop | Ft. | Feet |
| Fire Hydrant | Bollard | Vol. | Volume |
| Electric Meter | Soil Boring Location | Pg. | Page |
| Gas Meter | Concrete | Calc. | Calculated |
| Ground Light | Buried Utilities | Rec. | Record |
| Air Condition | — T — Telephone | Meas. | Measured |
| Traffic Signal | — G — Gas | ROW | Right of Way |
| Sign | — E — Electric | CL | Centerline |
| Flag Pole | OHW Overhead Wires | P.U.E | Public Utility Easement |
| —ST— Storm Sewer | —SAN— Sanitary Sewer | (S) | Survey Bearing |

## ITEMS CORRESPONDING TO SCHEDULE B-II

THERE ARE NO SURVEY RELATED ITEMS TO REFERENCE.

## ZONING INFORMATION

The surveyor was provided with the following zoning information by the insurer pursuant to Table A item 6b. CBRE Zoning PC60827796-105 dated September 9, 2016.

Existing Zoning - (B-1) Limited Retail District, with a 1.5 (FAR) Floor Area Ratio.

Setbacks - Front - None required; 25' when adjacent to a residential district. Side - None required; shall match adjoining property's side yard requirement when said property is in a residential district. Rear - None required; 20' in depth when adjacent to a residential district.

Required Parking - 17 spaces, including 2 handicapped accessible spaces.

Maximum Building Height - None.

Minimum Lot Size - N/A.

| EXISTING PARKING SPACE TABLE | |
|---|---|
| TYPE OF SPACE | TOTAL EXISTING |
| REGULAR | 30 |
| HANDICAP | 2 |
| TOTAL | 32 |

## MISCELLANEOUS NOTES

MN1 ALL FIELD MEASUREMENTS MATCH RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/NSPS SPECIFICATIONS.

MN2 ALL STREETS SHOWN ARE PUBLIC RIGHT OF WAY, UNLESS OTHERWISE NOTED.

MN3 ASSUMED BEARING: THE SOUTH RIGHT OF WAY LINE OF W EUCLID AVENUE TO BE NORTH 89 DEGREES 47 MINUTES 32 SECONDS EAST.

MN4 AT THE TIME OF THIS SURVEY THERE IS NO RECORD OR OBSERVED EVIDENCE OF A CEMETERY OR BURIAL GROUND.

MN5 AT THE TIME OF THIS SURVEY, THE ADDRESS WAS POSTED AS 1007 W EUCLID AVENUE.

MN6 THE SUBJECT PROPERTY HAS ACCESS TO AND FROM W EUCLID AVENUE AND N KENNICOTT WHICH ARE GOVERNED BY THE VILLAGE OF ARLINGTON HEIGHTS.

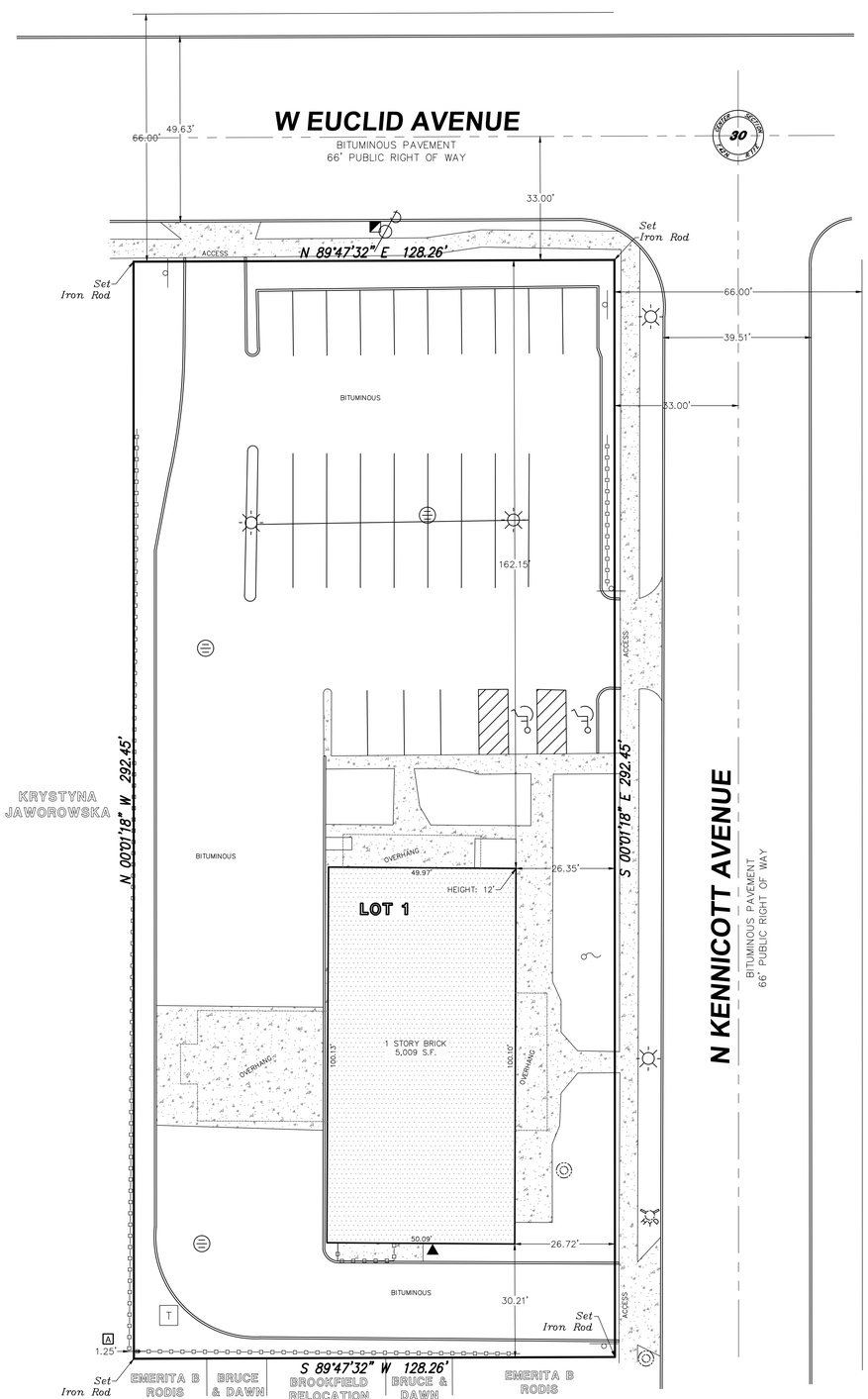
MN7 IN REGARDS TO TABLE "A" ITEM 16, AT THE TIME OF THIS SURVEY, THERE WAS NO VISIBLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

MN8 IN REGARDS TO TABLE "A" ITEM 17, AT THE TIME OF THIS SURVEY, THERE WAS NO RECENT STREET OR SIDEWALK CONSTRUCTION OR PROPOSED RIGHT OF WAY CHANGES PROVIDED.

MN9 IN REGARDS TO TABLE "A" ITEM 18, AT THE TIME OF THE SURVEY, THERE WAS NO STAKED WETLAND DELINEATION TO REFERENCE ON THIS SURVEY.

## FLOOD NOTE:

*BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE(S) X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL No. 17031C0203J, WHICH BEARS AN EFFECTIVE DATE OF 8/19/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA, BY CONTACT DATED 06/30/2016 TO THE NATIONAL FLOOD INSURANCE PROGRAM http://www.fema.gov/ WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.*

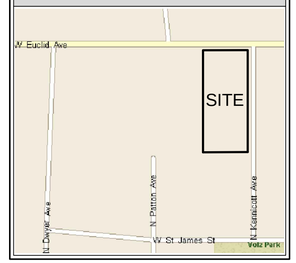



*AREA: 37,510.87 SF± OR 0.86 ACRES±*

SCALE : 1" = 20'

0' 10' 20' 40'

## VICINITY MAP - NOT TO SCALE




## SIGNIFICANT OBSERVATIONS

A WOOD FENCE LIES WEST OF THE PROPERTY LINE.

THE USE OF THIS DOCUMENT'S FORMAT IS STRICTLY PROHIBITED AND CONTINGENT UPON THE WRITTEN CONSENT AND PERMISSION OF BOCK & CLARK CORP.
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## RECORD DESCRIPTION

THAT PART OF THE NORTH 330 FEET OF LOT 1, EXCEPT THE WEST 482.0 FEET THEREOF, WHICH LIES WEST OF THE WEST LINE OF KENNICOTT AVENUE, BEING A LINE 33.0 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE SOUTHWEST 1/4 OF SECTION 30 AND WHICH LIES SOUTH OF THE SOUTH LINE OF EUCLID AVENUE, BEING A LINE 33.0 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST 1/4 IN HOELZ ADDITION TO ARLINGTON HEIGHTS, IN THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 1401 008980798 D2, DATED SEPTEMBER 9, 2016.

## AS-SURVEYED DESCRIPTION

THAT PART OF LOT 1 IN BLOCK 1, IN HOELZ ADDITION TO ARLINGTON HEIGHTS, IN THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BEING FURTHER DESCRIBED AS:

BEGINNING AT A POINT 33 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE SOUTHWEST 1/4 OF SECTION 30 AND 33 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 00 DEGREES 01 MINUTES 18 SECONDS EAST ALONG THE WEST RIGHT-OF-WAY LINE OF N KENNICOTTE AVENUE, 292.45 FEET; THENCE SOUTH 89 DEGREES 47 MINUTES 32 SECONDS WEST ALONG THE NORTH LINE OF BRITATTA, MARTELL AND TUTERA RESUBDIVISION OF LOTS 1, 2, 3 AND 4 IN FASSETT'S ARLINGTON PARK, 128.26 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 18 SECONDS WEST 292.45 FEET TO SAID SOUTH RIGHT-OF-WAY LINE; THENCE NORTH 89 DEGREES 47 MINUTES 32 SECONDS EAST ALONG SAID LINE, 128.26 FEET TO SAID POINT OF BEGINNING.

THIS AS-SURVEYED DESCRIPTION WAS PREPARED FOR REFERENCE ONLY AND NOT INTENDED TO REPLACE OR SUPPLEMENT THE RECORDED DESCRIPTION REFERENCED IN THE TITLE COMMITMENT ABOVE.THE PROPERTY DESCRIBED IS THE SAME PROPERTY AS DESCRIBED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 1401 008980798 D2, DATED SEPTEMBER 9, 2016.

# ALTA/NSPS LAND TITLE SURVEY

## BMO Portfolio Project

**B&C Project No. 201601933, 00108**

**1007 West Euclid Avenue, Arlington Heights, IL**

Based on Chicago Title Insurance Company Commitment
No. 1401 008980798 D2
bearing an effective date of September 9, 2016.

**Surveyor's Certification**

To: MDC Box I, LLC, a Delaware limited liability company; Chicago Title Insurance Company and Bock & Clark Corporation.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 13, 14, 16, 17, 18 and 20 of Table A thereof. The field work was completed on June 21, 2016.

**James L. Harpole**
**Illinois Professional Land Surveyor No. 3190**
**In the State of Illinois, Expires 11-30-2018**

STATE OF ILLINOIS · JAMES L. HARPOLE · 035-3190 · PLAINFIELD, IL · PROFESSIONAL LAND SURVEYOR

SURVEY PERFORMED BY:
JLH LAND SURVEYING INC.
7222 COURTWRIGHT DRIVE
PLAINFIELD, IL 60586
PHONE: 815-729-4000
WWW.JLHSURVEY.COM

## PROJECT REVISION RECORD

| DATE | DESCRIPTION | DATE | DESCRIPTION |
|---|---|---|---|
| 07/06/2016 | FIRST DRAFT | 10/31/2016 | ASSURANCE NOTE |
| 07/14/2016 | NETWORK COMMENTS | | |
| 10/05/2016 | COMMENTS & ZONING | | |
| FIELD WORK: RH & SM | DRAFTED: JG | CHECKED BY: JLH | FB & PG: N/A |

SHEET 1 OF 1

Bock & Clark
SURVEY • ZONING
ENVIRONMENTAL • ASSESSMENT

**National Coordinators**
**1-(800)-SURVEYS (787-8397)**
Bock & Clark Corporation
3550 W. Market Street, Suite 200, Akron, Ohio 44333
**maywehelpyou@bockandclark.com**
**www.bockandclark.com**

T:\SDSK\CPROJ\16-200-177.108\dwg\16-200-177.108.dwg, 11/17/2016 10:35:29 AM,

**Tots Land Inc.**
Day Care Center
7460 W Addison St , Chicago IL 60634 • 2635 - 2641 N Harlem Ave , Chicago, IL 60707
1080 W Lake St Roselle IL 60172
773-827-1485 • totsland@gmail.com • www.totslandchicago.com

Chicago 3/28/2024

**Village of Arlington Heights**

**Response Letter – Special Use Permit (General Comments)**
**proposed Day Care Center**
**located at 1007 W Euclid Ave, Arlington Heights IL**

1. Special use is deemed necessary for the public convenience at this location.

   After market analysis we strongly believe that the proposed Tots Land - Day Care Center will add valuable service to the surrounding community. The proposed location increases the possibility of access to high quality childcare services at an affordable cost for Arlington Hts. residents. With the constantly rising costs of childcare, an additional day care center will increase competition and facilitate access to services for families living in the area. Increased competition always brings benefits for customers - an increase in the quality of services and a decrease in price. Location of the property will make access to childcare easier for residents of South-West Arlington Hts. With not many facilities located in this area. Most childcare providers in Village of Arlington Hts. are located in the north and center of the village. The reduced commute time will make access easier, make drop off and pickup more efficient for families and will also result in less traffic as families from the southwest will no longer have to cross the village center. As a bilingual Polish – English program we can provide great opportunity for Polish speaking residents to enroll their children in program where children can learn polish language. This will also provide an opportunity for non-polish families to have their child learn an additional language. Studies show that when children learn a second language, there is a boost to cognitive growth, creativity and critical thinking skills. Bilingual children also tend to be more empathetic and open-minded to other cultures. Experts believe that the preschool years are the best time to learn a second language. During the first five years of a child's development the ability of the brain to learn language is unmatched compared to any later stage. Children can achieve native or near-native pronunciation, because the brain hasn't learned to ignore the sounds of foreign languages and is better able to mimic new sounds. This window of opportunity narrows once the child reaches adolescence. Polish is the third most popular language in the Chicago

metropolitan area and the Polish community is estimated at around 800,000. According to data from Polish American Association Polish community in Arlington Heights reach around 10,000 residents. Our project will also create around 13-15 new job openings within the area.

2. This project 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.

   Day care service is designed to serve public needs and promote safety matters, morals, and ethics. Our operation is limited to 7:00am – 6:pm Monday-Friday and closed for 8 major holidays per year. There will be no service provided at weekends. We believe that our operation hours will not disturb surrounding neighbors. Our outdoor playground will be fenced with 6ft tall privacy fence, and new evergreens will be planted to create additional sound barriers. Moreover, at one time only one group of children, no more than 20, could use the one outdoor playground. As for our prospective employees it is required by state of Illinois to obtain background check for each individual working at Tots Land. People working in our operation need to be free of criminal records, responsible and with high moral and ethical values. Customers for our business are families with children. This group of customers does not create the risk of crimes or detrimental actions that might involve surrounding residents. Day care centers are facilities closely supervised by local and state authorities. Among other things, we are subject to regular inspections by the State of Illinois DCFS, Illinois State Board of Education, State of Illinois Fire Marshal, Cook County Health Department, and local Fire and Building Inspections. This guarantees that the highest standards will be observed in our facility.

3. 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.

   Tots Land INC declare obligation to comply with all regulations, requirements, permits and license required to obtain and retain special use permit for child care services at proposed location 1007 W Euclid Ave, Arlington Heights.

Sincerely,

Damian Dwulit

Co-owner and Secretary of Tots Land Inc

**Tots Land Inc.**
Day Care Center
7460 W Addison St , Chicago IL 60634 • 2635 - 2641 N Harlem Ave , Chicago, IL 60707
1080 W Lake St Roselle IL 60172
773-827-1485 • totsland@gmail.com • www.totslandchicago.com

Chicago 3/28/2024

**Village of Arlington Heights**

**Market Analysis**
**proposed Day Care Center**
**located at 1007 W Euclid Ave, Arlington Heights IL**

1. **Service description.**

   Tots Land INC propose to open fourth location
   at 1007 W Euclid Ave, Arlington Heights.

Tots Land INC has been providing high quality childcare for children age 15 months to 5 years old since 2009. Currently we have 3 locations:
7460 W Addison St, Chicago IL 60634, enrollment capacity 48,
2635-2641 N Harlem Ave, Chicago IL 60707 enrollment capacity 108,
1080 W Lake St, Roselle IL 60172 enrollment capacity 124.
We are open 7:00am-6:00pm Monday to Friday. We are closed only 8 days per year for major holidays. All together we provide childcare for 280 families. As a bilingual Polish – English program we attract families who use the opportunity for their children to learn another language. Our daily curriculum activities promote and stimulate children development in all crucial areas:

- Fine motor skills, such as drawing, writing, and painting.
- Gross motor skills, for example crawling, climbing, jumping, and running.
- Speech and language skills.
- Cognitive and intellectual skills, such as problem-solving skills, counting, identifying shapes.
- Social and emotional skills, such as playing and cooperating with other kids, controlling emotions, self-awareness.

In addition, our program is enriched in additional activities like music lessons, dance classes and acting classes where children prepare two shows every year where parents are invited.

Our centers provide a safe and nurturing environment for children. All our centers are equipped with 4K High resolution video monitoring and our DVR holds about 10 days o recording for safety. We also provide mobile application for parents where daily activities reports are created, parents receive photos and videos daily, weekly menu plans , and a monthly curriculum.

Each of our locations is equipped with a commercial kitchen where we prepare fresh and healthy food made every day from scratch. We serve three meals each day and our menu are in compliance with Illinois Board of Education Food and Nutrition Program.

We want to bring the same standards to the village of Arlington Hts. for the proposed location: 1007 W Euclid Ave

2. **Market Segmentation.**

Tots Land INC is focused on families with children aged 15 months to 5 years who are looking for high quality childcare but yet at an affordable price. Our main customers group and middle-class families. Except of high-quality service, we also help and advise families that qualify for financial aid from the state, know as Illinois Action for Children. That allows families with lower income to afford high quality childcare.

3. **Market Needs and Trends.**

The childcare market is a growing sector. There are multiple factors that contribute to that trend:

- Growing number of working parents: as more families find themselves in dual-income situations, there is a grater need for child day care services as parents look for dependable care while they are at work.
- Growing understanding of importance of early childhood education: As early childhood education and development become more important, parents are enrolling their kids in childcare facilities the provide educational activities and programs.
- Urbanization and changing lifestyle: As parents look for help with childcare, the demand for child day care services is fueled by urbanization and changing lifestyles, which are defined by hectic schedules and the need for convenience.

- Women's workforce participation: The demand for daycare services is driven by the growing number of women entering the workforce and the need for dependable childcare options.
- Technological developments in childcare: The effectiveness and allure of daycare services are improved by technological advances such as electronic payment system, security features, and smartphone apps that facilitate contact between parents and daycare providers.
- Changing demographics: As a results of changing in family models, long distance between family members housing, makes grandparents or other family members unable to care for children that lead to increase in demand for daycare services.

Based on 2023 Report on Child Care in Cook County conducted by Illinois Action for Children in North and Northwest Suburban part of Cook County is 145,476 children in potential need of child care with both parents working. That includes children from birth to age 12. With total of 30,428 available slots in formal child care settings.

| | Formal Child Care Slots | | | | | | Children potentially in need of child care | | |
|---|---|---|---|---|---|---|---|---|---|
| | Full – day licensed center slots | Full – day license exempt center slots | School age only program slots | Licensed home slots | Licensed home extended care school age slots | Total slots | Total Children birth to 12 | Children birth to 12 with all parents working | Slots as a percent of children with all parents working |
| Nort and Northwest Suburban Cook | 21,869 | 1,585 | 5,684 | 1,123 | 167 | 30,428 | 209,004 | 145,476 | 21% |

Based on Census information for Arlington Heights as of report from 2020 there is population of 77,676 and 6,7% are persons under age of 5. There are about 4,738 children from birth to age five residing within Arlington Heights limits.

4. **Main Competitors.**

- Christian Pre-K Prep 308
  N Evergreen Ave, Arlington Heights.
  Hours of operation 9:00am – 2:30pm Monday to Friday

- Shepards Floch Child Care & Preschool
  800 W Oakton St, Arlington Heights
  Hours of operation 7:00am – 6:00pm Monday to Friday

- Parents Day Out
  302 N Dunton Ave, Arlington Heights
  Hours of operation 9:am-1:30pm Monday to Friday

- Kensington School of Arlington Heights
  840 E Kensington Rd, Arlington Heights
  Hours of operation 7:00am – 6:00pm Monday to Friday

- A Mother's Touch
  125 N Dryden Pl, Arlington Heights
  Hours of operation 7:00am – 5:30pm

- First United Methodist Preschool
  1903 E Euclid Ave, Arlington
  Hours of operation 9:00am – 1:00pm Monday to Friday

- Busy Bees Montessori School Arlington Heights
  1225 E Davis St, Arlington Heights
  Hours of operation 7:30am – 5:30pm Monday to Friday

- North Arlington Heights Kinder Care
  1320 N Arlington Heights, Arlington Heights
  Hours of operation 7:00am – 6:00pm Monday to Friday

- The Goddard School of Arlington Heights
  1316 N Arlington Heights Rd, Arlington Heights
  Hours of operation 7:30am – 5:30pm Monday to Friday

- St. Peter Lutheran Church & School
  111 W Olive St, Arlington Heights

Hours of operation 7:30am – 3:30pm

Above are listed competitors that are within two miles distance of our proposed daycare location. Four out of ten listed competitors are Christian oriented programs. Four out of ten competitors have limited hours of operation. Four out of ten are part of big chain or franchise operation, known of high tuition cost.

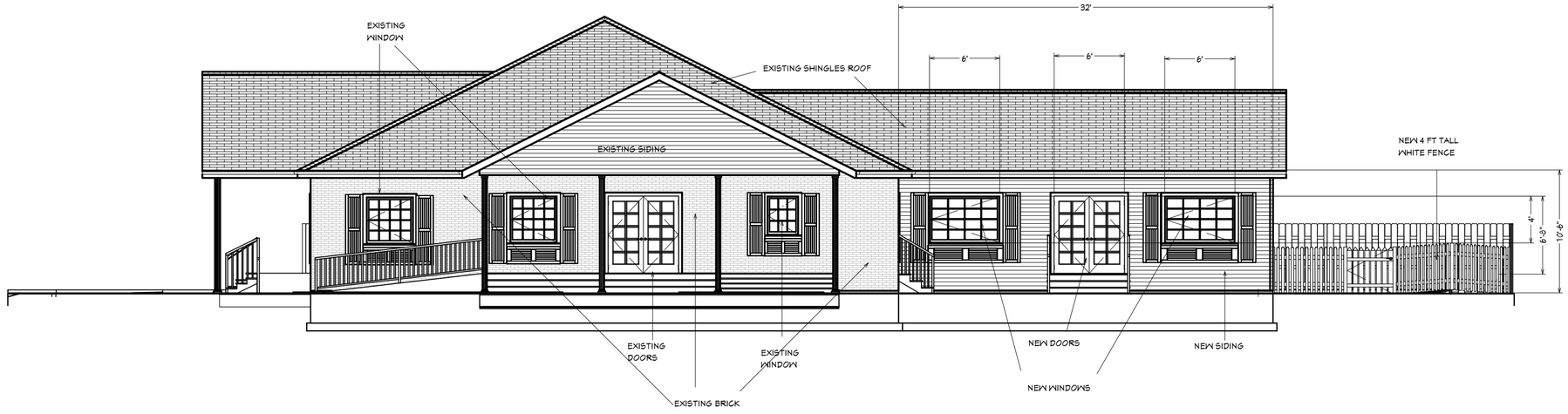
5. **Competitive edge.**

We feel very confident about our idea of bringing our brand childcare to Arlington Heights. During years in operation providing services for families from north and northwest suburbs we heard a lot about the lack of quality childcare in reasonable prices in this area. Very often, parents decide to travel with their children to the vicinity of their places of employment in order to find childcare that meets their expectations and which they can afford. We have 15 years of experience in providing high quality childcare and we have a good reputation among our customers. Knowing the market from the perspective of our business we are sure that the location in Arlington Heights will well serve surrounding families and provide needed service in best quality. As a family own business, we pay a lot of attention in creating healthy and friendly work environment for our employees. Also, we manage our operation to maintain our budget in effective way which result in paying satisficing salaries with reasonable service cost that is still in high quality.

Sincerely,

Damian Dwulit

Co-owner and Secretary of Tots Land Inc




Elevation 1

ELEVATION NORTH
REVISED 5/31/2024

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SHEET TITLE:
ELEVATION NORTH

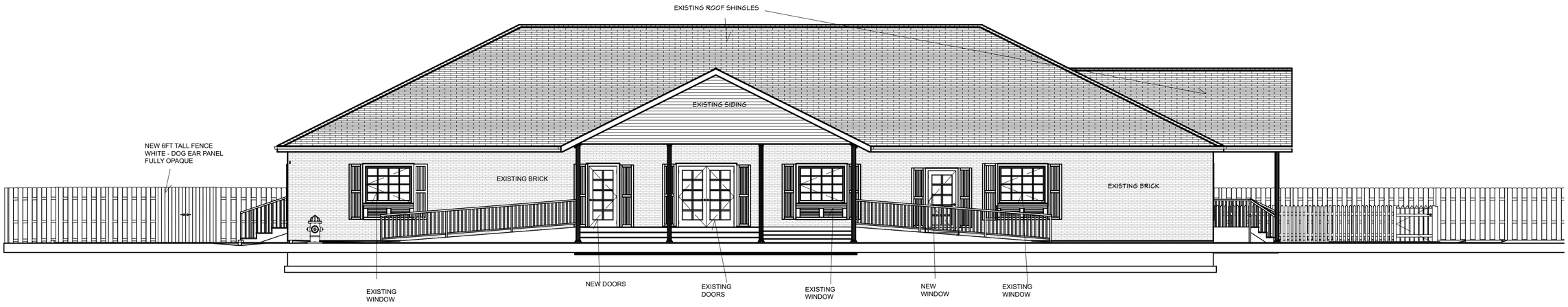
PROJECT DESCRIPTION:
1007 W EUCLID AVE
ARLINGTON HTS. IL

DRAWINGS PROVIDED BY:
DAMIAN DWULIT

DATE:
5/31/2024

SCALE:
1/8" = 1 foot

SHEET:
**A-1**




Elevation 2

ELEVATION EAST
REVISED 5/31/2024

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SHEET TITLE:
ELEVATION
EAST

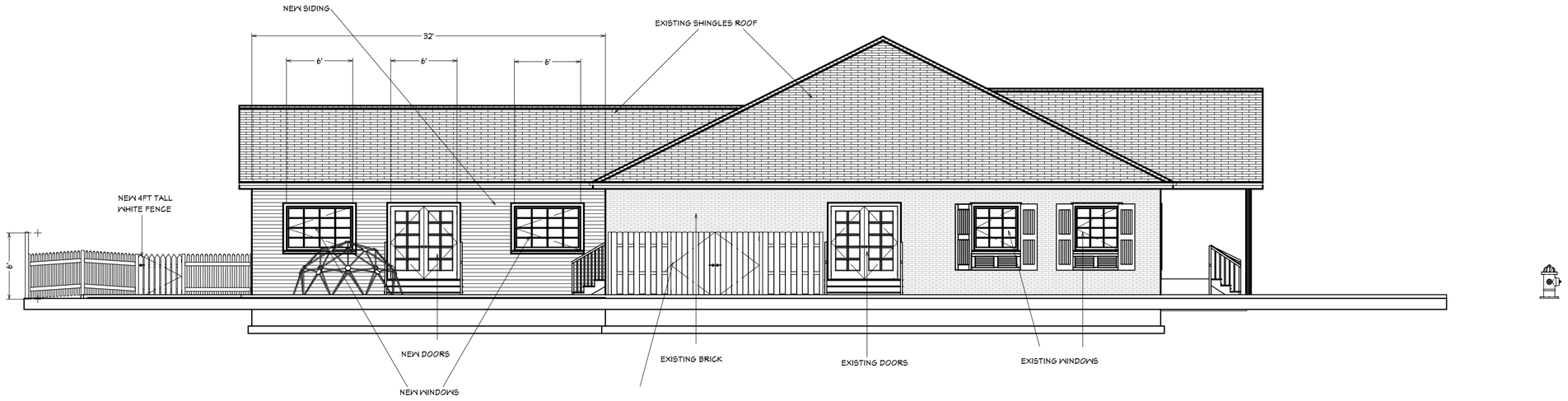
PROJECT DESCRIPTION:
1007 W EUCLID AVE
ARLINGTON HTS. IL

DRAWINGS PROVIDED BY:
DAMIAN DWULIT

DATE:
5/31/2024

SCALE:
1/8" = 1 foot

SHEET:
A-1




EXISTING TRASH ENCLOSURE

Elevation 3
ELEVATION SOUTH
REVISED 5/31/2024

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SHEET TITLE:
ELEVATION
SOUTH

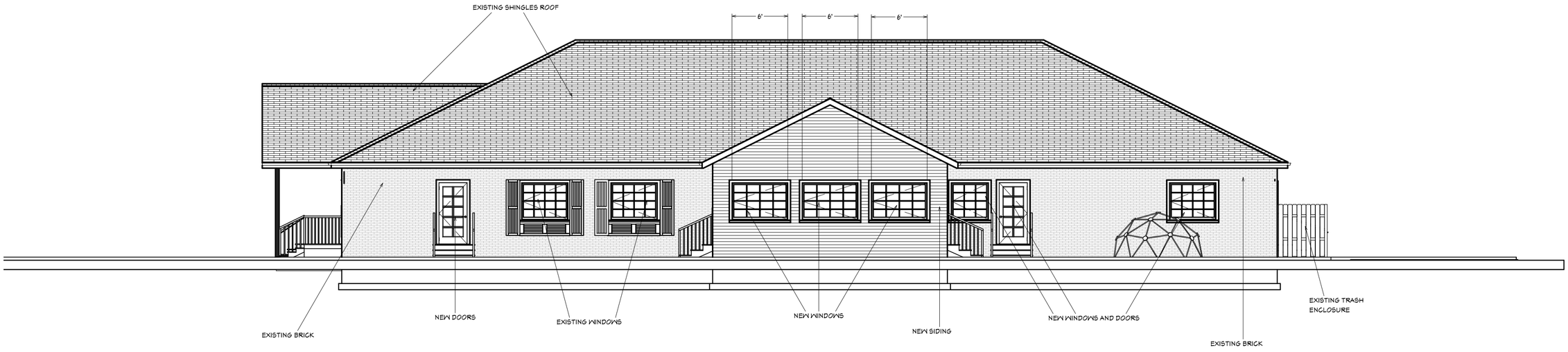
PROJECT DESCRIPTION:
1007 W EUCLID AVE
ARLINGTON HTS. IL

DRAWINGS PROVIDED BY:
DAMIAN DWULIT

DATE:
5/31/2024

SCALE:
1/8" = 1 foot

SHEET:
**A-1**




Elevation 4

ELEVATION SOUTH
REVISED 5/31/2024

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SHEET TITLE:
ELEVATION
WEST

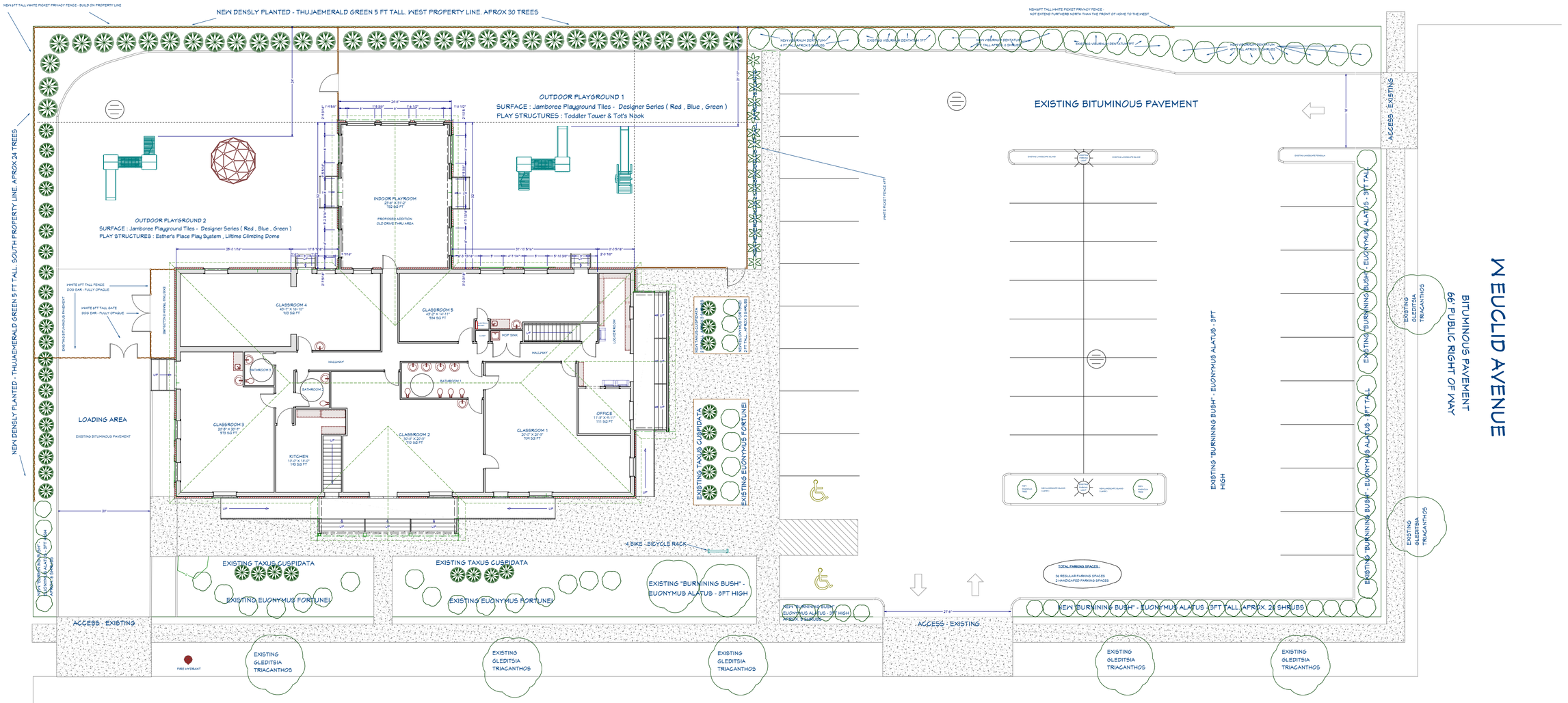
PROJECT DESCRIPTION:
1007 W EUCLID AVE
ARLINGTON HTS. IL

DRAWINGS PROVIDED BY:
DAMIAN DWULIT

DATE:
5/31/2024

SCALE:
1/8" = 1 foot

SHEET:
**A-1**




REVISED 5/31/2024

1st Floor

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SHEET TITLE: FULL SITE PLAN

PROJECT DESCRIPTION: 1007 W EUCLID AVE ARLINGTON HTS. IL

DRAWINGS PROVIDED BY: DAMIAN DWULIT

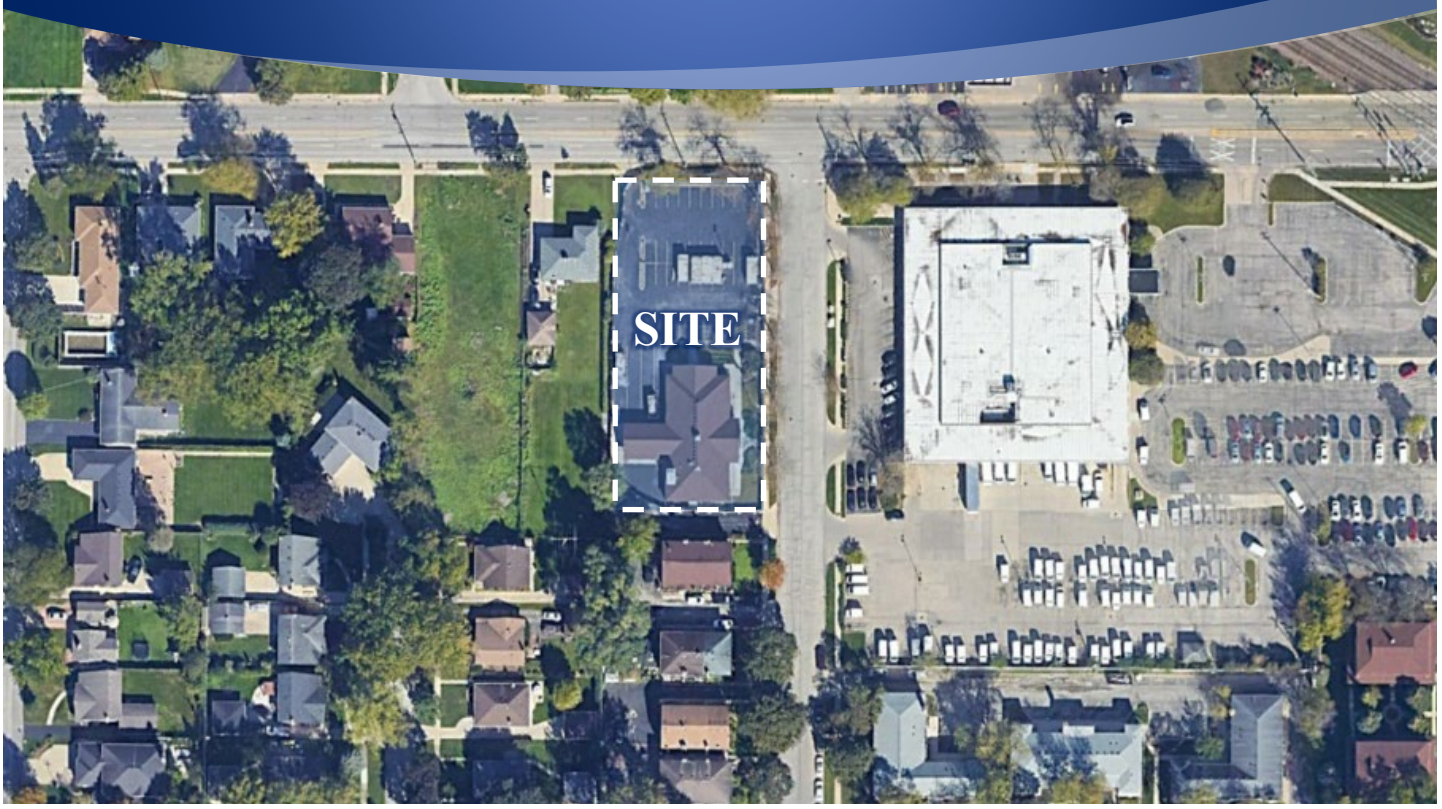
DATE: 5/31/2024

SCALE: 1/8" = 2 foot

SHEET: A-1

# Traffic Impact Study
# **Tots Land Day Care**

Arlington Heights, Illinois




Prepared For:

Tots Land

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

June 6, 2024

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for Tots Land, a proposed day care center to be located at 1007 West Euclid Avenue in Arlington Heights, Illinois. The site, which currently contains a vacant former bank building, is located in the southwest corner of the intersection of Euclid Avenue with Kennicott Avenue. As proposed, the building will be redeveloped into a day care center serving children ranging in age from one to five years of age. The existing drive-through area will be converted into an indoor playroom, thereby increasing the space of the building by approximately 732 square feet. The existing parking lot providing 37 parking spaces will be utilized for employee parking and child pick-up/drop-off activities. Access to the day care center will continue to be provided via the existing access drive off Euclid Avenue and the existing full-movement access drive off Kennicott Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed day care will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system and **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

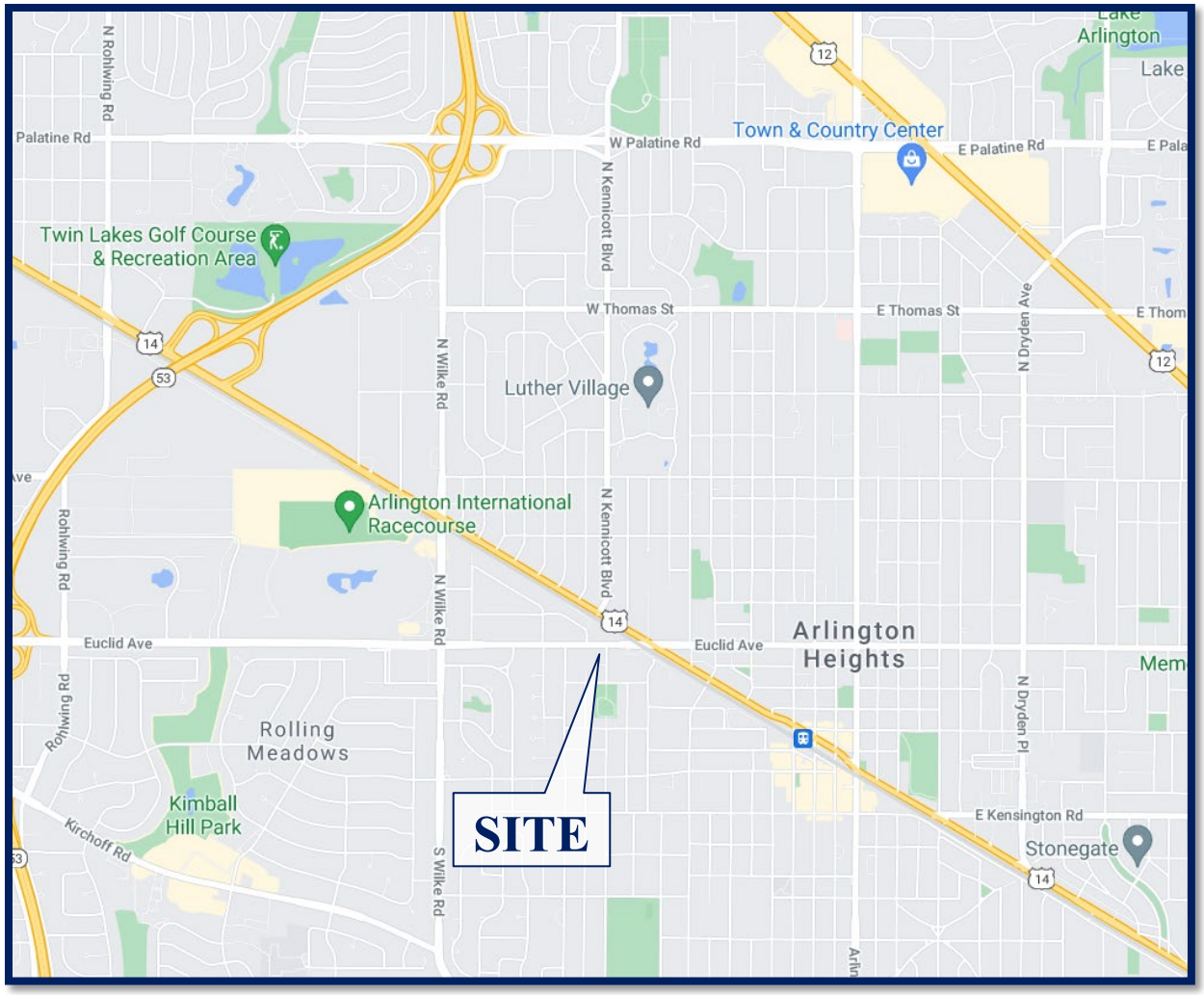
- Existing roadway conditions
- A description of the proposed day care facility
- Directional distribution of the day care traffic
- Vehicle trip generation for the day care
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes increased by an ambient area growth factor not attributable to any particular development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that includes the existing traffic volumes, ambient area growth, and increase in traffic estimated to be generated by the day care.




**Site Location** **Figure 1**



**Aerial View of Site** **Figure 2**

# 2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

## Site Location

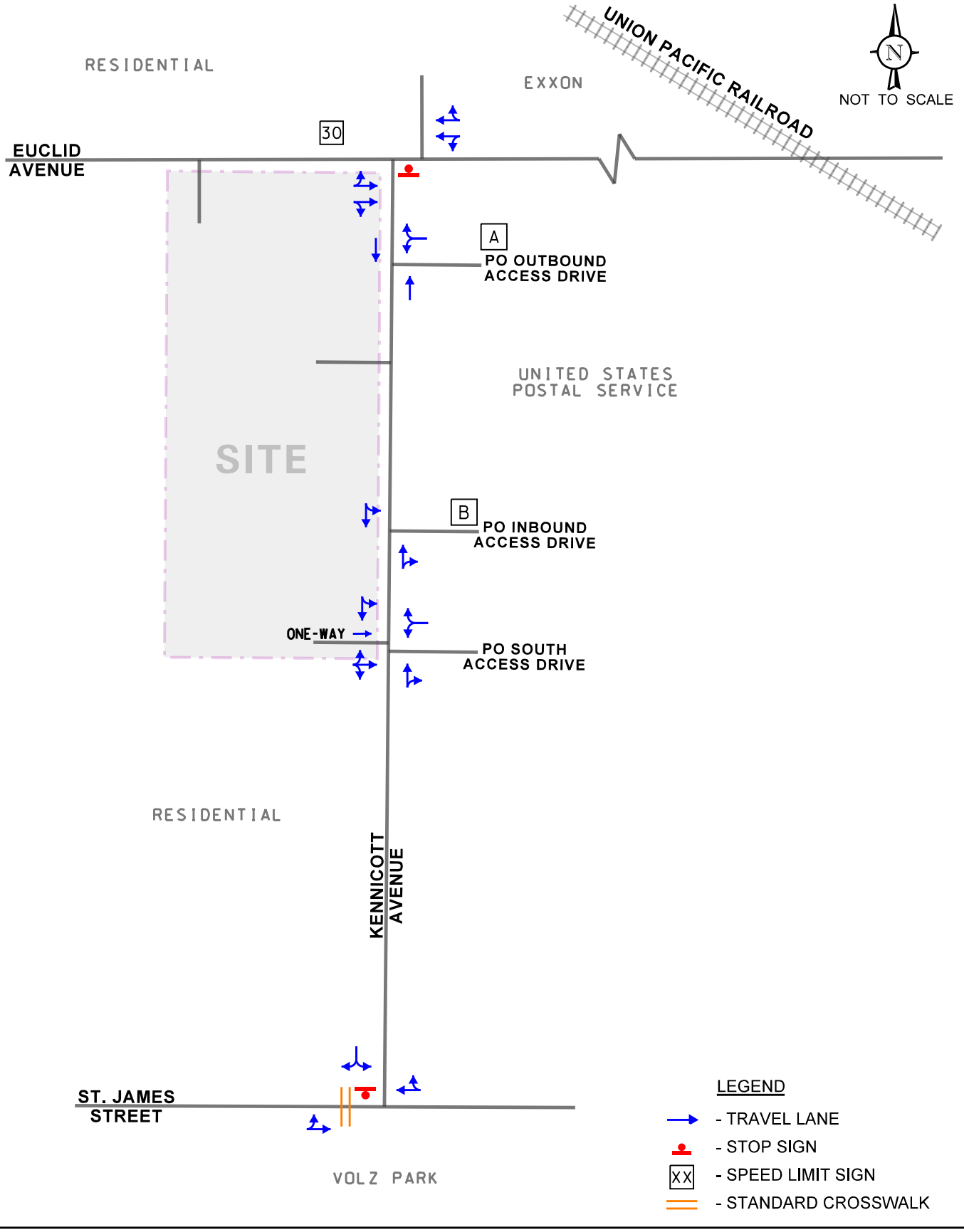
The site is located at 1007 West Euclid Avenue in Arlington Heights, Illinois, in the southwest corner of the intersection of Euclid Avenue with Kennicott Avenue. The site currently contains a vacant former bank building with a drive-through and a surface parking lot. Access to the site is currently provided via an inbound-only access drive off Euclid Avenue, a full-movement access drive off Kennicott Avenue, and an outbound-only access drive off Kennicott Avenue for the drive-through exit. The United States Postal Service Arlington Heights post office is located across Kennicott Avenue to the east. Volz Park is located one block south of the site. A fuel center is located northeast of the site. The remaining immediate area is primarily residential. It should be noted that the Union Pacific Railroad right-of-way is located approximately 500 feet east of Kennicott Avenue, where it has an at-grade crossing with Euclid Avenue. Paralleling the railroad right-of-way on the east side of the tracks is Northwest Highway (US 14), which has a signalized intersection with Euclid Avenue.

## Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed location of the day care are illustrated in **Figure 3** and described below.

*Euclid Avenue* is an east-west minor arterial roadway that provides two lanes in each direction in the vicinity of the site. At its unsignalized intersection with Kennicott Avenue, Euclid Avenue provides a combined left-turn/through lane and a combined through/right-turn lane on the eastbound and westbound approaches. Euclid Avenue carries an annual average daily traffic (AADT) volume of 13,400 vehicles (IDOT 2022), is under the jurisdiction of the Cook County Department of Transportation, and has a posted speed limit of 30 miles per hour.

*Kennicott Avenue* is a north-south local roadway that provides one lane in each direction. At its unsignalized intersection with Euclid Avenue, the north leg of the intersection is offset by approximately 35 feet and is an inbound-only access drive for a residential complex. Kennicott Avenue provides a combined left-turn/through/right-turn lane on the northbound approach that is under stop sign control. At its unsignalized T-intersection with St. James Street, Kennicott Avenue provides a combined left-turn/right-turn lane on the southbound approach that is under stop sign control. At each of the access drives off Kennicott Avenue that allow for inbound movements, Kennicott Avenue provides no separate turn lanes. Kennicott Avenue is under the jurisdiction of the Village of Arlington Heights.




Tots Land Daycare
Arlington Heights, Illinois

Existing Roadway Characteristics

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Job No: 24-121 Figure: 3

*St. James Street* is an east-west local roadway that provides one lane in each direction. At its unsignalized intersection with Kennicott Avenue, St. James Street provides a combined left-turn/through lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. A standard-style crosswalk is provided on the west leg of the intersection. St. James Street is under the jurisdiction of the Village of Arlington Heights and is designated as a bikeway.

## Existing Traffic Volumes

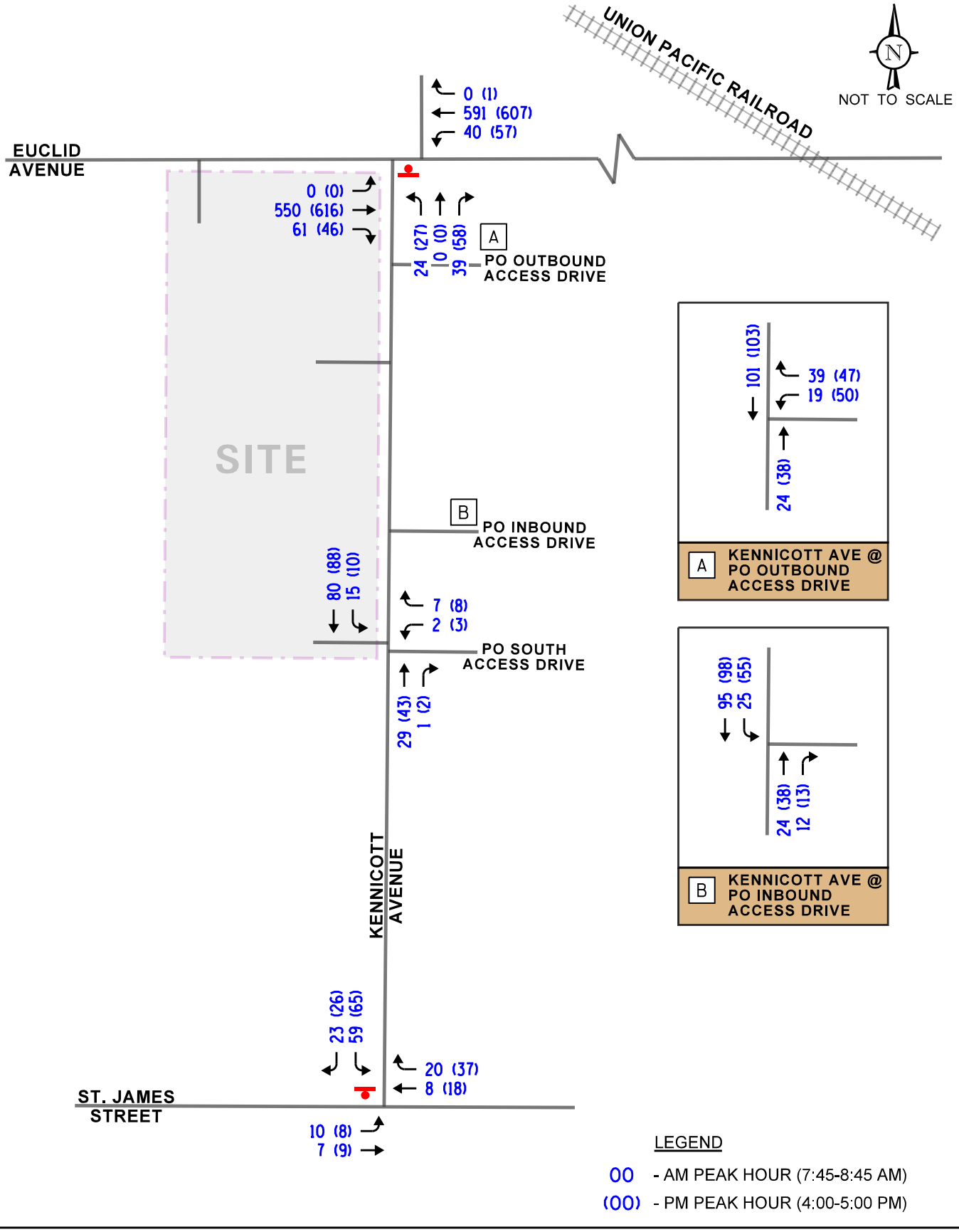
In order to determine current traffic conditions on the existing roadways, KLOA, Inc. conducted peak period traffic counts. The traffic counts were performed on Tuesday, May 28, 2024 during the weekday morning peak period (7:00 A.M. to 9:00 A.M.) and weekday evening peak period (4:00 P.M. to 6:00 P.M.) at the following intersections:

- Euclid Avenue with Kennicott Avenue
- Kennicott Avenue with St. James Street
- Kennicott Avenue with USPS Outbound Access Drive
- Kennicott Avenue with USPS Inbound Access Drive
- Kennicott Avenue with USPS South Access Drive

A review of the traffic count data indicated that the weekday morning peak hour of traffic generally occurs from 7:45 A.M. to 8:45 A.M. and the weekday evening peak hour of traffic generally occurs from 4:00 P.M. to 5:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. A copy of the traffic count summary sheets is included in the Appendix.

## Railroad Crossing

The Union Pacific Railroad right-of-way has an at-grade crossing approximately 500 feet east of Kennicott Avenue. This right-of way has three tracks, all of which are utilized by Metra commuter rail services as the Union Pacific-Northwest line. During the weekday morning and weekday evening peak hours, multiple trains traverse the railroad lines in both directions, resulting in traffic eastbound queues that extend past Kennicott Avenue. Approximately five trains utilize the crossing during the weekday morning peak hour and approximately four trains utilize the crossing during the weekday evening peak hour. Once the train event is over and eastbound through movements receive the green time at the signal at Northwest Highway, queues typically clear within one to two signal cycles.




Tots Land Daycare
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Existing Traffic Volumes

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## Crash Data Summary

KLOA, Inc. obtained crash data[1] from IDOT for the most recent available past five years (2018 to 2022) for the intersections of Kennicott Avenue with Euclid Avenue and St. James Street. The crash data for the intersections is summarized in **Tables 1** and **2**. A review of the crash data indicated that no fatal crashes occurred at the intersections during the review period.

Table 1
EUCLID AVENUE WITH KENNICOTT AVENUE – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |
| 2018 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| 2019 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **0** | **0** | **3** | **0** | **9** | **0** | **12** |
| **Average** | **0.0** | **0.0** | **0.0** | **<1.0** | **0.0** | **1.8** | **0.0** | **2.4** |

Table 2
ST. JAMES STREET WITH KENNICOTT AVENUE – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Angle | Head On | Object | Rear End | Sideswipe | Turning | Other | Total |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| **Average** | **<1.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **<1.0** |

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

# 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

## Proposed Operations of Day Care Center

As proposed, the day care center will occupy the existing vacant former bank building located on the site. The day care center is projected to maintain hours of operation of 7:00 A.M. to 6:00 P.M. The current building is 4,995 square feet and a 732 square foot addition is planned to be constructed to enclose the drive-through area, for a total building size of 5,727 square feet. The day care will have a maximum student capacity of approximately 91 children and will have up to 15 total staff members. The day care center will provide care and education for students aged one to five in five different classrooms and age categories.

Access to the day care center will continue to be provided via the existing access drive off Euclid Avenue and the existing full-movement access drive off Kennicott Avenue. The access drive off Euclid Avenue will become outbound right-turn only access as it is only approximately 15 feet wide. The full-movement access drive off Kennicott Avenue will continue to provide one inbound lane and one outbound lane and outbound movements will be under stop sign control.

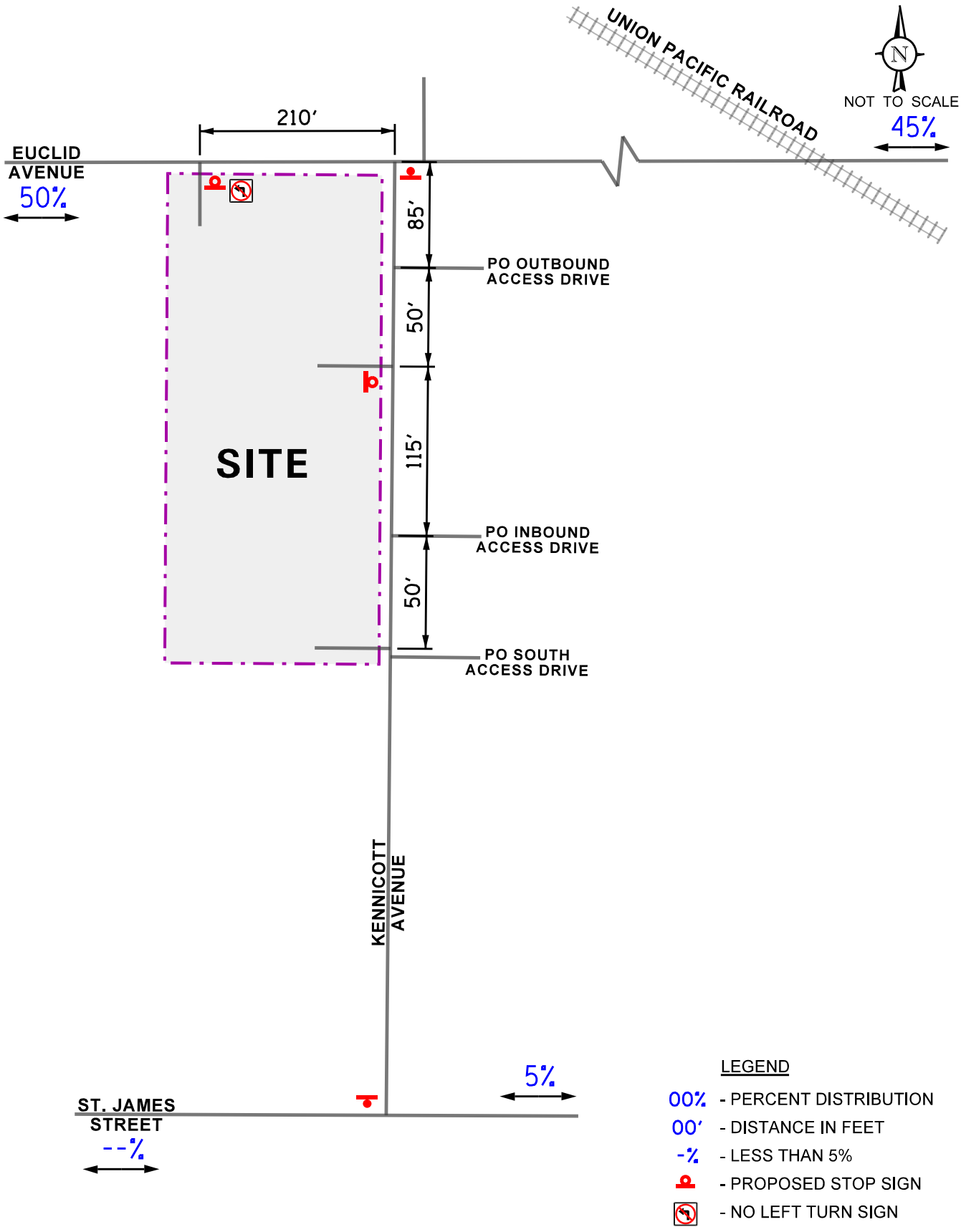
As previously mentioned, the former drive-through bay area will be enclosed to serve as an additional indoor playroom. The former drive-through pavement area outside of the drive through lanes will be converted into outdoor playgrounds. The drive-through exit curb cut will remain and serve as access to the proposed trash enclosure and loading zone to serve the site.

### Pick-Up/Drop-Off Operations

The proposed day care center children will be transported to the facility by their parents or other guardians, and most will arrive via personal vehicle. Per the operator, most children are dropped off between the hours of 8:00 A.M. and 9:00 A.M. and get picked up between the hours of 4:30 and 5:30 P.M.

## Directional Distribution of Site Traffic

The directional distribution of how traffic will approach and depart the proposed day care center was based on the existing travel patterns, the existing roadway characteristics, and the traffic controls surrounding the site. **Figure 5** illustrates the estimated directional distribution for the proposed day care center traffic.




Tots Land Daycare
Arlington Heights, Illinois

Directional Distribution

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Job No: 24-121 Figure: 5

## Site Traffic Generation

The estimate of traffic to be generated by the proposed day care center was based on trip generation information published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 11th Edition. As previously indicated, the approximately 5,727 square-foot day care center will serve a maximum of 91 children. **Table 3** summarizes the estimated peak hour trip generation based on both variables. As can be seen from the table, trips generated based on the number of students results in a higher number of trips overall, and as such these trips will be utilized in the analysis.

Table 3
ESTIMATED TRIP GENERATION

| ITE Land-Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Trips | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| 565 | Day Care Center (91 students) | 38 | 33 | 71 | 34 | 38 | 72 | 186 | 186 | 372 |
| 565 | Day Care Center (5,727 S.F.) | 33 | 30 | 63 | 30 | 34 | 64 | 137 | 137 | 274 |

Furthermore, the building previously operated as a bank with four drive-through lanes. **Table 4** provides a comparison of the number of trips between a bank and the proposed day care center. As can be seen from the table, overall the day care center generates less trips during the weekday evening and on a daily basis. The weekday morning peak hour generates more trips resulting in an increase of only approximately one trip every two minutes.

Table 4
TRIP GENERATION COMPARISON

| ITE Land-Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Trips | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| 565 | Day Care Center (91 students) | 38 | 33 | 71 | 34 | 38 | 72 | 186 | 186 | 372 |
| 912 | Drive-In Bank (4 Drive-In Lanes) | 21 | 13 | 34 | 53 | 55 | 108 | 250 | 250 | 500 |
| | **Difference** | **+17** | **+20** | **+37** | **-19** | **-17** | **-36** | **-64** | **-64** | **-128** |

# 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

## Facility Traffic Assignment

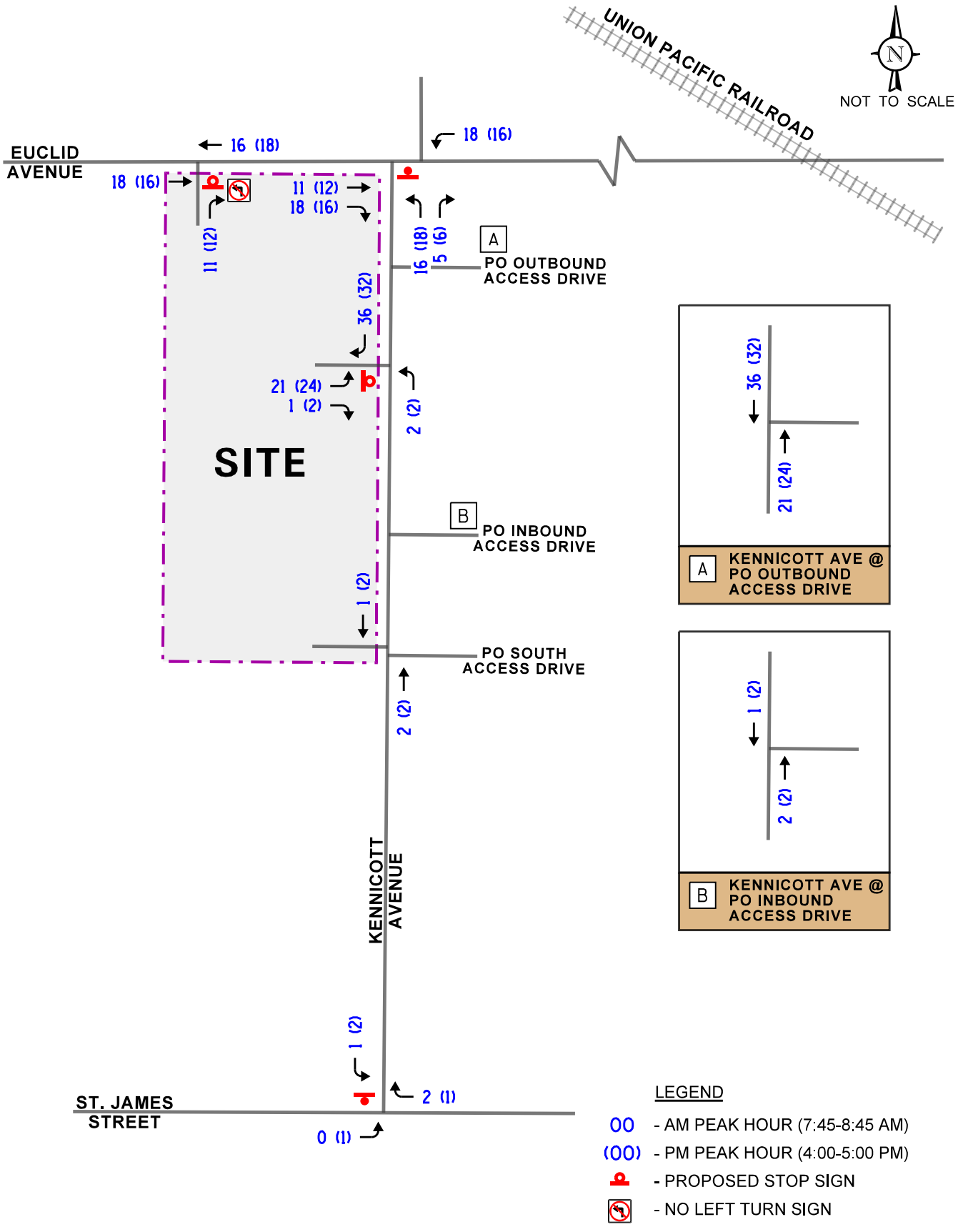
The estimated peak hour traffic volumes that will be generated by the proposed day care were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the traffic volumes estimated to be generated by the proposed development.

## Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 24, 2024, the existing traffic volumes were increased by an annually compounded growth rate of 0.9 percent for six years (one-year buildout plus five years) totaling approximately five percent to represent Year 2030 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

## Total Projected Traffic Volumes

The total projected traffic volumes include the existing traffic volumes increased by the regional growth factor and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2030 total projected traffic volumes.

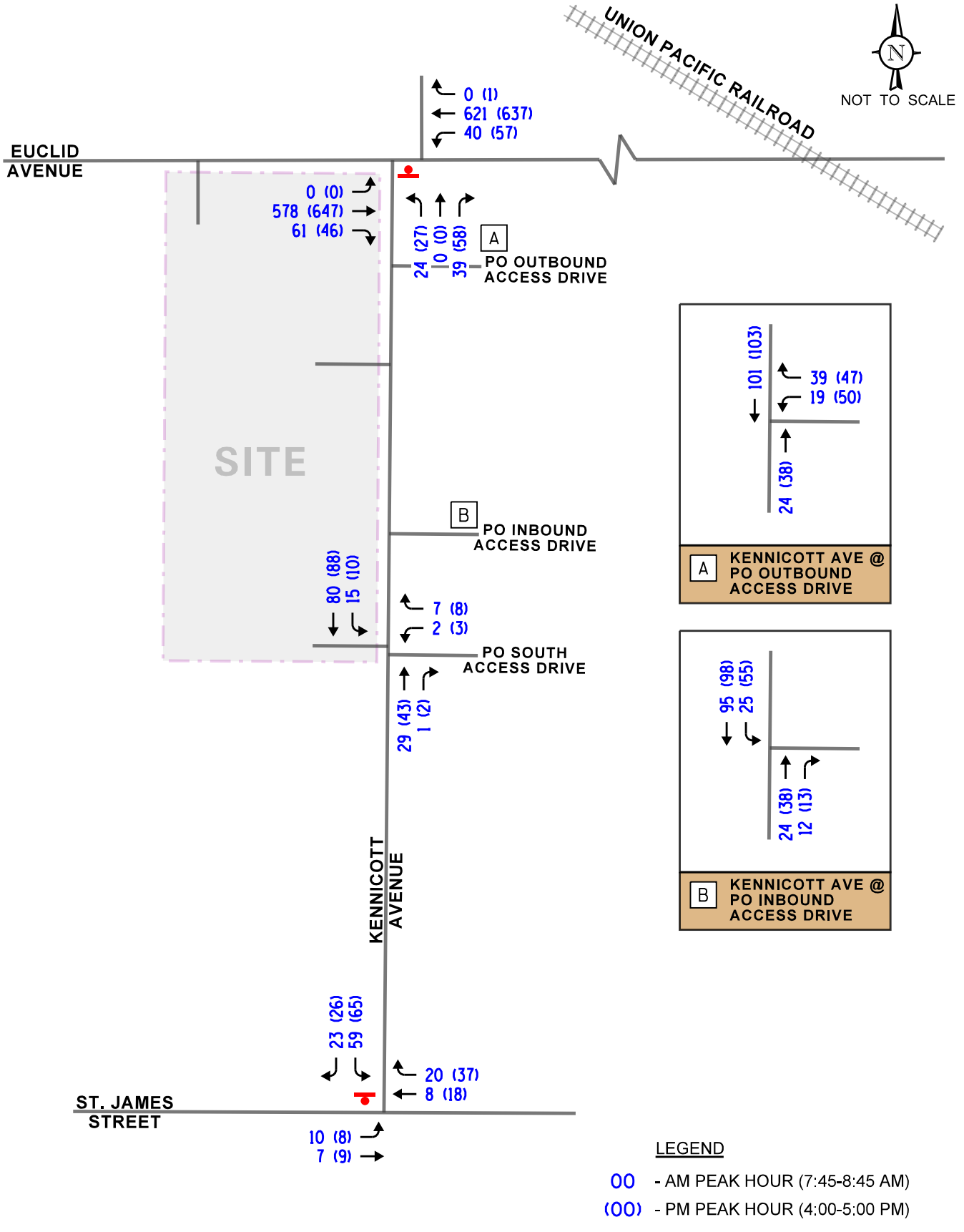



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Site-Generated Traffic Volumes

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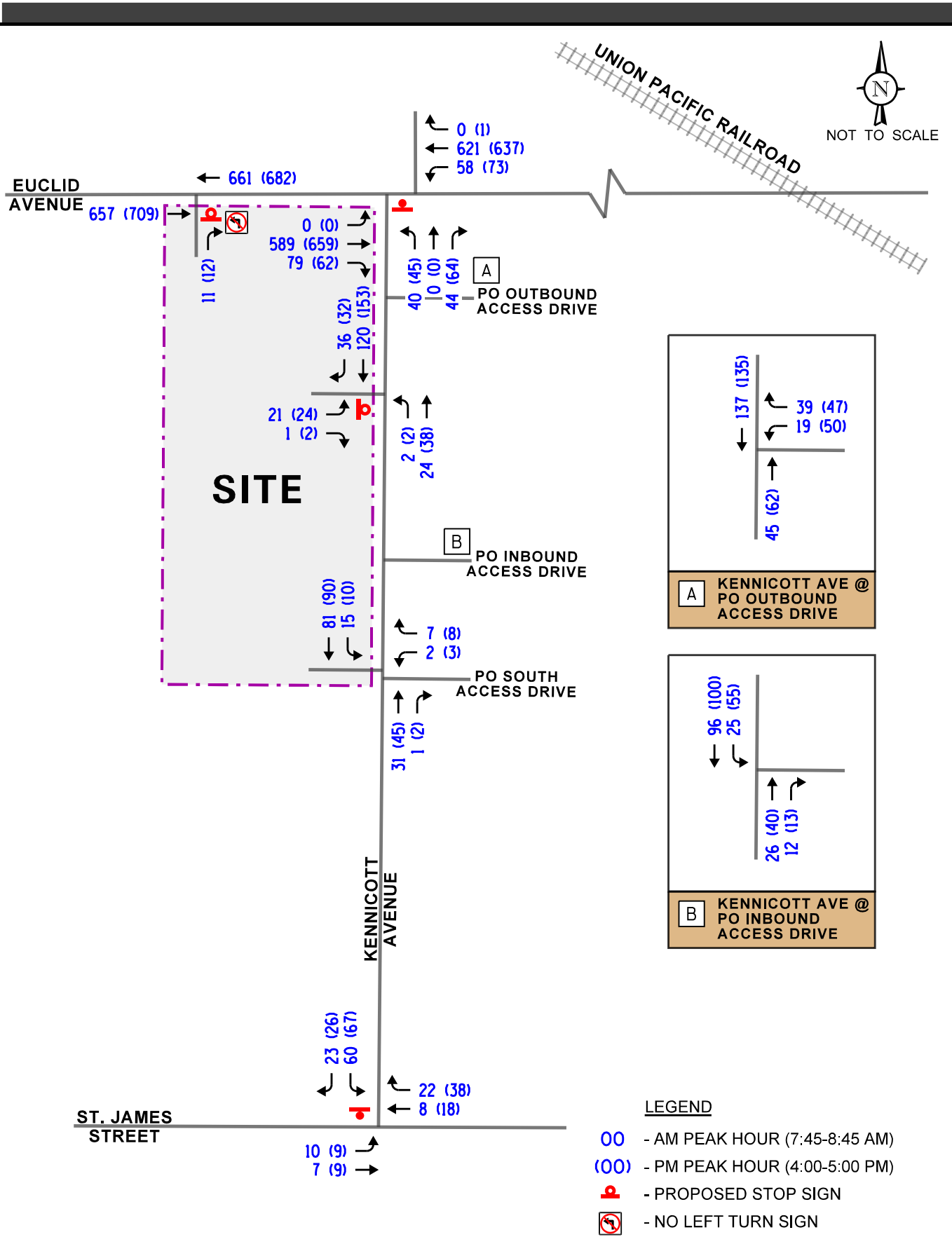



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Year 2030 No-Build Traffic Volumes

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Job No: 24-121 Figure: 7




Tots Land Daycare
Arlington Heights, Illinois

Year 2030 Total Traffic Volumes

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Job No: 24-121 Figure: 8

# 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2024), no-build and future projected (Year 2030) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 11 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing (Year 2024), no-build, and total projected (Year 2030) conditions are presented in **Tables 5** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
UNSIGNALIZED – EXISTING CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Euclid Avenue with Kennicott Avenue/Apartment Access Drive[1]** | | | | |
| • Northbound Approach | C | 16.2 | C | 18.8 |
| • Eastbound Left Turn | A | 0.0 | A | 0.0 |
| • Westbound Left Turn | A | 8.9 | A | 9.3 |
| **Kennicott Avenue with Post Office Outbound Access Drive[1]** | | | | |
| • Westbound Approach | A | 8.9 | A | 9.5 |
| **Kennicott Avenue with Post Office Inbound Access Drive[1]** | | | | |
| • Southbound Left Turn | A | 7.3 | A | 7.4 |
| **Kennicott Avenue with Post Office South Access Drive[1]** | | | | |
| • Westbound Approach | A | 8.8 | A | 8.8 |
| • Southbound Left Turn | A | 7.4 | A | 7.3 |
| **St. James Street with Kennicott Avenue[1]** | | | | |
| • Southbound Approach | A | 9.2 | A | 9.4 |
| • Eastbound Left Turn | A | 7.3 | A | 7.4 |

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

Table 6
UNSIGNALIZED – YEAR 2030 NO-BUILD CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Euclid Avenue with Kennicott Avenue/Apartment Access Drive[1]** | | | | |
| • Northbound Approach | C | 16.9 | C | 20.0 |
| • Eastbound Left Turn | A | 0.0 | A | 0.0 |
| • Westbound Left Turn | A | 9.0 | A | 9.4 |
| **Kennicott Avenue with Post Office Outbound Access Drive[1]** | | | | |
| • Westbound Approach | A | 8.9 | A | 9.5 |
| **Kennicott Avenue with Post Office Inbound Access Drive[1]** | | | | |
| • Southbound Left Turn | A | 7.3 | A | 7.4 |
| **Kennicott Avenue with Post Office South Access Drive[1]** | | | | |
| • Westbound Approach | A | 8.8 | A | 8.8 |
| • Southbound Left Turn | A | 7.4 | A | 7.3 |
| **St. James Street with Kennicott Avenue[1]** | | | | |
| • Southbound Approach | A | 9.2 | A | 9.4 |
| • Eastbound Left Turn | A | 7.3 | A | 7.4 |

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

Table 7
UNSIGNALIZED – YEAR 2030 TOTAL CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Euclid Avenue with Kennicott Avenue/Apartment Access Drive[1]** | | | | |
| • Northbound Approach | C | 22.0 | D | 29.5 |
| • Eastbound Left Turn | A | 0.0 | A | 0.0 |
| • Westbound Left Turn | A | 9.2 | A | 9.6 |
| **Kennicott Avenue with Post Office Outbound Access Drive[1]** | | | | |
| • Westbound Approach | A | 9.1 | A | 9.9 |
| **Kennicott Avenue with Post Office Inbound Access Drive[1]** | | | | |
| • Southbound Left Turn | A | 7.4 | A | 7.4 |
| **Kennicott Avenue with Post Office South Access Drive[1]** | | | | |
| • Westbound Approach | A | 8.8 | A | 8.8 |
| • Southbound Left Turn | A | 7.4 | A | 7.3 |
| **St. James Street with Kennicott Avenue[1]** | | | | |
| • Southbound Approach | A | 9.2 | A | 9.5 |
| • Eastbound Left Turn | A | 7.3 | A | 7.4 |
| **Euclid Avenue with Site Access Drive[1]** | | | | |
| • Northbound Approach | B | 10.6 | B | 10.8 |
| **Kennicott Avenue with Site Access Drive[1]** | | | | |
| • Eastbound Approach | A | 9.5 | A | 9.8 |
| • Northbound Left Turn | A | 7.5 | A | 7.6 |

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements needed to accommodate the day care center traffic.

### *Euclid Avenue with Kennicott Avenue*

The results of the capacity analysis indicate that all critical movements currently operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The northbound approach is projected to operate at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour.
- 95$^{th}$ percentile queues are projected to be approximately two vehicles or less during the peak hours.
- Delays are common and expected when a minor roadway such as Kennicott Avenue meets a major roadway such as Euclid Avenue at an unsignalized intersection.
- The eastbound and westbound left-turn movements are projected to continue to operate at LOS A during the peak hours.
- As indicated earlier, eastbound queues extend to this intersection at times due to the signal at Euclid Avenue with Northwest Highway and the at-grade railroad crossing with the Union Pacific Railroad right-of-way.
    - However, based on observations, queues clear within one or two traffic signal cycles after the train event. Additionally, the signal and railroad crossing result in additional gaps in the westbound traffic stream that allow for turning movements to/from Kennicott Avenue with minimal delay.
- To ensure that eastbound queues extending from the railroad crossing and Northwest Highway do not impede the traffic flow to/from Kennicott Avenue, it is recommended that a "Do Not Block Intersection" sign be posted on Euclid Avenue for eastbound traffic.
- Given the nature of the use of the site, it is recommended that the south leg of the intersection have a marked crosswalk added and the stop bar repainted to ensure the safety of children in proximity to the intersection.

As such, this intersection is projected to continue operating well with the proposed addition of the day care facility.

*Kennicott Avenue with Post Office Outbound Access Drive*

The results of the capacity analysis indicate that the westbound outbound approach currently operates at LOS A during the weekday morning and weekday evening peak hours. Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The westbound approach is projected to operate at LOS A during the peak hours.
- The 95$^{th}$ percentile queue is projected to be one to two vehicles during the peak hours.

As such, this access drive is projected to continue to operate well and no additional roadway or traffic control modifications are required in conjunction with the proposed day care center.

*Kennicott Avenue with Post Office Inbound Access Drive*

The results of the capacity analysis indicate that the southbound inbound left-turn movement currently operates at LOS A during the weekday morning and weekday evening peak hours. Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The southbound left-turn movement is projected to operate at LOS A during the peak hours.
- The 95$^{th}$ percentile queue is projected to be one to two vehicles during the peak hours.

As such, this access drive is projected to continue to operate well and no additional roadway or traffic control modifications are required in conjunction with the proposed day care center.

*Kennicott Avenue with Post Office South Access Drive*

The results of the capacity analysis indicate that all critical movements currently operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The westbound approach is projected to operate at LOS A during the peak hours.
- The southbound left-turn movement is projected to operate at LOS A during the peak hours.
- Due to the former bank drive-through exit drive being converted into a loading drive for the day care facility, traffic is expected to be sporadic and will not significantly affect the operations of the intersection.

As such, this access drive is projected to continue to operate well and no additional roadway or traffic control modifications are required in conjunction with the proposed day care facility.

*Kennicott Avenue with St. James Street*

The results of the capacity analysis indicate that all critical movements currently operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The southbound approach is projected to operate at LOS A during the peak hours.
- The eastbound left-turn is projected to operate at LOS A during the peak hours.

As such, this intersection is projected to continue to operate well under future conditions and no roadway or traffic control improvements are needed in conjunction with the proposed day care center.

*Euclid Avenue with Site Access Drive*

Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The existing access drive will be converted to allow outbound northbound right-turns only and the northbound approach will be under stop sign control.
- A no left-turns sign should be posted, restricting movements to right-turns only.
- The northbound approach is projected to operate at LOS B during the peak hours, with 95$^{th}$ percentile queues of approximately one to two vehicles during the peak hours.

As such, this access drive is projected to provide flexible and efficient access to the site and no additional roadway or traffic control modifications are required.

*Kennicott Avenue with Site Access Drive*

Under Year 2030 total projected conditions, the intersection is projected to operate as follows:

- The intersection will continue to provide one inbound lane and one outbound lane, and outbound movements will be under stop sign control.
- The eastbound approach is projected to operate at LOS A during the peak hours, with 95$^{th}$ percentile queues of one to two vehicles.
- The northbound left-turn movements are projected to operate at LOS A during the peak hours.

As such, this access drive is projected to provide flexible and efficient access to the site and no additional roadway or traffic control modifications are required.

## Parking Evaluation

The Village of Arlington Heights municipal code requires parking at a ratio of three parking spaces for every two employees for a day care. As such, with the proposed maximum of approximately 15 employees, a total of 23 parking spaces are required for the day care center based on village code. As proposed, the site will provide 37 parking spaces which includes two ADA accessible spaces. Therefore, the proposed parking lot will be able to meet requirements and adequately serve the facility.

## Pick-Up and Drop-Off Operations Evaluation

As previously indicated, children will arrive at the proposed day care center via personal vehicle, transported by their parents or other guardians. For the purposes of this evaluation, it was assumed that most children will be driven to the facility, the vehicle parked, and then the children walked into the building. Once dropped off, the driver will return to the vehicle and leave the site. At the end of the day, to depart, the children are assumed to be walked out of the facility by their respective parent or guardian to the parked vehicle.

Based on operator surveys of existing day care facilities, most children are dropped off between the hours of 7:00 A.M. and 9:30 A.M. The largest number of students dropped off typically occurs between 8:00 A.M and 9:00 A.M. with approximately 37 percent of students being dropped off during this peak hour. This results in approximately 34 children being dropped off during this peak hour. Most children are picked up between the hours of 4:00 P.M. and 6:00 P.M. Throughout the day it is generally assumed that 15 parking spaces will be occupied by employees. This results in 22 parking spaces available to be utilized for pick-up/drop-off activities and for visitors.

Due to the ongoing nature of drop-off and pick-up activities with the process for parents and guardians taking approximately five to ten minutes, the available parking spaces during the peak period will provide adequate parking to accommodate both parked vehicles for staff and drop-off and pick up activities.

Circulation through the site is proposed to be two-way. Vehicles will enter the site at the full-movement access drive off Kennicott Avenue and will park in available spaces throughout the parking lot. Vehicles then can exit from either the right-turn only access drive off Euclid Avenue or proceed to utilize the access drive off Kennicott Avenue.

Based on the above, the proposed site will adequately accommodate drop-off and pick-up activities, minimizing conflicts and congestion on site and any potential for traffic backups onto area roadways.

# 6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The existing vacant former bank building at the southwest corner of the intersection of Euclid Avenue with Kennicott Avenue will be renovated into a day care center.
- The existing drive-through bank system will be eliminated and the drive-through bays will be enclosed and transformed into an indoor playroom serving the facility.
- The existing access drives will serve as follows in the future conditions:
    - The inbound-only access drive off Euclid Avenue will remain and will be converted to provide outbound right-turn movements only.
    - The full-movement access drive off Kennicott Avenue will remain and continue to serve the site.
    - The drive-through exit access drive curb cut will remain and will serve as a loading area for the day care center.
- The results of the capacity analysis indicate that the proposed day care center traffic will not have a significant impact on the area roadways.
- The proposed access system will provide flexible and efficient access to the site.
- The proposed 37 parking spaces will meet Village code and will be adequate in accommodating the projected parking demand.
- The drop-off/pick-up operations of the proposed day care center will be adequately accommodated onsite with minimal congestion and conflicts.
- It is recommended that a "Do Not Block Intersection" sign be posted on Euclid Avenue with Kennicott Avenue for the eastbound approach.
- It is recommended that at the south leg of the intersection of Euclid Avenue with Kennicott Avenue a marked crosswalk added and the stop bar repainted.

# Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Euclid Avenue with Kennicott Avenue TMC
Site Code:
Start Date: 05/28/2024


# Turning Movement Data

| Start Time | Euclid Avenue Eastbound | | | | | | Euclid Avenue Westbound | | | | | | Kennicott Avenue Northbound | | | | | | Access Drive Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 0 | 119 | 10 | 0 | 129 | 0 | 6 | 99 | 0 | 0 | 105 | 0 | 6 | 0 | 4 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 245 |
| 7:15 AM | 0 | 0 | 142 | 16 | 0 | 158 | 0 | 3 | 100 | 0 | 0 | 103 | 0 | 3 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 7:30 AM | 0 | 0 | 125 | 17 | 0 | 142 | 0 | 11 | 140 | 0 | 0 | 151 | 0 | 5 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 7:45 AM | 0 | 0 | 144 | 19 | 0 | 163 | 0 | 6 | 131 | 0 | 1 | 137 | 0 | 8 | 0 | 9 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 318 |
| Hourly Total | 0 | 0 | 530 | 62 | 0 | 592 | 0 | 26 | 470 | 0 | 1 | 496 | 0 | 22 | 0 | 26 | 0 | 48 | 0 | 2 | 0 | 0 | 0 | 2 | 1138 |
| 8:00 AM | 0 | 0 | 157 | 18 | 0 | 175 | 0 | 9 | 137 | 0 | 1 | 146 | 0 | 6 | 0 | 9 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 337 |
| 8:15 AM | 0 | 0 | 129 | 15 | 0 | 144 | 0 | 8 | 167 | 0 | 0 | 175 | 0 | 3 | 0 | 11 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 334 |
| 8:30 AM | 0 | 0 | 120 | 9 | 0 | 129 | 0 | 16 | 156 | 0 | 1 | 172 | 0 | 7 | 0 | 10 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 8:45 AM | 0 | 0 | 105 | 7 | 1 | 112 | 0 | 15 | 110 | 0 | 0 | 125 | 0 | 7 | 0 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| Hourly Total | 0 | 0 | 511 | 49 | 1 | 560 | 0 | 48 | 570 | 0 | 2 | 618 | 0 | 23 | 0 | 38 | 0 | 61 | 0 | 0 | 2 | 0 | 0 | 2 | 1241 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 0 | 181 | 12 | 0 | 193 | 0 | 11 | 141 | 1 | 0 | 153 | 0 | 8 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 4:15 PM | 0 | 0 | 128 | 15 | 0 | 143 | 0 | 10 | 147 | 0 | 0 | 157 | 0 | 3 | 0 | 13 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 4:30 PM | 0 | 0 | 144 | 10 | 0 | 154 | 0 | 20 | 169 | 0 | 0 | 189 | 1 | 6 | 0 | 16 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 4:45 PM | 0 | 0 | 163 | 9 | 0 | 172 | 0 | 16 | 149 | 0 | 0 | 165 | 0 | 9 | 0 | 18 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 2 | 366 |
| Hourly Total | 0 | 0 | 616 | 46 | 0 | 662 | 0 | 57 | 606 | 1 | 0 | 664 | 1 | 26 | 0 | 58 | 0 | 85 | 0 | 1 | 0 | 1 | 0 | 2 | 1413 |
| 5:00 PM | 0 | 1 | 155 | 6 | 0 | 162 | 0 | 10 | 159 | 2 | 0 | 171 | 0 | 5 | 0 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| 5:15 PM | 0 | 0 | 133 | 17 | 0 | 150 | 0 | 10 | 150 | 1 | 0 | 161 | 0 | 8 | 0 | 2 | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 3 | 324 |
| 5:30 PM | 0 | 0 | 127 | 7 | 0 | 134 | 0 | 8 | 120 | 2 | 0 | 130 | 0 | 8 | 0 | 10 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 5:45 PM | 0 | 1 | 127 | 8 | 0 | 136 | 0 | 6 | 141 | 0 | 0 | 147 | 0 | 10 | 0 | 8 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 301 |
| Hourly Total | 0 | 2 | 542 | 38 | 0 | 582 | 0 | 34 | 570 | 5 | 0 | 609 | 0 | 31 | 0 | 30 | 0 | 61 | 0 | 2 | 1 | 0 | 0 | 3 | 1255 |
| Grand Total | 0 | 2 | 2199 | 195 | 1 | 2396 | 0 | 165 | 2216 | 6 | 3 | 2387 | 1 | 102 | 0 | 152 | 0 | 255 | 0 | 5 | 3 | 1 | 0 | 9 | 5047 |
| Approach % | 0.0 | 0.1 | 91.8 | 8.1 | - | - | 0.0 | 6.9 | 92.8 | 0.3 | - | - | 0.4 | 40.0 | 0.0 | 59.6 | - | - | 0.0 | 55.6 | 33.3 | 11.1 | - | - | - |
| Total % | 0.0 | 0.0 | 43.6 | 3.9 | - | 47.5 | 0.0 | 3.3 | 43.9 | 0.1 | - | 47.3 | 0.0 | 2.0 | 0.0 | 3.0 | - | 5.1 | 0.0 | 0.1 | 0.1 | 0.0 | - | 0.2 | - |
| Lights | 0 | 2 | 2161 | 194 | - | 2357 | 0 | 162 | 2188 | 5 | - | 2355 | 1 | 96 | 0 | 150 | - | 247 | 0 | 5 | 2 | 1 | - | 8 | 4967 |
| % Lights | - | 100.0 | 98.3 | 99.5 | - | 98.4 | - | 98.2 | 98.7 | 83.3 | - | 98.7 | 100.0 | 94.1 | - | 98.7 | - | 96.9 | - | 100.0 | 66.7 | 100.0 | - | 88.9 | 98.4 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 7 | 0 | - | 7 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 11 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.3 | 0.0 | - | 0.3 | 0.0 | 1.0 | - | 0.0 | - | 0.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 27 | 0 | - | 27 | 0 | 2 | 17 | 0 | - | 19 | 0 | 5 | 0 | 1 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 52 |
| % Single-Unit Trucks | - | 0.0 | 1.2 | 0.0 | - | 1.1 | - | 1.2 | 0.8 | 0.0 | - | 0.8 | 0.0 | 4.9 | - | 0.7 | - | 2.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 0 | 8 | 1 | - | 9 | 0 | 1 | 4 | 0 | - | 5 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.5 | - | 0.4 | - | 0.6 | 0.2 | 0.0 | - | 0.2 | 0.0 | 0.0 | - | 0.7 | - | 0.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 2 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 16.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 33.3 | 0.0 | - | 11.1 | 0.0 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Euclid Avenue with Kennicott Avenue TMC
Site Code:
Start Date: 05/28/2024


# Turning Movement Peak Hour Data (7:45 AM)

| Start Time | Euclid Avenue Eastbound | | | | | | Euclid Avenue Westbound | | | | | | Kennicott Avenue Northbound | | | | | | Access Drive Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:45 AM | 0 | 0 | 144 | 19 | 0 | 163 | 0 | 6 | 131 | 0 | 1 | 137 | 0 | 8 | 0 | 9 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 318 |
| 8:00 AM | 0 | 0 | 157 | 18 | 0 | 175 | 0 | 9 | 137 | 0 | 1 | 146 | 0 | 6 | 0 | 9 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 337 |
| 8:15 AM | 0 | 0 | 129 | 15 | 0 | 144 | 0 | 8 | 167 | 0 | 0 | 175 | 0 | 3 | 0 | 11 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 334 |
| 8:30 AM | 0 | 0 | 120 | 9 | 0 | 129 | 0 | 16 | 156 | 0 | 1 | 172 | 0 | 7 | 0 | 10 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| Total | 0 | 0 | 550 | 61 | 0 | 611 | 0 | 39 | 591 | 0 | 3 | 630 | 0 | 24 | 0 | 39 | 0 | 63 | 0 | 1 | 2 | 0 | 0 | 3 | 1307 |
| Approach % | 0.0 | 0.0 | 90.0 | 10.0 | - | - | 0.0 | 6.2 | 93.8 | 0.0 | - | - | 0.0 | 38.1 | 0.0 | 61.9 | - | - | 0.0 | 33.3 | 66.7 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 42.1 | 4.7 | - | 46.7 | 0.0 | 3.0 | 45.2 | 0.0 | - | 48.2 | 0.0 | 1.8 | 0.0 | 3.0 | - | 4.8 | 0.0 | 0.1 | 0.2 | 0.0 | - | 0.2 | - |
| PHF | 0.000 | 0.000 | 0.876 | 0.803 | - | 0.873 | 0.000 | 0.609 | 0.885 | 0.000 | - | 0.900 | 0.000 | 0.750 | 0.000 | 0.886 | - | 0.926 | 0.000 | 0.250 | 0.500 | 0.000 | - | 0.750 | 0.970 |
| Lights | 0 | 0 | 535 | 60 | - | 595 | 0 | 39 | 579 | 0 | - | 618 | 0 | 23 | 0 | 39 | - | 62 | 0 | 1 | 1 | 0 | - | 2 | 1277 |
| % Lights | - | - | 97.3 | 98.4 | - | 97.4 | - | 100.0 | 98.0 | - | - | 98.1 | - | 95.8 | - | 100.0 | - | 98.4 | - | 100.0 | 50.0 | - | - | 66.7 | 97.7 |
| Buses | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Buses | - | - | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.7 | - | - | 0.6 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | 0.5 |
| Single-Unit Trucks | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 6 | 0 | - | 6 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 17 |
| % Single-Unit Trucks | - | - | 1.8 | 0.0 | - | 1.6 | - | 0.0 | 1.0 | - | - | 1.0 | - | 4.2 | - | 0.0 | - | 1.6 | - | 0.0 | 0.0 | - | - | 0.0 | 1.3 |
| Articulated Trucks | 0 | 0 | 3 | 1 | - | 4 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | - | 0.5 | 1.6 | - | 0.7 | - | 0.0 | 0.3 | - | - | 0.3 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | 0.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % Bicycles on Road | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 50.0 | - | - | 33.3 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Euclid Avenue with Kennicott Avenue TMC
Site Code:
Start Date: 05/28/2024


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Euclid Avenue Eastbound | | | | | | Euclid Avenue Westbound | | | | | | Kennicott Avenue Northbound | | | | | | Access Drive Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 4:00 PM | 0 | 0 | 181 | 12 | 0 | 193 | 0 | 11 | 141 | 1 | 0 | 153 | 0 | 8 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 4:15 PM | 0 | 0 | 128 | 15 | 0 | 143 | 0 | 10 | 147 | 0 | 0 | 157 | 0 | 3 | 0 | 13 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 4:30 PM | 0 | 0 | 144 | 10 | 0 | 154 | 0 | 20 | 169 | 0 | 0 | 189 | 1 | 6 | 0 | 16 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 4:45 PM | 0 | 0 | 163 | 9 | 0 | 172 | 0 | 16 | 149 | 0 | 0 | 165 | 0 | 9 | 0 | 18 | 0 | 27 | 0 | 1 | 0 | 1 | 0 | 2 | 366 |
| Total | 0 | 0 | 616 | 46 | 0 | 662 | 0 | 57 | 606 | 1 | 0 | 664 | 1 | 26 | 0 | 58 | 0 | 85 | 0 | 1 | 0 | 1 | 0 | 2 | 1413 |
| Approach % | 0.0 | 0.0 | 93.1 | 6.9 | - | - | 0.0 | 8.6 | 91.3 | 0.2 | - | - | 1.2 | 30.6 | 0.0 | 68.2 | - | - | 0.0 | 50.0 | 0.0 | 50.0 | - | - | - |
| Total % | 0.0 | 0.0 | 43.6 | 3.3 | - | 46.9 | 0.0 | 4.0 | 42.9 | 0.1 | - | 47.0 | 0.1 | 1.8 | 0.0 | 4.1 | - | 6.0 | 0.0 | 0.1 | 0.0 | 0.1 | - | 0.1 | - |
| PHF | 0.000 | 0.000 | 0.851 | 0.767 | - | 0.858 | 0.000 | 0.713 | 0.896 | 0.250 | - | 0.878 | 0.250 | 0.722 | 0.000 | 0.806 | - | 0.787 | 0.000 | 0.250 | 0.000 | 0.250 | - | 0.250 | 0.965 |
| Lights | 0 | 0 | 611 | 46 | - | 657 | 0 | 56 | 599 | 1 | - | 656 | 1 | 23 | 0 | 57 | - | 81 | 0 | 1 | 0 | 1 | - | 2 | 1396 |
| % Lights | - | - | 99.2 | 100.0 | - | 99.2 | - | 98.2 | 98.8 | 100.0 | - | 98.8 | 100.0 | 88.5 | - | 98.3 | - | 95.3 | - | 100.0 | - | 100.0 | - | 100.0 | 98.8 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Buses | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | 0.0 | - | 0.5 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 4 | 0 | - | 4 | 0 | 3 | 0 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 11 |
| % Single-Unit Trucks | - | - | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.7 | 0.0 | - | 0.6 | 0.0 | 11.5 | - | 0.0 | - | 3.5 | - | 0.0 | - | 0.0 | - | 0.0 | 0.8 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Articulated Trucks | - | - | 0.2 | 0.0 | - | 0.2 | - | 1.8 | 0.0 | 0.0 | - | 0.2 | 0.0 | 0.0 | - | 1.7 | - | 1.2 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Kennicott Avenue with Post Office access drive (north) TMC
Site Code:
Start Date: 05/28/2024


# Turning Movement Data

| Start Time | Access Drive Eastbound | | | | | | Post Office Access Drive Westbound | | | | | | Kennicott Avenue Northbound | | | | | | Kennicott Avenue Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 16 | 30 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 5 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 18 | 0 | 0 | 18 | 31 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 25 | 0 | 0 | 26 | 40 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 | 12 | 0 | 0 | 4 | 0 | 1 | 4 | 0 | 0 | 25 | 0 | 0 | 25 | 41 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 15 | 2 | 28 | 0 | 0 | 29 | 0 | 1 | 29 | 0 | 1 | 84 | 0 | 0 | 85 | 142 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 1 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 30 | 0 | 0 | 30 | 50 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 15 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 27 | 0 | 0 | 27 | 46 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 0 | 21 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 24 | 0 | 0 | 24 | 51 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 8 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 21 | 0 | 0 | 21 | 34 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 37 | 2 | 54 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 102 | 0 | 0 | 102 | 181 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 19 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 23 | 0 | 0 | 23 | 50 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 0 | 25 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 24 | 0 | 0 | 24 | 54 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 12 | 1 | 30 | 1 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 31 | 0 | 1 | 31 | 72 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 1 | 23 | 0 | 0 | 14 | 0 | 2 | 14 | 1 | 0 | 23 | 0 | 0 | 24 | 61 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 47 | 2 | 97 | 1 | 0 | 37 | 0 | 2 | 38 | 1 | 0 | 101 | 0 | 1 | 102 | 237 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 17 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 17 | 36 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 11 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 21 | 0 | 0 | 21 | 38 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 8 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 17 | 0 | 0 | 18 | 34 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 1 | 12 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 16 | 0 | 0 | 16 | 35 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 37 | 2 | 48 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 1 | 71 | 0 | 0 | 72 | 143 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 136 | 8 | 227 | 1 | 0 | 114 | 0 | 3 | 115 | 1 | 2 | 358 | 0 | 1 | 361 | 703 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 40.1 | 0.0 | 59.9 | - | - | 0.9 | 0.0 | 99.1 | 0.0 | - | - | 0.3 | 0.6 | 99.2 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 12.9 | 0.0 | 19.3 | - | 32.3 | 0.1 | 0.0 | 16.2 | 0.0 | - | 16.4 | 0.1 | 0.3 | 50.9 | 0.0 | - | 51.4 | - |
| Lights | 0 | 0 | 0 | 0 | - | 0 | 0 | 91 | 0 | 136 | - | 227 | 1 | 0 | 108 | 0 | - | 109 | 1 | 2 | 350 | 0 | - | 353 | 689 |
| % Lights | - | - | - | - | - | - | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 | - | 94.7 | - | - | 94.8 | 100.0 | 100.0 | 97.8 | - | - | 97.8 | 98.0 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 4 | 0 | - | 4 | 9 |
| % Single-Unit Trucks | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 4.4 | - | - | 4.3 | 0.0 | 0.0 | 1.1 | - | - | 1.1 | 1.3 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| % Articulated Trucks | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.9 | - | - | 0.9 | 0.0 | 0.0 | 0.3 | - | - | 0.3 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 3 | 3 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Bicycles on Road | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.8 | - | - | 0.8 | 0.4 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 8 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Kennicott Avenue with Post Office access drive (north) TMC
Site Code:
Start Date: 05/28/2024


# Turning Movement Peak Hour Data (7:45 AM)

| Start Time | Access Drive Eastbound | | | | | | Post Office Access Drive Westbound | | | | | | Kennicott Avenue Northbound | | | | | | Kennicott Avenue Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 | 12 | 0 | 0 | 4 | 0 | 1 | 4 | 0 | 0 | 25 | 0 | 0 | 25 | 41 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 1 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 30 | 0 | 0 | 30 | 50 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 15 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 27 | 0 | 0 | 27 | 46 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 12 | 0 | 21 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 24 | 0 | 0 | 24 | 51 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 39 | 2 | 58 | 0 | 0 | 24 | 0 | 1 | 24 | 0 | 0 | 106 | 0 | 0 | 106 | 188 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 32.8 | 0.0 | 67.2 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 10.1 | 0.0 | 20.7 | - | 30.9 | 0.0 | 0.0 | 12.8 | 0.0 | - | 12.8 | 0.0 | 0.0 | 56.4 | 0.0 | - | 56.4 | - |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.528 | 0.000 | 0.813 | - | 0.690 | 0.000 | 0.000 | 0.600 | 0.000 | - | 0.600 | 0.000 | 0.000 | 0.883 | 0.000 | - | 0.883 | 0.922 |
| Lights | 0 | 0 | 0 | 0 | - | 0 | 0 | 19 | 0 | 39 | - | 58 | 0 | 0 | 23 | 0 | - | 23 | 0 | 0 | 102 | 0 | - | 102 | 183 |
| % Lights | - | - | - | - | - | - | - | 100.0 | - | 100.0 | - | 100.0 | - | - | 95.8 | - | - | 95.8 | - | - | 96.2 | - | - | 96.2 | 97.3 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 2 | 0 | - | 2 | 3 |
| % Single-Unit Trucks | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | 4.2 | - | - | 4.2 | - | - | 1.9 | - | - | 1.9 | 1.6 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 2 |
| % Bicycles on Road | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 1.9 | - | - | 1.9 | 1.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Kennicott Avenue with Post Office access drive (north) TMC
Site Code:
Start Date: 05/28/2024

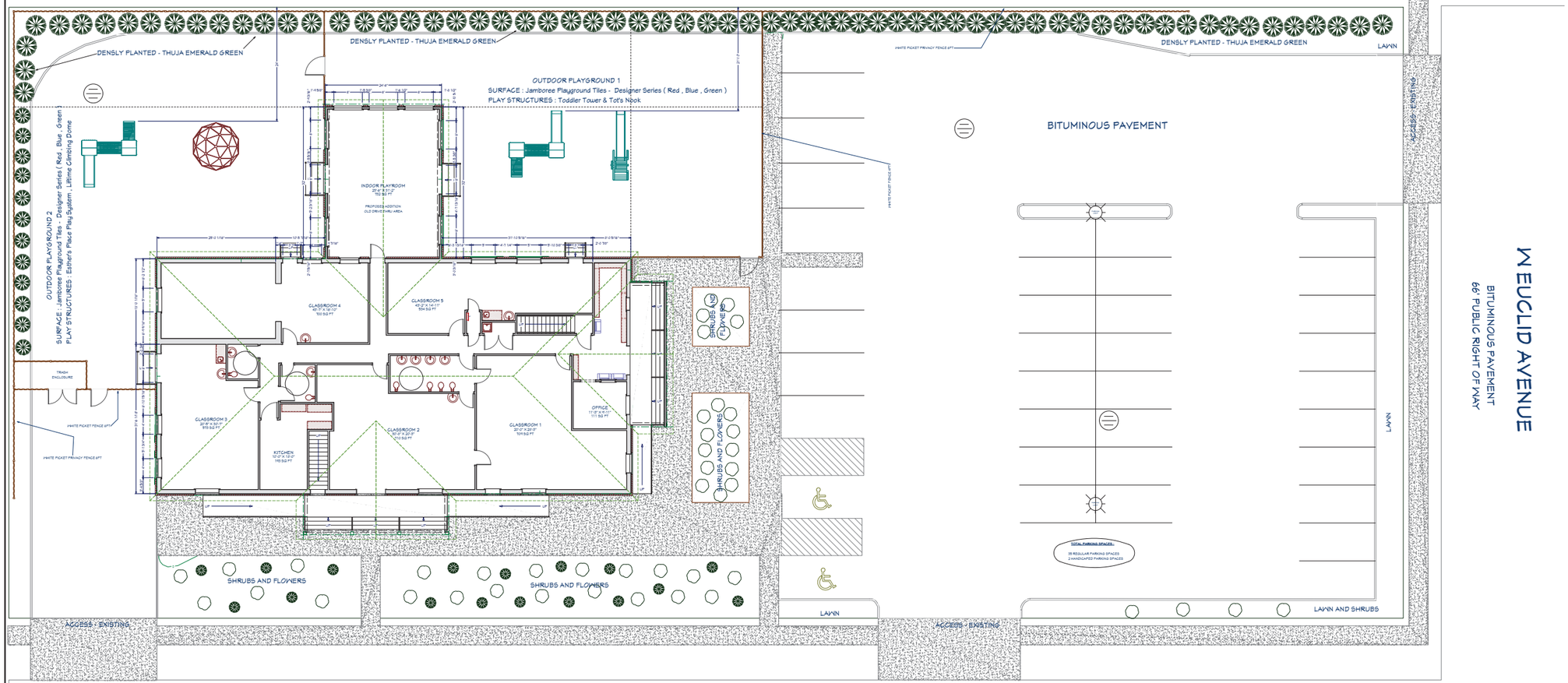

# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Access Drive Eastbound | | | | | | Post Office Access Drive Westbound | | | | | | Kennicott Avenue Northbound | | | | | | Kennicott Avenue Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 19 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 23 | 0 | 0 | 23 | 50 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 0 | 25 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 24 | 0 | 0 | 24 | 54 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 12 | 1 | 30 | 1 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 31 | 0 | 1 | 31 | 72 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 1 | 23 | 0 | 0 | 14 | 0 | 2 | 14 | 1 | 0 | 23 | 0 | 0 | 24 | 61 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 47 | 2 | 97 | 1 | 0 | 37 | 0 | 2 | 38 | 1 | 0 | 101 | 0 | 1 | 102 | 237 |
| Approach % | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 51.5 | 0.0 | 48.5 | - | - | 2.6 | 0.0 | 97.4 | 0.0 | - | - | 1.0 | 0.0 | 99.0 | 0.0 | - | - | - |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 21.1 | 0.0 | 19.8 | - | 40.9 | 0.4 | 0.0 | 15.6 | 0.0 | - | 16.0 | 0.4 | 0.0 | 42.6 | 0.0 | - | 43.0 | - |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.694 | 0.000 | 0.904 | - | 0.808 | 0.250 | 0.000 | 0.661 | 0.000 | - | 0.679 | 0.250 | 0.000 | 0.815 | 0.000 | - | 0.823 | 0.823 |
| Lights | 0 | 0 | 0 | 0 | - | 0 | 0 | 50 | 0 | 47 | - | 97 | 1 | 0 | 34 | 0 | - | 35 | 1 | 0 | 100 | 0 | - | 101 | 233 |
| % Lights | - | - | - | - | - | - | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 | - | 91.9 | - | - | 92.1 | 100.0 | - | 99.0 | - | - | 99.0 | 98.3 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 5.4 | - | - | 5.3 | 0.0 | - | 0.0 | - | - | 0.0 | 0.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| % Articulated Trucks | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 2.7 | - | - | 2.6 | 0.0 | - | 1.0 | - | - | 1.0 | 0.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | - | - | - | - | - | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

| | St. James with Kennicott | | | | | | Post Office Inbound | | Post Office south Access | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | | WB | | SB | | SB | NB | SB | NB | WB | |
| | L | T | T | R | L | R | L | R | L | R | L | R |
| 7:00 | 2 | 2 | 2 | 6 | 8 | 4 | 2 | 2 | 3 | 1 | 0 | 0 |
| 7:15 | 5 | 1 | 5 | 8 | 6 | 2 | 1 | 2 | 4 | 2 | 0 | 0 |
| 7:30 | 2 | 0 | 2 | 11 | 6 | 4 | 4 | 2 | 12 | 0 | 0 | 1 |
| 7:45 | 1 | 6 | 0 | 4 | 8 | 3 | 5 | 0 | 5 | 0 | 1 | 3 |
| 8:00 | 2 | 4 | 3 | 10 | 14 | 4 | 9 | 4 | 7 | 0 | 0 | 1 |
| 8:15 | 2 | 4 | 3 | 5 | 9 | 4 | 4 | 2 | 1 | 1 | 1 | 0 |
| 8:30 | 2 | 0 | 2 | 9 | 8 | 4 | 7 | 6 | 2 | 0 | 0 | 3 |
| 8:45 | 2 | 0 | 2 | 5 | 6 | 7 | 10 | 3 | 0 | 1 | 0 | 1 |

| | St. James with Kennicott | | | | | | Post Office Inbound | | Post Office south Access | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | | WB | | SB | | SB | NB | SB | NB | WB | |
| | L | T | T | R | L | R | L | R | L | R | L | R |
| 4:00 | 1 | 3 | 5 | 7 | 13 | 6 | 20 | 2 | 3 | 0 | 1 | 2 |
| 4:15 | 2 | 2 | 2 | 8 | 7 | 5 | 10 | 4 | 3 | 1 | 1 | 1 |
| 4:30 | 1 | 2 | 9 | 12 | 21 | 8 | 13 | 6 | 1 | 1 | 1 | 3 |
| 4:45 | 3 | 2 | 2 | 7 | 18 | 5 | 12 | 1 | 3 | 0 | 0 | 2 |
| 5:00 | 6 | 2 | 7 | 6 | 12 | 7 | 12 | 2 | 1 | 0 | 0 | 3 |
| 5:15 | 5 | 5 | 7 | 10 | 11 | 8 | 9 | 7 | 0 | 1 | 1 | 3 |
| 5:30 | 1 | 2 | 1 | 7 | 9 | 10 | 5 | 2 | 3 | 1 | 1 | 1 |
| 5:45 | 4 | 1 | 3 | 8 | 9 | 7 | 9 | 6 | 3 | 1 | 1 | 1 |

# Site Plan




N KENNICOTT AVENUE

BITUMINOUS PAVEMENT

66' PUBLIC RIGHT OF WAY

1st Floor

| NO. | DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

SHEET TITLE: FULL SITE PLAN

PROJECT DESCRIPTION: 1007 W EUCLID AVE ARLINGTON HTS. IL

DRAWINGS PROVIDED BY: DAMIAN DWULIT

DATE:

SCALE:

SHEET: A-1

# ITE Trip Generation Sheets

# Day Care Center
# (565)

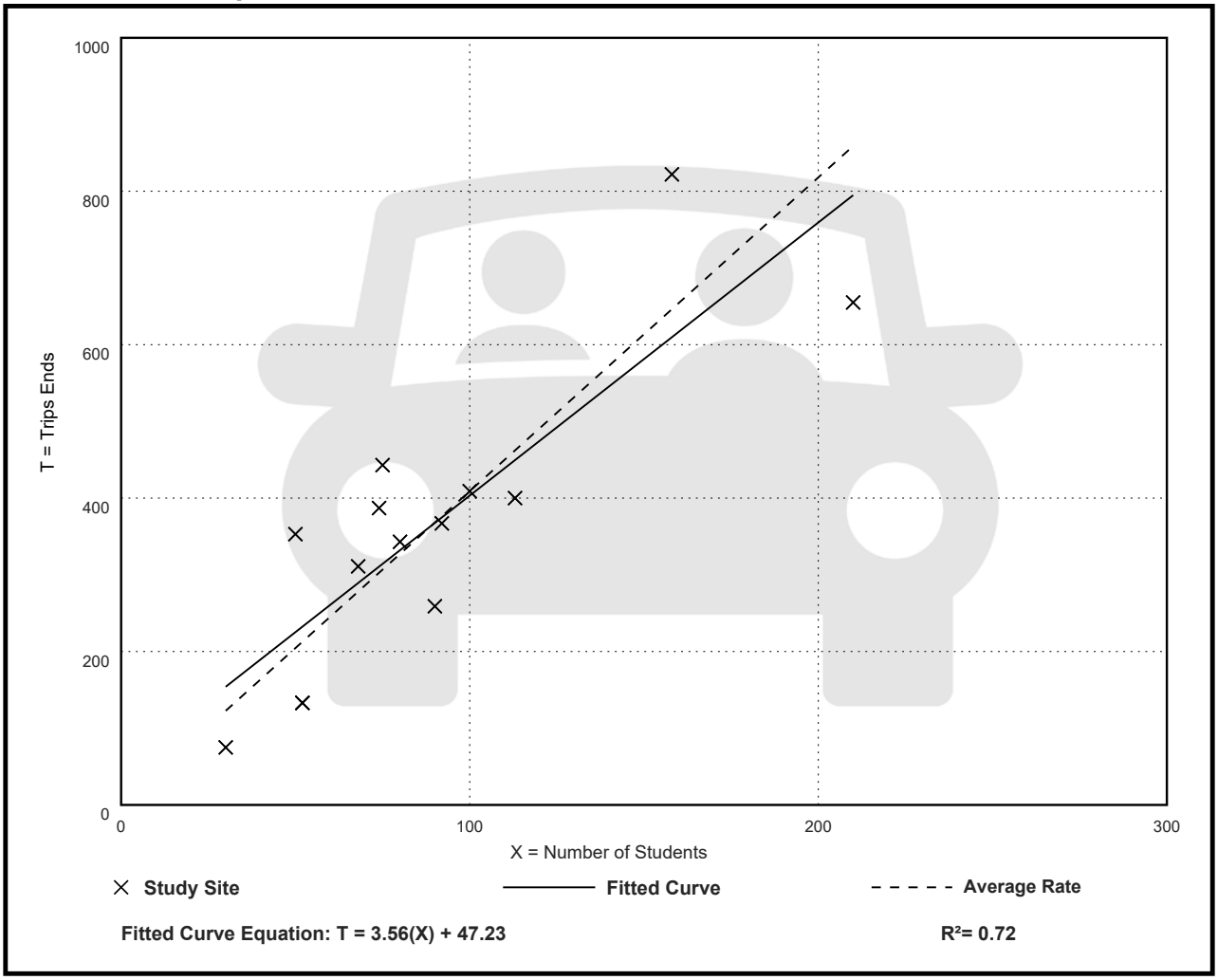
**Vehicle Trip Ends vs: Students**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 14
Avg. Num. of Students: 89
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 4.09 | 2.50 - 7.06 | 1.21 |

## Data Plot and Equation




**Fitted Curve Equation: T = 3.56(X) + 47.23**

**$R^2$= 0.72**

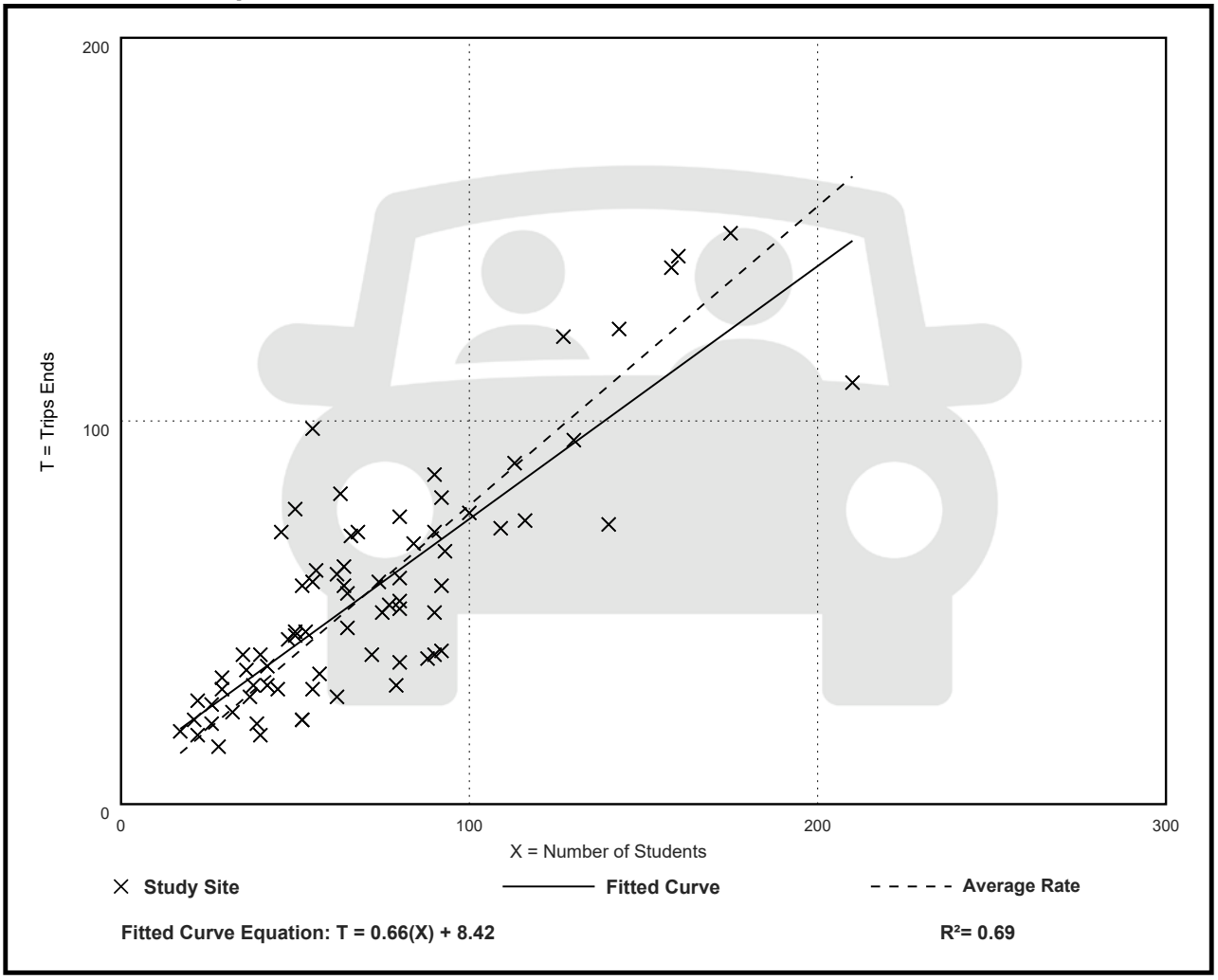
# Day Care Center
# (565)

**Vehicle Trip Ends vs: Students**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 75
Avg. Num. of Students: 71
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.78 | 0.39 - 1.78 | 0.25 |

## Data Plot and Equation



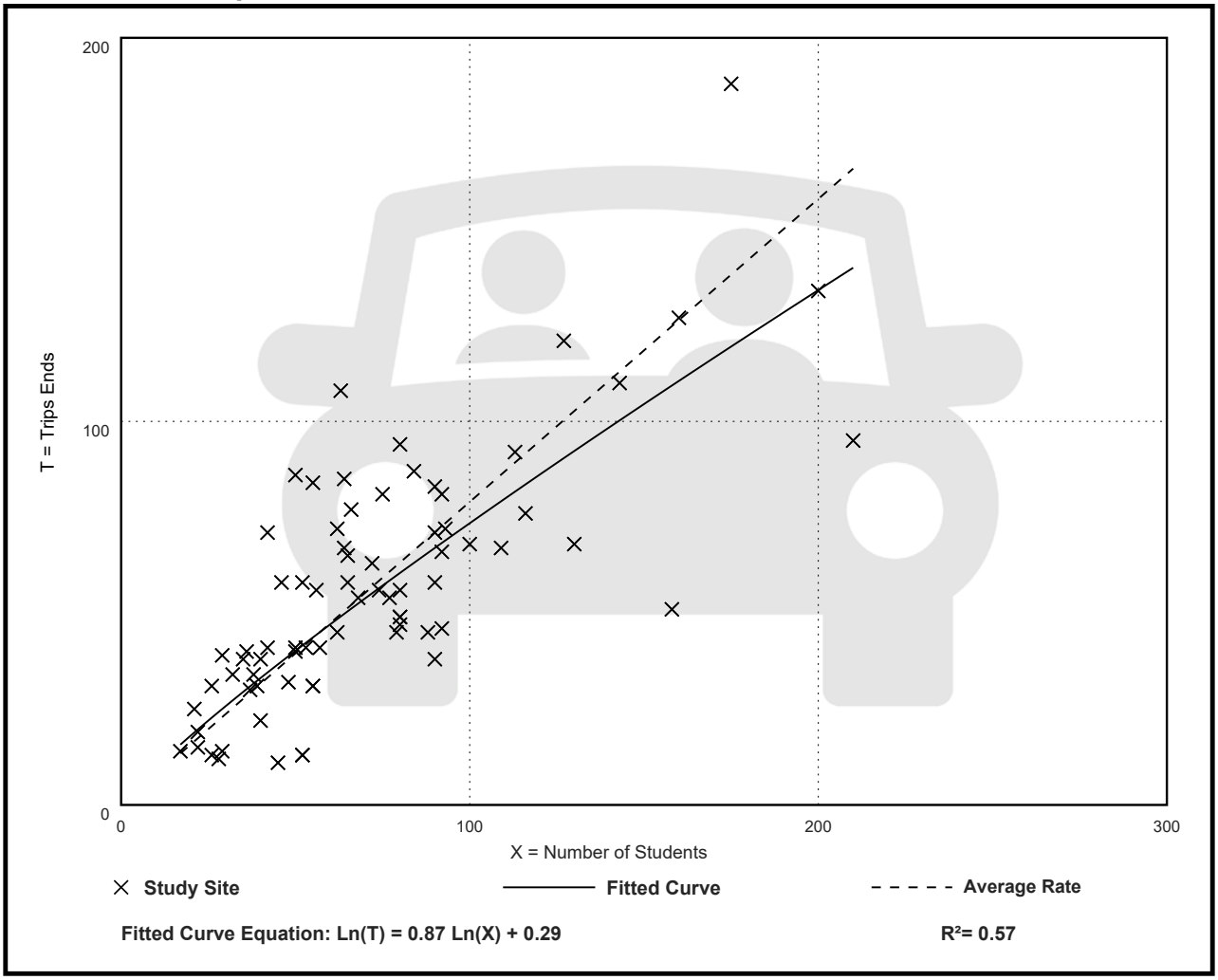
# Day Care Center
# (565)

**Vehicle Trip Ends vs: Students**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 75
Avg. Num. of Students: 72
Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.79 | 0.24 - 1.72 | 0.30 |

## Data Plot and Equation



# Day Care Center
# (565)

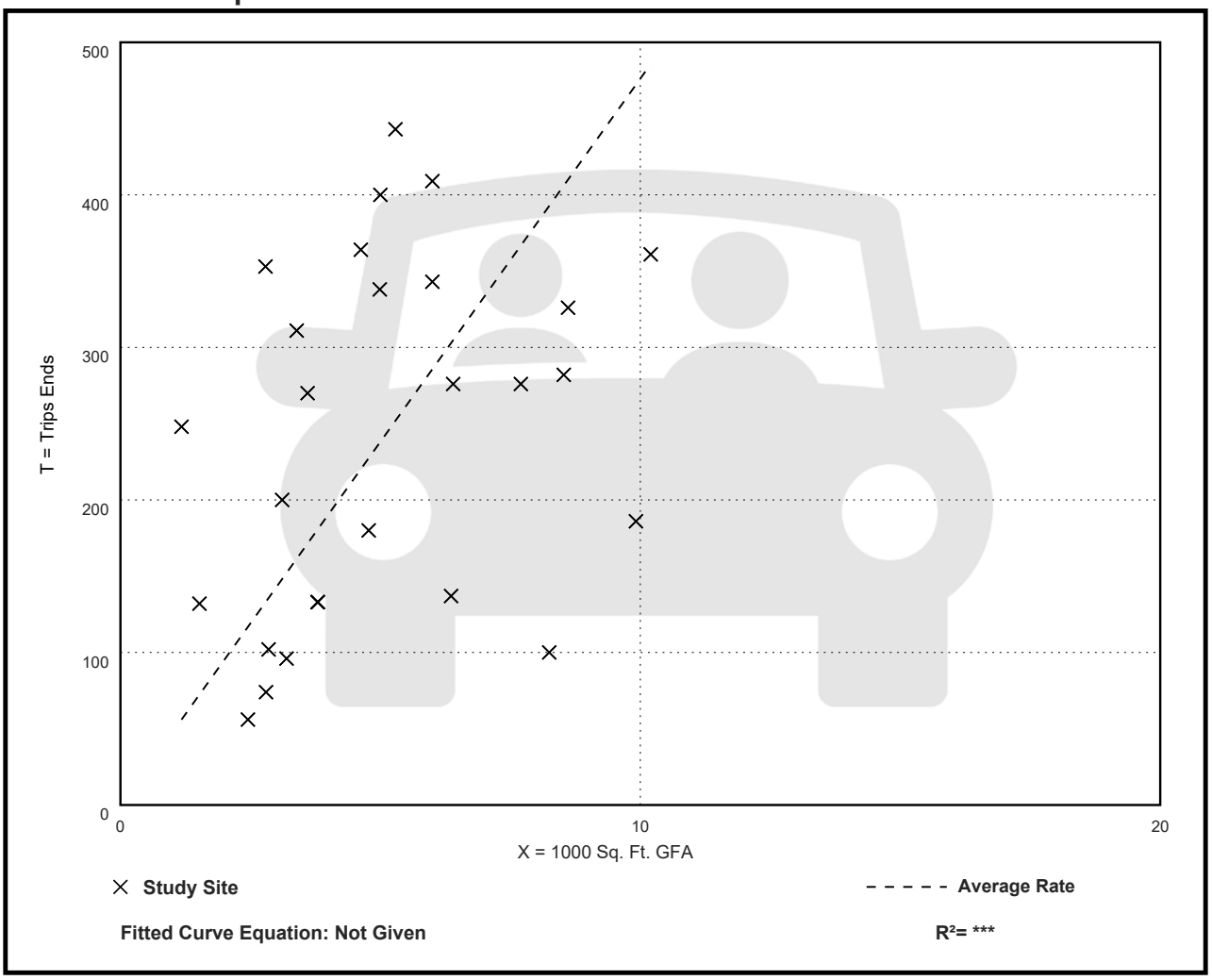
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 47.62 | 12.12 - 211.06 | 29.78 |

## Data Plot and Equation



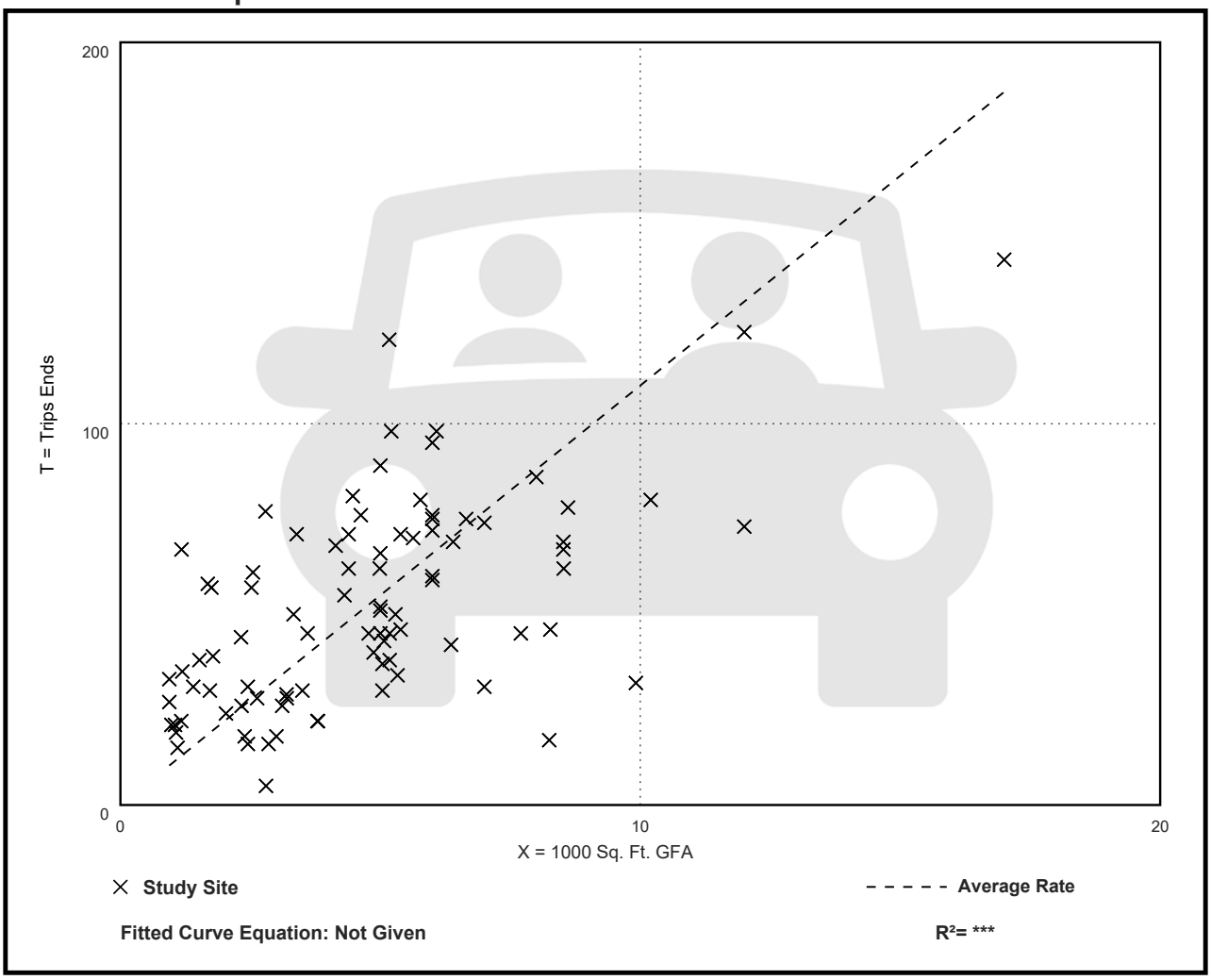
# Day Care Center
# (565)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 89
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 11.00 | 1.79 - 57.02 | 6.08 |

## Data Plot and Equation



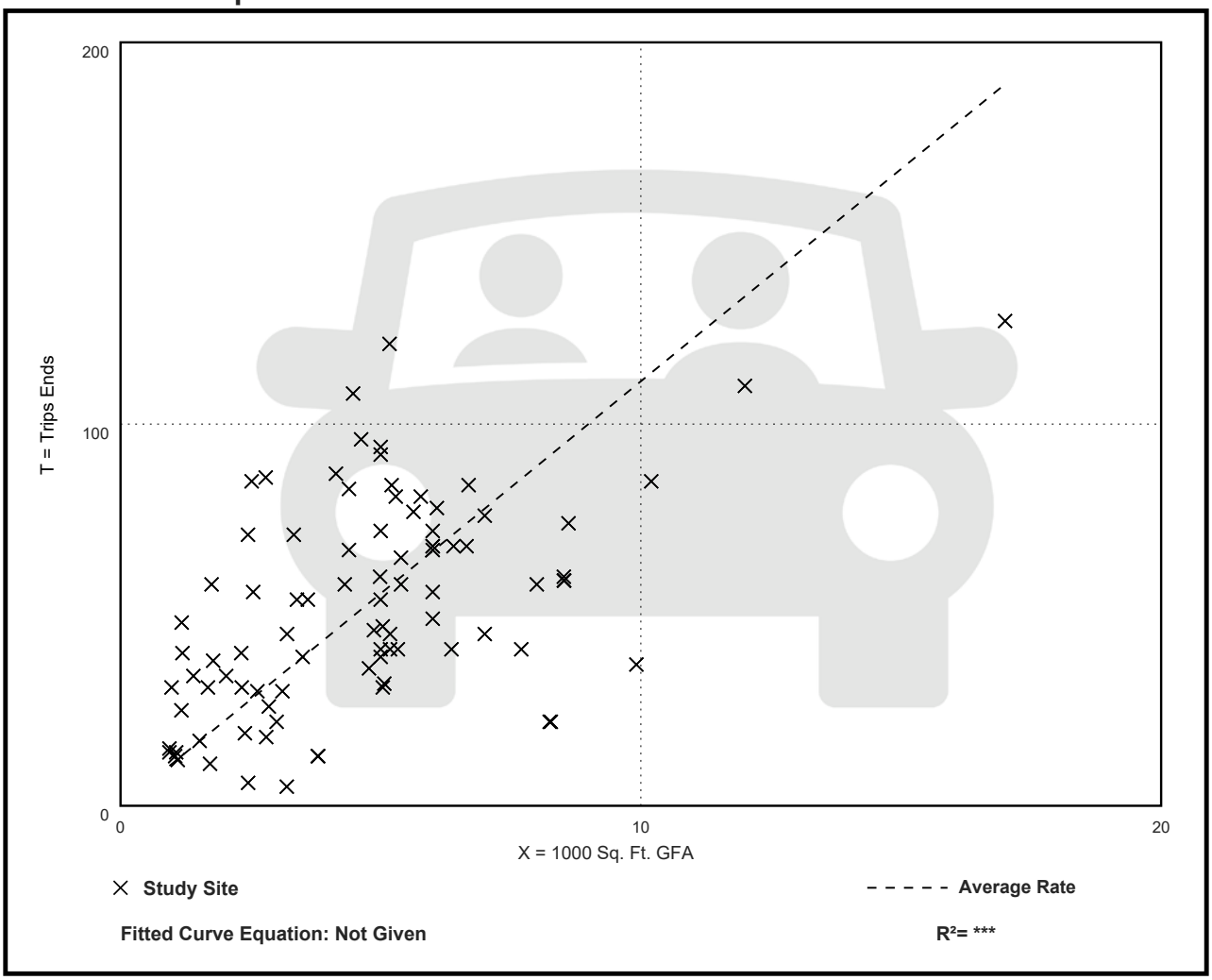
# Day Care Center
# (565)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 90
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 11.12 | 1.56 - 40.85 | 6.28 |

## Data Plot and Equation



# CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

April 24, 2024

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

***Subject: Euclid Avenue at Kennicott Avenue***
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 23, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT (2022) | Year 2050 ADT |
|---|---|---|
| Euclid Ave, at Kennicott Ave | 13,700 | 17,100 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2023 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2024_TrafficForecasts\ArlingtonHeights\ck-51-24\ck-51-24.docx

# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

| Signalized Intersections | | |
|---|---|---|
| **Level of Service** | **Interpretation** | **Average Control Delay (seconds per vehicle)** |
| A | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping. | ≤10 |
| B | Good progression, with more vehicles stopping than for Level of Service A. | > 10 - 20 |
| C | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | > 20 - 35 |
| D | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable. | > 35 - 55 |
| E | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent. | > 55 - 80 |
| F | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. | > 80 |

| Unsignalized Intersections | |
|---|---|
| **Level of Service** | **Average Total Delay (sec/veh)** |
| A | 0 - 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

Source: *Highway Capacity Manual*, 6th Edition.

# Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 550 | 61 | 40 | 591 | 0 | 24 | 0 | 39 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 550 | 61 | 40 | 591 | 0 | 24 | 0 | 39 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 3 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 567 | 63 | 41 | 609 | 0 | 25 | 0 | 40 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 609 | 0 | 0 | 630 | 0 | 0 | 986 | 1290 | 315 |
| Stage 1 | - | - | - | - | - | - | 599 | 599 | - |
| Stage 2 | - | - | - | - | - | - | 387 | 691 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 6.88 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.88 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.88 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.54 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 979 | - | - | 962 | - | - | 241 | 165 | 687 |
| Stage 1 | - | - | - | - | - | - | 506 | 494 | - |
| Stage 2 | - | - | - | - | - | - | 650 | 449 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 979 | - | - | 962 | - | - | 226 | 0 | 687 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 226 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 506 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 608 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 16.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 387 | 979 | - | - | 962 | - | - |
| HCM Lane V/C Ratio | 0.168 | - | - | - | 0.043 | - | - |
| HCM Control Delay (s) | 16.2 | 0 | - | - | 8.9 | 0.3 | - |
| HCM Lane LOS | C | A | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 39 | 24 | 0 | 0 | 101 |
| Future Vol, veh/h | 19 | 39 | 24 | 0 | 0 | 101 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 2 |
| Mvmt Flow | 21 | 42 | 26 | 0 | 0 | 110 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 136 | 26 | 0 | - | - | - |
| Stage 1 | 26 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 862 | 1056 | - | 0 | 0 | - |
| Stage 1 | 1002 | - | - | 0 | 0 | - |
| Stage 2 | 920 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 862 | 1056 | - | - | - | - |
| Mov Cap-2 Maneuver | 862 | - | - | - | - | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 983 | - |
| HCM Lane V/C Ratio | - | 0.064 | - |
| HCM Control Delay (s) | - | 8.9 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 24 | 12 | 25 | 95 |
| Future Vol, veh/h | 0 | 0 | 24 | 12 | 25 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 0 | 34 | 17 | 35 | 134 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 247 | 43 | 0 | 0 | 51 | 0 |
| Stage 1 | 43 | - | - | - | - | - |
| Stage 2 | 204 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 746 | 1033 | - | - | 1568 | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 835 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 728 | 1033 | - | - | 1568 | - |
| Mov Cap-2 Maneuver | 728 | - | - | - | - | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 1.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1568 | - |
| HCM Lane V/C Ratio | - | - | - | 0.022 | - |
| HCM Control Delay (s) | - | - | 0 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 7 | 29 | 1 | 15 | 80 |
| Future Vol, veh/h | 2 | 7 | 29 | 1 | 15 | 80 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 3 | 10 | 42 | 1 | 22 | 116 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 203 | 43 | 0 | 0 | 43 | 0 |
| Stage 1 | 43 | - | - | - | - | - |
| Stage 2 | 160 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.236 | - |
| Pot Cap-1 Maneuver | 790 | 1027 | - | - | 1553 | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 874 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 778 | 1027 | - | - | 1553 | - |
| Mov Cap-2 Maneuver | 778 | - | - | - | - | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 861 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 959 | 1553 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | 0.014 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 7 | 8 | 20 | 59 | 23 |
| Future Vol, veh/h | 10 | 7 | 8 | 20 | 59 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 9 | 11 | 27 | 79 | 31 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 38 | 0 | - | 0 | 60 | 25 |
| Stage 1 | - | - | - | - | 25 | - |
| Stage 2 | - | - | - | - | 35 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1585 | - | - | - | 952 | 1057 |
| Stage 1 | - | - | - | - | 1003 | - |
| Stage 2 | - | - | - | - | 993 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1585 | - | - | - | 944 | 1057 |
| Mov Cap-2 Maneuver | - | - | - | - | 944 | - |
| Stage 1 | - | - | - | - | 995 | - |
| Stage 2 | - | - | - | - | 993 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.3 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1585 | - | - | - | 973 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.112 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 9.2 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

# Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 616 | 46 | 57 | 607 | 0 | 27 | 0 | 58 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 616 | 46 | 57 | 607 | 0 | 27 | 0 | 58 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 1 | 0 | 2 | 1 | 0 | 11 | 0 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 642 | 48 | 59 | 632 | 0 | 28 | 0 | 60 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 632 | 0 | 0 | 690 | 0 | 0 | 1100 | 1416 | 345 |
| Stage 1 | - | - | - | - | - | - | 666 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 750 | - |
| Critical Hdwy | 4.1 | - | - | 4.14 | - | - | 7.02 | 6.5 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.02 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.02 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.22 | - | - | 3.61 | 4 | 3.32 |
| Pot Cap-1 Maneuver | 960 | - | - | 900 | - | - | 193 | 139 | 651 |
| Stage 1 | - | - | - | - | - | - | 449 | 460 | - |
| Stage 2 | - | - | - | - | - | - | 595 | 422 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 960 | - | - | 900 | - | - | 174 | 0 | 651 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 174 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 449 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 535 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.2 | 18.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 348 | 960 | - | - | 900 | - | - |
| HCM Lane V/C Ratio | 0.254 | - | - | - | 0.066 | - | - |
| HCM Control Delay (s) | 18.8 | 0 | - | - | 9.3 | 0.4 | - |
| HCM Lane LOS | C | A | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 1 | 0 | - | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 47 | 38 | 0 | 0 | 103 |
| Future Vol, veh/h | 50 | 47 | 38 | 0 | 0 | 103 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 1 |
| Mvmt Flow | 61 | 57 | 46 | 0 | 0 | 126 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 172 | 46 | 0 | - | - | - |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 126 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 823 | 1029 | - | 0 | 0 | - |
| Stage 1 | 982 | - | - | 0 | 0 | - |
| Stage 2 | 905 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 823 | 1029 | - | - | - | - |
| Mov Cap-2 Maneuver | 823 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 905 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 911 | - |
| HCM Lane V/C Ratio | - | 0.13 | - |
| HCM Control Delay (s) | - | 9.5 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 38 | 13 | 55 | 98 |
| Future Vol, veh/h | 0 | 0 | 38 | 13 | 55 | 98 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 1 |
| Mvmt Flow | 0 | 0 | 49 | 17 | 71 | 127 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 327 | 58 | 0 | 0 | 66 | 0 |
| Stage 1 | 58 | - | - | - | - | - |
| Stage 2 | 269 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 671 | 1014 | - | - | 1549 | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 781 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 638 | 1014 | - | - | 1549 | - |
| Mov Cap-2 Maneuver | 638 | - | - | - | - | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 743 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 2.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1549 | - |
| HCM Lane V/C Ratio | - | - | - | 0.046 | - |
| HCM Control Delay (s) | - | - | 0 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 8 | 43 | 2 | 10 | 88 |
| Future Vol, veh/h | 3 | 8 | 43 | 2 | 10 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 8 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 3 | 8 | 45 | 2 | 10 | 92 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 158 | 46 | 0 | 0 | 47 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 112 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.28 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.372 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 838 | 1007 | - | - | 1567 | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 918 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 832 | 1007 | - | - | 1567 | - |
| Mov Cap-2 Maneuver | 832 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 912 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 952 | 1567 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.007 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 9 | 18 | 37 | 65 | 26 |
| Future Vol, veh/h | 8 | 9 | 18 | 37 | 65 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 13 | 25 | 52 | 92 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 77 | 0 | - | 0 | 86 | 51 |
| Stage 1 | - | - | - | - | 51 | - |
| Stage 2 | - | - | - | - | 35 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1535 | - | - | - | 920 | 1023 |
| Stage 1 | - | - | - | - | 977 | - |
| Stage 2 | - | - | - | - | 993 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1535 | - | - | - | 914 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | 914 | - |
| Stage 1 | - | - | - | - | 970 | - |
| Stage 2 | - | - | - | - | 993 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.5 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1535 | - | - | - | 943 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.136 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

# Capacity Analysis Summary Sheets

## Year 2030 No-Build Weekday Morning Peak Hour

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 578 | 61 | 40 | 621 | 0 | 24 | 0 | 39 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 578 | 61 | 40 | 621 | 0 | 24 | 0 | 39 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 3 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 596 | 63 | 41 | 640 | 0 | 25 | 0 | 40 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 640 | 0 | 0 | 659 | 0 | 0 | 1030 | 1350 | 330 |
| Stage 1 | - | - | - | - | - | - | 628 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 402 | 722 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 6.88 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.88 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.88 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.54 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 954 | - | - | 939 | - | - | 226 | 152 | 672 |
| Stage 1 | - | - | - | - | - | - | 489 | 479 | - |
| Stage 2 | - | - | - | - | - | - | 638 | 434 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 954 | - | - | 939 | - | - | 211 | 0 | 672 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 211 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 489 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 595 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 16.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 367 | 954 | - | - | 939 | - | - |
| HCM Lane V/C Ratio | 0.177 | - | - | - | 0.044 | - | - |
| HCM Control Delay (s) | 16.9 | 0 | - | - | 9 | 0.3 | - |
| HCM Lane LOS | C | A | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 39 | 24 | 0 | 0 | 101 |
| Future Vol, veh/h | 19 | 39 | 24 | 0 | 0 | 101 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 2 |
| Mvmt Flow | 21 | 42 | 26 | 0 | 0 | 110 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 136 | 26 | 0 | - | - | - |
| Stage 1 | 26 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 862 | 1056 | - | 0 | 0 | - |
| Stage 1 | 1002 | - | - | 0 | 0 | - |
| Stage 2 | 920 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 862 | 1056 | - | - | - | - |
| Mov Cap-2 Maneuver | 862 | - | - | - | - | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 983 | - |
| HCM Lane V/C Ratio | - | 0.064 | - |
| HCM Control Delay (s) | - | 8.9 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 24 | 12 | 25 | 95 |
| Future Vol, veh/h | 0 | 0 | 24 | 12 | 25 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 0 | 34 | 17 | 35 | 134 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 247 | 43 | 0 | 0 | 51 | 0 |
| Stage 1 | 43 | - | - | - | - | - |
| Stage 2 | 204 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 746 | 1033 | - | - | 1568 | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 835 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 728 | 1033 | - | - | 1568 | - |
| Mov Cap-2 Maneuver | 728 | - | - | - | - | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 1.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1568 | - |
| HCM Lane V/C Ratio | - | - | - | 0.022 | - |
| HCM Control Delay (s) | - | - | 0 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 7 | 29 | 1 | 15 | 80 |
| Future Vol, veh/h | 2 | 7 | 29 | 1 | 15 | 80 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 3 | 10 | 42 | 1 | 22 | 116 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 203 | 43 | 0 | 0 | 43 | 0 |
| Stage 1 | 43 | - | - | - | - | - |
| Stage 2 | 160 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.236 | - |
| Pot Cap-1 Maneuver | 790 | 1027 | - | - | 1553 | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 874 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 778 | 1027 | - | - | 1553 | - |
| Mov Cap-2 Maneuver | 778 | - | - | - | - | - |
| Stage 1 | 985 | - | - | - | - | - |
| Stage 2 | 861 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 959 | 1553 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | 0.014 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 7 | 8 | 20 | 59 | 23 |
| Future Vol, veh/h | 10 | 7 | 8 | 20 | 59 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 9 | 11 | 27 | 79 | 31 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 38 | 0 | - | 0 | 60 | 25 |
| Stage 1 | - | - | - | - | 25 | - |
| Stage 2 | - | - | - | - | 35 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1585 | - | - | - | 952 | 1057 |
| Stage 1 | - | - | - | - | 1003 | - |
| Stage 2 | - | - | - | - | 993 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1585 | - | - | - | 944 | 1057 |
| Mov Cap-2 Maneuver | - | - | - | - | 944 | - |
| Stage 1 | - | - | - | - | 995 | - |
| Stage 2 | - | - | - | - | 993 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.3 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1585 | - | - | - | 973 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.112 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 9.2 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

# Capacity Analysis Summary Sheets

## Year 2030 No-Build Weekday Evening Peak Hour

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 647 | 46 | 57 | 637 | 0 | 27 | 0 | 58 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 647 | 46 | 57 | 637 | 0 | 27 | 0 | 58 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 1 | 0 | 2 | 1 | 0 | 11 | 0 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 674 | 48 | 59 | 664 | 0 | 28 | 0 | 60 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 664 | 0 | 0 | 722 | 0 | 0 | 1148 | 1480 | 361 |
| Stage 1 | - | - | - | - | - | - | 698 | 698 | - |
| Stage 2 | - | - | - | - | - | - | 450 | 782 | - |
| Critical Hdwy | 4.1 | - | - | 4.14 | - | - | 7.02 | 6.5 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.02 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.02 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.22 | - | - | 3.61 | 4 | 3.32 |
| Pot Cap-1 Maneuver | 935 | - | - | 876 | - | - | 179 | 127 | 636 |
| Stage 1 | - | - | - | - | - | - | 432 | 445 | - |
| Stage 2 | - | - | - | - | - | - | 584 | 408 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 935 | - | - | 876 | - | - | 160 | 0 | 636 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 160 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 432 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 522 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.1 | 20 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 327 | 935 | - | - | 876 | - | - |
| HCM Lane V/C Ratio | 0.271 | - | - | - | 0.068 | - | - |
| HCM Control Delay (s) | 20 | 0 | - | - | 9.4 | 0.4 | - |
| HCM Lane LOS | C | A | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 1.1 | 0 | - | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 47 | 38 | 0 | 0 | 103 |
| Future Vol, veh/h | 50 | 47 | 38 | 0 | 0 | 103 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 1 |
| Mvmt Flow | 61 | 57 | 46 | 0 | 0 | 126 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 172 | 46 | 0 | - | - | - |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 126 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 823 | 1029 | - | 0 | 0 | - |
| Stage 1 | 982 | - | - | 0 | 0 | - |
| Stage 2 | 905 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 823 | 1029 | - | - | - | - |
| Mov Cap-2 Maneuver | 823 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 905 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 911 | - |
| HCM Lane V/C Ratio | - | 0.13 | - |
| HCM Control Delay (s) | - | 9.5 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 38 | 13 | 55 | 98 |
| Future Vol, veh/h | 0 | 0 | 38 | 13 | 55 | 98 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 1 |
| Mvmt Flow | 0 | 0 | 49 | 17 | 71 | 127 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 327 | 58 | 0 | 0 | 66 | 0 |
| Stage 1 | 58 | - | - | - | - | - |
| Stage 2 | 269 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 671 | 1014 | - | - | 1549 | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 781 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 638 | 1014 | - | - | 1549 | - |
| Mov Cap-2 Maneuver | 638 | - | - | - | - | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 743 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 2.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1549 | - |
| HCM Lane V/C Ratio | - | - | - | 0.046 | - |
| HCM Control Delay (s) | - | - | 0 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 8 | 43 | 2 | 10 | 88 |
| Future Vol, veh/h | 3 | 8 | 43 | 2 | 10 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 8 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 3 | 8 | 45 | 2 | 10 | 92 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 158 | 46 | 0 | 0 | 47 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 112 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.28 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.372 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 838 | 1007 | - | - | 1567 | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 918 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 832 | 1007 | - | - | 1567 | - |
| Mov Cap-2 Maneuver | 832 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 912 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 952 | 1567 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.007 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 9 | 18 | 37 | 65 | 26 |
| Future Vol, veh/h | 8 | 9 | 18 | 37 | 65 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 13 | 25 | 52 | 92 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 77 | 0 | - | 0 | 86 | 51 |
| Stage 1 | - | - | - | - | 51 | - |
| Stage 2 | - | - | - | - | 35 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1535 | - | - | - | 920 | 1023 |
| Stage 1 | - | - | - | - | 977 | - |
| Stage 2 | - | - | - | - | 993 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1535 | - | - | - | 914 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | 914 | - |
| Stage 1 | - | - | - | - | 970 | - |
| Stage 2 | - | - | - | - | 993 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.5 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1535 | - | - | - | 943 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.136 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

# Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Morning Peak Hour

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 589 | 79 | 58 | 621 | 0 | 40 | 0 | 44 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 589 | 79 | 58 | 621 | 0 | 40 | 0 | 44 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 3 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 607 | 81 | 60 | 640 | 0 | 41 | 0 | 45 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 640 | 0 | 0 | 688 | 0 | 0 | 1088 | 1408 | 344 |
| Stage 1 | - | - | - | - | - | - | 648 | 648 | - |
| Stage 2 | - | - | - | - | - | - | 440 | 760 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 6.88 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.88 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.88 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.54 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 954 | - | - | 916 | - | - | 207 | 140 | 658 |
| Stage 1 | - | - | - | - | - | - | 477 | 469 | - |
| Stage 2 | - | - | - | - | - | - | 611 | 417 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 954 | - | - | 916 | - | - | 186 | 0 | 658 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 186 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 477 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 549 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.2 | 22 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 298 | 954 | - | - | 916 | - | - |
| HCM Lane V/C Ratio | 0.291 | - | - | - | 0.065 | - | - |
| HCM Control Delay (s) | 22 | 0 | - | - | 9.2 | 0.4 | - |
| HCM Lane LOS | C | A | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 1.2 | 0 | - | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 39 | 45 | 0 | 0 | 137 |
| Future Vol, veh/h | 19 | 39 | 45 | 0 | 0 | 137 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 2 |
| Mvmt Flow | 21 | 42 | 49 | 0 | 0 | 149 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 198 | 49 | 0 | - | - | - |
| Stage 1 | 49 | - | - | - | - | - |
| Stage 2 | 149 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 795 | 1025 | - | 0 | 0 | - |
| Stage 1 | 979 | - | - | 0 | 0 | - |
| Stage 2 | 884 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 795 | 1025 | - | - | - | - |
| Mov Cap-2 Maneuver | 795 | - | - | - | - | - |
| Stage 1 | 979 | - | - | - | - | - |
| Stage 2 | 884 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 936 | - |
| HCM Lane V/C Ratio | - | 0.067 | - |
| HCM Control Delay (s) | - | 9.1 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 26 | 12 | 25 | 96 |
| Future Vol, veh/h | 0 | 0 | 26 | 12 | 25 | 96 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 0 | 37 | 17 | 35 | 135 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 251 | 46 | 0 | 0 | 54 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 205 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 742 | 1029 | - | - | 1564 | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 834 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 724 | 1029 | - | - | 1564 | - |
| Mov Cap-2 Maneuver | 724 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 814 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 1.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1564 | - |
| HCM Lane V/C Ratio | - | - | - | 0.023 | - |
| HCM Control Delay (s) | - | - | 0 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 7 | 31 | 1 | 15 | 81 |
| Future Vol, veh/h | 2 | 7 | 31 | 1 | 15 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 3 | 10 | 45 | 1 | 22 | 117 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 207 | 46 | 0 | 0 | 46 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 161 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.236 | - |
| Pot Cap-1 Maneuver | 786 | 1023 | - | - | 1549 | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 774 | 1023 | - | - | 1549 | - |
| Mov Cap-2 Maneuver | 774 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 860 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 955 | 1549 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | 0.014 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 7 | 8 | 22 | 60 | 23 |
| Future Vol, veh/h | 10 | 7 | 8 | 22 | 60 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 9 | 11 | 29 | 80 | 31 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 40 | 0 | - | 0 | 61 | 26 |
| Stage 1 | - | - | - | - | 26 | - |
| Stage 2 | - | - | - | - | 35 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1583 | - | - | - | 950 | 1056 |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 993 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1583 | - | - | - | 942 | 1056 |
| Mov Cap-2 Maneuver | - | - | - | - | 942 | - |
| Stage 1 | - | - | - | - | 994 | - |
| Stage 2 | - | - | - | - | 993 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.3 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1583 | - | - | - | 971 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.114 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 9.2 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | ↑↑ | | | ↑↑ | | ↱ |
| Traffic Vol, veh/h | 657 | 0 | 0 | 661 | 0 | 11 |
| Future Vol, veh/h | 657 | 0 | 0 | 661 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 692 | 0 | 0 | 696 | 0 | 12 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | - | - | - | 346 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | 0 | 0 | - | 0 | 656 |
| Stage 1 | - | 0 | 0 | - | 0 | - |
| Stage 2 | - | 0 | 0 | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 656 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|---|---|---|---|
| Capacity (veh/h) | 656 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - |
| HCM Control Delay (s) | 10.6 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 1 | 2 | 24 | 120 | 36 |
| Future Vol, veh/h | 21 | 1 | 2 | 24 | 120 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 2 | 0 |
| Mvmt Flow | 22 | 1 | 2 | 25 | 126 | 38 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 174 | 145 | 164 | 0 | - | 0 |
| Stage 1 | 145 | - | - | - | - | - |
| Stage 2 | 29 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 821 | 908 | 1427 | - | - | - |
| Stage 1 | 887 | - | - | - | - | - |
| Stage 2 | 999 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 820 | 908 | 1427 | - | - | - |
| Mov Cap-2 Maneuver | 820 | - | - | - | - | - |
| Stage 1 | 886 | - | - | - | - | - |
| Stage 2 | 999 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0.6 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1427 | - | 824 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.028 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

# Capacity Analysis Summary Sheets

## Year 2030 Total Projected Weekday Evening Peak Hour

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 659 | 62 | 73 | 637 | 1 | 45 | 0 | 64 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 659 | 62 | 73 | 637 | 1 | 45 | 0 | 64 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 1 | 0 | 2 | 1 | 0 | 11 | 0 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 686 | 65 | 76 | 664 | 1 | 47 | 0 | 67 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 665 | 0 | 0 | 751 | 0 | 0 | 1203 | 1536 | 376 |
| Stage 1 | - | - | - | - | - | - | 719 | 719 | - |
| Stage 2 | - | - | - | - | - | - | 484 | 817 | - |
| Critical Hdwy | 4.1 | - | - | 4.14 | - | - | 7.02 | 6.5 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.02 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.02 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.22 | - | - | 3.61 | 4 | 3.32 |
| Pot Cap-1 Maneuver | 934 | - | - | 854 | - | - | 164 | 117 | 622 |
| Stage 1 | - | - | - | - | - | - | 421 | 436 | - |
| Stage 2 | - | - | - | - | - | - | 560 | 393 | - |
| Platoon blocked, % | | - | - | | - | - | | | |
| Mov Cap-1 Maneuver | 934 | - | - | 854 | - | - | 141 | 0 | 622 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 141 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 421 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 481 | 0 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.5 | 29.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 258 | 934 | - | - | 854 | - | - |
| HCM Lane V/C Ratio | 0.44 | - | - | - | 0.089 | - | - |
| HCM Control Delay (s) | 29.5 | 0 | - | - | 9.6 | 0.6 | - |
| HCM Lane LOS | D | A | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 2.1 | 0 | - | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 47 | 62 | 0 | 0 | 135 |
| Future Vol, veh/h | 50 | 47 | 62 | 0 | 0 | 135 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 1 |
| Mvmt Flow | 61 | 57 | 76 | 0 | 0 | 165 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 241 | 76 | 0 | - | - | - |
| Stage 1 | 76 | - | - | - | - | - |
| Stage 2 | 165 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 752 | 991 | - | 0 | 0 | - |
| Stage 1 | 952 | - | - | 0 | 0 | - |
| Stage 2 | 869 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 752 | 991 | - | - | - | - |
| Mov Cap-2 Maneuver | 752 | - | - | - | - | - |
| Stage 1 | 952 | - | - | - | - | - |
| Stage 2 | 869 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 852 | - |
| HCM Lane V/C Ratio | - | 0.139 | - |
| HCM Control Delay (s) | - | 9.9 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 40 | 13 | 55 | 100 |
| Future Vol, veh/h | 0 | 0 | 40 | 13 | 55 | 100 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 0 | 0 | 8 | 0 | 0 | 1 |
| Mvmt Flow | 0 | 0 | 52 | 17 | 71 | 130 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 333 | 61 | 0 | 0 | 69 | 0 |
| Stage 1 | 61 | - | - | - | - | - |
| Stage 2 | 272 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 666 | 1010 | - | - | 1545 | - |
| Stage 1 | 967 | - | - | - | - | - |
| Stage 2 | 778 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 633 | 1010 | - | - | 1545 | - |
| Mov Cap-2 Maneuver | 633 | - | - | - | - | - |
| Stage 1 | 967 | - | - | - | - | - |
| Stage 2 | 739 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 2.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1545 | - |
| HCM Lane V/C Ratio | - | - | - | 0.046 | - |
| HCM Control Delay (s) | - | - | 0 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 8 | 45 | 2 | 10 | 90 |
| Future Vol, veh/h | 3 | 8 | 45 | 2 | 10 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 8 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 3 | 8 | 47 | 2 | 10 | 94 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 48 | 0 | 0 | 49 | 0 |
| Stage 1 | 48 | - | - | - | - | - |
| Stage 2 | 114 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.28 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.372 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 834 | 1004 | - | - | 1564 | - |
| Stage 1 | 980 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 828 | 1004 | - | - | 1564 | - |
| Mov Cap-2 Maneuver | 828 | - | - | - | - | - |
| Stage 1 | 980 | - | - | - | - | - |
| Stage 2 | 910 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 949 | 1564 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.007 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 9 | 18 | 38 | 67 | 26 |
| Future Vol, veh/h | 9 | 9 | 18 | 38 | 67 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 13 | 25 | 54 | 94 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 79 | 0 | - | 0 | 91 | 52 |
| Stage 1 | - | - | - | - | 52 | - |
| Stage 2 | - | - | - | - | 39 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1532 | - | - | - | 914 | 1021 |
| Stage 1 | - | - | - | - | 976 | - |
| Stage 2 | - | - | - | - | 989 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1532 | - | - | - | 906 | 1021 |
| Mov Cap-2 Maneuver | - | - | - | - | 906 | - |
| Stage 1 | - | - | - | - | 967 | - |
| Stage 2 | - | - | - | - | 989 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.7 | 0 | 9.5 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1532 | - | - | - | 935 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.14 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9.5 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | ↑↑ | | | ↑↑ | | ↱ |
| Traffic Vol, veh/h | 709 | 0 | 0 | 682 | 0 | 12 |
| Future Vol, veh/h | 709 | 0 | 0 | 682 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 746 | 0 | 0 | 718 | 0 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | - | - | - | 373 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | 0 | 0 | - | 0 | 630 |
| Stage 1 | - | 0 | 0 | - | 0 | - |
| Stage 2 | - | 0 | 0 | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 630 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|---|---|---|---|
| Capacity (veh/h) | 630 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - |
| HCM Control Delay (s) | 10.8 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 2 | 2 | 38 | 153 | 32 |
| Future Vol, veh/h | 24 | 2 | 2 | 38 | 153 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 8 | 1 | 0 |
| Mvmt Flow | 25 | 2 | 2 | 40 | 161 | 34 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 222 | 178 | 195 | 0 | - | 0 |
| Stage 1 | 178 | - | - | - | - | - |
| Stage 2 | 44 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 771 | 870 | 1390 | - | - | - |
| Stage 1 | 858 | - | - | - | - | - |
| Stage 2 | 984 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 770 | 870 | 1390 | - | - | - |
| Mov Cap-2 Maneuver | 770 | - | - | - | - | - |
| Stage 1 | 857 | - | - | - | - | - |
| Stage 2 | 984 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 0.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1390 | - | 777 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.035 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

VILLAGE OF ARLINGTON HEIGHTS
INC. 1887

**Date:** Date April 25, 2024

**To:** Jorge Torres, Director of Building & Life Safety

**From:** Elliot Eldridge, Assistant Building Official of Building & Life Safety

**Subject:** Staff Development Committee - Tots Land Daycare at 1007 W. Euclid Ave.

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General Comments:

The information provided is conceptual only and subject to a formal plan review.
Since interior alterations are contemplated, then the following comments are applicable:

1. The design and construction of the facility shall comply with the following adopted codes:
   a. 2018 International Building Code with amendments
   b. 2018 International Fire Code
   c. 2018 International Fuel Gas Code
   d. 2018 International Mechanical Code
   e. 2018 Illinois Accessibility Code
   f. 2021 ILLINOIS Energy Conservation Code
   g. 2017 National Electrical Code
   h. 2014 Illinois Plumbing Code

   Submittal is missing this information.

2. Drawings produced by an Illinois licensed architect are required for permit submittal. The plans do not appear to conform to this requirement.

3. This is a change of use (from a B to an I-4). Required info not provided.

4. An additional restroom may be required per the Illinois Plumbing Code to provide separate men's and women's facilities. Provide a plumbing fixture count analysis. The plans do not appear to conform to this requirement.

5. Any additional restroom(s) will be required to comply with the 2018 Illinois Accessibility Code. The plans do not appear to conform to this requirement.

6. For the proposed kitchen, provide isometric plumbing drawing shows plumbing drain, waste, and vent lines. Show how they are interconnect, and include the actual pipe sizes. Required info not provided.

7. Provide a life safety plan that shows the location of any/all fire-resistance rated construction, and travel distance to exits from the most remote locations, as well as the location of exits and emergency light fixtures. Information was not provided.

8. Provide a list and location of essential restaurant kitchen equipment, suppression systems, and fixtures proposed. Information was not provided.

9. Provide locations of exit signs and emergency lighting. The bottom of new egress markings shall be located at a vertical distance of not more than 6 ft 8 in. (2030 mm) above the top edge of the egress opening intended for designation by that marking. The plans do not appear to conform to this requirement.

10. Per 903.3 Installation requirements, automatic sprinkler systems shall be designed and installed in accordance with Sections 903.3.1 through 903.3.8. Information was not provided.

11. Provide a life safety plan that shows the location of any/all fire-resistance rated construction, and travel distance to exits from the most remote locations, as well as the location of exits and emergency light fixtures. Information was not provided.

12. Per 903.3.1 Standards, sprinkler systems shall be designed and installed in accordance with Section 903.3.1.1, unless otherwise permitted by Sections 903.3.1.2 and 903.3.1.3 and other chapters of this code, as applicable. Information was not provided.

13. The fire suppression and fire alarm systems shall be properly tested by a licensed testing agency and copies provided to the Building & Life Safety Department. The plans do not appear to conform to this requirement.

14. Counter height at the transaction counters is not indicated. Maximum height is 34 inches. In order to verify compliance, please provide the height of the transaction counters. Required info not provided.

15. Since there is a second story, provide detail on the function of this space and how accessible access is achieved. Information was not provided.

16. Since two new outdoor playgrounds and an interior playground are proposed, provide details on how accessible access is achieved to these spaces. Information was not provided.

17. Provide calculation minimum number and size for the means of egress for the spaces based on the calculated occupant load and the number of required. Information was not provided.

18. Provide an approved water supply capable of supplying the required fire flow for fire protection shall be provided. Submittal is missing this information.

19. Provide locations of fire hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet exclusive of shoulders. A fire hydrant shall be located within 100 feet of the structure.

20. The fire alarm shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch. Once accepted, fire alarm system shall not be placed out of service unless approved by the Village. Submittal is missing this information.

21. An occupancy certificate will be required prior to occupying the space.

22. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”.

23. Separate permits are required for permits are required for the following:
    Fire Alarm
    Fire Suppression
    Signage

PLAN COMMISSION REVIEW
ENGINEERING DIVISION

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Planning Staff Liaison** |
| **From:** | **Nanci Julius, P.E., Senior Civil Engineer** |
| **Department:** | **Public Works Department, Engineering Division** |
| **File Number:** | **PCA00005-2024** |
| **Project:** | **1007 W Euclid Ave Day Care** |
| **Review Round:** | **Round 1** |
| **Date:** | **April 25, 2024** |

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

1. PUBLIC IMPROVEMENTS REQUIRED:

| | YES | NO | COMMENTS |
|---|---|---|---|
| a. Underground Utilities | | | |
| i. Water…… | ☐ | ☒ | |
| ii. Sanitary Sewer ……. | ☐ | ☒ | |
| iii. Storm Sewer…… | ☐ | ☒ | |
| b. Surface Improvement | | | |
| i. Pavement ……. | ☒ | ☐ | |
| ii. Curb& Gutter…….. | ☒ | ☐ | |
| iii. Sidewalks……. | ☒ | ☐ | |
| iv. Street Lighting…….. | ☐ | ☒ | |
| c. Easements | | | |
| i. Utility & Drainage…. | ☐ | ☒ | |
| ii. Access…… | ☐ | ☒ | |

2. PERMITS REQUIRED OTHER THAN VILLAGE

| | |
|---|---|
| a. MWRDGC…… ☒ | d. IEPA…… ☐ |
| b. IDOT…… ☐ | e. CCHD…… ☒ |
| c. ARMY CORP… ☐ | f. OTHER…… ☐ |

3. R.O.W. DEDICATIONS…… YES ☐ NO ☒
4. SITE PLAN ACCEPTABLE…… YES ☐ NO ☒
5. PRELMINARY PLAT ACCEPTABLE…… YES ☐ NO ☐ N/A
6. TRAFFIC STUDY ACCEPTABLE…….. YES ☐ NO ☒
7. STORMWATER DETENTION REQUIRED…… YES ☐ NO ☐ TBD
8. CONTRIBUTION ORDINANCE EXISTING…….. YES ☐ NO ☒
9. FLOOD PLAIN OR FLOODWAY EXISTING…….. YES ☐ NO ☒
10. WETLAND EXISTING…… YES ☐ NO ☒

ADDITIONAL COMMENTS ARE ATTACHED.

**PLAN COMMISSION PCA00005-2024**
**Tots Land Inc. Day Care Center**
**1007 W Euclid Ave**
**Round 1**

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

| | |
|---|---|
| Projected Coordinate System: | NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet |
| Projection: | Transverse_Mercator |
| False_Easting: | 984250.00000000 |
| False_Northing: | 0.00000000 |
| Central_Meridian: | -88.33333333 |
| Scale_Factor: | 0.99997500 |
| Latitude_Of_Origin: | 36.66666667 |
| Linear Unit: | Foot_US |
| Geographic Coordinate System: | GCS_North_American_1983 |
| Datum: | D_North_American_1983 |
| | Prime Meridian: Greenwich |
| | Angular Unit: Degree |

13. The traffic study must be prepared by a traffic engineer. The study shall include at a minimum:
    a. The intersection of Kennicott Ave and Euclid Ave.
    b. The entrance and exit to the Arlington Heights Post Office located at the southeast corner of Kennicott Ave and Euclid Ave.
    c. The entrance off of Euclid Ave for the bank allowed eastbound and westbound traffic to enter the site. The study should evaluate right-out only.

14. The existing entrance off of Euclid Ave is currently inbound only. The proposed site plan is not dimensioned; however, it appears that from the site plan that the access off of Euclid Ave will be widened to the east to accommodate two-way traffic.
    a. Euclid Ave is under the jurisdiction of the Cook County. Any modifications to the existing entrance will require review and approval by the Cook County Department of Transportation and Highways.
    b. If the Euclid Ave entrance is to be modified, access shall be limited to right-out only.
    c. If stop control is required for the exit, detectable warnings are required.
    d. The sidewalk shall be removed and replaced.
    e. There is an existing mature parkway tree located approximately 15 ft east of the existing entrance. The tree may need to be removed to accommodate the modifications.

15. If the south access off of Kennicott Ave is to be removed, the curb shall be removed and replaced with a full head curb, the parkway restored with topsoil and seed, and the pavement be repaired a minimum of 2 ft wide.

16. All existing sidewalk along both the Kennicott Ave and Euclid Ave shall be inspected for condition. Additional sidewalk removal and replacement may be required. This can be addressed at permit. The petitioner shall accept this understanding.

17. The site modifications must conform to the Illinois Accessibility Code. This will be reviewed at permit.

18. Provide dimensions on the site plan.

19. The project must meet Village stormwater detention requirements. Provide calculations for the existing and proposed impervious and pervious conditions to determine if detention will be required from an increase in impervious area. If the detention required is minimal, fee-in-lieu of detention would be acceptable. This can be addressed at permit.

20. A commercial kitchen may trigger the need for an exterior grease trap. An MWRD permit would be required for an exterior grease trap.

21. If the existing water service is lead, replacement of the water service is required.

04-25-24

Michael L. Pagones, P.E. Date
Village Engineer

PLAN COMMISSION REVIEW
HEALTH SERVICES DEPARTMENT

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Dan Osoba, Planner 1** |
| **From:** | **Jeff Bohner, Health Officer** |
| **Department:** | **Health Services Department** |
| **File Number:** | **PCA 00005-2024** |
| **Project:** | **1007 W. Euclid** |
| **Review Round:** | **Round 1 review** |
| **Date:** | **April 19, 2024** |

The kitchen will need to be commercial grade and subject to Illinois Food Code requirements.

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Damian Dwulit** |
| **From:** | **Dan Osoba** |
| **Department:** | **Planning & Community Development** |
| **File Number:** | **PC 24-005** |
| **Project:** | **1007 W Euclid Ave – Tots Land Daycare Center SUP** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **April 26, 2024** |

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH COMPREHENSIVE PLAN: | ☒ | ☐ |
| 2. COMPLIES WITH THOROUGHFARE PLAN: | ☒ | ☐ |
| 3. VARIAITONS NEEDED FROM ZONING REGULATIONS: | ☒ | ☐ |
| 4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS: | ☐ | ☒ |
| 5. SUBDIVISION REQUIRED: | ☐ | ☒ |
| 6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED: | ☐ | ☒ |

See additional review comments on next page.

**Planning & Community Development Dept.**
**Review**
April 26, 2024

**REVIEW ROUND 1**

Project: Tots Land Day Care Center Special Use Permit
1007 W Euclid Ave

Case Number: PC 24-005

**General:**

7. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions:
    a) A Special Use Permit for a Day Care Center on the subject property.
    b) As submitted, a Traffic and Parking Study variation would need to be requested. As discussed, staff would not support a request for variance to waive the Traffic and Parking Study requirement. Please submit a Traffic and Parking Study with your next submission. You may utilize the data already collected as the basis for a parking study. Note this study must be completed and stamped by a Traffic Engineer.
    c) A variation from Chapter 28, Section 6.5-2, to allow accessory structures (play equipment) in a side yard where all accessory structures are required to be in a rear yard.
8. A Design Commission application has been received for the building addition and is currently under view. Note that this Design Commission application must be reviewed and approved prior to bringing this petition to the Plan Commission.
9. Prior to appearing before the Plan Commission, staff is requesting that you hold a Neighborhood Meeting to discuss this proposal with neighbors and allow them to express concerns and have questions answered. The PIN list that has been provided to you may be used to send out notice of a Neighborhood Meeting. Note that Village staff does not attend these meetings; however, we would need you to provide the list of addresses notified of the meeting and meeting details including the date, time, attendance, discussion topics, questions, and concerns. This does not need to be minutes or a recording of the meeting.
10. With regards to the Market Analysis, please outline where the nearest Polish/American daycare is located.
11. Provide a separate document that addresses each of the three criteria for Special Use Permit approval and outlines how the proposed day care complies with each standard:
    - That said special use is deemed necessary for the public convenience at this location.
    - 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.
    - 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.
12. For any variation requested, provide a separate document that addresses each of the four criteria necessary for variation approval and outlines how each requested variation complies with the standards for approval:
    - The proposed variation will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
    - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
    - The proposed variation is in harmony with the spirit and intent of this Chapter.

- The variance requested is the minimum variance necessary to allow reasonable use of the property.

**Parking Survey:**

13. Please clarify the number of employees proposed. There are instances of 11 employees listed and instances of 12 employees listed. For the purposes of calculating parking, the total below was 12 employees, which still provides a surplus of 19 spaces.

| Tenant | Code Uses | Gross Square Footage | Parking Ratio | Number of Employees | Parking Required |
|---|---|---|---|---|---|
| 1007 W Euclid Ave | Day Care Center | 5727 sq. ft. | 3 spaces per 2 employees | 12 | 18 |
| | | | | | |
| | | | | Total Parking Required | 18 |
| | | | | Total Parking Provided | 37 |
| | | | | **Surplus**/(Deficit) | **19** |

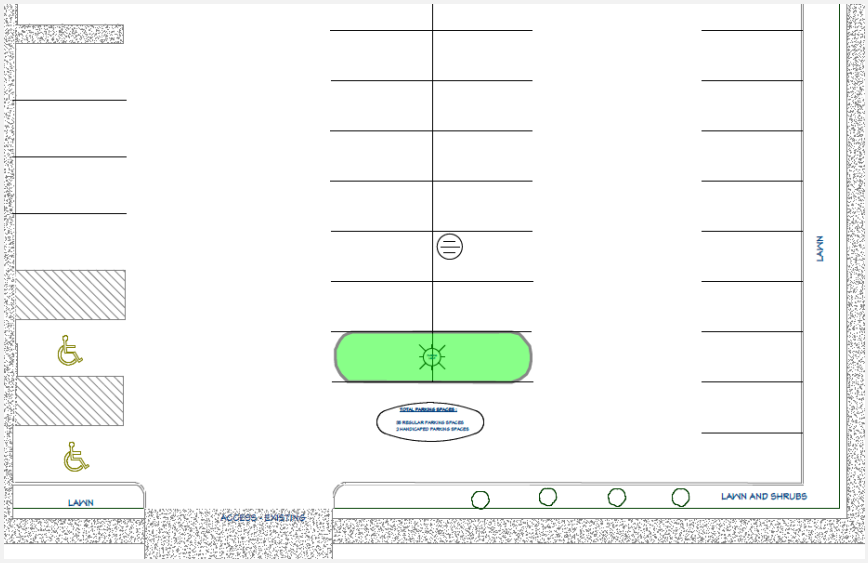
14. Per the project narrative, there will be 11 teachers during peak times. Please outline how many additional staff will also be onsite during peak times (front desk staff, cook, support staff, managers, etc.).

15. Per the CPRC staff report, the traffic and parking study needs to include the following:
    a) Access for drop-off/pick-up to ensure the queuing does not spill onto adjacent roadways
    b) Queuing that may occur on Euclid due to the train tracks, which may impact site ingress/egress.
    c) On-site circulation for drop-offs/pick-ups
    d) Trip generation
16. One (2) bicycle parking spaces are required. Please show the location of the bicycle parking spaces on the plans. The bicycle parking space should be located near a main building entrance and on a paved surface.

**Site Modifications**

17. Label all elevations based on the direction they are facing. It is difficult to determine which side of the building each elevation is based on just "Elevation 1", "Elevation 2", etc.
18. For the purposes of this application package, please label the materials on the proposed elevations (i.e. existing brick, proposed aluminum siding, etc.). Additionally, please remove any fencing where it blocks view of the building (or show only the fence outline as a dashed line with a note calling out that it is a fence).
19. Note for trash enclosures: the fencing surrounding the enclosure must be 6-feet and be fully opaque. Please ensure that the fencing is labeled to comply.
20. If there is an opportunity to remove the southern access and curb cut on N. Kennicott Ave , staff would support the removal and relocation of the trash enclosure. Given the excess parking shown, spaces may be removed to accommodate a new location for a trash enclosure.
21. Please clarify if an existing fence is located on the property line for the west and south properties. Please confirm that the existing 4' tall fence along the southern and western property lines will be removed. Additionally, please confirm that the newly proposed fence along the western property line will not extend further north than the front of the single-family home to the west (if so, it would require a variation).
22. ADA accessible parking stalls are allowed to share an accessible aisle. Revise the two stalls to share an accessible aisle, which will increase the parking supply by one space.
23. One room on the floorplans is missing a label. Please label the room according to its use.
24. Provide manufacturers product specifications/cut sheets for each proposed fence.

25. Please confirm that the outdoor play areas will not include any noise making devices (bells, wind chimes, etc.).
26. Would any of the outdoor play areas include shade structures/sun screens/awnings/canopies? If so, these elements must be shown on the plans and details must be provided on the height, size, material, etc.
27. A curbed landscape island is required beneath all light poles, which shall include a shade tree at each end. Additionally, a curbed landscape island is required at the termination of the western parking row. Please add the code required landscape island as shown below:




**Business Operations**

28. Please ensure all documents include children up to age 5 as discussed. There is a discrepancy between the business operations and project description documents.

**Resubmittal**

29. Provide a formal response to all Round 1 Department Review Comments as well as revised plans to address each comment, and submit files via the CSS portal on the Village website. Once your response to these comments, along with revised plans, are uploaded to the CSS portal, please send me an email to let me know that the resubmittal has been uploaded.
30. Please ensure that a revision date is added to all plans or documents that are revised as a result of these comments.

Prepared by: _____

Dan Osoba

PLAN COMMISSION REVIEW
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

**Village of Arlington Heights**
**Interoffice Memorandum**

| | |
|---|---|
| **To:** | **Dan Osoba, Planner I** |
| **From:** | **Derek Mach, Landscape Planner** |
| **Department:** | **Planning & Community Development Department** |
| **File Number:** | **PCA00005-2024** |
| **Project:** | **1007 W. Euclid** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **April 23, 2024** |

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH TREE PRESERVATION ORDINACE: | N/A | ☐ |
| 2. COMPLIES WITH LANDSCAPE PLAN ORDINANCE: | ☐ | ☒ |
| 3. PARKWAY TREE FEE REQUIRED: | ☒ | ☐ |

COMMENTS:

1. Please note that per Chapter 28, Section 6.15 a three-foot-high screen is required between the public right of way and the parking area. Please incorporate the code required landscaping along Euclid and Kennicott.

2. The plan is graphically incorrect and the placement of the plant material is very random. Please identify the species, quantities, sizes and evaluate the placement of the proposed plant material. Please show the existing trees/landscaping as part of the landscape plan.

3. It is recommended that landscaping be provided between the walk and fence along the Euclid frontage. Please provide details/elevations for the proposed fence.

4. Landscape screening must be provided for any utility/mechanical areas. Any new utility/mechanical boxes must be placed where they are not visible and screened.

5. Please evaluate the location of the trash enclosure. As proposed, it is immediately adjacent to the residential. In addition, please provide landscaping in the southeast corner adjacent to the residential along the rear property line.

6. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

7. Additional comments may be forthcoming after a more detailed landscape plan is provided.

**Tots Land Inc.**
7460 W Addison St , Chicago IL 60634
2635 - 2641 N Harlem Ave , Chicago, IL 60707
1080 W Lake St Roselle IL 60172
773-827-1485
totsland@gmail.com
www.totslandchicago.com

Chicago 5/31/2024

# Village of Arlington Heights

## Response to Round 1 General Comments – Plan Commission .
## Letter from Elliot Eldridge. Assistant Building Official of Building and Safety dated April 25, 2024

1. The design and construction of the facility will comply with the following adopted codes:
a. 2018 International Building Code with amendments
b. 2018 International Fire Code
c. 2018 International Fuel Gas Code
d. 2018 International Mechanical Code
e. 2018 Illinois Accessibility Code
f. 2021 ILLINOIS Energy Conservation Code
g. 2017 National Electrical Code
h. 2014 Illinois Plumbing Code

**Tots Land Inc is aware of these requirements and will comply**

2. Drawings produced by an Illinois licensed architect are required for permit submittal.
**Tots Land Inc is aware of these requirements and will comply**

3. This is a change of use (from a B to an I-4).
**Tots Land Inc is aware of these requirements and will comply**

4. An additional restroom may be required per the Illinois Plumbing Code to provide separate
men's and women's facilities. Provide a plumbing fixture count analysis.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

5. Any additional restroom(s) will be required to comply with the 2018 Illinois Accessibility Code.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

6. For the proposed kitchen, provide isometric plumbing drawing shows plumbing drain, waste,,and vent lines. Show how they are interconnect, and include the actual pipe sizes.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

7. Provide a life safety plan that shows the location of any/all fire-resistance rated construction, and travel distance to exits from the most remote locations, as well as the location of exits and emergency light fixtures. Information was not provided.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

8. Provide a list and location of essential restaurant kitchen equipment, suppression systems, and fixtures proposed.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

9. Provide locations of exit signs and emergency lighting. The bottom of new egress markings shall be located at a vertical distance of not more than 6 ft 8 in. (2030 mm) above the top edge of the egress opening intended for designation by that marking.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

10. Per 903.3 Installation requirements, automatic sprinkler systems shall be designed and installed in accordance with Sections 903.3.1 through 903.3.8.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

11. Provide a life safety plan that shows the location of any/all fire-resistance rated construction, and travel distance to exits from the most remote locations, as well as the location of exits and emergency light fixtures.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

12. Per 903.3.1 Standards, sprinkler systems shall be designed and installed in accordance with Section 903.3.1.1, unless otherwise permitted by Sections 903.3.1.2 and 903.3.1.3 and other chapters of this code, as applicable.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

13. The fire suppression and fire alarm systems shall be properly tested by a licensed testing agency and copies provided to the Building & Life Safety Department.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

14. Counter height at the transaction counters is not indicated. Maximum height is 34 inches. In order to verify compliance, please provide the height of the transaction counters.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

15. Since there is a second story, provide detail on the function of this space and how accessible access is achieved.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

16. Since two new outdoor playgrounds and an interior playground are proposed, provide details on how accessible access is achieved to these spaces. **Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

17. Provide calculation minimum number and size for the means of egress for the spaces based on the calculated occupant load and the number of required.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

18. Provide an approved water supply capable of supplying the required fire flow for fire protection shall be provided.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

19. Provide locations of fire hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet exclusive of shoulders. A fire hydrant shall be located within 100 feet of the structure.
**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

20. The fire alarm shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch. Once accepted, fire alarm system shall not be placed out of service unless approved by the Village.
**Tots Land Inc is aware of these requirements and will comply.**

21. An occupancy certificate will be required prior to occupying the space.
**Tots Land Inc is aware of these requirements and will comply.**

22. Note: "A transmittal letter detailing all the changes from the initial review will be required for any additional reviews".
**Tots Land Inc is aware of these requirements and will comply.**

23. Separate permits are required for permits are required for the following:
Fire Alarm
Fire Suppression
Signage

**Tots Land Inc is aware of these requirements and will comply.**

## Response to Round 1 General Comments – Plan Commission .
## Letter from Nanci Julius. P.E. Senior Civil Engineer dated April 25, 2024

**Department: Public Works Department, Engineering Division**
**File Number: PCA00005-2024**

### 1.-10. Tots Land Inc is aware of these requirements and will comply

11. The petitioner is notified that these comments are being provided to ensure that the projectmeets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits,engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

**Tots Land Inc is aware of these requirements and will comply**

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois
East. Below are details about projection:
Projected Coordinate System: NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection: Transverse_Mercator
False_Easting: 984250.00000000
False_Northing: 0.00000000
Central_Meridian: -88.33333333
Scale_Factor: 0.99997500
Latitude_Of_Origin: 36.66666667
Linear Unit: Foot_US
Geographic Coordinate System: GCS_North_American_1983
Datum: D_North_American_1983
Prime Meridian: Greenwich
Angular Unit: Degree

**Tots Land Inc is aware of these requirements and will comply**

13. The traffic study must be prepared by a traffic engineer. The study shall include at a minimum:
a. The intersection of Kennicott Ave and Euclid Ave.
b. The entrance and exit to the Arlington Heights Post Office located at the southeast corner of Kennicott Ave and Euclid Ave.
c. The entrance off of Euclid Ave for the bank allowed eastbound and westbound traffic to enter the site. The study should evaluate right-out only.

**Traffic study that meets retirements will be submitted for Round 2 Review**

14. The existing entrance off of Euclid Ave is currently inbound only. The proposed site plan is not dimensioned; however, it appears that from the site plan that the access off of Euclid Ave will be widened to the east to accommodate two-way traffic.

**Entrance off of Euclid will remain unchanged – inbound only. Plans are corrected for Round 2 Review**

15. If the south access off of Kennicott Ave is to be removed, the curb shall be removed and replaced with a full head curb, the parkway restored with topsoil and seed, and the pavement be repaired a minimum of 2 ft wide.

**Tots Land Inc do not Intend to remove south access off of Kenicott Ave**

16. All existing sidewalk along both the Kennicott Ave and Euclid Ave shall be inspected for condition. Additional sidewalk removal and replacement may be required. This can be addressed at permit. The petitioner shall accept this understanding.

**Tots Land Inc is aware of these requirements and will comply**

17. The site modifications must conform to the Illinois Accessibility Code. This will be reviewed at permit.

**Tots Land Inc is aware of these requirements and will comply**

18. Provide dimensions on the site plan.

**Plans are corrected for Round 2 Review and include dimensions on the side plan**

19. The project must meet Village stormwater detention requirements. Provide calculations for theexisting and proposed impervious and pervious conditions to determine if detention will berequired from an increase in impervious area. If the detention required is minimal, fee-in-lieu of detention would be acceptable. This can be addressed at permit.

**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

20. A commercial kitchen may trigger the need for an exterior grease trap. An MWRD permit would be required for an exterior grease trap.

**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

21. If the existing water service is lead, replacement of the water service is required.

**Tots Land Inc is aware of these requirements and will comply, that requirement will be addressed by licensed architect during permit process.**

## Response to Round 1 General Comments – Plan Commission .
## Letter from Jeff Bohner, Health Officer dated April 19, 2024

**Department: Health Services Department**
**File Number: PCA00005-2024**

The kitchen will need to be commercial grade and subject to Illinois Food Code requirements.

**Tots Land Inc is aware of these requirements and will comply**

## Response to Round 1 General Comments – Plan Commission .
## Letter from Dan Osoba, Planning & Community Development dated April 26, 2024

**Department: Planning & Community Development**
**File Number: PC 25-005**

1.-8.

**Tots Land Inc is aware of these requirements and will comply.**

9. Neighborhood Meeting

**Neighborhood Meeting was held by TOTS LAND INC at 1007 W Euclid Ave , Arlington Heights IL ( Old BMO HARRIS BANK ) on Tuesday May 21st 2024 at 7.00 PM.**

**No one showed up at the meeting**

10. With regards to the Market Analysis, please outline where the nearest Polish/American daycare is located.

**The two largest Polish-American childcare providers in the Chicago Metro Area are Tots Land (currently 3 locations) with the closest location in Roselle IL and Wyspa Dzieci / Kids Island (currently 4 locations) with the closest location in Northbrook IL. There are also several smaller providers on our market. A noteworthy one that is close to Arlington Heights is ABCD Academy in Mount Propsect IL**

11. Provide a separate document that addresses each of the three criteria for Special Use Permit approval and outlines how the proposed day care complies with each standard

**Separate document provided with Round 2 Documents6**

12. For any variation requested, provide a separate document that addresses each of the four criteria necessary for variation approval and outlines how each requested variation complies with the standards for approval:

**Separate document provided with Round 2 Documents**

13. Please clarify the number of employees proposed.

**Maximum Number of Employees on one shift , at the same time will be :**
**(13) thirteen :**

**(11)eleven teachers**
**(1) one director**
**(1) one cook**

14. Per the project narrative, there will be 11 teachers during peak times. Please outline how many additional staff will also be onsite during peak times (front desk staff, cook, support staff,managers, etc.).

**Maximum Number of Employees on one shift , at the same time will be :**
**(13) thirteen :**

**(11)eleven teachers**
**(1) one director**
**(1) one cook**

15. Per the CPRC staff report, the traffic and parking study needs to include the following:
a) Access for drop-off/pick-up to ensure the queuing does not spill onto adjacent roadways
b) Queuing that may occur on Euclid due to the train tracks, which may impact site ingress/egress.
c) On-site circulation for drop-offs/pick-ups
d) Trip generation

**Tots Land Inc is aware of these requirements and will comply.**

16. One (2) bicycle parking spaces are required. Please show the location of the bicycle parking spacescon the plans. The bicycle parking space should be located near a main building entrance and on a paved surface.

**Bicycle parking meeting requirements is marked on revised plans**

17.-20.

**Corrected on revised plans**

21. Please clarify if an existing fence is located on the property line for the west and south properties. Please confirm that the existing 4' tall fence along the southern and western property lines will be removed. Additionally, please confirm that the newly proposed fence along the western property line will not extend further north than the front of the single-family home to the west (if so, it would require a variation).

**Tots Land Inc confirms that existing fence on west and south property lines will be demolished due to poor condition. A new 6ft tall will be built. A new fence will be build on the property line as it should be. (Existing fence was build outside of the property line on the south-west corner)**

**Tots Land Inc confirms that newly proposed fence along the western property line will not extend further north than the front of the single family home to the west.**

**Tots Land Inc confirms that newly proposed fence along the southern property line will not extend further east than the front of the single family home to the south.**

22.-23.

**Corrected on revised plans**

24. Provide manufacturers product specifications/cut sheets for each proposed fence.

**Separate document provided with Round 2 Documents**

25. Please confirm that the outdoor play areas will not include any noise making devices (bells, wind chimes, etc.).

**Tots Land Inc is confirms that outdoor play areas will not include any noise making devices.**

26. Would any of the outdoor play areas include shade structures/sun screens/awnings/canopies? If so, these elements must be shown on the plans and details must be provided on the height, size, material, etc.

**Tots Land Inc is confirms that NO Shade structures/sun screens/awnings/canopies will be installed on outside play areas**

27. A curbed landscape island is required beneath all light poles, which shall include a shade tree at each end. Additionally, a curbed landscape island is required at the termination of the western parking row. Please add the code required landscape island as shown below:

**Corrected on revised plans**

28. Please ensure all documents include children up to age 5 as discussed. There is a discrepancy between the business operations and project description documents.

28.-30.

**Tots Land Inc is aware of these requirements and will comply.**

## Response to Round 1 General Comments – Plan Commission .
## Letter from Derek Mach, Landscape Planner dated April 23, 2024

**Department: Planning & Community Development**
**File Number: PCA00005-2024**

1. Please note that per Chapter 28, Section 6.15 a three-foot-high screen is required between the public right of way and the parking area. Please incorporate the code required landscaping along Euclid and Kennicott.

**Corrected on revised plans**

2. The plan is graphically incorrect and the placement of the plant material is very random. Please identify the species, quantities, sizes and evaluate the placement of the proposed plant material. Please show the existing trees/landscaping as part of the landscape plan.

**Corrected on revised plans**

3. It is recommended that landscaping be provided between the walk and fence along the Euclid frontage. Please provide details/elevations for the proposed fence.

**Corrected on revised plans**

4. Landscape screening must be provided for any utility/mechanical areas. Any new utility/mechanical boxes must be placed where they are not visible and screened.

**Tots Land Inc is aware of these requirements and will comply.**

**There is NO NEW utility / mechanical boxes that will be installed.**

5. Please evaluate the location of the trash enclosure. As proposed, it is immediately adjacent to the residential. In addition, please provide landscaping in the southeast corner adjacent to the residential along the rear property line.

**Corrected on revised plans**

6. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

**Tots Land Inc is aware of these requirements and will comply.**

7. Additional comments may be forthcoming after a more detailed landscape plan is provided.

**Tots Land Inc is aware of these requirements and will comply.**

VILLAGE OF ARLINGTON HEIGHTS
INC. 1887

**Date:** Date April 25, 2024

**To:** Jorge Torres, Director of Building & Life Safety

**From:** Elliot Eldridge, Assistant Building Official of Building & Life Safety

**Subject:** Staff Development Committee - Tots Land Daycare at 1007 W. Euclid Ave.

---

General Comments:

The information provided is conceptual only and subject to a formal plan review.
Since interior alterations are contemplated, then the following comments are applicable:

1. The design and construction of the facility shall comply with the following adopted codes:
   a. 2018 International Building Code with amendments
   b. 2018 International Fire Code
   c. 2018 International Fuel Gas Code
   d. 2018 International Mechanical Code
   e. 2018 Illinois Accessibility Code
   f. 2021 ILLINOIS Energy Conservation Code
   g. 2017 National Electrical Code
   h. 2014 Illinois Plumbing Code

   Submittal is missing this information.

2. Drawings produced by an Illinois licensed architect are required for permit submittal. The plans do not appear to conform to this requirement.

3. This is a change of use (from a B to an I-4). Required info not provided.

4. An additional restroom may be required per the Illinois Plumbing Code to provide separate men's and women's facilities. Provide a plumbing fixture count analysis. The plans do not appear to conform to this requirement.

5. Any additional restroom(s) will be required to comply with the 2018 Illinois Accessibility Code. The plans do not appear to conform to this requirement.

6. For the proposed kitchen, provide isometric plumbing drawing shows plumbing drain, waste, and vent lines. Show how they are interconnect, and include the actual pipe sizes. Required info not provided.

7. Provide a life safety plan that shows the location of any/all fire-resistance rated construction, and travel distance to exits from the most remote locations, as well as the location of exits and emergency light fixtures. Information was not provided.

8. Provide a list and location of essential restaurant kitchen equipment, suppression systems, and fixtures proposed. Information was not provided.

9. Provide locations of exit signs and emergency lighting. The bottom of new egress markings shall be located at a vertical distance of not more than 6 ft 8 in. (2030 mm) above the top edge of the egress opening intended for designation by that marking. The plans do not appear to conform to this requirement.

10. Per 903.3 Installation requirements, automatic sprinkler systems shall be designed and installed in accordance with Sections 903.3.1 through 903.3.8. Information was not provided.

11. Provide a life safety plan that shows the location of any/all fire-resistance rated construction, and travel distance to exits from the most remote locations, as well as the location of exits and emergency light fixtures. Information was not provided.

12. Per 903.3.1 Standards, sprinkler systems shall be designed and installed in accordance with Section 903.3.1.1, unless otherwise permitted by Sections 903.3.1.2 and 903.3.1.3 and other chapters of this code, as applicable. Information was not provided.

13. The fire suppression and fire alarm systems shall be properly tested by a licensed testing agency and copies provided to the Building & Life Safety Department. The plans do not appear to conform to this requirement.

14. Counter height at the transaction counters is not indicated. Maximum height is 34 inches. In order to verify compliance, please provide the height of the transaction counters. Required info not provided.

15. Since there is a second story, provide detail on the function of this space and how accessible access is achieved. Information was not provided.

16. Since two new outdoor playgrounds and an interior playground are proposed, provide details on how accessible access is achieved to these spaces. Information was not provided.

17. Provide calculation minimum number and size for the means of egress for the spaces based on the calculated occupant load and the number of required. Information was not provided.

18. Provide an approved water supply capable of supplying the required fire flow for fire protection shall be provided. Submittal is missing this information.

19. Provide locations of fire hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet exclusive of shoulders. A fire hydrant shall be located within 100 feet of the structure.

20. The fire alarm shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch. Once accepted, fire alarm system shall not be placed out of service unless approved by the Village. Submittal is missing this information.

21. An occupancy certificate will be required prior to occupying the space.

22. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”.

23. Separate permits are required for permits are required for the following:
    Fire Alarm
    Fire Suppression
    Signage

PLAN COMMISSION REVIEW
ENGINEERING DIVISION

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Planning Staff Liaison** |
| **From:** | **Nanci Julius, P.E., Senior Civil Engineer** |
| **Department:** | **Public Works Department, Engineering Division** |
| **File Number:** | **PCA00005-2024** |
| **Project:** | **1007 W Euclid Ave Day Care** |
| **Review Round:** | **Round 1** |
| **Date:** | **April 25, 2024** |

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

1. PUBLIC IMPROVEMENTS REQUIRED:

| | YES | NO | COMMENTS |
|---|---|---|---|
| a. Underground Utilities | | | |
| i. Water…… | ☐ | ☒ | |
| ii. Sanitary Sewer ……. | ☐ | ☒ | |
| iii. Storm Sewer…… | ☐ | ☒ | |
| b. Surface Improvement | | | |
| i. Pavement ……. | ☒ | ☐ | |
| ii. Curb& Gutter…….. | ☒ | ☐ | |
| iii. Sidewalks……. | ☒ | ☐ | |
| iv. Street Lighting…….. | ☐ | ☒ | |
| c. Easements | | | |
| i. Utility & Drainage…. | ☐ | ☒ | |
| ii. Access…… | ☐ | ☒ | |

2. PERMITS REQUIRED OTHER THAN VILLAGE

| | |
|---|---|
| a. MWRDGC…… ☒ | d. IEPA…… ☐ |
| b. IDOT…… ☐ | e. CCHD…… ☒ |
| c. ARMY CORP… ☐ | f. OTHER…… ☐ |

3. R.O.W. DEDICATIONS…… YES ☐ NO ☒
4. SITE PLAN ACCEPTABLE…… YES ☐ NO ☒
5. PRELMINARY PLAT ACCEPTABLE…… YES ☐ NO ☐ N/A
6. TRAFFIC STUDY ACCEPTABLE…….. YES ☐ NO ☒
7. STORMWATER DETENTION REQUIRED…… YES ☐ NO ☐ TBD
8. CONTRIBUTION ORDINANCE EXISTING…….. YES ☐ NO ☒
9. FLOOD PLAIN OR FLOODWAY EXISTING…….. YES ☐ NO ☒
10. WETLAND EXISTING…… YES ☐ NO ☒

ADDITIONAL COMMENTS ARE ATTACHED.

**PLAN COMMISSION PCA00005-2024**
**Tots Land Inc. Day Care Center**
**1007 W Euclid Ave**
**Round 1**

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

| | |
|---|---|
| Projected Coordinate System: | NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet |
| Projection: | Transverse_Mercator |
| False_Easting: | 984250.00000000 |
| False_Northing: | 0.00000000 |
| Central_Meridian: | -88.33333333 |
| Scale_Factor: | 0.99997500 |
| Latitude_Of_Origin: | 36.66666667 |
| Linear Unit: | Foot_US |
| Geographic Coordinate System: | GCS_North_American_1983 |
| Datum: | D_North_American_1983 |
| | Prime Meridian: Greenwich |
| | Angular Unit: Degree |

13. The traffic study must be prepared by a traffic engineer. The study shall include at a minimum:
    a. The intersection of Kennicott Ave and Euclid Ave.
    b. The entrance and exit to the Arlington Heights Post Office located at the southeast corner of Kennicott Ave and Euclid Ave.
    c. The entrance off of Euclid Ave for the bank allowed eastbound and westbound traffic to enter the site. The study should evaluate right-out only.

14. The existing entrance off of Euclid Ave is currently inbound only. The proposed site plan is not dimensioned; however, it appears that from the site plan that the access off of Euclid Ave will be widened to the east to accommodate two-way traffic.
    a. Euclid Ave is under the jurisdiction of the Cook County. Any modifications to the existing entrance will require review and approval by the Cook County Department of Transportation and Highways.
    b. If the Euclid Ave entrance is to be modified, access shall be limited to right-out only.
    c. If stop control is required for the exit, detectable warnings are required.
    d. The sidewalk shall be removed and replaced.
    e. There is an existing mature parkway tree located approximately 15 ft east of the existing entrance. The tree may need to be removed to accommodate the modifications.

15. If the south access off of Kennicott Ave is to be removed, the curb shall be removed and replaced with a full head curb, the parkway restored with topsoil and seed, and the pavement be repaired a minimum of 2 ft wide.

16. All existing sidewalk along both the Kennicott Ave and Euclid Ave shall be inspected for condition. Additional sidewalk removal and replacement may be required. This can be addressed at permit. The petitioner shall accept this understanding.

17. The site modifications must conform to the Illinois Accessibility Code. This will be reviewed at permit.

18. Provide dimensions on the site plan.

19. The project must meet Village stormwater detention requirements. Provide calculations for the existing and proposed impervious and pervious conditions to determine if detention will be required from an increase in impervious area. If the detention required is minimal, fee-in-lieu of detention would be acceptable. This can be addressed at permit.

20. A commercial kitchen may trigger the need for an exterior grease trap. An MWRD permit would be required for an exterior grease trap.

21. If the existing water service is lead, replacement of the water service is required.

04-25-24

Michael L. Pagones, P.E. Date
Village Engineer

PLAN COMMISSION REVIEW
HEALTH SERVICES DEPARTMENT

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Dan Osoba, Planner 1** |
| **From:** | **Jeff Bohner, Health Officer** |
| **Department:** | **Health Services Department** |
| **File Number:** | **PCA 00005-2024** |
| **Project:** | **1007 W. Euclid** |
| **Review Round:** | **Round 1 review** |
| **Date:** | **April 19, 2024** |

The kitchen will need to be commercial grade and subject to Illinois Food Code requirements.

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Damian Dwulit** |
| **From:** | **Dan Osoba** |
| **Department:** | **Planning & Community Development** |
| **File Number:** | **PC 24-005** |
| **Project:** | **1007 W Euclid Ave – Tots Land Daycare Center SUP** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **April 26, 2024** |

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH COMPREHENSIVE PLAN: | ☒ | ☐ |
| 2. COMPLIES WITH THOROUGHFARE PLAN: | ☒ | ☐ |
| 3. VARIAITONS NEEDED FROM ZONING REGULATIONS: | ☒ | ☐ |
| 4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS: | ☐ | ☒ |
| 5. SUBDIVISION REQUIRED: | ☐ | ☒ |
| 6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED: | ☐ | ☒ |

See additional review comments on next page.

**Planning & Community Development Dept.**
**Review**
April 26, 2024

**REVIEW ROUND 1**

Project: Tots Land Day Care Center Special Use Permit
1007 W Euclid Ave

Case Number: PC 24-005

**General:**

7. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions:
    a) A Special Use Permit for a Day Care Center on the subject property.
    b) As submitted, a Traffic and Parking Study variation would need to be requested. As discussed, staff would not support a request for variance to waive the Traffic and Parking Study requirement. Please submit a Traffic and Parking Study with your next submission. You may utilize the data already collected as the basis for a parking study. Note this study must be completed and stamped by a Traffic Engineer.
    c) A variation from Chapter 28, Section 6.5-2, to allow accessory structures (play equipment) in a side yard where all accessory structures are required to be in a rear yard.
8. A Design Commission application has been received for the building addition and is currently under view. Note that this Design Commission application must be reviewed and approved prior to bringing this petition to the Plan Commission.
9. Prior to appearing before the Plan Commission, staff is requesting that you hold a Neighborhood Meeting to discuss this proposal with neighbors and allow them to express concerns and have questions answered. The PIN list that has been provided to you may be used to send out notice of a Neighborhood Meeting. Note that Village staff does not attend these meetings; however, we would need you to provide the list of addresses notified of the meeting and meeting details including the date, time, attendance, discussion topics, questions, and concerns. This does not need to be minutes or a recording of the meeting.
10. With regards to the Market Analysis, please outline where the nearest Polish/American daycare is located.
11. Provide a separate document that addresses each of the three criteria for Special Use Permit approval and outlines how the proposed day care complies with each standard:
    - That said special use is deemed necessary for the public convenience at this location.
    - 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.
    - 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.
12. For any variation requested, provide a separate document that addresses each of the four criteria necessary for variation approval and outlines how each requested variation complies with the standards for approval:
    - The proposed variation will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
    - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
    - The proposed variation is in harmony with the spirit and intent of this Chapter.

- The variance requested is the minimum variance necessary to allow reasonable use of the property.

**Parking Survey:**

13. Please clarify the number of employees proposed. There are instances of 11 employees listed and instances of 12 employees listed. For the purposes of calculating parking, the total below was 12 employees, which still provides a surplus of 19 spaces.

| Tenant | Code Uses | Gross Square Footage | Parking Ratio | Number of Employees | Parking Required |
|---|---|---|---|---|---|
| 1007 W Euclid Ave | Day Care Center | 5727 sq. ft. | 3 spaces per 2 employees | 12 | 18 |
| | | | | | |
| | | | | Total Parking Required | 18 |
| | | | | Total Parking Provided | 37 |
| | | | | **Surplus**/(Deficit) | **19** |

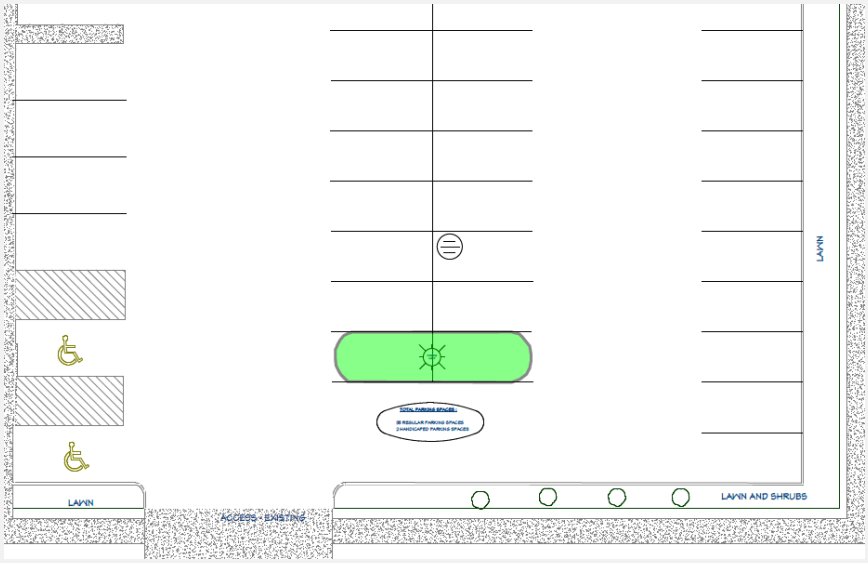
14. Per the project narrative, there will be 11 teachers during peak times. Please outline how many additional staff will also be onsite during peak times (front desk staff, cook, support staff, managers, etc.).

15. Per the CPRC staff report, the traffic and parking study needs to include the following:
    a) Access for drop-off/pick-up to ensure the queuing does not spill onto adjacent roadways
    b) Queuing that may occur on Euclid due to the train tracks, which may impact site ingress/egress.
    c) On-site circulation for drop-offs/pick-ups
    d) Trip generation
16. One (2) bicycle parking spaces are required. Please show the location of the bicycle parking spaces on the plans. The bicycle parking space should be located near a main building entrance and on a paved surface.

**Site Modifications**

17. Label all elevations based on the direction they are facing. It is difficult to determine which side of the building each elevation is based on just "Elevation 1", "Elevation 2", etc.
18. For the purposes of this application package, please label the materials on the proposed elevations (i.e. existing brick, proposed aluminum siding, etc.). Additionally, please remove any fencing where it blocks view of the building (or show only the fence outline as a dashed line with a note calling out that it is a fence).
19. Note for trash enclosures: the fencing surrounding the enclosure must be 6-feet and be fully opaque. Please ensure that the fencing is labeled to comply.
20. If there is an opportunity to remove the southern access and curb cut on N. Kennicott Ave , staff would support the removal and relocation of the trash enclosure. Given the excess parking shown, spaces may be removed to accommodate a new location for a trash enclosure.
21. Please clarify if an existing fence is located on the property line for the west and south properties. Please confirm that the existing 4' tall fence along the southern and western property lines will be removed. Additionally, please confirm that the newly proposed fence along the western property line will not extend further north than the front of the single-family home to the west (if so, it would require a variation).
22. ADA accessible parking stalls are allowed to share an accessible aisle. Revise the two stalls to share an accessible aisle, which will increase the parking supply by one space.
23. One room on the floorplans is missing a label. Please label the room according to its use.
24. Provide manufacturers product specifications/cut sheets for each proposed fence.

25. Please confirm that the outdoor play areas will not include any noise making devices (bells, wind chimes, etc.).
26. Would any of the outdoor play areas include shade structures/sun screens/awnings/canopies? If so, these elements must be shown on the plans and details must be provided on the height, size, material, etc.
27. A curbed landscape island is required beneath all light poles, which shall include a shade tree at each end. Additionally, a curbed landscape island is required at the termination of the western parking row. Please add the code required landscape island as shown below:




**Business Operations**

28. Please ensure all documents include children up to age 5 as discussed. There is a discrepancy between the business operations and project description documents.

**Resubmittal**

29. Provide a formal response to all Round 1 Department Review Comments as well as revised plans to address each comment, and submit files via the CSS portal on the Village website. Once your response to these comments, along with revised plans, are uploaded to the CSS portal, please send me an email to let me know that the resubmittal has been uploaded.
30. Please ensure that a revision date is added to all plans or documents that are revised as a result of these comments.

Prepared by: _____

Dan Osoba

PLAN COMMISSION REVIEW
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

**Village of Arlington Heights**
**Interoffice Memorandum**

| | |
|---|---|
| **To:** | **Dan Osoba, Planner I** |
| **From:** | **Derek Mach, Landscape Planner** |
| **Department:** | **Planning & Community Development Department** |
| **File Number:** | **PCA00005-2024** |
| **Project:** | **1007 W. Euclid** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **April 23, 2024** |

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH TREE PRESERVATION ORDINACE: | N/A | ☐ |
| 2. COMPLIES WITH LANDSCAPE PLAN ORDINANCE: | ☐ | ☒ |
| 3. PARKWAY TREE FEE REQUIRED: | ☒ | ☐ |

COMMENTS:

1. Please note that per Chapter 28, Section 6.15 a three-foot-high screen is required between the public right of way and the parking area. Please incorporate the code required landscaping along Euclid and Kennicott.

2. The plan is graphically incorrect and the placement of the plant material is very random. Please identify the species, quantities, sizes and evaluate the placement of the proposed plant material. Please show the existing trees/landscaping as part of the landscape plan.

3. It is recommended that landscaping be provided between the walk and fence along the Euclid frontage. Please provide details/elevations for the proposed fence.

4. Landscape screening must be provided for any utility/mechanical areas. Any new utility/mechanical boxes must be placed where they are not visible and screened.

5. Please evaluate the location of the trash enclosure. As proposed, it is immediately adjacent to the residential. In addition, please provide landscaping in the southeast corner adjacent to the residential along the rear property line.

6. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

7. Additional comments may be forthcoming after a more detailed landscape plan is provided.

**Plan Commission**
**7/10/2024**

**Item:** Recreation Park - 500 E. Miner St. - PC#24-007

**Department**: Planning & Community Development Department

## Requested Action

1. Amendment to the Comprehensive Plan to reclassify certain portions of the subject property from the Commercial, Moderate Density Multi-Family, and Single Family Detached classifications to the Parks classification;

2. Rezoning from the R-6, Multiple-Family Dwelling District, B-3, General Service, Wholesale and Motor Vehicle District, and the M-2, Limited Heavy Manufacturing District to the P-L, Public Land District for certain portions of the subject property;

3. Planned Unit Development for three-phases of park and public improvements on the subject property; and

4. Special Use Permit for Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof, and the Arlington Heights Park District on the subject property.

## Variations Required

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study;

2. Variation to Section 6.13-3.b, to increase the fence height from 6-feet to 10-feet around the tennis courts;

3. Variation to Section 6.5-2, to permit the tennis courts, which is considered an accessory structure, to be located within the required side yard of the site;

4. Variance to Section 6.5-2 to allow 12 accessory structures on the subject zoning lot, where four accessory structures on a zoning lot that is 10,000 square-feet or larger is permitted; and,

5. Variation to Section 10.2-12.3.c, to permit a light pole at 50-feet instead of the maximum of 40-feet.

**Recommendation**

The Staff Development Committee (SDC) reviewed the proposed amendment to the Comprehensive Plan to reclassify certain properties within the subject property as Parks; rezoning of certain properties within the subject property to P-L, Public Land; Planned Unit Development for a three-phase redevelopment of Arlington Heights Park District's Recreation Park, and Special Use Permit for Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof, and the Arlington Heights Park District on the subject property, along with the following variations to Chapter 28 of the Municipal Code:

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study;

2. Variation to Section 6.13-3.b, to increase the fence height from 6-feet to 10-feet around the tennis courts;

3. Variation to Section 6.5-2, to permit the tennis courts, which is considered an accessory structure, to be located within the required side yard of the site;

4. Variance to Section 6.5-2 to allow 12 accessory structures on the subject zoning lot, where four accessory structures on a zoning lot that is 10,000 square-feet or larger is permitted; and,

5. Variation to Section 10.2-12.3.c, to permit a light pole at 50-feet instead of the maximum of 40-feet.

The Staff Development Committee recommends APPROVAL of the application subject to the following condition:

1. Petitioner shall design all light fixtures within the park to be on a timer and turned off and unable to be turned on when Recreation Park is closed. Exceptions are allowed for regularly scheduled events managed by the Arlington Heights Park District.

2. At such a time that the Utility Easement is no longer needed by Commonwealth Edison Company, within the existing Haddow Alley public right-of-way, the existing utilities shall be relocated, buried, or removed and the Utility Easement shall be vacated by the property owner.

3. Petitioner shall dedicate all easements required by the Village prior to the petitioner being heard by the Village Board.

4. Petitioner shall vacate Haddow Alley prior to the petition being heard by the Village Board.

5. The closure of all curb cuts on East Northwest Highway shall be completed with all Phase I improvements.

6. The improvements to the sidewalk along East Northwest Highway as shown on the Recreation Park – Phase 1 Plan prepared by Hitchcock Design Group with revision date 6/27/2024 shall be installed after the demolition per Phase IA or within one year of approved demolition permits for 500 & 506 East Northwest Highway, whichever is sooner.

7. The sidewalk improvements along East Northwest Highway shall be 8-foot wide and concrete and comply with all Public Works requirements for sidewalks along arterial rights-of-way.

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

**ATTACHMENTS:**

| **Description** | **Type** |
|---|---|
| Staff Report | Board or Commission Report |
| Public Notice | Exhibits |
| Aerial | Exhibits |
| CPRC Minutes 10/12/22 | Minutes |
| Community Support Data | Exhibits |
| Plat of Survey | Exhibits |
| PUD & Variance Requests | Correspondence |
| PUD Description | Correspondence |
| Special Use Response | Correspondence |
| Grading Plans | Exhibits |
| Haddow Alley Vacation | Exhibits |
| Layout & Materials Plan | Exhibits |
| Photometric Plan | Exhibits |
| Planting Plan | Exhibits |
| PUD Overall Master Plan | Exhibits |
| Site Details Plan | Exhibits |
| Site Preparation & Removals Plan | Exhibits |
| Site Utility Plans | Exhibits |
| Tree Preservation Plan | Exhibits |
| Department Comments - Round 1 | Exhibits |
| Department Comments - Round 1 Petitioner Response | Exhibits |
| Department Comments - Round 2 | Exhibits |
| Department Comments - Round 2 Petitioner Response | Exhibits |

*VILLAGE OF ARLINGTON HEIGHTS*

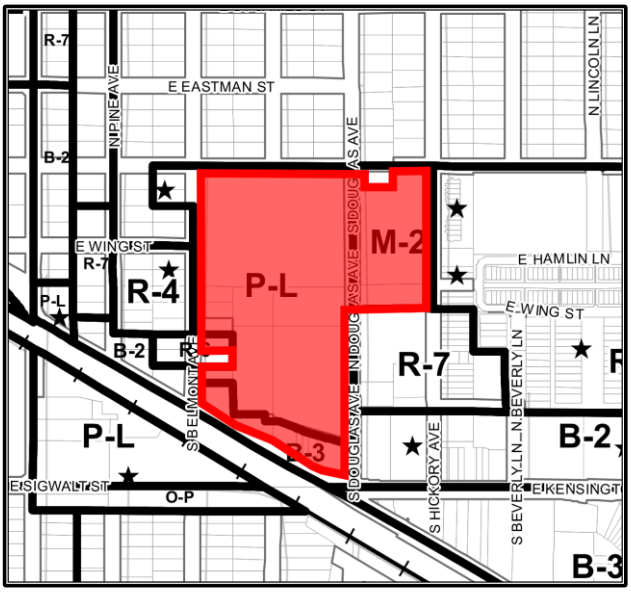
# *STAFF DEVELOPMENT COMMITTEE REPORT*

***Project Number**: PC 24-007*
***Project Title**: Recreation Park*
***Location**: 500 E. Miner Street*
***PIN**: Multiple PINs (See **Exhibit II**)*

***To**: Plan Commission*
***Prepared By**: Dan Osoba, Planner I*
***Meeting Date**: July 10, 2024*
***Date Prepared**: June 28, 2024*

***Petitioner**: Arlington Heights Park District, Susan Rohner*
***Address**: 500 E. Miner Street, Arlington Heights, IL 60004*

***Existing Zoning**: P-L, Public Lands; R-6, Multiple-Family Dwelling District; B-3, General Service, Wholesale and Motor Vehicle District; and the M-2, Limited Heavy Manufacturing District*
***Comprehensive Plan**: Parks, Commercial, Moderate Density Multi-Family, and Single Family Detached*




## *SURROUNDING LAND USES*

| Direction | Existing Zoning | Existing Use | Comprehensive Plan |
|---|---|---|---|
| **North** | R-3: One Family Dwelling District<br>M-2: Limited Heavy Manufacturing District | Single-Family Homes<br>American Legion Post 208 | Single-Family Detached<br>Parks |
| **South** | P-L: Public Land District<br>O-P: Off-Street Parking District<br>R-3: One Family Dwelling District | Union Pacific Railroad<br>Village Hall<br>Single-Family Homes | Government<br>Single-Family Detached |
| **East** | R-6: Multiple-Family Dwelling District<br>R-7: Multiple-Family Dwelling District<br>B-2: General Business District | Hickory Row Houses<br>Heller Lumber<br>Hickory-Kensington Apartments | Moderate Density Multi-family<br>High Density Multi-Family<br>Mixed-Use |
| **West** | P-L: Public Land District<br>R-3: One Family Dwelling District<br>R-4: Two Family Dwelling District<br>R-6: Multiple-Family Dwelling District<br>B-2: General Business District | Single-Family Homes<br>Wayne Griffin Travel | Single-Family Detached<br>High Density Multi-Family<br>Parks |

***Requested Action:***

1. Amendment to the Comprehensive Plan to reclassify certain portions of the subject property from the Commercial, Moderate Density Multi-Family, and Single Family Detached classifications to the Parks classification;
2. Rezoning from the R-6, Multiple-Family Dwelling District, B-3, General Service, Wholesale and Motor Vehicle District, and the M-2, Limited Heavy Manufacturing District to the P-L, Public Land District for certain portions of the subject property;
3. Planned Unit Development for three-phases of park and public improvements on the subject property; and

***Requested Action Continued:***

4. Special Use Permit for Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof, and the Arlington Heights Park District on the subject property.

***Variations Required:***

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study;
2. Variation to Section 6.13-3.b, to increase the fence height from 6-feet to 10-feet around the tennis courts;
3. Variation to Section 6.5-2, to permit the tennis courts, which is considered an accessory structure, to be located within the required side yard of the site;
4. Variance to Section 6.5-2 to allow 12 accessory structures on the subject zoning lot, where four accessory structures on a zoning lot that is 10,000 square-feet or larger is permitted; and,
5. Variation to Section 10.2-12.3.c, to permit a light pole at 50-feet instead of the maximum of 40-feet.

**Project Background:**

The subject property consists of Arlington Heights Park District (AHPD) owned properties in the current and expanded area of Recreation Park at 500 East Miner Street which totals approximately 18.3-acres. The AHPD is the petitioner for this application. Three residential properties along North Belmont Street and four commercial properties along East Northwest Highway were acquired by the AHPD to consolidate Recreation Park within the block bounded by the existing adjacent roadways. There is a single residential property (15 North Belmont Avenue) that the AHPD could not acquire and is excluded from this application. The AHPD owned property at the southeast corner of North Douglas Avenue and East Miner Street is included in the subject properties and Planned Unit Development (PUD), with the exclusion of American Legion Post 208 at 121 North Belmont Avenue; however, future phases and improvements are not included on that parcel. This area is included due to its contiguity to Recreation Park and the necessity of a rezoning and PUD within the P-L District.

As part of an Open Space Lands Acquisition and Development (OSLAD) grant awarded to the AHPD in 2023 by the Illinois Department of Natural Resources, the AHPD proposes to consolidate these properties into one contiguous phased redevelopment of Recreation Park. Phase I improvements, which are the subject of this application, provide a fully accessible playground, additional outdoor lawn games and fitness equipment, renovating the existing tennis courts, a new skate park, park shelters, on-site trails and educational signage, and public sidewalk improvements. In February 2024, AHPD was awarded a second OSLAD grant which is intended to be used for Phase II improvements identified in this Planned Unit Development (PUD) including baseball field updates, a new basketball court, updated pathways and shelters, and expanded parking adjacent to South Douglas Avenue. Phase III improvements are intended to provide a renovation to the bathhouse and outdoor pool, which was originally construction in 1939, improvements to the preschool, and expanded parking along East Miner Street. Phases II and III are subject to future review by the Village and may change.

**Zoning and Comprehensive Plan**

The properties within the proposed Recreation Park redevelopment are designated as Parks, Commercial, Moderate Density Multi-Family, and Single Family Detached by the Comprehensive Plan (See **Exhibit III-A/B**). In an effort to consolidate and make the future land use designations of the Comprehensive Plan consistent for this redevelopment, the petitioner proposes an amendment to the Comprehensive Plan to designate all properties within Recreation Park as Parks. The requested amendment to the Comprehensive Plan is consistent with the existing conditions of the park and surrounding single-family detached and moderate density residential context. The Park will continue to provide amenities and open space for recreation and events such as Frontier Days. The future land use designation of Parks for the entire Recreation Park redevelopment area is consistent with the spirit and intent of the Comprehensive Plan by providing an expansion of park development identified as a guiding principle of the Recreation chapter of the Comprehensive Plan (Chapter 5). The properties acquired by the AHPD and improvements proposed are consistent with recommendations and goals this Chapter of the Comprehensive Plan.

The subject properties are currently zoned P-L, Public Lands, R-6, Multiple-Family Dwelling District, B-3, General Service, Wholesale and Motor Vehicle District, and the M-2, Limited Heavy Manufacturing District (see **Exhibit IV-A/B**). As part of the consolidation of these properties into the Recreation Park redevelopment, the petitioner proposes to rezone the properties that are not zoned P-L, Public Land District to the P-L District for one consistent zoning for all of Recreation Park. The purpose of the P-L District is to provide areas for public facilities which serve the citizens of Arlington Heights. Facilities that are owned or operated by the AHPD are permitted in the P-L District with a Special Use Permit, whereas other zone districts do not permit this use. The requested rezoning will remove non-conformities of newly acquired AHPD properties within the Recreation Park redevelopment area and provide a zoning district that permits the AHPD owned and operated facility that requires a Special Use Permit.

The petitioner has requested approval of a Special Use Permit for "Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof, and the Arlington Heights Park District" on the subject property. The petitioner has demonstrated compliance with the four following standards for Special Use Permit approval:

- **That said special use is deemed necessary for the public convenience at this location.**
- **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.**
- **That the proposed use will comply with the regulations and conditions specified in this ordnance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

If approved, the proposed Special Use Permit will cover the AHPD facility land use for Recreation Park and that portion of property owned by the AHPD on the southeast corner of East Miner Street and North Douglas Avenue. The proposed land use is an existing facility that is expanding to accommodate new and upgraded park land to provide public convenience at this location and will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity. The Staff Development Committee (SDC) is in support of the proposed Special Use Permit.

**Building, Site, Landscaping:**

The AHPD and their development team has worked with staff to refine the site layout, phasing, variances, and public improvements to address a number of preliminary concerns identified by the SDC, which is referenced in **Exhibit I**. Development within the P-L District requires that the petitioner submit a PUD in order to provide a compatible and comprehensive phased development.

The Planned Unit Development (PUD) shows phasing for the full redevelopment of Recreation Park. The subject of this application is Phase I and consists of western and southern improvements to existing park facilities such as the playground and tennis courts and new improvements such as the skate park. The demolition of the structures acquired by the Park District along East Northwest Highway is included in Phase I. The infrastructure and public improvement requirements for sidewalk, closure of the curb cuts and landscaping along East Northwest Highway are included in this phase, but contingent on a separate Phase IA, which includes the on-site demolition of the commercial buildings and structures on East Northwest Highway. The SDC is supportive of this phased approach as the location of the existing buildings and structures on East Northwest Highway precludes the construction of the proposed landscaped parkway and 8-foot multi-use path. Phase II includes improvements to the baseball fields, eastern parking lot, and existing building along North Douglas Avenue. And Phase III includes improvements to the pool house and outdoor pool along with parking lot improvements on East Miner Street. Detailed review of the plans for Phase II and Phase III will be required during that phase of redevelopment.

The petitioner has worked with staff to preserve existing trees and landscaping features to the extent practicable and provide additional landscaping along the parkway on East Northwest Highway and internally on the site. Parking lot screening and trees within the parking lot islands are required and

provided for the new parking lot on North Belmont Avenue. Additional trees and landscaping are proposed at the pedestrian entrances on the southwest and southeast corners of the site; however, staff recommends additional landscaping be provided on-site along Northwest Highway to create a buffer and provide shade in open areas of the park. A condition of approval relative to these landscaping recommendations has been included in the recommendation below.

Due to the AHPD's desire to provide additional amenities and park programming, several variances are required relative to accessory structures. Variations are only to be approved when they conform to the four standards for variation approval, which have been summarized below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

The Staff Development Committee reviewed the following variance requests based on the petitioner's response to the criteria above:

- **Chapter 28, Section 6.13-3.b, Variation to increase the fence height from 6-feet to 10-feet around the tennis courts;**

The Staff Development Committee is supportive of this variation as the fence height is needed to ensure the tennis balls remain in the tennis court as much as possible. A 10-foot fence is typical industry standard for a tennis court and is the existing condition of the tennis courts. The fencing will provide separation of the courts from the rest of the park and adjacent residential properties on North Belmont Avenue.

- **Chapter 28, Section 6.5-2, Variation to permit the tennis courts, which is considered an accessory structure, to be located within the required side yard of the site.**

The tennis courts, considered to be "Sports Courts" and an accessory structure, are only permitted in the rear yard of the property. The tennis courts are located 5'-3" from the side property line; however, the location is constrained by existing improvements of the walking paths and baseball field. The petitioner worked with staff to possibly re-orient the tennis courts to allow for a larger setback, however, the petitioner found that tennis courts should be in a north/south orientation instead of east/west to reduce sun glare. The petitioner has proposed 28 emerald green arborvitaes to be planted at 6-feet in height between the tennis court fence and the property line to mitigate this variance request. Given the site constraints and landscaping proposed, the Staff Development Committee is supportive of this request.

- **Chapter 28, Section 6.5-2, Variation to allow 12 accessory structures on the subject zoning lot, where four accessory structures on a zoning lot that is 10,000 square-feet or larger is permitted.**

The Staff Development Committee is supportive of this variation for the quantity of accessory structures proposed with this redevelopment as these accessory structures provide for the expansion of public park amenities offered by this redevelopment. The following items are considered accessory structures to the principal structure (the pool house at 500 East Miner Street):

1. Playground shelter (375 s.f.)
2. Skate Park shelter (128 s.f.)
3. Entry trellis/arbor at the southwest corner of the site
4. Entry trellis/arbor at the southeast corner of the site
5. Swimming Pool
6. Skate Park

7. Tennis courts
8. Restroom facilities (Phase II)
9. Baseball dugout (1st base line; Phase II)
10. Baseball dugout (3rd base line; Phase II)
11. Baseball field/storage shed (Phase II)
12. Future proposed preschool (+/- 7,650 s.f.)

- **Chapter 28, Section 10.2-12.3.c, to permit a light pole at 50-feet instead of the maximum of 40-feet.**

The Staff Development Committee is supportive of this variation to increase the maximum light pole height from 40-feet to 50-feet for the four sports lighting poles around the tennis courts. The petitioner worked with staff to provide photometric analysis that demonstrates lighting levels would exceed code required maximum footcandle levels on the adjacent residential properties if the light fixtures were proposed at 40-feet in height. The Staff Development Committee determined that the maximum light pole height was the minimum variance necessary as the added height is less of a nuisance than glare on adjacent residential properties if the poles were constructed at the code required height of 40 feet. Light fixtures on these poles will not exceed the park operating hours and a condition has been recommended to that effect.

**Pedestrian/Bicycle/Sustainability Elements:**
In this Phase I, a 10-foot parkway with street trees and 10-foot multi-use path are proposed along East Northwest Highway. This condition is shown in the Bicycle and Pedestrian Plan and continues public sidewalk improvements from the adjacent Hickory-Kensington redevelopment to the east. East Northwest Highway is an Illinois Department of Transportation (IDOT) owned right-of-way and the petitioner has been working with them to obtain necessary permits for sidewalk improvements within that right-of-way. As proposed, the 10-foot sidewalk will encroach into the AHPD property and will require the dedication of a sidewalk easement. Two conditions of approval relative to these public improvements and sidewalk dedication have been included in the recommendation below.

**Right-of-Way Vacation:**
The site is encumbered by a portion of public right-of-way located on the subject site which is proposed to be vacated concurrently with this application. The portion of Haddow Street alley, which is approximately 150-feet north of the intersection of East Northwest Highway and North Douglas Avenue, contains existing overhead power lines owned by ComEd. The petitioner has been coordinating with ComEd on an easement to cover the facilities once the public ROW is vacated. This condition will be temporary as the overhead electrical lines are relocated and undergrounded approximately 100-feet north of the current location to accommodate park facilities and events. The completion of the easement dedication and subsequent future vacation are recommended conditions of approval.

**Engineering/Infrastructure:**
To address stormwater and MWRD requirements, the petitioner has proposed a new detention basin at the southern portion of the property. The existing curb cuts for the former commercial properties along East Northwest Highway are also required to be closed with Phase I of the redevelopment when the demolition of those commercial properties occurs. Connections to the existing 96" sewer in North Douglas Avenue are proposed with a required new manhole.

**Parking & Traffic:**
Per code, the petitioner is required to provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. However, the petitioner has requested the following variation:

- ***Variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study by a qualified professional engineer.***

The Staff Development Committee is supportive of the requested variation as the proposed application will not result in any increase in traffic and parking supply or demand on the subject properties.

**RECOMMENDATION**

The Staff Development Committee (SDC) reviewed the proposed amendment to the Comprehensive Plan to reclassify certain properties within the subject property as Parks; rezoning of certain properties within the subject property to P-L, Public Land; Planned Unit Development for a three-phase redevelopment of Arlington Heights Park District's Recreation Park, and Special Use Permit for Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof, and the Arlington Heights Park District on the subject property, along with the following variations to Chapter 28 of the Municipal Code:

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study;
2. Variation to Section 6.13-3.b, to increase the fence height from 6-feet to 10-feet around the tennis courts;
3. Variation to Section 6.5-2, to permit the tennis courts, which is considered an accessory structure, to be located within the required side yard of the site;
4. Variance to Section 6.5-2 to allow 12 accessory structures on the subject zoning lot, where four accessory structures on a zoning lot that is 10,000 square-feet or larger is permitted; and,
5. Variation to Section 10.2-12.3.c, to permit a light pole at 50-feet instead of the maximum of 40-feet.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following condition:

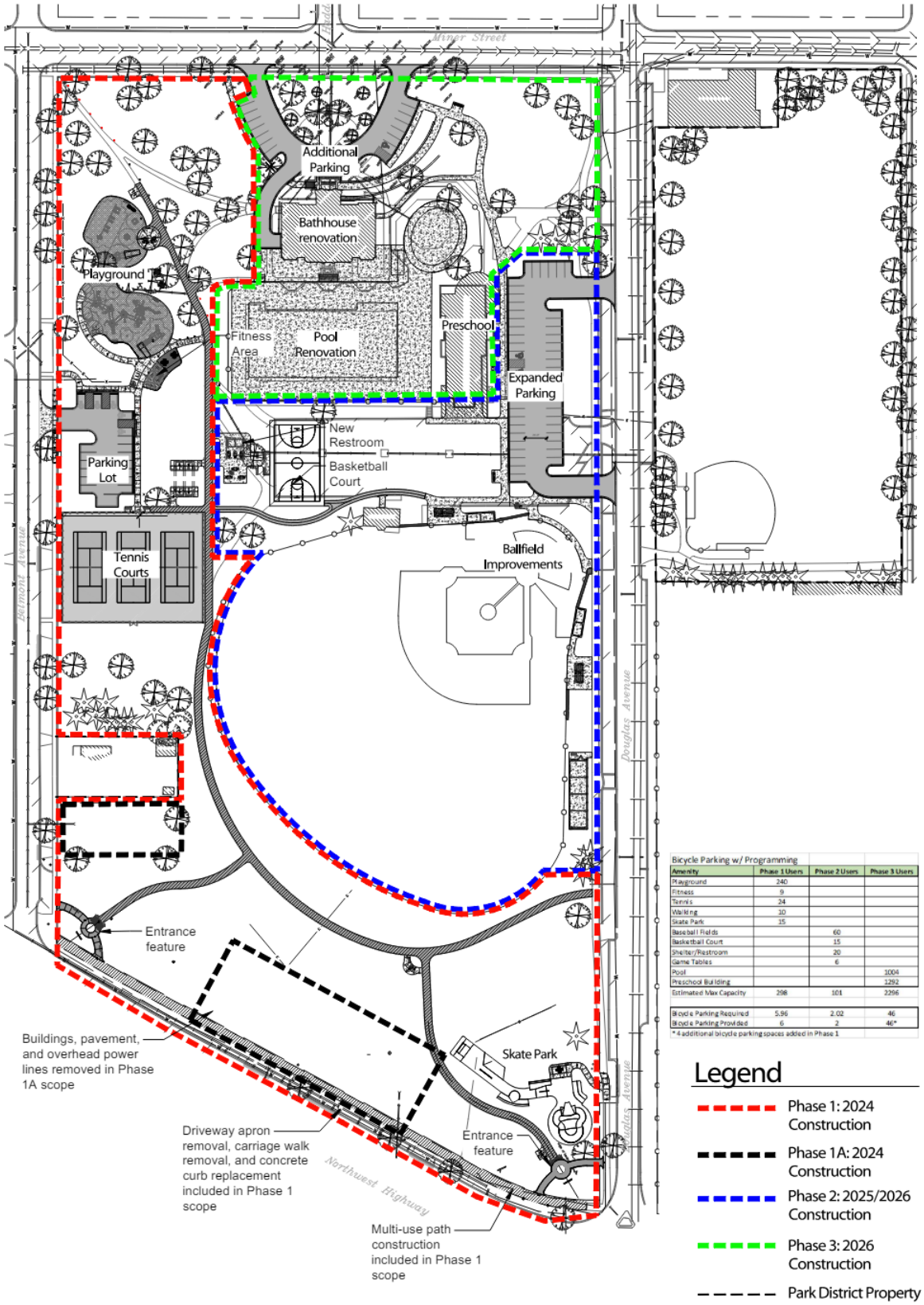
1. Petitioner shall design all light fixtures within the park to be on a timer and turned off and unable to be turned on when Recreation Park is closed. Exceptions are allowed for regularly scheduled events managed by the Arlington Heights Park District.
2. At such a time that the Utility Easement is no longer needed by Commonwealth Edison Company, within the existing Haddow Alley public right-of-way, the existing utilities shall be relocated, buried, or removed and the Utility Easement shall be vacated by the property owner.
3. Petitioner shall dedicate all easements required by the Village prior to the petitioner being heard by the Village Board.
4. Petitioner shall vacate Haddow Alley prior to the petition being heard by the Village Board.
5. The closure of all curb cuts on East Northwest Highway shall be completed with all Phase I improvements.
6. The improvements to the sidewalk along East Northwest Highway as shown on the Recreation Park – Phase 1 Plan prepared by Hitchcock Design Group with revision date 6/27/2024 shall be installed after the demolition per Phase IA or within one year of approved demolition permits for 500 & 506 East Northwest Highway, whichever is sooner.
7. The sidewalk improvements along East Northwest Highway shall be 8-foot wide and concrete and comply with all Public Works requirements for sidewalks along arterial rights-of-way.
8. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ July 3, 2024

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

**EXHIBIT I** – Phasing Exhibit




# Master Plan Phasing Exhibit

## Recreation Park

Arlington Heights, Illinois

NORTH

1" = 100'

0' 50' 100' 300'

ISSUE DATE: June 26, 2024

All drawings are preliminary and subject to change

©2024 Hitchcock Design Group

PREPARED FOR:

Arlington Heights Park District

**EXHIBIT II** – PINs List

| | Location AHPD Facility or Park Name | PIN Description | PIN Address |
|---|---|---|---|
| 1 | Recreation Park | 03-29-351-009-0000 | 406 E. Northwest Hwy |
| 2 | Recreation Park | 03-29-351-014-0000 | 500 E. Northwest Hwy |
| 3 | Recreation Park | 03-29-352-003-0000 | 510 E. Northwest Hwy. |
| 4 | Recreation Park | 03-29-352-004-0000 | 512 E. Northwest Hwy. |
| 5 | Recreation Park | 03-29-352-011-0000 | 514 E. Northwest Hwy. |
| 6 | Recreation Park | 03-29-352-012-0000 | 516 E. Northwest Hwy. |
| 7 | Recreation Park | 03-29-352-014-0000 | 506 E. Northwest Hwy. |
| 8 | Recreation Park | 03-29-405-001-0000 | 100 N. Hickory Ave. |
| 9 | Recreation Park | 03-29-402-003-0000 | 115 N. Douglas Ave. |
| 10 | Recreation Park | 03-29-338-001-0000 | 501 E Miner St. |
| 11 | Recreation Park | 03-29-338-002-0000 | 27 N. Belmont Ave. |
| 12 | Recreation Park | 03-29-338-003-0000 | 7 N. Belmont Ave. |
| 13 | Recreation Park | 03-29-338-004-0000 | 28 Haddow Ave. |
| 14 | Recreation Park | 03-29-339-001-0000 | 29 Haddow Ave. |
| 15 | Recreation Park | 03-29-351-006-0000 | 12 Haddow Ave. |
| 16 | Recreation Park | 03-29-351-015-0000 | 17 S. Belmont Ave. |
| 17 | Recreation Park | 03-29-351-016-0000 | 21 S. Belmont Ave. |
| 18 | Recreation Park | 03-29-352-001-0000 | 15 Haddow Ave. |
| 19 | Recreation Park | Campbell St. Vacate | No Address/Pin |
| 20 | Recreation Park | Haddow Alley Vacate | No Address/Pin |

**EXHIBIT III-A** – Comprehensive Plan Existing

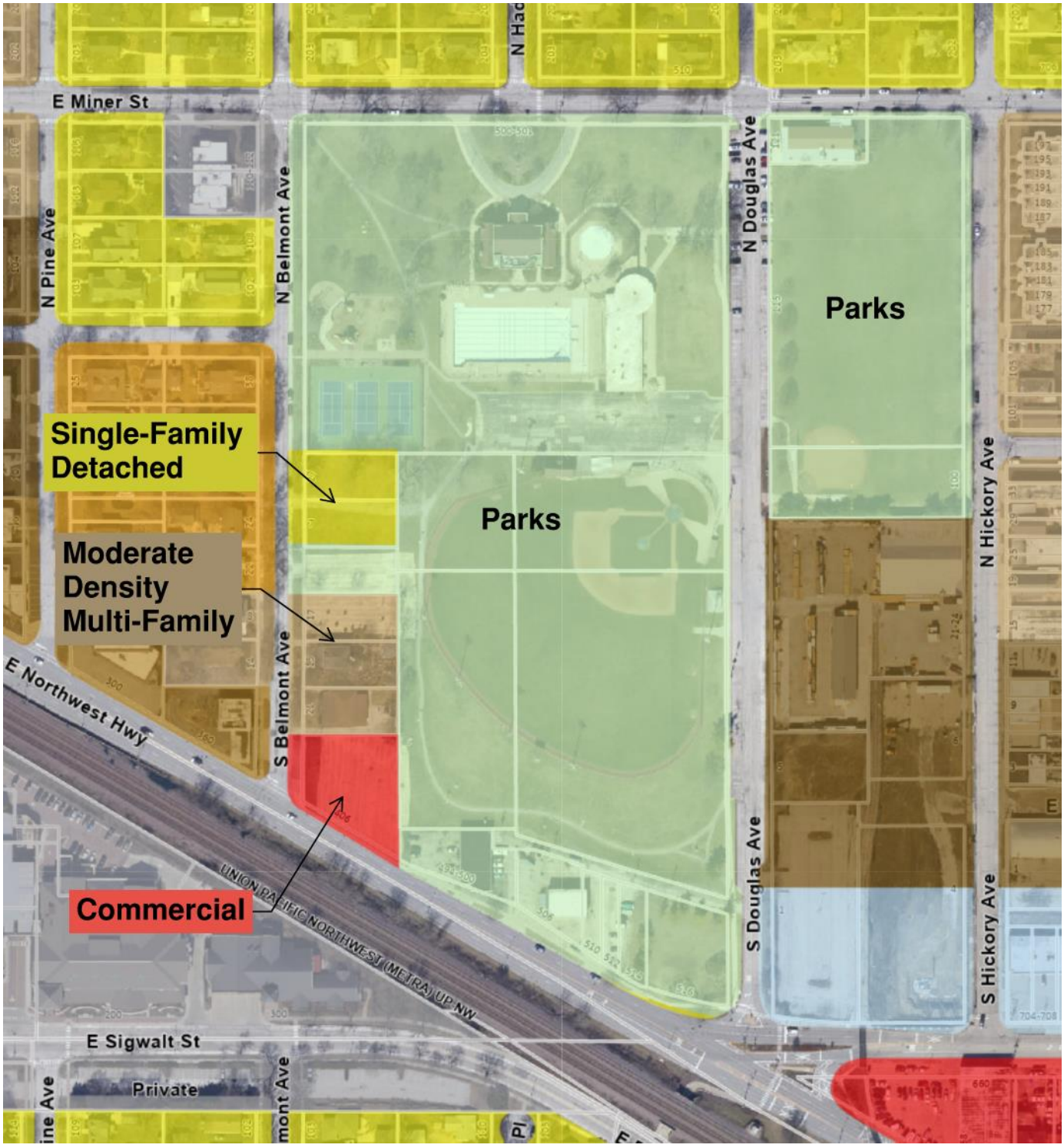


**EXHIBIT III-B** – Comprehensive Plan Proposed

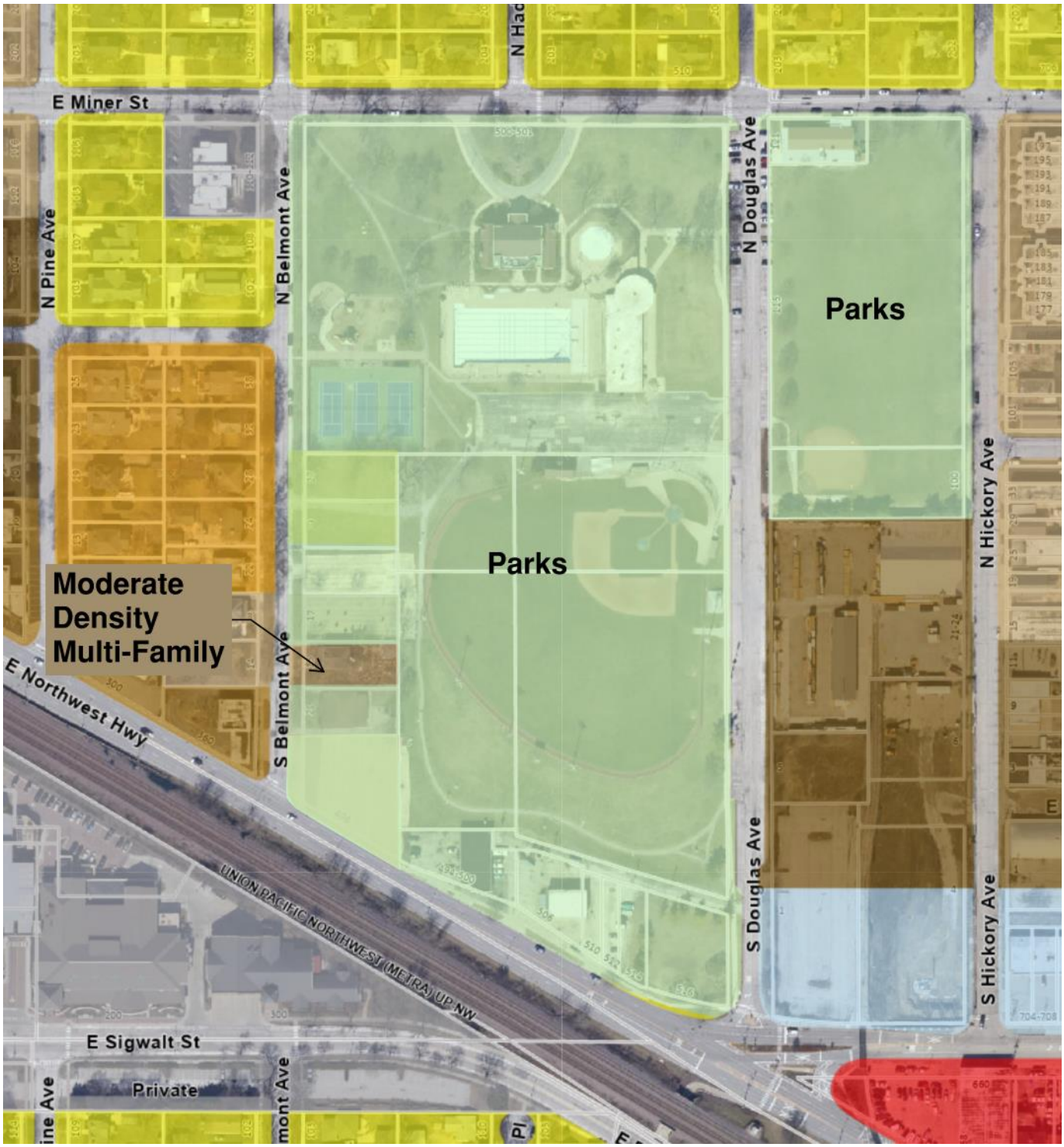


**EXHIBIT IV-A** – Zoning Existing

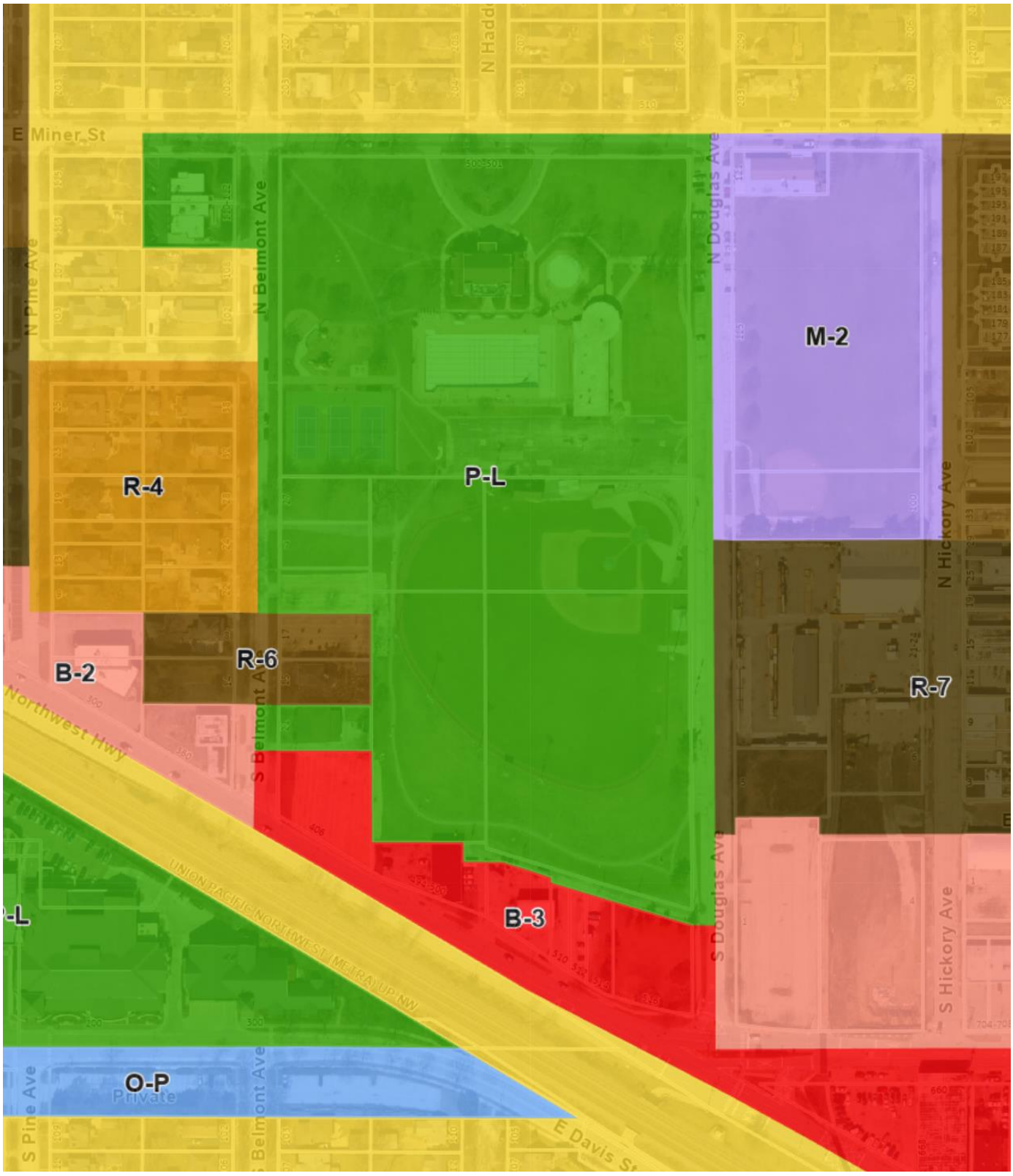
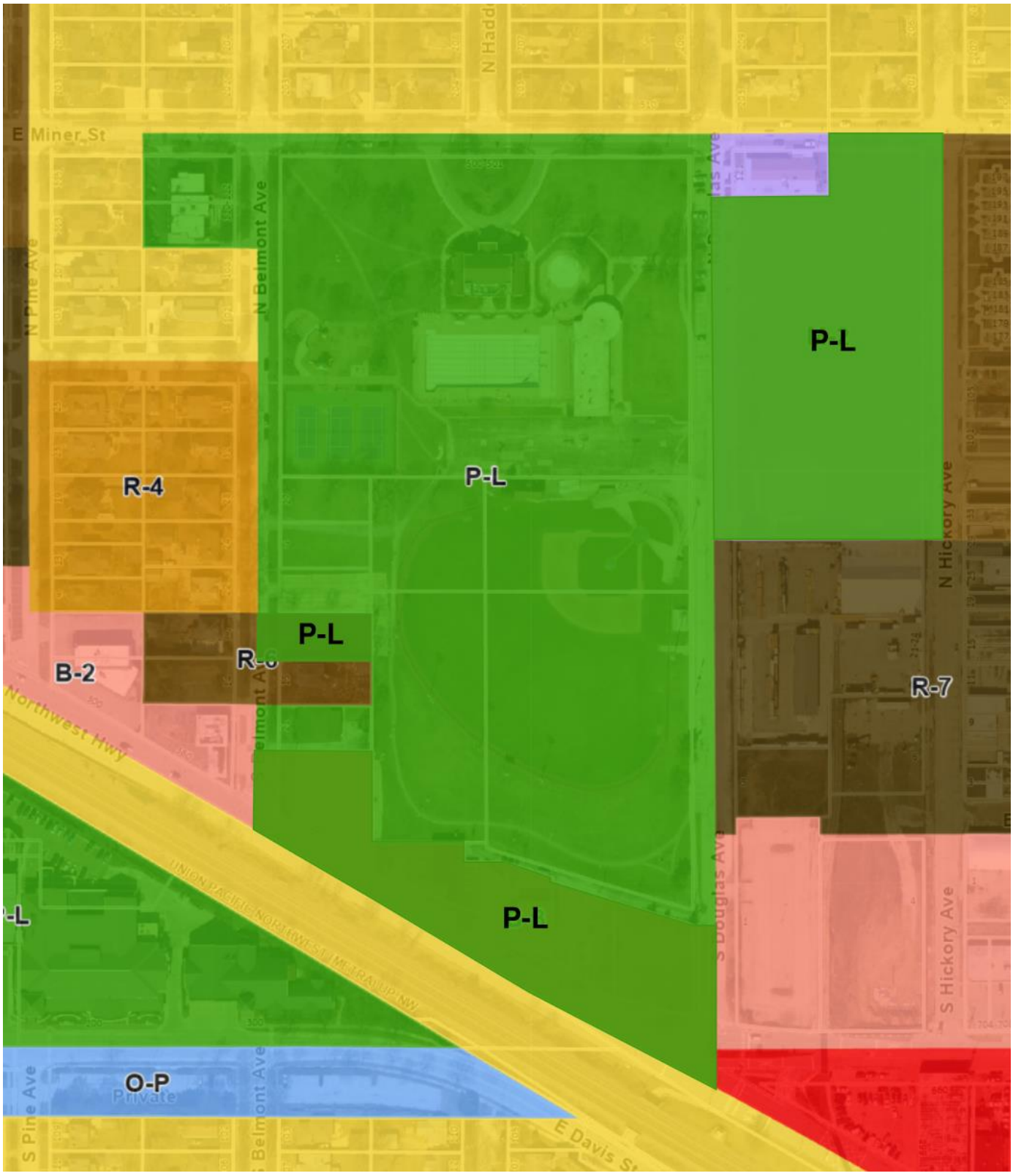


**EXHIBIT IV-B** – Zoning Proposed



NOTICE OF PUBLIC HEARING

**NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON July 10, 2024, AT 7:30 P.M.** in the Municipal Building, 33 South Arlington Heights Rd, Arlington Heights, Illinois to consider Petition No. 24-007 a request for an amendment to the Comprehensive Plan to reclassify certain portions of the subject property from the Commercial, Moderate Density Multi-Family, and Single Family Detached classifications to the Parks classification; a rezoning from the R-6, Multiple-Family Dwelling District, B-3, General Service, Wholesale and Motor Vehicle District, and the M-2, Limited Heavy Manufacturing District to the P-L, Public Land District for certain portions of the subject property; a Planned Unit Development for the subject property; and a Site Plan Amendment for the subject property; and a Special Use Permit for Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof, and the Arlington Heights Park District on the subject property, located at 500 E. Miner Street in Arlington Heights, Illinois. The PINs for the subject property are 03-29-351-009, 03-29-351-014, 03-29-352-003, 03-29-352-004, 03-29-352-011, 03-29-352-012, 03-29-352-014, 03-29-400-001, 03-29-402-003, 03-29-338-001, 03-29-338-002, 03-29-338-003, 03-29-338-004, 03-29-339-001, 03-29-351-006, 03-29-351-015, 03-29-351-016, 03-29-352-001.

The subject property is legally described as follows:

LOTS 7 AND 8 IN BLOCK 3 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453 IN COOK COUNTY, ILLINOIS.

AND;

LOTS 6 IN BLOCK 3 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453, ALSO THAT PART OF THE WEST HALF OF VACATED HADDOW AVENUE LYING EASTERLY AND ADJACENT TO LOT 6 IN COOK COUNTY, ILLINOIS.

AND;

LOT 14 IN BLOCK 2 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149, (EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION) IN COOK COUNTY, ILLINOIS.

AND;

LOT 13 IN BLOCK 2 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149, (EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION) IN COOK COUNTY, ILLINOIS.

AND;

LOT 12 AND THE WESTERLY HALF OF LOT 11 IN BLOCK 2 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149, (EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION) IN COOK COUNTY, ILLINOIS.

AND;

LOTS 7 THROUGH 10 AND THE EASTERLY HALF OF LOT 11 IN BLOCK 2 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149, (EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION) IN COOK COUNTY, ILLINOIS.

AND;

LOT 15 AND THE SOUTHERLY HALF OF THE ALLEY LYING NORTHERLY OF AND ADJACENT TO LOT 15 IN BLOCK 2 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149, (EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION); ALSO ALL THAT PART OF THE EASTERLY HALF OF VACATED HADDOW AVENUE LYING SOUTHERLY OF THE WESTERLY EXTENSION OF THE NORTH LINE OF THE ALLEY IN SAID BLOCK 2 AND NORTHERLY OF THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST HIGHWAY IN COOK COUNTY, ILLINOIS.

AND;

LOTS 3 THROUGH 34 IN BLOCK 1 OF DUNTON AND BIGBEY'S ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE WEST 160.56 FEET OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED JULY 7, 1876 AS DOCUMENT NO. 93293, ALSO THE NORTH HALF OF VACATED WING STREET (PLATTED AS AURORA STREET) LYING SOUTHERLY OF AND ADJACENT TO SAID BLOCK 1 IN COOK COUNTY, ILLINOIS.

AND;

LOTS 1 THROUGH 3 AND LOTS 19 THROUGH 21 IN BLOCK 2 OF DUNTON AND BIGBEY'S ADDITIONS TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE WEST 160.56 FEET OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED JULY 7, 1876 AS DOCUMENT NO. 93293, ALSO THE SOUTH HALF OF VACATED WING STREET (PLATTED AS AURORA STREET) LYING NORTHERLY OF AND ADJACENT TO SAID BLOCK 2 IN COOK COUNTY, ILLINOIS.

AND;

THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE SOUTH LINE OF MINER STREET, WEST OF THE WEST LINE OF DOUGLAS AVENUE, EAST OF THE EAST LINE OF BELMONT AVENUE AND NORTH OF THE SOUTH 824.1 FEET OF SAID SOUTHWEST QUARTER IN COOK COUNTY, ILLINOIS.

AND;

LOT 2 IN BLOCK 2 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453 IN COOK COUNTY, ILLINOIS.

AND;

LOT 3 IN BLOCK 2 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453 IN COOK COUNTY, ILLINOIS.

AND;

LOTS 1 AND 2 IN BLOCK 3 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453, ALSO THE WEST HALF OF VACATED HADDOW AVENUE LYING EAST OF SAID LOTS 1 AND 2 AND LYING NORTH OF THE CENTERLINE OF CAMPBELL STREET; ALSO THAT PART OF VACATED CAMPBELL STREET LYING SOUTH OF AND ADJACENT TO SAID LOTS 1 AND 2, ALL IN COOK COUNTY, ILLINOIS.

AND;

LOTS 1 THROUGH 4 IN BLOCK 1 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149; ALSO THE EAST HALF OF VACATED HADDOW AVENUE LYING WEST OF SAID LOTS 3 AND 4 AND LYING NORTH OF THE CENTERLINE OF CAMPBELL STREET; ALSO THE NORTH HALF OF VACATED CAMPBELL STREET LYING SOUTH OF AND ADJACENT TO SAID LOTS 1 AND 2, ALL IN COOK COUNTY, ILLINOIS.

AND;

LOTS 1 THROUGH 5 IN BLOCK 3 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453, ALSO THE WEST HALF OF VACATED HADDOW AVENUE LYING EAST OF SAID LOTS 1 THROUGH 5 AND LYING SOUTH OF THE CENTERLINE OF CAMPBELL STREET; ALSO THE SOUTH HALF OF VACATED CAMPBELL STREET LYING NORTH OF AND ADJACENT TO SAID LOT 1 IN COOK COUNTY, ILLINOIS.

AND;

LOT 11 IN BLOCK 3 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453 IN COOK COUNTY, ILLINOIS.

AND;

LOT 9 IN BLOCK 3 OF KRAUSE'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 26, 1915 AS DOCUMENT 5719453 IN COOK COUNTY, ILLINOIS.

AND;

LOTS 1 THROUGH 6 AND LOTS 16 THROUGH 20 IN BLOCK 2 OF WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 28, 1926 AS DOCUMENT 9307149, (EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION) IN COOK COUNTY, ILLINOIS.

AND;

THAT PART OF CAMPBELL STREET SHOWN ON PLAT OF VACATION RECORDED JANUARY 19, 2023 AS DOCUMENT NO. 2301957024 IN COOK COUNTY, ILLINOIS.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Variation to Section 6.12-1.3, to waive the requirement for a traffic and parking study;
- Variation to Section 6.13-3.b, to increase the fence height from 6-feet to 10-feet around the tennis courts;
- Variation to Section 6.5-2, to permit the tennis courts, including associated fencing and structure, to be located within the required side yard of the site;
- Variance to Section 6.5-3 to allow 12 accessory structures on the subject zoning lot, where four accessory structures on a zoning lot that is 10,000 square feet or larger is permitted; and
- Variation to Section 10.2-12.3.c, to permit a light pole at 50-feet instead of the maximum of 40-feet.

The Plan Commission will consider any zoning and Subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at arlingtonheights.org.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the applications.

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) 368-5780, TDD# (847) 368-5794.

Joy Cherwin, Chair

ARLINGTON HEIGHTS PLAN COMMISSION

Published in Daily Herald June 25, 2024 (4617010)

# CERTIFICATE OF PUBLICATION

**Paddock Publications, Inc.**

**Northwest Suburbs**

**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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs 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 06/25/2024 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____

Designee of the Publisher of the Daily Herald

Control # 4617010

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N Arlington Heights Rd
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N Beverly Ln
N Lincoln Ln
E Wing St
E Hamlin Ln
E Northwest Hwy
S Belmont Ave
S Douglas Ave
S Hickory Ave
S Beverly Ln
UNION PACIFIC NORTHWEST (METRA) UP-NW
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S Arlington Heights Rd
E Sigwalt St
Private
S Pine Ave
S Belmont Ave
E Davis St
E Kensington Rd
Private
N Lincoln Ln

REPORT OF THE PROCEEDINGS OF

# THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING HELD ON: October 12, 2022

Project Title: Recreation Park PUD

Address: 500 E. Miner Street

Petitioner: Ben Rea
Arlington Heights Park District

Address: 410 N. Arlington Heights Road
Arlington Heights, IL 60004

Requested Action:

1. Planned Unit Development (PUD) to allow building and site improvements.
2. Rezoning of multiple B-3, M-2, and R-6 parcels to "P-L, Public Lands District".
3. Amendment to the Comprehensive Plan redesignating Park District owned residential and commercial properties from "Moderate Density Multi-Family" and "Commercial" to "Parks".
4. Special Use Permit to allow a "Facility Owned by the Arlington Heights Park District", for the existing facilities.

Variations Required:

- None identified at this time.

Attendees: Ben Rea, Arlington Heights Park District
Steve Konters, Hitchcock Design Group
Carrie Fullerton, Arlington Heights Park District
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Jake Schmidt, Assistant Planner

Project Summary:

The subject property is located east of Downtown at the intersection of Northwest Highway and Douglas Avenue. Comprising approximately 18 acres, the property is owned by the Arlington Heights Park District (AHPD) and is currently home to Recreation Park. The site includes the following amenities:

- Outdoor Pool
- Half size soccer field
- Baseball field
- Main recreation building
- Half size baseball field
- Playground area
- Three tennis courts
- Bath house & locker room

The Park District also owns several residential and commercial properties immediately adjacent to Recreation Park.

The proposed action, if approved, would allow the Park District to demolish the contiguous residential and commercial properties to expand the park, and install additional park improvements via a Master Plan. These improvements include:

- Basketball court
- Improved inclusive playground for disabled children
- 50 space permeable paver parking lot (to replace the existing east parking lot)
- New 22 space parking lot on west side of park
- Shelter and restroom structure
- Bag-toss area
- Skate park
- Outdoor fitness equipment
- Pool house renovation
- Improved baseball field
- Rain garden

The Concept Site Plan, included within the agenda packet, shows a bordered area labeled "project limits". This border only refers to the area of the project for which the Park District is seeking OSLAD (Open Space Land

Acquisition and Development) Grant funding; the entirety of Recreation Park is within the scope of this project.

The Park District shall provide a phasing plan for proposed improvements, including the portion of the project seeking OSLAD grant funding. The commercial properties along Northwest Highway include auto shops, which would not be permitted in the P-L District. The Village needs to know timing of the improvements in order to ensure properties are properly zoned for their uses.

The existing park does not have an approved Planned Unit Development Ordinance. As such, PUD approval of the Master Plan will be required.

Meeting Discussion:

Mr. Konters stated that Recreation Park is one of the oldest and most used parks in the Village. His group is assisting with a park renovation and with grant applications. There are currently businesses along the south side of the park that are owned by the park district and leased to the businesses. The businesses are aware of the plan for the park. The improvements include a renovated, inclusive playground on the west side of the park, a small picnic shelter by the playground, a new parking lot for convenient access to the playground with a landscape buffer from the street, new tennis courts, a lawn game area, enhanced entries along the south side of the park, conversion of the commercial buildings to open park space with rain gardens, and a new skate park at the southeast corner away from existing residences. In a future phase the baseball field will be improved with respect to accessibility and equipment, there will be an improved eastern parking lot with increased drainage, a dedicated basketball court, a small restroom facility, a renovated pool and pool house, a new accessible entrance to the north side of the pool house structure, and an expanded drop-off area with parking. There may be a new recreation building in the future on the northern side of the site. The soccer fields on the east side of Douglas would be improved in the future as well.

Mr. Rea stated that the new and renovated parking lot would include permeable pavers. The potential OSLAD grant would cover phase 1, and anything beyond phase 1 is tentative based upon funding availability.

Mr. Schmidt stated that with respect to zoning the project involves rezoning of the commercial properties along Northwest Highway, residential property along Belmont Avenue, and lots east of Douglas Avenue to P-L from B-3, R-6, and M-1 respectively, as well as PUD Approval for P-L zoned properties per Village Code, Special Use Approval for a facility owned by the Park District, and a Comprehensive Plan Amendment for properties being rezoned. Grant funding is being pursued for phase 1 improvements, and the entirety of the park is included in the project. The Park District is encouraged to hold a Neighborhood Meeting prior to a Plan Commission appearance. Staff has no concerns regarding traffic and parking, though a study is required by code. The Park District may pursue a variation if desired. The site will be served by parking lots on the west, north, and east side of the site. The eastern lot would have reduced capacity though overall on-site parking availability would increase. Capacity information will be needed for the pool to calculate required parking. The proposed tennis courts are over an unvacated Village right-of-way. The Park District has requested vacation of this right-of-way, and it is up to the Village Board to decide whether or not to grant this request. Staff is generally supportive of the proposal subject to provision of the items outlined in the Staff Report.

Commissioner Sigalos asked what the phasing of the project would include.

Mr. Rea stated that phase 1 was the grant portion. It may take a year to find out if the grant will be approved. Phase 1 incudes the southwest side of the site. If the grant is approved the commercial and residential properties would be demolished. Phase 2 is not set, but would include the remaining physical land improvements like the eastern parking lot, basketball court, baseball field, and bathroom. Phase 3 would include improvements to the pool and pool house.

Commissioner Sigalos asked if bike racks would be included.

Mr. Rea stated bike racks would be included.

Commissioner Sigalos stated it was an exciting improvement of the park.

Commissioner Cherwin asked if a residence on Belmont Avenue was outside of the park project.

Mr. Rea confirmed that the one property was not owned by the Park District and would not be included in the project.

Commissioner Cherwin asked if the pool house would be renovated.

Mr. Rea confirmed that the pool house would be renovated.

Commissioner Cherwin asked what future improvements would be on east side of Douglas Avenue for Park District owned properties.

Mr. Rea said there were no plans for that property, though over time the backstop for the baseball field would be replaced.

Commissioner Green stated he was concerned for the one property remaining along Belmont Avenue.

Mr. Rea stated that the property owner was aware of the project and had been to preliminary meetings.

Commissioner Cherwin stated that he would be in support of waiving the traffic and parking study.

Commissioner Green agreed, and asked if the Village was aware of parking complaints related to the park.

Mr. Schmidt stated he was unaware of any complaints related to park parking, though the neighborhood had concerns about parking for the adjacent Library facility. Parking would be evaluated during the Plan Commission process.

Commissioner Cherwin stated that he would be in support of waiving the traffic and parking study.

Commissioner Green agreed and encouraged the Park District to pursue a variation.

There was no public comment relevant to the project.

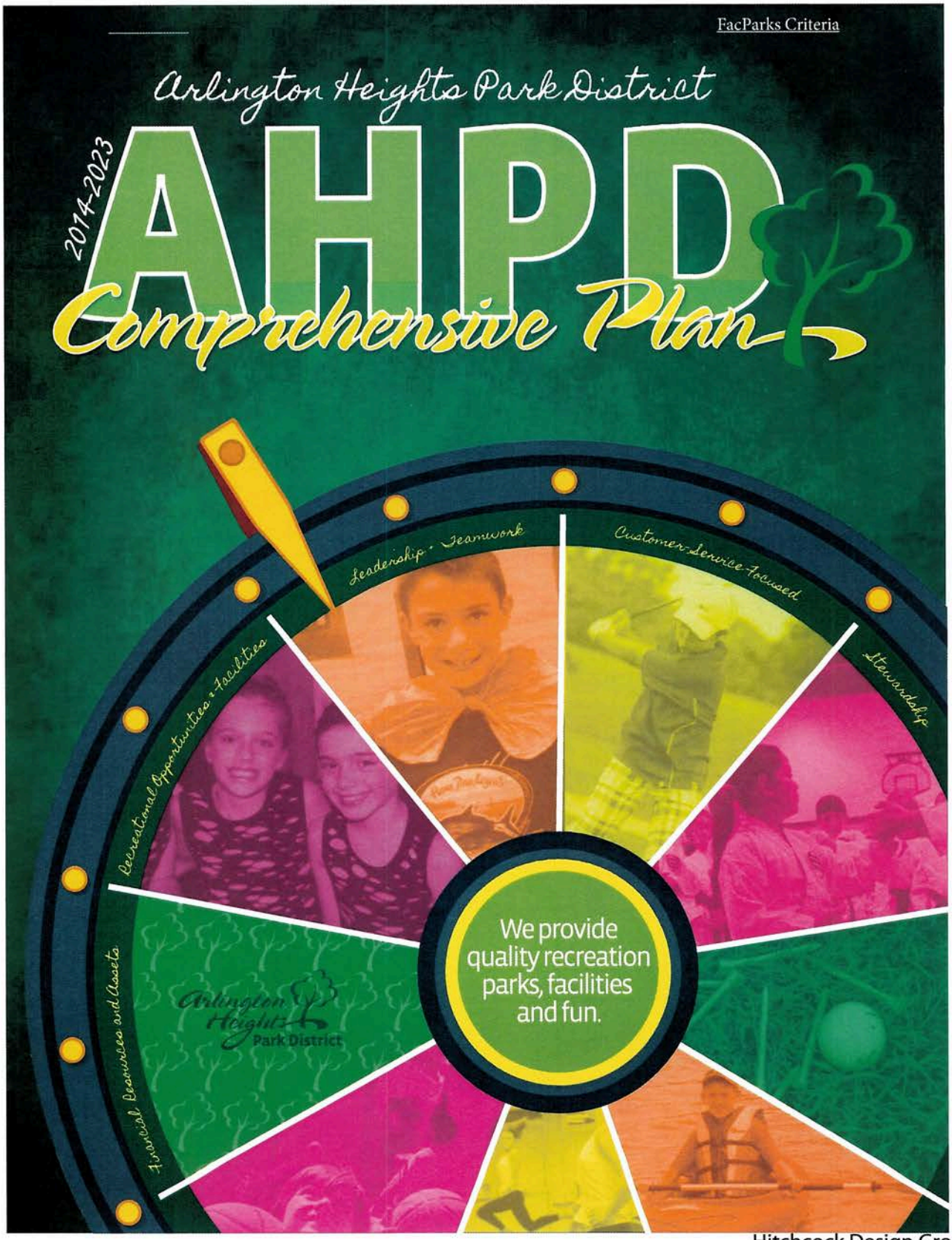
RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application while taking the comments from the Conceptual Plan Review Committee into consideration.

PUBLIC COMMENT

Melissa Cayer stated that there were some projects that didn't advance beyond the CPRC. She stated that Staff should reach out to petitioners after CPRC to see why they didn't advance.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder


FacParks Criteria
Arlington Heights Park District
2014-2023
AHPD
Comprehensive Plan
Leadership • Teamwork
Customer-Service Focused
Stewardship
Financial Resources and Assets
Recreational Opportunities • Facilities
We provide quality recreation parks, facilities and fun.
Arlington Heights Park District

# Clippings from pages 117 - 135 AHPD Comprehensive Plan 2014-2020

| **3. What capital improvements would you and your family like to see in the next 3-5 years? Capital improvements include the construction of new facilities, remodeling or expansion of existing facilities, and the purchase, improvement and development of land.** |
|---|
| Improvements to Recreation Park basketball courts and pool. Make outdoor basketball courts at Recreation park to similar to the Pioneer Park outdoor basketball courts. |
| I would like to see some changes made at the Recreation Park Pool. Maybe not the extent that was slated for the referendum, but the building needs an upgrade. I would also be interested in a dog park. |
| Indoor gym facility<br>Improvements/additions to Recreation park |
| More basketball options for open gym or keep it going. Make an outdoor basketball court at Recreation Park that is of the same level as Pioneer park. |
| Wheel chair access |
| Teardown Recreation Park's building, and put in one main building. More basketball, volleyball, and dance areas, which are then in the center of the village, and not at the far north end or in Prospect Heights for us citizens. Rec Park's building is useless, and far too out dated. Leave the satellite park buildings alone. |
| Recreation park needs an extensive renovation. It's not accessible by wheelchair or stroller. |
| Keeping Rec Park up to date. During our 19 years in AH, every other park district facility has been renovated/remodeled, except Rec. Rec Park is crucial to our community with Frontier Days and it'd be nice to see it updated to be used more throughout the year. |
| Remodeling of Rec Park, similar to how Pioneer was redone. |
| Remodeling of Rec Park, specifically the basketball court. |
| We would love to see Rec park get updated and made accessible to strollers, etc. We would love to see a splash pad or some sort of zero depth pool would be ideal! |
| Remodeling of Recreation Park pool and grounds. I would like to see some sort of volleyball and new basketball area as well. |
| Good playgrounds with fun equipment and nice places to sit with shade |
| REC PARK!!!! Loved the plans that were in place to have it updated! So sad it did not pass. |

The Park District provides a full range of recreational activities, a public open space system, recreational facilities and special events for its citizens. Recreational facilities operated by the Park District include 58 parks, totaling 715.09 acres, with one indoor and five outdoor swimming pools, five community centers, a cultural arts center, historical museum, Forest View Racquet and Fitness Club, Heritage Tennis Club, Arlington Lakes Golf Club, Nickol Knoll Golf Club, Lake Arlington, Melas Park Sports Complex, and an assortment of softball diamonds, football and soccer fields, playgrounds, and picnic areas.

These essential community features enhance the social, physical, and psychological well-being of citizens by providing them with enjoyable activities and settings in which to spend their leisure time. The economic benefits of preserving open spaces and offering recreational opportunities include increase in the value of surrounding properties and enhanced quality of life in Arlington Heights.

The Park District uses the following classifications as guidelines to develop an equitable system of parks, recreation facilities and natural open space for the Park District. The classifications are based on previous guidelines from the National Recreation and Park Association (NRPA) adopted by the Park District in 1982. The six classifications are Mini Parks, Neighborhood Parks, Community Parks, District Parks, Special Facilities, and Connector Parkways. These are summarized, along with the detailed description of each park classification; this section also presents the level of service standards for each park type and the justification for those standards.

These standards have been adopted by most cities across the United States and are designed to allow for an equitable distribution of park resources. These standards are easy to apply and have been tested in the courts. The minimum recommended standard for an urban area is 10 acres per 1000 residents. Applying this minimum to Park District would require a total of roughly 769 acres of developed park land. Park District presently has approximately 715 acres of developed park land, which indicates that the Park District has a deficit of approximately 50 acres of developed park land.

The Park District refines this standard of 10 acres per 1000 residents by dividing this acreage into:

**Mini Parks**

These parks are developed in denser multiple family neighborhoods as a way to provide immediate recreational opportunities in these areas that lack neighborhood parks. These are smaller sites, usually less than two acres, equipped with playground apparatus conducive to the recreational activity of young children. Mini parks have a service radius of a one-quarter to one-half mile.

**Neighborhood Parks**

A neighborhood park is generally anywhere from two to ten acres in size, serves a population within a one-half mile to one-mile radius, and is centrally located within the neighborhood it serves.

Neighborhood parks should be developed at a minimum of one acre per every 1000 residents. A neighborhood park is designed to serve a pedestrian population, and its facilities usually include playground apparatus, athletic field areas, and an area for passive recreation.

Arlington Heights Park District

# "Survey of Residents"

Volume 1

prepared for the

## Arlington Heights Park District

By

Ron Vine and Associates

November 2017

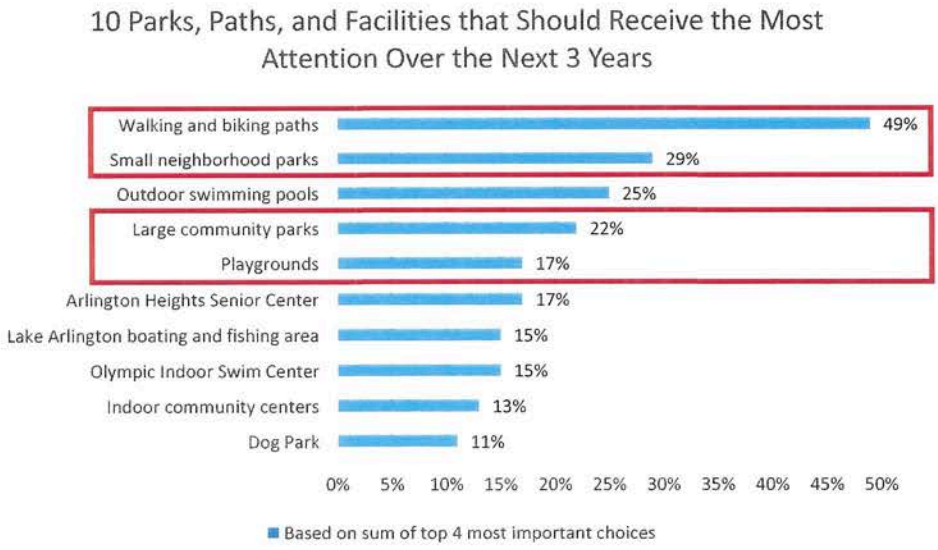
Ron Vine and Associates
Making Citizen Opinions Matter

## Section 3: Overview of Resident Survey Responses

### Key Survey Findings

**Finding #1: By a wide margin, walking and biking paths are the current parks, paths, and facilities that Arlington Heights Park District household respondents feel should receive the most attention from the Arlington Heights Park District over the next three (3) years. Neighborhood parks, outdoor swimming pools and large community parks were the next three highest rated parks, paths, or facilities to receive attention.**

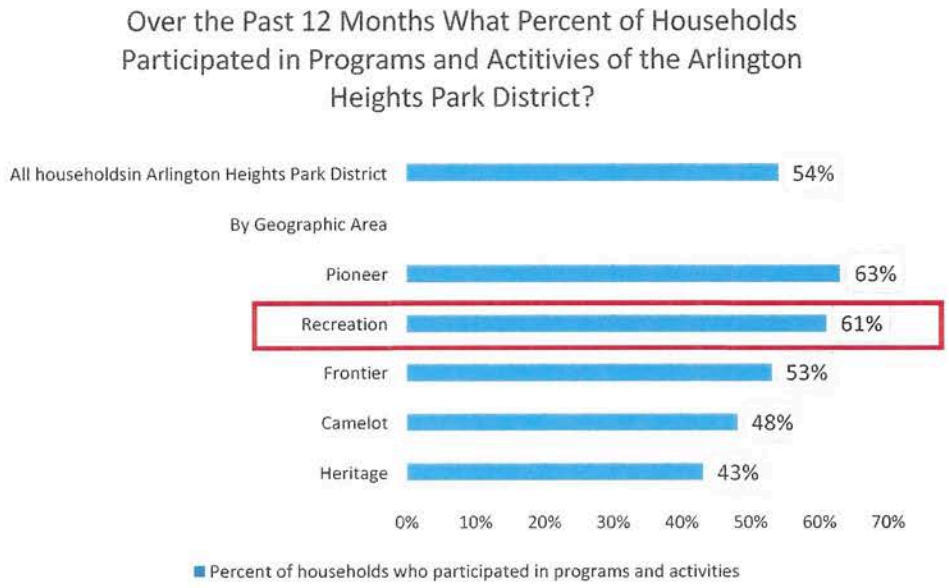
Respondents were provided a list of 27 different parks, facilities and services and asked to indicate the top 4 that should receive the most attention from the Arlington Heights Park District.




In every geographic area, walking and biking paths was the highest ranked parks, facility or service for emphasis and small neighborhood parks were among the top 3 highest ranked for emphasis

## Arlington Heights Park District Resident Survey Report

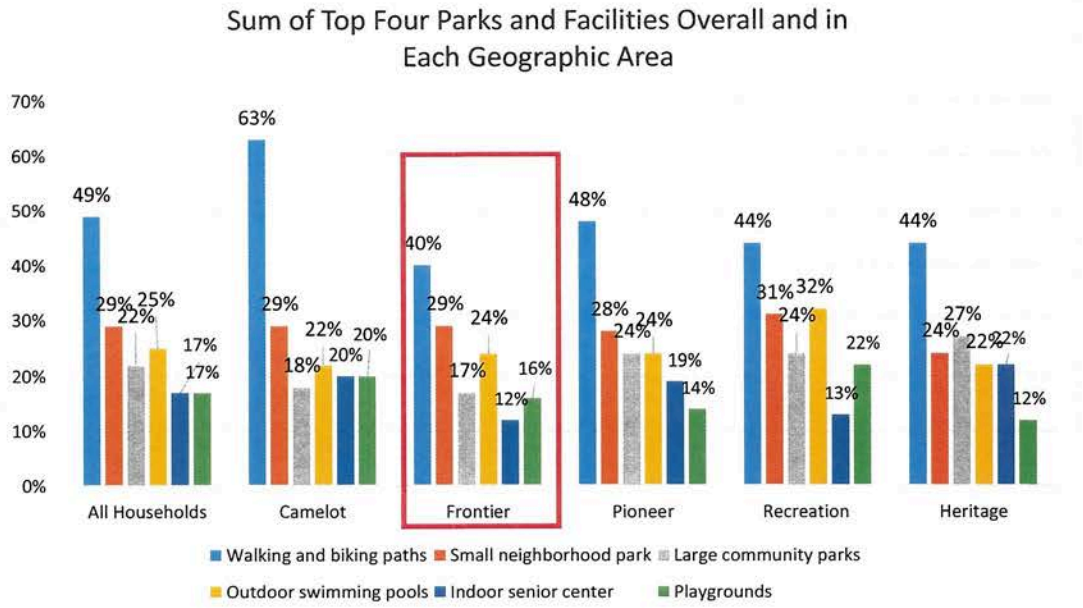
**Finding #3: Participation in programs and activities is high across all geographic areas with opportunities to increase frequency of participation. 54% of respondents for the entire Park District have participated in programs with participation in programs being at least 43% in all geographic areas. Most households who participated in programs and activities participated in 1-3 programs and activities during the past 12 months.**



## Arlington Heights Park District Resident Survey Report

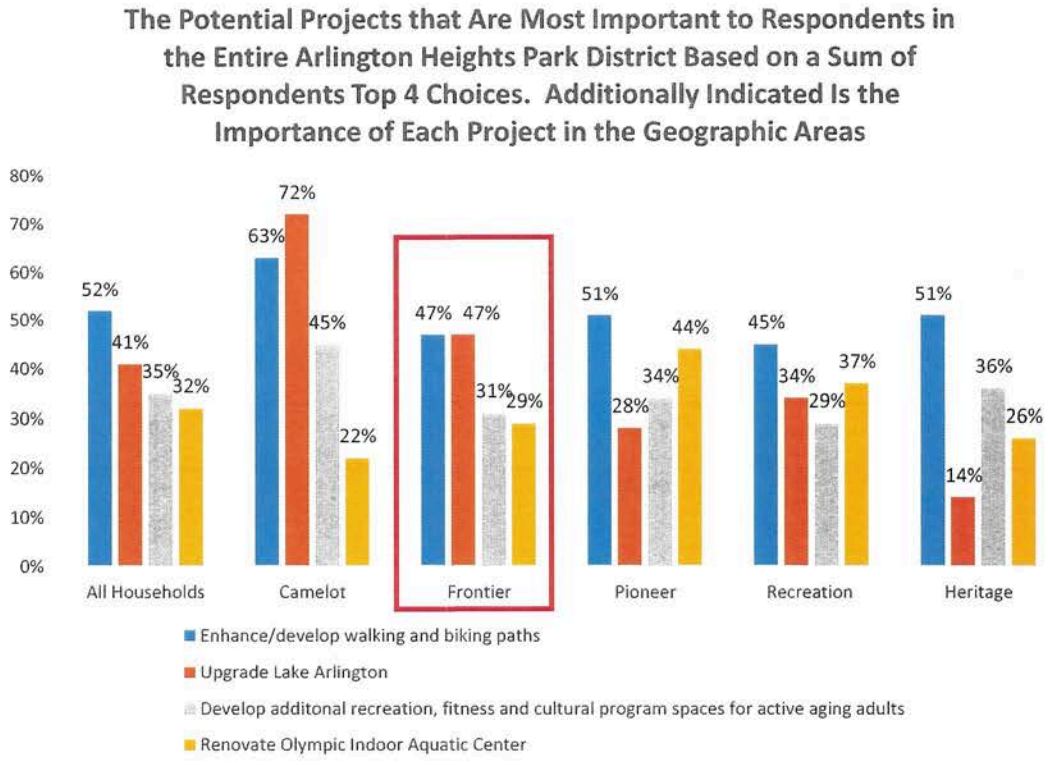
**Finding #10: In the entire Arlington Heights Park District and every geographic area, walking and biking paths were the first most important park or facility and small neighborhood parks were the second most important park or facility, with the exception of Recreation where neighborhood parks are third most important and outdoor swimming pools second most important.**

From a list of twenty-seven different parks and facilities, household respondents were asked to indicate the four parks and facilities that were most important to them. The chart below shows the 5 parks and facilities that were selected by the highest percent of households based on households in the entire Park District. The chart also shows what percent of households in each of the geographic areas selected each of the parks and facilities in the sum of their top 4 choices.



## Arlington Heights Park District Resident Survey Report

**Finding #12: Out of fifteen potential projects, respondent households were asked to indicate the 1st, 2nd, 3rd and 4th most important projects for their household. As shown in the chart below, based on a sum of their top 4 choices, enhance/develop walking and biking paths (52%), upgrade Lake Arlington (41%), develop additional recreation, fitness and cultural program spaces for active aging adults (35%) and renovate Olympic Indoor Aquatic Center (32%) were the most important projects. Additionally, shown on the chart is the percentage of households in each geographic area who selected these projects as one of their Top 4 choices.**



## Arlington Heights
## Parks & Rec Final Results

| | | OVERALL |
|---|---|---|
| Please indicate if you or any member of your household has a need for each of the parks and recreation facilities | Soccer and football fields | 21% |
| | Baseball and softball fields | 21% |
| | Outdoor tennis courts | 28% |
| | Outdoor basketball courts | 21% |
| | Outdoor artificial turf fields | 10% |
| | Small neighborhood parks | 67% |
| | Large community parks | 61% |
| | Playground equipment | 44% |
| | Picnic areas/shelters | 27% |
| | Skate park | 11% |
| | Dog park | 22% |
| | Walking and biking paths | 79% |
| | Outdoor swimming pools | 53% |
| | Garden plots | 10% |
| | Outdoor pickleball courts | 7% |
| | Golf courses | 38% |
| | Historical museum | 26% |
| | Senior center | 38% |
| | Indoor tennis courts | 12% |
| | Indoor fitness and exercise facilities | 42% |
| | Indoor swimming pools/leisure pool | 42% |
| | Indoor lap lanes for exercise swim | 28% |
| | Indoor warm water therapy pool | 19% |
| | Indoor basketball courts | 20% |
| | Indoor fields for sports training | 11% |
| | Indoor pickleball courts | 6% |
| | Indoor walking/jogging tracks | 47% |
| TOTAL | | 813% |
| | n = | 1,062 |

21 Nov 17
Source: RRC Associates

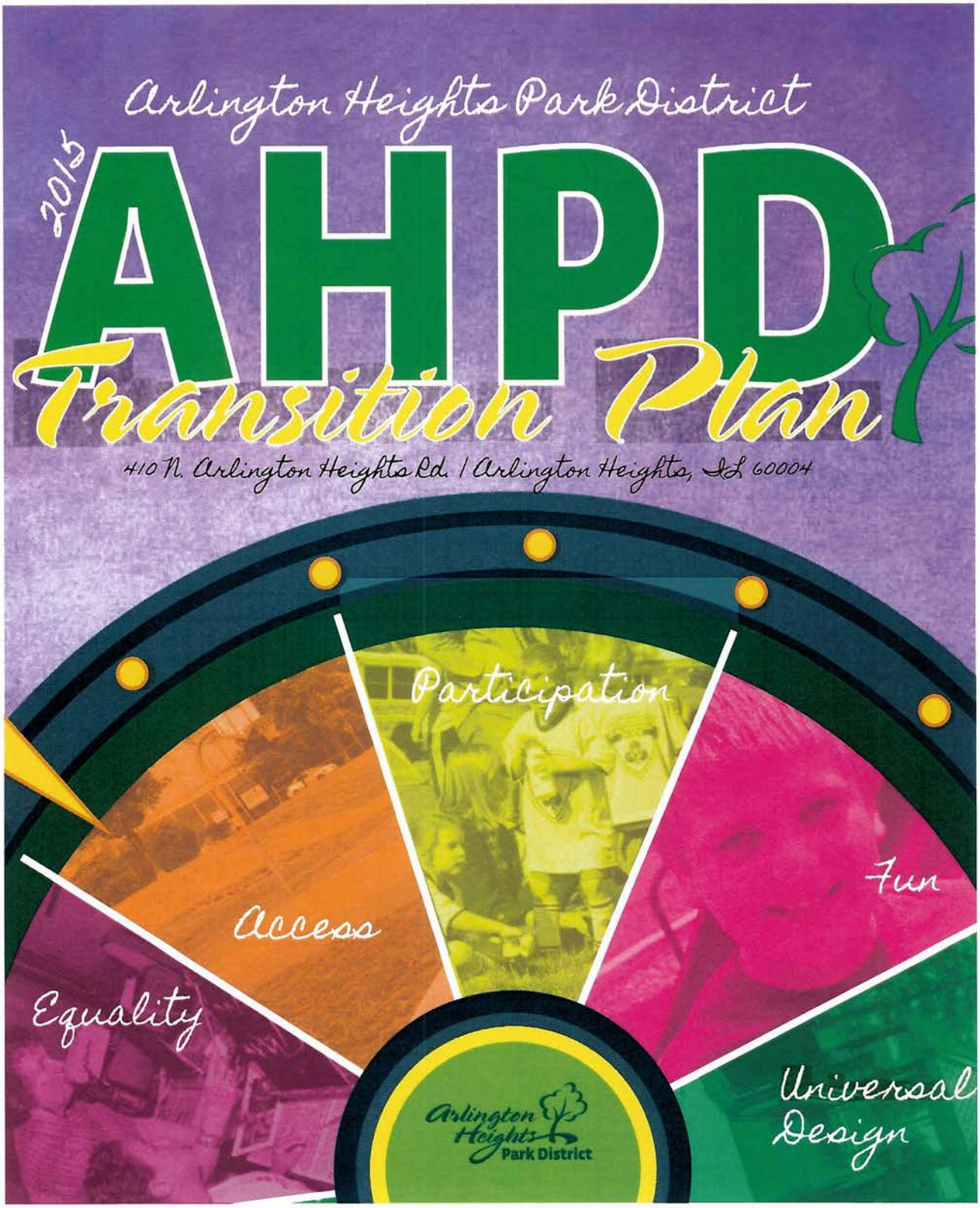

Arlington Heights Park District
2015
AHPD
Transition Plan
410 N. Arlington Heights Rd. / Arlington Heights, IL 60004
Participation
Access
Equality
Fun
Universal Design
Arlington Heights Park District

Table of Contents

Recreation Park Transition Plan Items

| ID | Park | Feature | Room | Barrier | Target Complete Date | Priority | Capital Project | Completed Date |
|---|---|---|---|---|---|---|---|---|
| 1062 | Recreation Park | Accessible Route - Exterior | Ball Diamond | Path has 3% or more cross slope around east side of ball field #1. | after 2016 | G | | |
| 905 | Recreation Park | Accessible Route - Exterior | Locker Room - Men's | Route to men's locker room from pool deck has up to 4% cross slope. | after 2016 | C | | |
| 927 | Recreation Park | Accessible Route - Exterior | Locker Room - Women's | Route to women's locker room from pool deck has up to 4% cross slope. | after 2016 | C | | |
| 929 | Recreation Park | Accessible Route - Exterior | Swimming Pool | Handrails are too high ranging from 39-53 inches above ground surface. | after 2016 | C | | |
| 931 | Recreation Park | Accessible Route - Exterior | Swimming Pool | Ramp has areas of running slope up to 9%. | after 2016 | C | | |
| 933 | Recreation Park | Accessible Route - Exterior | Swimming Pool | Landing at bottom of ramp has 6.8% slope. | after 2016 | C | | |
| 936 | Recreation Park | Accessible Route - Exterior | Swimming Pool | The pool deck has areas of 6% slope and various changes in level up to .5 inches. | after 2016 | C | | |
| 938 | Recreation Park | Accessible Route - Exterior | Wading Pool | The transition between the concrete and wood surfaces creates a .5 inch change in level. | after 2016 | C | | |
| 1018 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | Concrete has up to 4 inch gap. | 2013/14 | G | | 2011/2012 |
| 1019 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | Southern half of sidewalk has cross slope ranging from 3% to 5%. | 2013/14 | G | | 2011/2012 |
| 1020 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | North side of path near Miner Street has two areas of 1 inch changes in level. | 2013/14 | G | | 2011/2012 |
| 1021 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | Curb ramp onto Miner Street has a 9.7% running slope, 21% flared sides and does not have a detectable warning complying with ADAAG 4.29.2. | 2013/14 | V | | 2011/2012 |
| 1051 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | Drain grate has openings up to 2 inches wide. | 2013/14 | G | | 2013/14 |
| 882 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | Two 1-inch changes in level near light post. | after 2016 | G | | |
| 942 | Recreation Park | Accessible Route - Exterior | Walk/Bike Path | Concrete is breaking causing a .5 inch gap and .5 inch change in level. | after 2016 | G | | |

dh marketplace

Classifieds What are you looking

> Legals > Public Hearings & Notices

# THE ARLINGTON HEIGHTS PARK DIS...

The Arlington Heights Park District is leading a planning initiative to improve Recreation Park and submit an application for funding assistance through an Illinois Department of Natural Resources OSLAD Grant. A community open house meeting will be held to review the Planning Project and Preliminary Design Concept on: Open House Meeting Wednesday, August 24, 2022 from 5:30 PM to 7:00 PM Recreation Park 500 E. Miner Street. All members of the public are invited to attend and are welcome to stop in anytime during the open house event to review the preliminary design concept, ask questions, and provide written comments. We look forward to hearing from you. Published in Daily Herald August 11, 2022 (4586857) , posted 08/11/2022

Viewed 26 times Posted August 11, 2022






Arlington Heights Park District
Published by Amy Seklecki · 20h

You're invited to the upcoming Open House Meeting: Recreation Park Outdoor Space Improvements on Wednesday, August 24 from 5:30-7PM. Attendees will have the opportunity to review preliminary design concept, ask questions or provide written comments. Learn more at https://bit.ly/3psD1jq

We look forward to hearing from you!



**Programs**

**Events**

- All Special Events
- Special Events (registration)
- Board Meetings
- Summer Concerts
- Photo Galleries
- Video Gallery
- Frontier Days

**month calendar** -- select category --

Tweet

## Open House for Rec Park Greenspace Improvements

**Export to Outlook**

Wednesday, August 24, 2022

05:30 PM - 07:00 PM

Recreation Park
500 E. Miner St
Arlington Heights, IL 60004



The Arlington Heights Park District is leading a planning initiative to improve the greenspace around Recreation Park and started an application for funding assistance through an Illinois Department of Natural Resources OSLAD Grant. A community open house meeting will be held to review the Planning Project and Preliminary Concept on Wednesday, Aug. 24, 2022 from 5:30 - 7:00 PM.

All members of the public are invited to attend and are welcome to stop in anytime during the open house events to review the preliminary plans, ask questions, and provide written comments.

We look forward to hearing from you.



# Recreation Park OSLAD Project
# Public Comments from the Community Meeting 8-23-2022 and Additional Comments from Contact Us

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**1. 8/24/2022 From: Christopher Salituro** chrissalituro@gmail.com

**Comment:** Message: Hi, I cannot make the meeting tonight regarding Rec Park renovation. I was hoping pass along some thoughts.

First, I am SO GLAD that Rec is getting attention! It really needs it and it is in the heart of the town and attracts so many people for Frontier Days and swim meets and baseball. The park should reflect the modern loveliness that the rest of the village center has.

I am also glad that you are planning to keep the historic WPA building.

A few of the proposed ideas that I think deserve a second look:

**(Ben Rea's replies in blue. This message was received via Contact us on 8/23/22)**

Why eliminate a tennis court and replace with bags - everyone has their own bags and can play it anywhere. Tennis is hard to find. Presently, the park district maintains 43 tennis courts in the community. That is about 5 over the minimum requirement set by the National Recreation and Park Association. The idea behind the lawn games (bags or something else) is to provide a recreation opportunity for all to utilize, as well as provide a recreational amenity that scores well on the grant application.

It is dumb to have a grand entrance from the SW corner - no one comes to the park from that direction. The access points from the southeast and southwest corners need to be created to provide a connection to the park's pathway. Most likely there will be a park sign and some enhance landscaping to welcome people into the park.

The playground is relatively new. Why change it? The playground was installed in 2011. The proposed playground is fully inclusive and will serve people of all abilities. Presently, the park district does not have a fully inclusive playground. Recreation Park is a great location, given the close proximity to the center of town.

Would love a nature path/walking path around the perimeter landscaped with native flora There are plans to introduce rain gardens throughout the space utilizing native plantings.

**2. 8/24/2022 From: Elaine Schreck**

**Comment:** My priority for Rec Park is to maintain and improve upon what we already have. And for it to continue being a neighborhood park! I would rather not see drastic changes, while I do agree and understand that some new elements are positive. I think having 3 tennis courts in approximately their current position is important. I also encourage the Park District NOT to remove any of the large trees in that area (left field of baseball diamond) in order to re- envision that use of space. I would greatly appreciate the PD's commitment to provide continuing to provide a large, free skate, ice skating rink in its historic location in winter time- in the past the pool has doubled as a warming house, ant that would be fun to bring back and maybe add to/or renovate the existing structure, rather than tearing it completely down. Our neighborhood ice rink is cherished here at Rec! The pool is amazing as-is, but the baby pool leaves something to be desired. Great if that re-innovation could be part of Phase 1!

Please keep Frontier Days in our park! Also: preschool at Rec Park is a high priority! This is our neighborhood park and we would like its focus to still be on serving the neighbors.

**3. 8/24/2022 From: Katie Roberts**

**Comment:** What is the usage of exercise equipment? Seems like a waste of space and money. I've never seen them used at other parks. Why more tennis courts? I'm opposed to a parking lot on a residential street.

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More than ¼ of the park is on NW Hwy. At a minimum, it should be placed across from the Makers Space, the travel agency or existing open space.

**4. 8/24/2022 From: Unknown**
**Comment:** Any plans for Pickle Ball?

**5. 8/24/2022 From: Anne Young**
**Comment:** 1. More parking 2. No sand boxes 3. Yes, ADA playground equipment 4. Yes, Berm activity. 5. Yes Rain garden 6. Yes, to fitness/challenge area 7. Pickleball courts? Add them. 8. Love this idea and the updates to the park! Can't wait for it!!

**6. 8/24/2022 From: Claire Young**
**Comment:** 1. Lets Do It! This plan looks GREAT! 2. I love the skate park 3. I love the obstacle course
4. Berm playground items seem very cool 5. I'd really like to see native plants and trees added to the park. 6. On the tennis courts, please be sure to include pickleball lines and nets (?). 7. Keeping trees is important to me
8. Circle parking in front of the building looks great 9. I think the parking lot is a nice idea especially since the grass lot is not currently used for anything other than Frontier Days parking 10. Re-doing the pool house is a top priority for me so I'd be willing to put off some Phase 1 proposed items in favor of that.

**7. 8/24/2022 From: Kristina Heaton**
**Comment:** Please include play equipment for older kids on the playground. Most of the playgrounds at the pare in AH cater to younger kids and many of the elementary schools do too. We are very excited about the whole project and are very supportive of it moving forward. We live 1 block away and have zero concerns about the potential additional traffic or parking.

**8. 8/24/2022 From: Kathy Ley**
**Comment:** Parking near play park- should all be ADA spots. Make lot much smaller. A lot does not really fit the residential side of the park. If the main building becomes the Pool House, please, **please** don't lose the preschool. We need a local, park district option for neighbors. Shade options in the play park **please**.

**9. 8/24/2022 From: Andrew K**
**Comment:** Looks great. Updating playground to be safe and more inclusive is ideal for children to be a community. Maintain greenery and trees. Need additional trees for shade and beauty. More seats (Benches/gazebos). Utilize high quality cement for basketball and tennis courts to ensure longevity and quality of courts.

**10. 8/24/2022 From: James Kim**
**Comment:** Hitchcock recently had a project in Highland Park that had a swing-set that also rotated like a carousel. Kids love the p/p mounds with tunnels and climbers and slides. Love the skate park- has something for everyone. Hopefully you get that MWRD stormwater infrastructure grant.

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**11. 8/24/2022 From: Michael Roberts**
**Comment:** I think the proposed plan reduces green space too much and increases traffic on Belmont. 1) the parking lot is empty. There is no reason for additional parking. 2) I think we need more green space, a skate park does not answer the need for community as a whole.

**12. 8/24/2022 From: Anjali Bagai**
**Comment:** 1) Will there be any plans to create more integration to the community with the park? (ie; additional sidewalks, bike paths?) Having more entry points to the park. 2) Will there be lighting for the new basketball courts?

**13. 8/24/2022 From: Claire Young**
**Comment:** It is extremely important to me that we have a new basketball court. I'm in my 30's and love to shoot around but the current set-up isn't very nice. We need a new court. My husband is incredibly excited for the skate park. Skateboarding is an exciting, growing, LEGITIMATE U.S. sport and we deeply support it. Both of these facilities are sometimes categorized as "Bringing the wrong crowd". That is a problematic scare tactic and we support adding these offerings. Do It! We will love it!

**14. 8/24/2022 From: Unknown**
**Comment:** Concerned about the decrease of open space- is it necessary to have an area specific to Bags game?? Please don't remove healthy mature trees such as te ones south of the current tennis courts. Still able to accommodate Frontier Days activities? Can't keep all 3 tennis courts? At least there should be a pickleball court (maybe in place of the Bags game).

**15. 8/24/2022 From: Greg Summers**
**Comment:** No need for parking on Belmont- only 4-5 cars park on side of road now. Place the parking in center of the site near the basketball court. Keep at least three tennis courts. Need more trees in the park. Pool needs renovation/splash pad. Park has limited seating now and it is in sun- not shade. Playground is shown at end of Wing St. w/o sidewalk connection to other side of Belmont. Place a fence to separate playground from street. No exercise equipment in the sun in the park- it won't get used. Keep gym in building- kids use it for recreation.

**16. 8/24/2022 From: Kearin Hansen**
**Comment:** I see you are re-doing the tennis courts. What happens when lessons are being given? Are patrons then kicked off the courts?

**17. 8/24/2022 From: Jen Kim**
**Comment:** We love the tri ride swing. Love the mound play, multi levels of play. Love pour and play mound with the different climbers and slides and tunnels.
Skate Park- make sure it is welcoming to beginner levels. What is allowed...bikes, razors, blades? How will all use the space? How will those not allowed be enforced?
Playground- like to see different manufactures ie; Landscape, Gametime, etc. use in space.
Love additional parking in circle drive. It would be great for preschool.

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**18. 8/24/2022 From: Unknown**
**Comment:** Would love to see equipment for playground reminiscent of parkour/Ninja Warrior obstacles for older kids!

**19. 8/24/2022 From: Laura Reed**
**Comment:** Re-do walking path so that can be cleared of snow so to wall all year round.

**20. 8/24/2022 From: Barb Ottolino**
**Comment:** 1) I commend you on the playground inclusiveness for autistic and handicap people. 2) I am concerned about removal of large trees before young ones are established and well on their way. 3) These tennis courts are heavily used. Reducing their number in this location will be unpopular. 4) Hurray for the skate park! 5) High school teens need places to congregate. Please include them near the skate park. 6) I am very concerned about the amount of paving. There are 3 paved entry ways. This is not necessary. Please leave green space! Parking next to the ball field is a poor plan. I have lived next to the park since 1974 and NOBODY has ever used the parking lot. Foul balls break windows. Develop a small, centrally located lot at the corner of the present tennis courts/pool so people can easily reach the playground, pool, etc. 7) There are 80 parking spaces on the street by the pool/baseball field-Douglas Ave. There appears to be no shortage of parking spaces. However, people have to be willing to walk from the parking area to their activity area.

**21. 8/24/2022 From: Erin Egan**
**Comment:** Please don't put a parking lot on Belmont. Please keep tennis courts in current location.

**22. 8/24/2022 From: Patricia Schroeder**
**Comment:** If possible, I would like to see 3 tennis courts. The courts become very full in summer and as a family we enjoy playing. A second board to play individually and practice would be nice too. It is nice to be able to walk to park and not have to get in a car to find court space elsewhere.
The kids love the tower. If a tower could be incorporated into the new playground it would be a great way to extend the age range of the playground. Burning Bush Trails in Mount Prospect (great example). Merry Go Round type equipment seems to be very popular with all ages too.
Please keep as much green space as possible and trees as well. Eventually the walking path could be improved as well (widened).

**23. 8/24/2022 From: Brian Forrest**
**Comment:** As a neighbor of Belmont Ave., I respectfully ask that the park does not reconsider plans for a parking lot on Belmont and find another solution for ADA parking near the playground. I would be happy to work with the Board and staff on alternative ideas, and I know many Rec neighbors who would too. A great feature of the current park is parking and traffic are drawn to the interior of the park- away from quiet residential streets and neighbor house. I think we could work to reconfigure the current layout to accomplish this. I understand the needs of the whole community need to be considered. However, the proposed changes to the parking lot and tennis courts will have a disproportionate daily impact on neighbors which I believe merits additional consideration. I will provide further thoughts via emails to allow messy handwriting. Thank you for the opportunity to provide feedback on plans.

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**24. 8/24/2022 From: Madalina Ivay & Stefanie Ivay**
**Comment:** 1. Bathrooms 2. Water fountains 3. Stay fun 4. Berms and slopes 5. Hillside play with climbing 6. crawl tunnel & slide 7. Wave climbers 8. Roller slide 9. Zip Krooz 10. Turbo Twister 11. Boogie Board 12. Accessible roller table

**25. 8/24/2022 From: Unknown**
**Comment:** Is there any conversation about allowing personal electric scooters on the paths?

**26. 8/24/2022 From: Sheila Cruz scruz@ahpd.org**
**Comment:** We need play equipment for senior citizens too. Adult swings would be a start. Maybe put these swings away from the children's playground- maybe by the outdoor athletic area. Seniors and adults would be more willing to swing if they weren't interfering with the children's play. "We don't stop playing because we grow old; we grow old because we stop playing". George Bernard Shaw (Joan Cruz & Diane Himes at Berbecker Park in AH)





**27. 8/25/2022 From: Katie Bonk**
**Comment:** Hi Tyler, Thank you for talking with me today at the park. Here are a few of my comments about the Rec Park Concept that I wanted to share with you.
1. Permeable paver parking lots - In our community in Wisconsin we repaved our roads in our subdivision with permeable pavers and it has been far more work than ever imagined. You need to sweep with equipment and refill a couple times a year. There is a lot of growth in between bricks.
I imagine you decided on permeable pavers so people wouldn't be upset with taking our greenspace for a parking lot but I don't think it's the right move.
2. Tennis Courts - The tennis courts at Rec at high times are always busy. I know someone mentioned that AH has more tennis courts on average than other areas but that doesn't help because Rec Park is a hot spot for tennis. My suggestion would be not only to have 3 courts but many even ADD a court or pickleball courts. I think if we look at trending sports pickleball is rising!
3. What is the reason to have a parking lot right next to the park in the middle of the neighborhood? It's dangerous for kids going to the park. If anything, there are far better spots for the parking lot like right on

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Northwest HWY and Belmont or in front of what's labelled "T - Future space". Parking lots do not need to be in the middle of a neighborhood. We have far too many issues with cars on Belmont/Miner and Wing and Belmont. It's scary. We don't need another reason for cars to be closer to the park. **If you need accessibility, then add handicap parking signs right on Belmont in front of the park.**
4. A spot for a permanent Bag Toss Game seems very unusable. Where do people get the bags? Also not something I think kids/families are looking for when going to the park? It truly does seem like wasted space.
5. Adjacent to the bag toss game is the fitness equipment. Does anyone use this at Lake Arlington? Anytime I am there it's usually just a bunch of toddlers/little kids walking over there playing with the equipment. Doesn't seem like something people are actually using.
6. I don't know what the plans are for the play area but I know it's to be more inclusive, which is absolutely great! I also want to suggest that areas around us have ninja parks and splash pads. I know friends who travel to Glenview, Hoffman Estates, Schaumburg for these spots. It's something that AH doesn't offer. Just an idea :)
7. What about things like updating the lighting in the park to go on at dusk and shut off at dawn. Easy things like this... just some ideas! Thanks for taking the time to read through this email because I know it's a lot. I am glad you are getting input from neighbors. I just want to make sure this is a plan that makes sense for people who are using the park.

**28. 8/26/2022 From: Tammy Petricca twee10@comcast.net**
**Comment:** Rec Park is a very "neighborhood" park. Those of us who live close use it almost exclusively, over the other outstanding facilities in the AHPD. Thus, the features there are important to our community. Please consider the following requests that: The number of tennis courts remain at 3; The proposed parking lot off of Belmont be reduced or eliminated; A number of parking spaces in the horse-shoe driven and on the street be designated as handicapped only; Every effort be made to save the large trees. All other proposals seem prudent and provide for inclusive and improved conditions and features for both local and non-local users. We love our park! Thank you for keeping it the jewel of our neighborhood.

**29. 8/27/2022 From: Robert Levin RLtabletennis1@gmail.com**
**Comment:** Please repair the three tennis courts at Recreational park for the cracks are pretty bad. I am in Kim's group who pays for permits every year! The three courts are invaluable to us!
Thanks for your consideration!

**30. 8/27/2022 From: Kim Gilfillan kgilfil@cap.org**
**Comment:** (message copied to many Gilfillan contacts and the AHPD )
Tennis – The following is a flyer that was distributed at tennis today.
In addition to the items mentioned, please keep in mind we spent almost $1,500 in permits this summer. To date, no repairs have been made to the tennis courts at Rec Park or Heritage Park. The cracks were repaired on 1 tennis court at Pioneer Park.
I'd like to know where our money is going. Kim Gilfillan

Fellow tennis players,
**Did you know, the Arlington Heights Park District's new "master plan" for Rec Park includes eliminating a tennis court?** Rec's tennis courts are widely used and there are often waits; this will get worse with only 2 tennis courts

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**Would you like the current courts to be resurfaced to fix the many cracks?** Rec's tennis courts were supposed to be resurfaced this year, but the AHPD board of commissioners chose to delay this work until the smaller courts could be rebuilt, which will be years away

**If you would like Rec to keep 3 tennis courts instead of reducing to 2, we need your help.** Please contact the park district to give your feedback and ask that Rec keep and improve the current 3 tennis courts. **Use this link to leave a comment:** https://www.ahpd.org/capital-improvements/rec-pk-comments-for-oslad-plans/

**Or email the AHPD Board and leadership:**
cfullerton@ahpd.org – Executive Director
tgelinas@ahpd.org – Commissioner
mleno@ahpd.org – Commissioner
rnesvacil@ahpd.org – Commissioner
bowen@ahpd.org - Commissioner

**31. 8/28/2022 From: Paul F Petricca paulpetricca@torque-consulting.com**

**Comment:** Two non-starters for the Rec Park neighbors in the Concept Plan. The parking lot proposed for Belmont Avenue and downsizing the tennis courts. I will submit a more detailed response to the Park Board Members. Please know that the Rec Park Neighbors will use all tools at our disposal to protest these features in the Concept Plan.

**32. 8/28/2022 From: Paul Petricca paulpetricca@torque-consulting.com**

**Comment:** Some of the new features in the latest Concept Plan for the redevelopment of Recreation Park are welcomed and long overdue. However, this plan has several components that will be very difficult for my fellow residents in the Rec Park Neighborhood to support and endorse. Based on conversations with the park district officials in attendance at the open house this past week and numerous conversations with other Recreation Park neighbors, here are my concerns and suggestions:

* **The additional parking lot on Belmont is unnecessary and potentially dangerous.** Currently, all of the parking for the amenities in the park are on non-residential streets. Building a parking lot on an already relatively busy Belmont Avenue will create safety concerns for residents in the immediate area and the majority of people who walk to the park. If Village officials are requiring these additional parking spaces (as stated by park district officials at the open house), Recreation Park neighbors will voice strong opposition at Village Board Meetings.

Neither the playground or the tennis courts are destination amenities. Other parks currently have equal or better playgrounds, tennis courts, and basketball courts. Most people walk from the neighborhood to these park features. The few visitors who drive to the playground or to play tennis can continue to park on the street as they have done since the park was built.

The lack of parking has never been an issue in this area of the park. More importantly, **creating more pavement in the form of parking is not where the country is heading environmentally. Encouraging people to drive to a recreation facility adds to the carbon footprint of the park instead of reducing it.** This alone is a valid reason to eliminate this proposed parking lot. If ADA parking spaces are needed for the accessible playground, designated spots could be added on Belmont Avenue immediately adjacent to the

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playground. **(THIS PROPOSED PARKING LOT IS A NON-STARTER FOR THE NEIGHBORS. WE WILL USE EVERY OPTION AT OUR DISPOSAL TO PROTEST THIS FEATURE OF THE PLAN)**

*** Eliminating the parking lot on Belmont will allow the tennis facility to maintain three courts, not the scaled down version of two.** I play tennis regularly on these courts. It is often difficult to secure a court on evenings and weekends. I suggest leaving the courts where they are or relocating the three courts in the proposed parking area. If the tennis facility is re-oriented parallel to Belmont Avenue in the same footprint as the proposed parking lot, pickleball courts could be added where the two tennis courts are proposed. This would be well-received by the Rec Park neighbors. **(REDUCING THE NUMBER OF TENNIS COURTS IS A NON-STARTER FOR THE NEIGHBORS. WE WILL USE EVERY OPTION AT OUR DISPOSAL TO PROTEST THIS FEATURE OF THE PLAN)**

*** The skate park is another unnecessary new feature.** Skate parks are closing in the area due to decreased demand. The proposed size and configuration of this feature will not make it a destination amenity that will draw skaters from the greater Northwest Suburbs. Municipalities like Park Ridge have found these skate parks are targets for vandalism. Unless the Park District has current and valid studies showing the demand for this amenity from Rec Park neighbors, this feature should be eliminated.

*** The current parking adjacent to Lloyd Meyer Field has historically been the most underutilized area in the park.** Very few people park there when they visit the pool and smart parkers avoid this lot during baseball games. I played on the baseball field for many years and always questioned why this lot was built so close to a full-size baseball field. No netting plan would avoid balls landing in the current or proposed downsized lot. I agree the parking lot should be downsized, but the 50 spaces should be relocated to "Area T" on the Concept Plan.

The green space that is lost in "Area T" could be moved to the proposed downsized parking lot area. This would eliminate the safety and car damage issues from balls leaving the field of play. It would also provide more green space for baseball fans to set up their chairs and blankets. Children will also be able to play in this area when they are attending games. Other than the bleachers, there is currently very little green space for spectators. **(RECREATION PARK NEIGHBORS STRONGLY SUGGEST RELOCATING THE PROPOSED DOWNSIZED PARKING LOT)**

*** The pool house is architecturally and historically significant.** I would encourage the Park District to save this structure and renovate the common area, guard house, and locker rooms. This would allow for more creative and efficient use of a renovated field house building. **(RECREATION PARK NEIGHBORS WILL STRONGLY CHALLENGE THE DEMOLITION OF THIS LANDMARK STRUCTURE)**
I appreciate the opportunity to comment on the Concept Plan. I look forward to reviewing a revised plan. Thank you

**33. 8/28/2022 From: John B. Swanson jbruceswanson@att.net**
**Comment:** I heard there were/are plans in the works to reduce the number of tennis courts from the current amount of 3 down to 2 next year. I beg you not to do that! On the contrary, Rec Park's tennis courts are very popular and many days there are people waiting for a court. I feel it would be better to add a court instead of

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reducing it by one. With the acquisition of the houses along Belmont, there is plenty of room for an additional court. Recreation, the jewel of all parks, should be as nice or better than Pioneer Park's tennis courts. In addition, we pay for 2 permits for 2 courts on Saturday morning (and have gotten 2 courts for Thursday nights in the past too) and with the reduction in courts our group would probably be forced to have only 1 court which is not enough for our group of 30+ players. We implore you to reconsider the thought of reducing the tennis courts at Rec Park. It would do a lot more harm than good, besides I believe in karma. Our group will be reaching.

**34. 8/28/2022 From: Steve Krause sfksocial@outlook.com**
**Comment:** Hello, Please do not eliminate any tennis courts at Recreation Park. All of these courts get used and usually there are people waiting. There are plenty of Pickleball courts now available in AH. Please preserve these courts. Regards, Steve

**35. 8/28/2022 Valerie Prorok valhood@hotmail.com**
**Comment:** Message: Please consider putting in 4 tennis courts at Rec Park. There is a short list of good tennis courts available for permit in the evenings. Rec park has ample room for more courts like Pioneer park. Thank you!

**36. 8/28/2022 Bruce Swanson jbruceswanson@att.net**
**Comment:** I too sent a message to the park district but the link on the flyer worked for me. However; I will be contacting each person mentioned on the flyer individually as well, voicing my displeasure and distain of losing a court.
I have attached what I found on the AHPD site regarding Rec Park future OSLAD plans and it definitely shows only 2 tennis courts. Very upsetting!! Plus, if Frontier Days does indeed continue (which is in doubt) these new plans seem to show it takes away most of the areas used for the 5 day festival. So I'm guessing if Frontier Days does survive, they'll move it to a different park.
I hope each one of you reach out to the board members and voice your displeasure with the elimination of a court. It looks like to me there is plenty of room to make 4 courts just like Pioneer. There's no way we'll be able to get a permit for both courts for Saturdays I'm assuming. (If you look closely, they want to have an area for 3 bag games near the tennis court. Why?) Bruce

**37. 8/29/2022 From: Mick Brown mickbrown98@gmail.com**
**Comment:** Hello Carrie, Maryfran, Brian, Robert & Tim,
I am contacting you regarding the park district's plan for Recreation Park. While I may like many of the improvements planned, I am disappointed by the idea that there is consideration on the staff and the boards behalf to reduce the number of tennis courts at Rec Park from 3 down to 2. Rec Park is my neighborhood park and I play tennis there weekly. Please add a court so that wait times are reduced. The tennis courts at Recreation Park are very popular (even though they are in such bad shape) and many days/times folks are waiting for a court to open up. If the number of courts are reduced, then this (waiting) will only increase and cause more problems. Contrary to the reduction in courts, I believe it would better serve (no pun intended) the parks interest to increase the number of courts to 4 - similar to Pioneer Park. This would help eliminate waiting times and will increase the number of people able to play, not decrease them. Many of the problems related to the 2 courts would go away if courts were double to 4 instead of 2.

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Thank you for reconserding the direction that is taken with our courts, Cordially,
- Mick Brown

**38. 8/29/2022 From: Russell J Daugerdas rdaugerdas@yahoo.com**
**Comment:** Dear Ms. Carrie Fullerton: I was recently informed that the Village of Arlington Heights is considering some major renovations of REC park. While I fully support updating our parks, I am not supportive of reducing the number of tennis courts, which is currently part of the plan. I live next to REC park (on Hickory Ave), and the current tennis courts are always full during prime time playing. Reducing the tennis courts from 3 to 2 will only make it all that more difficult to play. Therefore, I believe the village should invest in more, not less, tennis courts, and improve the lighting and annual maintenance of the courts. There's currently large cracks on the courts and the lightning is a but antiquated. Please reconsider the current design and add more tennis courts to REC park. Thank you

**39. 8/29/2022 From: Sally Shewmon sallyshewmon@aol.com**
**Comment:** Hello, I also play tennis weekly at rec Park and I agree totally with Bruce. Rather than remove a court, I am hoping we could increase the number of courts to at least four or at a minimum resurface the three that are currently there.
Thank you

**40. 8/29/2022 From: Kim Gilfillan kgilfil@cap.org**
**Comment:** Recreation Park needs 4 tennis courts. Our tennis group has been using the courts for over 25 years. We have 39 players, most live in Arlington Heights. In addition to the items mentioned, please keep in mind we spent almost $1,500 in permits this summer. To date, no repairs have been made to the tennis courts at Rec Park or Heritage Park. The cracks were repaired on 1 tennis court at Pioneer Park. I'd like to know where our money is going. The cracks are terrible at Pioneer Park and Heritage Park. In fact, on July 9th, while playing tennis at Rec, I tripped on a crack, and hit my head. Developed a floater in my right eye, have gone to the Opthalmologist twice, and now require laser surgery. The Rec park courts and Heritage park courts need to be repaired now. We need 3 -4 courts at Rec Park to accommodate tennis lessons and tennis court summer permits. Thank you

**41. 8/29/2022 From: Michelle Strahan michellestrahan4@hotmail.com**
**Comment:** I am writing to express my concerns over hearing there is a possibility to reduce the amount of tennis courts at Rec Park. I play there often and courts are often crowded as it is with people waiting. This community is a tennis playing community and it would be short sighted planning to REDUCE the ability for people to gather and be athletic in our community. Please consider an alternative plan. Thank you.

**42. 8/29/2022 From: Patty Colabuono pcolabuono@comcast.net**
**Comment:** I'm so happy that you're applying for a grant to improve Recreation Park. I'm concerned, though, about the plans for the tennis courts. Is it true that instead of resurfacing the existing courts, the plan is to remove them and build two new courts? I can't understand how that would be a good use of the grant money. While the courts desperately need to be repaired, the location of the courts is fine. There is no reason to move them to a different area. Rec Park is an amazing and popular park. I play tennis there regularly and there are often people waiting for a court to open up. Reducing the number of courts would only make that worse.

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Please use our tax dollars and/or the grant money wisely. Add new lights and resurface the courts to make them safe. Sometimes the simplest solution is the best.

**43. 8/29/2022 From: Sj Oreill** coupon.susan@aol.com
**Comment:** Please do not reduce courts at Rec! If anything, please add more! We use it weekly.

**44. 8/29/2022 From: Lynne Kellner** kellner3boys@att.net
**Comment:** As an active member of a tennis league , I support the resurfacing of rec park courts to include all 3 courts !! Please continue with all 3 courts to provide the opportunity to play tennis or pickles l to as many residents as possible . Even 4 courts would be useful !!! Thank you!!!

**45. 8/29/2022 From: Bruce Swanson** jbruceswanson@att.net
**Comment:** Hello Carrie (Maryfran, Brian, Robert & Tim),
I am a long time Arlington Heights resident (30+ years), multiple year Frontier Days volunteer (we "met" very briefly at the 4th of July parade this year, I was a parade marshal in your vehicle group) and an avid recreational tennis player.
I am contacting you regarding the park district's master plan for Recreation Park. While I may like many of the improvements planned, I deplore and detest the idea that there is consideration on the boards behalf to reduce the number of tennis courts at Rec Park from 3 down to 2. Rec Park is my neighborhood park and I play tennis there weekly.
The tennis courts at Recreation Park are very popular (even though they are in such bad shape) and many days/times folks are waiting for a court to open up. If the number of courts are reduced, then this (waiting) will only increase and cause more problems. Contrary to the reduction in courts, I believe it would better serve (no pun intended) the parks interest to increase the number of courts to 4 - similar to Pioneer Park. This would help eliminate waiting times and will increase the number of people able to play, not decrease them. Many of the problems related to the 2 courts would go away if courts were double to 4 instead of 2.
Perhaps you don't realize but tennis is growing rapidly in popularity by double digit percentages yearly. Millions and millions and millions of people play tennis around the world and sometimes it seems like all of them are at Rec Park on a beautiful Saturday morning or a wonderful week day evening waiting for a court, lol - just kidding but it does get very busy at Rec at times. Fewer courts would only cause more frustration and anger. Would hate to see somebody get hurt (or worse) arguing over a court or playing time because there are fewer courts. Arguing is already going on with 3 courts. Do you see that being eliminated if reduced to 2 courts?
According to the Tennis Creative website:
Is Tennis a Popular Sport?
Yes, without a doubt, **tennis is a very popular sport**. In fact, approximately 87 million people play tennis around the world. That's 1.17% of the world's population that plays tennis. Tennis is one of the most watched sports on tv and is widely accepted as **one of the most popular individual/non-team sports in the world**.
In fact, when analysing **Google Trends Data for tennis compared to other sports at a global level**, tennis appears to be ahead of many sports in terms of its search interest. As expected, major team sports such as

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football (soccer) and basketball are more popular, though **tennis appears to attract more overall interest than other individual** sports such as boxing, swimming and cycling.
With such an avid following and recreational tennis being more and more popular year after year, doesn't it make more sense to increase the number of tennis courts instead of reducing them? Don't you want to attract players to the park instead of alienating them? The amount of tennis players is growing - that's a fact, not declining! If you reduce the courts to 2, then you're providing (encouraging) overcrowding conditions in an era of "social distancing" concerns for some people. I feel you are under estimating the popularity and usage of the tennis courts at Rec Park.

According to an article in Forbes online magazine:
Tennis Participation Bounced Even Higher In 2021, Up 27.9% Since 2019
According to google:
Data from the Physical Activity Council's recent participation report, which monitors activity in more than 100 sports and activities, showed **tennis participation rose 22 percent in 2020**, with 21.6 million Americans saying they played the sport at least once.Mar 11, 2021
According to the USTA (United States Tennis Association):
Tennis is the perfect social-distancing sport—and the numbers continue to prove it. Tennis participation in the U.S. increased by 22% in 2020, with 21.64 million people hitting the courts, according to recent data from the Physical Activity Council's Participation (PAC) report produced by Sports Marketing Surveys. The survey and report monitor more than 120 different sports and activities participated in by Americans.

Of the more than 21 million Americans saying they played tennis last year, 6.78 million were either new or returning/lapsed players. Nearly 3 million of those were first-time players, a 44% increase over new players in 2019. Additionally, the 3.82 million Americans who returned to the sport after time away was a 40% increase over the same measure in 2019.
An excerpt from a June 17, 2021 article from the National Recreation and Park Association (perhaps you're familiar with this magazine?): A recent study reveals the sport attracted 3 million new players in 2020

While the U.S. Open is a perennial showcase for the world's best tennis players, the 2020 event also had put the world's best physical distancing sport in the spotlight. As one of the first major sporting events held following nationwide coronavirus (COVID-19) stay-at-home orders, the 2020 U.S. Open showcased — on the world's largest tennis stage — that the sport could indeed be played safely.

"When we proved to the world that we could have over 13,000 [COVID-19] tests and 99.97 percent of them were negative… I think we demonstrated that if you do it properly, tennis is absolutely a safe sport to play," says Michael Dowse, chief executive officer and executive director of the United States

Tennis by the Numbers

At the recreation level, activity throughout the past year suggests that people have taken to the sport during the pandemic, and the numbers confirm it. Annual data shows significant growth in racquet sales and tennis participation across the United States. Tennis participation in the country increased by 22 percent in 2020, with 21.64 million people hitting the courts, according to data from the Physical Activity Council's

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(PAC) Participation Report produced by Sports Marketing Surveys. The survey and report monitor more than 120 different sports and activities participated in by U.S. residents (see charts below).

Of the more than 21 million Americans who say they played tennis last year, 6.78 million were either new or returning players.

"We are thrilled that so many new and existing players came back to the sport — especially in what was such a challenging year for so many people," says Dowse. "These new participation numbers are a testament to the hard work, passion and commitment of a united industry that worked together to ensure that tennis not only survived, but also thrived.

"Even though we continue to face challenges, it's evident that many people recognize tennis as the ideal social-distancing sport, which puts it in a great position to continue to grow and allow people to stay active and social in a healthy and safe manner."

Tennis' positive health impacts are well-documented. The report, *Health of Tennis Industry 2020* published in the July 2020 edition of the *Journal of Medicine and Science in Tennis*, shows that those who play the sport have better general, physical, social and mental health than the general population.

"We are excited to see these positive trends and such significant growth in our sport," says Craig Morris, USTA chief executive, community tennis. "We are energized to continue putting forward key industry partnerships and quality programming to ensure new and existing players of all ages and abilities have the best experience playing the sport for a lifetime."

## The Sport's Impact on Recreation

Self-contained facilities have been among those that are reaping the benefits of the boom. The courts were resurfaced in 2019 with the help of a $20,000 USTA facility assistance grant and have been the cornerstone of a vibrant community. Since reopening in July 2020, the park has seen its courts full from morning to dusk, booked on a first-come, first-served basis.

"The community was so ready to get the courts up and running again," says Mohammad El-Haj Ahmad, president of the Fort Greene Tennis Association (FGTA), which has a 10-person board of volunteers that guides decision making, funding and scheduling for the tennis center.

Pre-pandemic, a line of 20 to 30 people would be a good turnout for a sunny weekend day, he explains. Now, they see upwards of 50 on a regular basis, and as many as 70 on busy days. "It was incredible to see how it went from nothing to full in just a few hours."

The Querbes Tennis Center in Shreveport, Louisiana, celebrated a grand reopening in late February 2020 after major renovations, aided by USTA grants. After just two weeks of play, the center shut down due to COVID-19. But any concerns about revenue loss were quickly diminished once it opened again in May 2020. This single, 11-court tennis club saw roughly 250 new players by year's end, including some 150 kids. In both July and August, more than 2,000 players took to the courts in Louisiana's northwest corner.

"It has really been a perfect storm," Chris Dudley, tennis director at Querbes Tennis Center, says of the combination of the brand-new facility and tennis' boom as a physical-distancing sport.

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Statistics show tennis is growing in popularity and a reduction in courts at Rec Park seems counterproductive and counterintuitive to me. When roads become congested and/or over crowded, they get expanded not reduced. When schools get overcrowded, school districts want to expand - just like school district 25 here in AH.
We have over 30 players (and growing) of various skill levels in our tennis group and we pay for permits for 2 courts at Rec and Pioneer Parks (about $1,500) during the summer months. Our season runs from St. Patrick's Day weekend through Thanksgiving weekend so we use both parks A LOT! With so many players in our group, we need more courts not fewer courts.

I feel there is more than enough room for 4 courts under the new master plan from looking at the artist's rendering (attached). For one, the proposed parking lot could be altered a little to accommodate a few less cars (say 18 stalls instead of 22) and I don't see the need for an area for the bag toss games. If bags are that popular, perhaps move or relocate the bag games to the "future development" area (T) and maybe install or include some volleyball courts there too like at Heritage Park. Throw in a few bocce balls courts as well and be the first on the block to offer bocce ball, lol. Food for thought, adding new features instead of reducing a very popular one.

I/we ask that you please reconsider the reduction of tennis courts and instead please increase the number to 4. The reduction to 2 will effect a hell of a lot more people then you think! Let's increase, not decrease this vital park asset. 4 courts will help make Rec Park the crowning jewel that it is. Besides, the park district does provide various levels of tennis instruction. Where are all of these new and existing players gonna play? If you're gonna teach them to play tennis - don't you need more facilities for them to play on instead of less? In addition, courts used for instruction (per park district rules) take away from the number of courts needed/wanted for recreational tennis.

We all pay plenty of park district taxes and I appreciate you taking time to read this email and seriously ponder a different decision. Even resurfacing or redoing the current 3 courts would be a far better alternative then the reduction of courts. Thank you for your time, P.S. Maryfran, I too am a St. James parishioner (and PADS volunteer at St. James) Bruce Swanson




**46. 8/30/2022 From: Chris Nisbet** cnisbet@ahpd.org
**Comment:** I'm not sure where I should share my thoughts on the plans for Rec Park: the plans show only 2 tennis courts. AHPD has 40+ outdoor courts, I would agree that AHPD should eliminate a few, but not at a rec center and especially not at Rec Park. When the courts were eliminated at the ARC, AHPD lost a huge combo camp. I would recommend using the USTA Tennis Assessment in making this decision. The rec centers have the busiest courts.

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**47. 8/30/2022 From: Doreen Watkinson watk1@comcast.net**
**Comment:** Please keep a solo practice board against the fence in the tennis courts!! Thank you!

**48. 8/30/2022 From: Anna Manova nyagolova@gmail.com**
**Comment:** It is very sad and disturbing that the new Rec Park project intends to eliminate one of the tennis courts to put additional parking lots, which nobody needs. The existing parking lot is big and underused. On the contrary, the tennis courts are always occupied weather permitting. My husband and I usually get to play only after 9pm. This is why I would like to know if you plan to keep the lights on the tennis court, which are such a great asset to the tennis court! Also, the big wall in Rec Park is used often and is a valuable part of the tennis court. I do hope you keep these assets.
If the courts are reduced to 2, too many people will never get to play.
I remain hopeful that the designers would be kind enough to take into considerations the actual needs of the patrons and only add improvements to the park without taking away and destroying a valuable, favorite, and well-used part of Rec Park – its 3 tennis courts with lights and a big wall that help players improve their strokes.

**49. 8/30/2022 From: Christine Muhr chrismuhr@comcast.net**
**Comment:** Message: Dear Arlington Height Park District Board Executive Director and Commissioners,
I am an Arlington Heights resident who attended Arlington and Prospect High Schools. I have been a teacher in School District 25 for 24 years. My husband and I have raised our three children in Arlington Heights and love our village! My parents and our married siblings also live in Arlington Heights. I have many friends here, and one of my favorite things to do is to play tennis. I am writing because I think it is important for there to be three or four tennis courts built at Recreation Park when it is remodeled instead of only two. I could hardly believe it when I found out that the current plan is for the building of only two tennis courts. There have been three courts at Recreation Park for as long as I can remember, and these courts are very popular. I started playing tennis with several Arlington Heights neighbors about 15 years ago, and we have been playing mixed doubles tennis at Recreation Park every week ever since. We meet and play whenever the weather is above 50 degrees and dry, generally from May through November. We have an annual tradition of playing every year on Thanksgiving morning as our last session before winter. Our group has grown in numbers from around 10 to over 40 people. Not all 40 people show up to the tennis courts on any given day, but we often have close to 20 people drop in and play. We almost always need all 3 courts, and we play for two hours. The leader of our group sends out emails at least weekly.

In recent years, the tennis courts at Recreation Park and Pioneer Park have become so popular that we as a group have put a reserve on the courts through Heritage tennis club. It is nearly impossible to get the courts to play on unless we do that. The courts at Pioneer are extremely popular, and they are used by people consistently during the evenings and weekends. One reason for this is because there are 4 courts. When a group of people shows up, they know they will probably have a chance of getting a court. Recreation Park is centrally located in Arlington Heights, and I am sure that if four courts were built, they would be popular and well-used by Arlington Heights residents. I play with other tennis groups as well, and it is very important to have at least three tennis courts. By only building two tennis courts, groups like ours would no longer be able to play. Two courts are not enough for us.

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Please let me know if you would like to meet in person to further discuss my recommendations. I would be incredibly disappointed if a renovation to Recreation Park decreases existing tennis options for its faithful residents. We absolutely need three or more courts. Please stop by the courts to see for yourself how popular they are! Thank you! Kindly, Christine Muhr, Arlington Heights resident since 1982

**50. 8/31/2022 From: Robert Kuhn kuhn_10@hotmail.com**
**Comment:** Message: Recently I saw a flyer at Recreation Park about reducing the number of tennis courts from 3 to 2. I do not think that is a good idea, as there are plenty of times when all 3 courts are full and there are people waiting to use a court. The courts at Green Slopes Park were recently re-done and are in great shape, but that reduced the number of tennis courts from 3 to 2, in order to make room for 2 pickle ball courts. Even Pioneer Park has people waiting to use a court , and there are 4 courts there. If anything, the village should add more tennis courts, not take some away. Please at least do not reduce the number of courts in the village. Thank you.

**51. 8/31/2022 From: Kim Gilfillan kgilfil@cap.org**
**Comment:** All – Please plan for 4 tennis courts at Recreation Park. In the past, when parks have been redesigned, we have lost tennis courts. The courts with lights are essential. When Pioneer Park was redesigned, we went from 5 courts to 4. Frontier went from 3 courts to 2. We have lost tennis courts at Greenslopes, Volz, and Dryden. Do you know there are actually fights/challenges over the courts? When was the last time you were at Pioneer Park on a weeknight? Or Recreation Park on a Saturday morning? The courts are packed, and no one wants to give up their courts at the top of the hour. We have tennis court permits and often get into verbal conflicts to gain access to our courts. Plus, the tennis courts generate revenue for the park district through permits and lessons. Arlington Heights Park District needs more lit outdoor tennis courts, not less. Thank you

**52. 8/31/2022 From: Katelyn Stack chicagows1221@gmail.com**
**Comment:** My kids and I use the practice board in the tennis courts a lot. Please put a practice singles board in the new tennis courts.

**53. 8/31/2022 From: Jay Carpenter carpenterj80@yahoo.com**
**Comment:** We like using the individual practice board in the tennis courts. Please put a practice board in the new courts! Thank you.

**54. 8/31/2022 From: Bradley Carpenter bradcarpenter65@yahoo.com**
**Comment:** Our family likes using the solo practice board in the tennis courts. Please put a solo board in the new courts! Thank you.

**55. 8/31/2022 From: Larry Weiss larry.weisavnet@yahoo.com**
**Comment:** we'd like to see a practice board in the new tennis courts for single players to practice. thanks

**56. 8/31/2022 From: Jennifer Licato jennlicato@yahoo.com**

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**Comment:** Hello, I would appreciate the park district considering keeping the tennis courts in tact at Recreation Park. There is plenty of street parking in the area and I feel the tennis courts with lights are more valuable to our community. Thank you.

**57. 9/1/2022 From: Vicki Vassallo** vickivassallo@yahoo.com
**Comment:** Please keep a solo practice board in the new tennis courts. Thank you!!

**58. 9/2/2022 From: Melanie Nagy** mnagy48114@gmail.com
**Comment:** Thank you for the opportunity to comment. Generally favorable, the plan eliminates 1 tennis court. Has a use study been conducted of tennis court usage in AH that supports this reduction? How recent is it? The change to 2 courts eliminates the use of Rec Park for tennis group with > 4 players as it will be unlikely to find 2 open courts at Rec during popular playing hours. The shade trees and backstop will also be missed. It is ironic that providing more onsite parking will actually reduce the need for it. If AHPD proceeds with this plan, please consider updates to the permit process and accessibility for all players. Recommendations: (1) allow groups of >8 players permits for 3 courts, (2) give larger groups of players reservation or access priority at remaining parks with 3 or more courts, (3) conduct park district lessons at 2 court locations only, and (4) create online reservation & access systems separate from permits so players can see open courts prior to showing up.

**59. 9/2/2022 Gustavo Narez** gustavonarez@gmail.com
Comment: Hello, I saw that there are plans to remove one tennis court at Rec Park. I would just like to voice my opinion. As a tennis enthusiast, one of the reasons I decided to mo e here is because the tennis courts are just one block from my place. I always see people enjoying playing tennis at these courts, so they are well utilized to have fun and doing exercise. I've seen lessons for kids and adults as well, and many times all three courts are booked.
If one court is removed I think people will be affected negatively. For myself, knowing that there are only 2 courts and they will always be busy, and as someone that often plays tennis, will consider moving to somewhere else where I can practice more easily the sport that I love. I know there are other considerations for this plan, but I just wanted to respectfully express my opinion. Thank you

**60. 9/2/2022 Kaloian Dantchev** kaloiand@yahoo.com
Comment: Please, do not reduce the number of tennis courts, unless you convert them into pickleball courts

**61. 9/2/2022 Anna Manova** nyagolova@gmail.com
Dear Mr. Meyer: Thank you so much for your time, work, and sincere care for the AHPD patrons.

I recently heard about the OSLAD capital project for Rec Park in Arlington Heights, the changes concerning the tennis courts and I am really concerned about the corresponding consequences for the tennis players (kids and adults) in the neighborhood.

Reducing the number of tennis courts when all tennis players in the neighborhood expect them to be increased is very disturbing! There are specific times when it is impossible to get a chance to play tennis. My husband and I often get to play after 9pm and this is the reason I would like to ask you if you are planning to keep the lights on our courts. They significantly increase the playing time on the courts. Another great asset that our tennis courts have and cannot be found in the other nearby courts is the big practice wall. You cannot do much on a small one, ours is perfect and I do hope you plan to keep it.

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I was sure that there was some really good reason for the decision to eliminate a tennis court in Rec Park but when I reviewed the design, I saw that the existing tennis courts must be moved and reduced to two to make space for creating 22 additional parking stalls. This really surprised me as the existing parking lot with 50 parking stalls, next to the tennis court, is always empty. There are numerous parking stalls along N Douglas Ave (there are no houses in that part of the street) which people like to use and thus leave the parking lot empty. On the other hand, the tennis courts are well-used and there are too many cases where you can wait for hours on end and still not get a chance to play tennis. Also, in the summer, Heritage Tennis Club always uses one of the tennis courts for their evening group lessons.

If you reduce the number of the tennis courts in Rec Park, it will leave all tennis players in the neighborhood very disappointed as, in reality, the chances to play tennis in Rec Park will be reduced even more. When we have to wait too long, we used to go to Lions Park in Mt prospect, where the tennis courts are eight, but last Friday, we did not have a chance to play there as well. All eight courts were busy all the time.

My family, like many others that we know, started playing tennis during the pandemic when everything else was closed and the options to stay active and healthy were limited. Team sports that do not require close contact are not too many and the isolation during the pandemic, as we all know, was a big issue. Tennis saved our mental and physical health during the pandemic. As I learned later it is one of the sports that are best for cardiovascular health.

I do hope it is important for all people involved in that project that they take into consideration the actual needs of the patrons and when planning the improvements in Rec Park, make sure they do not take away and destroy assets that are immensely treasured, enjoyed and currently greatly appreciated by the patrons.

I remain hopeful that the design of the project would be revised and the open spaces usage in Rec Park would be optimized so that our most treasured assets that could not be found in the other nearby parks – three tennis courts with lights and a big practice wall - are kept and taken care of. Respectfully yours, Anna Manova

**62. 9/3/2022 Patrick Schreck** schreck2@gmail.com

Comment: My family is excited about the potential for Rec Park renovations. We live across the street from the playground, and are hopeful that the park will remain focused on serving the immediate neighborhood by continuing to offer AHPD programming in the main building, including the preschool. We also encourage the PD to retain three tennis courts, and look into alternate parking options rather than the proposal for a new lot where the current courts are. Designating accessible parking on Belmont might help provide the necessary handicap accessible spots for the new playground while also reducing the number of parked cars causing congestion on Belmont and often making it difficult to cross the street safely. We urge the PD to consider renovating while also RETAINING what we have, because we love Rec Park.

**63. 9/3/2022 Bruce Swanson** jbruceswanson@att.net

Comment: It was nice speaking with you Friday, appreciate the call and taking time out of your schedule to communicate and clarify some of the issues with the Rec Park renovations. You mentioned you'd try to sit down with Carrie next week and kinda try to come up with some sort of summation or recap of our conversation and then maybe post it on the park district website as general information as many people have voiced their concerns or questions too and/or send me some sort of recap that I can share with "my peeps".

As I told you, I really like all the proposed improvements to Rec Park but a reduction in tennis courts would be a severe blow. After speaking with you, I can tell the addition of a 4th court would probably be unrealistic if the park district is trying to reduce the overall number of tennis courts park district wide. However, I feel keeping 3 courts at a popular park is not only necessary but is the right thing to do with the high volume of use

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those/these courts get. Currently, we normally have at least one verbal confrontation or altercation a month at Rec.

This morning, Saturday, there were 18 of us at Rec Park playing tennis so we played on all 3 courts and still had 6 people waiting to rotate in. Let me explain something. With our group of about 35 players, not everybody shows up all the time but it's not unusual to have double digit players. We do not play matches or sets but rather play only 1 game at a time and rotate players in and out after each game, everyone gets to play that way. There have been many occasions where we have filled all 4 courts at Pioneer Park and still had several folks waiting to rotate in. Because of the amount of players we have, we pay a lot of money for permits for 2 courts at Pioneer and 2 courts Rec Parks so we are guaranteed courts to play on. Even with the 2 reserved courts at each park we still have many players waiting to rotate in.

If Rec Park reduces courts down to 2 then I'm afraid our group would no longer be able to play there, just wouldn't be enough room to accommodate our numbers/size . We would be displaced and forced to find courts elsewhere, either in AH or neighboring towns. That would be a shame after playing at Rec for many, many, many years. I look forward to your and Carrie's "summation". Thanks again for the phone conversation. Bruce

**64. 9/4/2022 Navid Varjavandi** varjavandi@gmail.com
Comment: It was concerning to read that there's some thought of reducing the tennis courts from 3 to 2. These courts are some of the most convenient and provide recurring opportunity for local residents that you can witness on many occasions day or night. I would offer any commissioner taking a ride past and see themselves. The only other courts are over a mile an half away at green slopes and lacks the close in parking and lighting that Rec park offers. Please reconsider this plan, it's a well used facility and provides recreation while kids swim, play ball or any other activities. It would seem better to focus more funds on improving the field house and pool lockers which are in much more need of repair and remodeling.

**65. 9/5/2022 Steve Letzig** sletzig@yahoo.com
Comment: Removing tennis courts for a parking lot seems absurd! I would imagine the majority of visitors to Rec Park walk as it is a community park. Oftentimes when I go to play tennis I have to wait for a court. Reducing the number of courts for an unnecessary parking lot seems like a complete waste of taxpayer dollars. Every time I'm there I see a large empty parking lot between the ball field and the pool. Not sure who or what is driving this but clearly it is not in the best interest of the Rec Park community.

**9/5/2022 Comment: (to Board of Commissioners) Steve Letzig**
Message: In regards to the rec park tennis courts, reducing the number of courts and adding a parking lot seems like an absurd waste of taxpayer dollars. Every time I am at the park I stare at an empty parking lot between the ball field and the pool. I also have to wait for tennis courts quite often. I'm not sure who or what is driving this decision but it certainly does not seem to be in the best interest of the Rec Park community. Most people who visit the park walk!

**66. 9/5/2022 Larisa Basa** basa_larisa@yahoo.com
Comment: Please do not move this tennis court to make a parking lot. There is an empty parking lot right next to the pool. We love having the tennis courts next to the playground so that our younger children can use the playground while we play tennis. Please don't move the tennis courts.

**67. 9/5/2022 Ben Mitchell** benmitch@icloud.con

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Message: I think that removing a tennis court is a bad idea. They are constantly being used and there is almost always a wait. Removing a court would amplify this. Members of the prospect tennis team regularly meet to play one another at the tennis courts, Leaving one additional court open and with 2 this wouldn't be possible. Whenever I'm at the courts (almost daily) I see a parking that that is out of shape, but that could be used instead of a new one that removes a tennis court.

**68. 9/6/2022 The following comments were shared between tennis players in a group chat. Both Carrie Fullerton and Ben Rea were copied on the conversations between players: Bruce Swanson, Kim Gilfilan, Carter Black, Sally Shewman, Patty Colabugno, and Robert Levin.**

**Comment:**
On Mon, Sep 5, 2022 at 4:37 PM Kim Gilfillan (s) <kgilfil@cap.org> wrote:
Thanks for looking into this. I would think Arlington Heights would want to be above the standard, not just at average levels. They keep telling us what a great park district this is, and what a great village this is.
Plus, in their number count are they looking into the number of lit courts, or locations with multiple courts? Yes, I agree they are being lazy, When has anyone come out to see how busy Rec park courts are on a Saturday morning, or how busy Pioneer Park is on a weeknight. Frankly, I am tired of throwing players off the courts that we have permits for.
Kim Gilfillan

**From:** Carter Black <blackcarter2021@gmail.com>
**Sent:** Monday, September 5, 2022 1:21 PM
**To:** Sally Shewmon <sallyshewmon@aol.com>
**Cc:** Patty Colabuono <pcolabuono@comcast.net>; Robert Levin <rltabletennis1@gmail.com>; Bruce Swanson <jbruceswanson@att.net>; Ann McCollum <harryjoe@comcast.net>; Bob Kuhn <kuhn_10@hotmail.com>; Craig Cinotto <craigj0417@gmail.com>; Christine Muhr <chrismuhr@comcast.net>; Chris Yacu <cyacu@inttb.com>; Dorothy Kula <dotich79@gmail.com>; Dejan Zivancevic <zivancevic@gmail.com>; Henry Eng <heng0@yahoo.com>; Jay Ilig <jay.ilg@att.net>; Jim Coogan <jimjcoogan@aol.com>; Jeremy Brooks <jbrooks_il@hotmail.com>; Jon Adam <mrjonadam@gmail.com>; Johanri Gerber <johanri@gmail.com>; Josephine Price <jopuglia@hotmail.com>; Jill Daugerdas <jdaugerdas@yahoo.com>; Kim Gilfillan (s) <kgilfil@cap.org>; Lisa Lewis <lisa.lewis1919@icloud.com>; Lucy Radon <lucyradon@sbcglobal.net>; Lynne Kellner <kellner3boys@att.net>; Michelle Pilipauskas <mchprls@sbcglobal.net>; Michelle Strahan <michellestrahan4@hotmail.com>; Mick Brown <mickbrown98@gmail.com>; Melanie Nagy <mnagy48114@gmail.com>; Olivia Szwedo <olivia.szwedo@live.com>; Ed Walsh <ed@panzerinc.com>; Rick Esposito <rickesposito@comcast.net>; Russ Daugerdas <rdaugerdas@yahoo.com>; Steve Krause <sfksocial@outlook.com>; Steve Mazzoni <steve@mazzonicpa.com>; Stanton Simon <ssimon52250@gmail.com>; Susan Ripka <sjoripka@aol.com>; Valerie Prorok <valerie.prorok@gmail.com>
**Subject:** Re: Rec Park renovations/tennis courts

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I am going to research towns around us and courts per resident. I think relying on a standard is lazy. Let me see what I can find out. I play in Glenview at Cole park. It is better than any in AH and they just dug it up b/c it was not up to standards. Hmmmm

On Sat, Sep 3, 2022 at 8:34 PM Sally Shewmon <sallyshewmon@aol.com> wrote:
I agree – thank you so much Bruce! You have done an awesome job! I appreciate all your time and effort with this!
Sent from my iPhone

On Sep 3, 2022, at 8:23 PM, Patty Colabuono <pcolabuono@comcast.net> wrote:
I agree, Carter. Thanks so much for the time and thought you've put into this, Bruce. You rock!

# Recreation Park OSLAD Project
# Public Comments from the Community Meeting 8-23-2022 and Additional Comments from Contact Us

On Sep 3, 2022, at 6:54 PM, Carter Black <blackcarter2021@gmail.com> wrote:
Bruce, you should be a journalist. I wonder if this formula is true and where did it come from? We need to look into that reasoning. THANKS FOR YOU INVESTIGATIVE JOURNALISM THEY DO GIVE PULITZERS OUT IN THE SPRING CB

On Sat, Sep 3, 2022 at 8:41 AM Robert Levin <rltabletennis1@gmail.com> wrote:
Thank you for keeping us posted!

On Fri, Sep 2, 2022 at 11:02 PM Bruce Swanson <jbruceswanson@att.net> wrote:
Hello all, I had a pleasant and informative conversation with Ben Rea (Director of Parks and Planning) this morning and I was able to voice our concerns about the proposed 2 courts and was able to gather some information from "their" side to try to understand the reasoning in the court reduction.

First, Ben said they (the park district) have received about 57 emails so far concerning Rec Park and have been forwarding them to the board. He said the board is well aware of interests in general, not just the tennis courts but the renovation in general. Second, he is working closely with Carrie Fullerton, Executive Director, concerning issues with the courts. Third, this project is still just in the "concept stage" and is far from anything written in stone or finalized and they (the board) is more than willing to listen to concerns and thoughts. They are not opposed to keeping 3 courts or adding a 4th but more on that later in the email.

Ben did bring up some points that explained "the why" or the thought process or the reasons behind the reduction of courts from 3 to 2.

Oddly enough, the reduction in courts is not solely based on money or cost (even though it is a concern and a factor) but rather based more on overall park aesthetics and inclusivity. By that he means is one area of concern is making the playground more inclusive and accessible so those in wheelchairs or walkers can have easier access. In addition, they want to have a central corridor (walking path) running east to west that cuts the park in half, allowing better access to the western edge of the park from the eastern parking lot. They want to open up the park more and allow ease of movement from parking lot to parking lot. (That fits in with the other pathways they want around the park) The east parking lot is going to be the main parking lot for the park.

They want to put in a small parking lot next to the playground for a couple of reasons. One, to make handicap parking and general parking available for the playground and that area of the park. Two, to ease street parking which leads into reason three and that is hopefully open up better site lines to perhaps prevent any kids from running in between cars and out into the street and getting hit by a car. So it's a convenience factor and a potential safety issue.

Because they want to put the parking lot next to the playground where the tennis court are currently the courts would be moved south a little bit but are restricted in open real estate because of the land owner (lot 10 on the drawing). If he is ever willing to sell, the park district is willing to listen but until then nothing.

Here's where it gets interesting and probably our biggest road block or obstacle.....too many tennis courts already in existence in Arlington Heights! Yup, you heard me right. According to Ben, they have too many courts per capita according to the NRPA, National Recreation and Park Association (of which they are a card

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carrying member). Currently there are 43 tennis courts available within the park district limits and that's including the ones they have already re-configured or reduced (i.e. Green Slopes) to include pickle ball courts. According to the NRPA and their "rules" or guidelines, a town/city the size/population of Arlington Heights should have 37.5 courts. Again, according to Ben, that figure of 37.5 courts is based on 1 court for every 5,000 people. How the NRPA came up with that ratio, he doesn't know.

So, as it stands now, Arlington Heights has 6 more tennis courts then they should have and the park district wants or "prefers" to "slim down" close to that 37-38 number. Guess what? That's why they reduced the courts from 3 down to 2 - to help eliminate an "access" court and help get closer to 37-38. However, like I said, Ben did say the park district is not totally opposed to having/keeping 3 courts but adding a 4th would probably not gonna fly. Adding a court when they are already over the NRPA's "quota" seems highly unlikely unless they do major cuts somewhere else. (ya, right)

Another issue we're going up against is of course money. It's not necessarily the cost to build 3 new courts (or add a 4th), it's the upkeep and maintenance down the road a few years that they have to be cautious about. All the courts in Arlington Heights have issues and the board is trying to do their due diligence spending money as evenly and effectively as possible on every park - not just tennis courts. 2 courts are "cheaper" to maintain in the future than 3 basically.

He said the tennis courts at Rec were built so long ago (1930's?) and were shoddily built (the substructure) and that's why cracks, paint problems, etc. redevelop after only a year or two. Unless the courts are destroyed and rebuilt, the park district will always have this dilemma (it's the problem or cause at all the parks that are severely "damaged"). Not to say the new courts won't have issues, they'll just be better built (within code so to speak) and maintenance issues should be less. They aren't gonna spend a lot of money now on courts that are destined to be destroyed in a few years. Any work to be done or is being done is basically for aesthetics only and not meant for major repair.

Ben told me that the cost to color coat Rec tennis courts (they're currently in the process) was/is $100,000. He says the park district bids out all construction/repair work.

After talking with Ben, it is my opinion that the amount of courts already in existence in Arlington Heights (43) is our toughest and biggest roadblock to overcome, not necessarily money - but finances are definitely in play (maintenance mostly). Sounded like the park district is pretty much set on court reductions to get down to NRPA's guidelines. However, I also feel if we make our case strong enough (and others do too) - keeping 3 courts is a possibility. Adding a 4th is probably pie in the sky regardless of popularity or crowded conditions but as of now it seems it could still be on the table (probably close to the edge of the table, close to falling off).

We are allowed to attend a board meeting of course and express our views. However, (like Mick said) the board may not give any response or go into discussions at that time. We'd have limited time to speak (a few minutes) and the board most likely would not address each one of us individually but rather give a general response (if any) to the group after.

As I mentioned, the board is hearing us (and others). Ben said he'll speak with Carrie Fullerton next week because there is such a large number of responses/emails and see if they can't come up with some sort of

# Recreation Park OSLAD Project
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"recap" or summation of our conversation and post information on the reason on why the reduction of courts to 2 on their website and/or forward something to me to pass along to all of you.

We have a chance, not quite slim to none but less than 50/50 I'd say. The fact the park district is "overcrowded" with tennis courts it's gonna be an uphill battle no doubt. Maintenance expense for "more" courts is a big factor too but the total number of courts is the biggest factor. Apparently they take the NRPA's guidelines pretty seriously. In the meantime, please continue to email Carrie Fullerton at: cfullerton@ahpd.org or email Ben at: brea@ahpd.org

More as I find out. Bruce

P.S. FYI, he did say they did indeed replaced the lights/bulbs at Rec tennis courts so it wasn't our imagination that the courts seemed brighter, lol. He also said the light fixtures are so old, LED bulbs were not possible to install (seems strange).

**69. 9/6/2022 Brady Watkinson bwatk97@gmail.com**
Comment: Please, please, PLEASE keep the Tennis Courts!! Me and my family go so much and with losing one it'll be much harder! Also, the outdoor basketball courts need a LOT of work done. Cracks on the blacktop, rust on the backboards and rim, PLEASE keep our outdoor environment the same!!

**70. 9/7/2022 Ron Cimo roncimo@gmail.com**
Comment: 1. Are the tennis courts going to be lighted?
2. Is only the inside of the Rec park building going to be renovated for the new bathhouse so the architectural integrity of the outside structure will remain intact?

**71. 9/9/2022 Valentina Dancheva valentina.dancheva@gmail.com**
Comment: I'm very unsatisfied with the decision to reduce the tennis courts. There is lack of tennis courts in this area so the people who are tennis players need more opportunities to play. Please open some new tennis courts with lights, we need them to keep our kids active and to be able to practice tennis with no limit. Thanks!

**72. 9/13/2022 Kaia Manova kaiatmanova@gmail.com**
Comment: Hello, I'm an 8th grader in Arlington Heights that loves spending my evenings after school at the tennis courts at Rec Park. Normally, on a weekday, I have to wait at least 30 minutes for an available court. So, I was really sad when I found out that one of the tennis courts is going to be removed. A lot of my classmates want to play tennis every day but leave after waiting for too long. If the tennis courts were reduced to 2, the waiting time would get even longer. Everyone in my grade has a lot of extracurricular activities after school, as well as tons of homework. We manage to fit one hour for playing time in our schedule but end up playing for 15 minutes. We all enjoy tennis so much! It makes us happy and gets us moving, but we would love if that wait time could be shortened! Rec Park is the only park nearby with a practice wall, which we all use everyday to improve our skills. Everyone would be forever thankful if you could keep the third tennis court and the big practice wall!

**73. 9/13/2022 Alex Manova alextmanova@gmail.com**
We have so much fun and memories on the tennis courts!!! We have played all day from noon to sunset. Having lights and a giant wall is key, I can practice my tennis hits. A few times my family went to the tennis courts to play. For the next 2 hours we couldn't get in. There are so many people they are already having to wait. By taking away one court it will

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only make the waits longer. We won't be able to play tennis when it's dark. Please condsier the fact of how much people use the courts. -Alex M

**74. 9/19/2022 Kathy Scheiner** kathy.scheiner@sbcglobal.net
Comment: Supposedly there is a survey about Rec improvements? What is the link?

**75. 9/19/2022 John Petrovski** JPetrovski212@gmail.com
Comment: Pickely Ball is the current rage - any plans to install some pickle ball courts??

**76. 9/19/2022 Christine Petrovski** Christine.ziegenfuss@gmail.com
Comment: My suggestion would be to add pickle ball courts.

**77. 9/20/2022 Nicholas Petrovski** npetrov3@gmail.com
Comment: I think pickle ball courts would be more useful, especially compared to a bag toss game where you either bring your own bags or the bags go missing.

**78. 9/19/2022 Mrs. Valerie Prorok** valhood@hotmail.com
Message: Thank you for considering the interests of the residents and allowing input for the Recreation Park remodel plan. I am thrilled to hear the plans are still under construction. Are the plans open to having 4 courts and lights like Pioneer park? It would be great to see a plan for Pickelball courts there as well. The courts at Greenslopes are always busy and it is disappointing that there are no lights. I don't understand what the "bags area" is for. Is that where people are supposed to bring their own cornhole games? I'm not sure that needs to be "planned space" as people typically set up anywhere there is green space. Thanks again!

**79. 9/19/2022 Mrs. Susan Ripka** sjoripka@aol.com
Message: Thank you for sharing the tennis court and park designs for the Rec Park plans. I urge you to consider 4 tennis courts as they are used so much - especially at night with the lights. I would also ask you to reconsider the bags/bean bag toss and fitness areas. I would propose bocce ball or pickle ball instead. Rarely (if at all) do I see anyone using the outdoor fitness area or bag toss. I believe these are outdated ideas and the space would be better utilized. Thank you.

**80. 9/20/2022 Christine Muhr** chrismuhr@comcast.net
Message: Dear Park District Board Members, I enjoyed attending the board meeting last week. I truly appreciate how the board listened to the concerns of community members by making plans for three tennis courts at Recreation Park. I hope the board will also consider a fourth court to accommodate larger groups like my tennis group and the high levels of demand for usage. As the board considers various options, I hope that beanbag toss games and the fitness equipment will be eliminated. I don't think these are popular or good use of space. To help with the new parking lot concerns, maybe the tennis courts can be moved to the east field. This might be an ideal spot for four courts. Lastly, I hope the board will save the mature, tall trees that provide shade and beauty. Each tree is a living thing that has been growing for many years, and in my opinion is more valuable than the new features being brought into the park. Please research what may cause damage to roots of trees. Thank you.

**81. 9/20/2022 Janet Oetrivski** jpetrovski@aol.com
Comment: PickleBall courts. Less bag toss courts. Bike racks

**82. 9/24/2022 Tanny Weisgram** tannyweisgram@comcast.net
Comment: We do NOT want REC pool changed.The changing room water is better than pioneer. NO laps to swimming(children jump into the lap lanes) Lifeguards do not watch them. Baby swimming class should be held in

# Recreation Park OSLAD Project
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wadding and/or NO depth pool...Pioneer has larger wading pool than REC. LAP + deep water swimmers were thrown out because of BM from this class. Lap swimmers breathe this water. The mother was laughing that her child did drop the BM...at Rec pool. Rec should charge for : A)aerobic class -lappers do NOT require teachers + paraphernalia bought by ARC.@) Those who paid for summer should NOT be able to swim in extended time in Sept. I hear you complain you have NO lifeguards however you do NOT charge the se hanger ons..+ YOU made money from charging aerobics in the past. Aerobic class have the choice times-THAT IS NOT FAIR since they do NOT pay more than swimmers. 3) our children enjoyed the sliding board in the children's room. You should be using BABY pool NOT WELLness -not diapers.

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## Community Meeting Sign-in Sheet

Date: August 24, 2022
Time: 5:30 PM – 7:00 PM
Location: Arlington Heights Park District
410 N Arlington Heights Road, Arlington Heights, Illinois

**RE: Recreation Park OSLAD Grant**

| Name | E-mail (optional) |
|---|---|
| Kathleen Gabriel | KGabriel@wideopenwest.com |
| Barbara Watts | bkwatts83@gmail.com |
| Andrew Koller | AKOLLER55@Yahoo |
| Ben Caputo | bcaputo99@comcast.net |
| John Clarkson | jclarkson1400@gmail.com |
| linda/Alex Lokun | lindalokun@yahoo.com |
| Laura Reed | reedreed@hotmail.com |
| Doug Reed | dougreed3579@gmail.com |
| Nick Minella | Minella.Nick@yahoo.com |
| Erica Minella | Erica.Rinse@Hotmail.com |
| MADALINA IVAN | MADALINAIVAN1@YAHOO.COM |
| Marian Meinheit | maisy413@gmail.com |
| [illegible] Schmidt | 222 S. K[illegible] |
| Jakub Szymanski | jakubszymanski@stfrancis.edu |
| JASON NEUER | neuer@comcast.net |

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## Community Meeting Sign-in Sheet

Date: August 24, 2022
Time: 5:30 PM – 7:00 PM
Location: Arlington Heights Park District
410 N Arlington Heights Road, Arlington Heights, Illinois

**RE: Recreation Park OSLAD Grant**

| Name | E-mail (optional) |
|---|---|
| Matt Millard | mjm.ltrdg@gmail.com |
| Katie Roberts | krjourngl@gmail.com |
| The Potsch Family | potschfamily@gmail.com |
| Alison McLaughlin | a.mclaughlin@comcast.net |
| Charles McLaughlin | charliemclaughlin@comcast.net |
| Ryan McLaughlin | r.mclaughlin12@comcast.net |
| KENT MORIKADO | KKMORIKADO@GMAIL.COM |
| Kevin Bradley | Kbradley68@sbcglobal.net |
| Patricia Schroeder | patriciacasper@gmail.com |
| JOHN SCHROEDER | JOHN@SCHROEDER.ME |
| Jenn Borrell | jborrell@hotmail.com |
| Todd Mitchell | toddmitchell@att2zero.com |
| Paul Moceri | paul.moceri@gmail.com |
| Michelle Moceri | michelle.moceri@gmail.com |
| Adam Eichorn | age557@gmail.com |
| Myles Whitebloom | mwhitebloom@hotmail.com |

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## Community Meeting Sign-in Sheet

Date: August 24, 2022
Time: 5:30 PM – 7:00 PM
Location: Arlington Heights Park District
410 N Arlington Heights Road, Arlington Heights, Illinois

**RE: Recreation Park OSLAD Grant**

| Name | E-mail (optional) |
|---|---|
| MARCIN VANOJLIK | |
| Douglas Fasching | Andrew.fasching@gmail.com |
| MARIETTE/JOAN FREDERICKS | JOHN.FREDERICKS@BOS.COM |
| " | MAR@GIFTBANDIT.COM |
| Tim Burge | tburge@yahoo.com |
| Paul Petricca | paulpetricca@gmail.com |
| Tommy Petricca | tweed@comcast.net |
| Skip Ottolino | aottobilly@gmail.com |
| Barb Ottolino | abarbbilly@gmail.com |
| Jim Lutz | 112 N. Pine Ave |
| Elaine + Pat Schreck | elaine.petricca@gmail.com |
| Katie Bonk | Katie.zonk@gmail.com |
| CLAIRE YOUNG | cmy1122@comcast.com |
| Anne Young | a.young1221@yahoo.com |
| Lilly Kephart | lillykephart@gmail.com |
| Jen Kovach | |

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## Community Meeting Sign-in Sheet

Date: August 24, 2022
Time: 5:30 PM – 7:00 PM
Location: Arlington Heights Park District
410 N Arlington Heights Road, Arlington Heights, Illinois

**RE: Recreation Park OSLAD Grant**

| Name | E-mail (optional) |
|---|---|
| Mike Turner | |
| Jo Perry | Perry.Jo@comcast.net |
| Brian Forrest | Brian.E.Forrest@gmail.com |
| Mark Hartmann | MrHMuse@AOL.com |
| Pat Hartmann | Patann1@aol.com |
| Lauren O'Donnell | lauren.mallia@gmail.com |
| James O'Donnell | jbodonnell@gmail.com |
| Anjali Bagai | anjali.kumar@yahoo.com |
| Jennifer Kim | jennifer.kim@gmail.com |
| James Kim | JamesKim3210@gmail.com |
| GREG SIMMONS | GREGESIMMONS@comcast.com |
| Jonathan W.t | |
| Laurie Wit | |
| NATHAN HIRSCH | |
| John Hayes | mahayes206@gmail.com |

J:\Projects\Alpha\Arlington Heights Park District\Recreation Park New Master Plan and OSLAD Grant\09 Graphics\03 Presentations\Community Meeting_08242022\mtg sign in 20220824 community meeting.docx

SPRINGFIELD OFFICE:
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STATE CAPITOL BUILDING
SPRINGFIELD, ILLINOIS 62706
PHONE: 217/782-4471

DISTRICT OFFICE:
171 W. WING ST. • SUITE 202
ARLINGTON HEIGHTS, IL 60005
PHONE: 847/749-1880

ILLINOIS STATE SENATE
**ANN GILLESPIE**
SENATOR • 27TH DISTRICT

August 29, 2022

Illinois Department of Natural Resources
On behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern

I write this letter supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. Part of this grant will be used to build the park district's first completely inclusive playground. Inclusive playgrounds are essential to the well-being of our communities, families, and children. Inclusive playgrounds allow children with disabilities to participate fully in play, building stronger bonds with their peers and their wider community. I strongly urge you to consider this worthwhile and much-needed funding request.

SOYBEAN INKS

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Ann Gillespie

State Senator (IL-27)

847-749-1880

ILLINOIS HOUSE OF REPRESENTATIVES

CAPITOL OFFICE:
200-8S STRATTON OFFICE BUILDING
SPRINGFIELD, IL 62706
(217) 782-3739

DISTRICT OFFICE:
171 W. WING STREET
SUITE 202
ARLINGTON HEIGHTS, IL 60005
(847) 749-1137

COMMITTEES:
FINANCIAL INSTITUTIONS – CHAIRPERSON
ECONOMIC OPPORTUNITY & EQUITY
INSURANCE
REVENUE & FINANCE
INTERNATIONAL TRADE & COMMERCE - VICE CHAIR

MARK L. WALKER
STATE REPRESENTATIVE · 53RD DISTRICT

August 26, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000. This grant will help meet the needs of our community's young people by offering accessible activity options. I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Mark L. Walker
State Representative
District 53

SOYBEAN INKS

43 Highwood Ave
Highwood, IL 60040
(847) 945-5200

108 B State House
Springfield, IL 62706
(217) 782-3650

Illinois State Senate
**Leader Julie A. Morrison**
State Senator • 29th District

**Committees:**
Appropriations
Environment & Conservation
Ethics
Health Appropriations- Chair
Health- Chair
Financial Institutions
Special Issues Subcommittee- Chair
State Law Enforcement Appropriations

August 30, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights' Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am writing in support of the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park.

The current amenities at the Park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters, lawn games, and outdoor fitness stations.

The proposed project has a budget of $3,700,000 and will cover the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000 and the proposed projects cannot be done without it. I strongly urge to consider this worthwhile and much needed funding request.

Sincerely,

Julie Morrison

Julie A. Morrison
State Senator, 29th District

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ILLINOIS HOUSE OF REPRESENTATIVES

DISTRICT OFFICE:
3153 DUNDEE ROAD
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847-377-9197 FAX

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251-E STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
217-558-1001

JONATHAN D. CARROLL
STATE REPRESENTATIVE
57TH DISTRICT

August 25, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of an update. Among the additions listed below, this grant will replace a skate park that was removed in 2017. It will also increase the foliage, provide two shelters, lawn games, and outdoor fitness stations. The addition of particular consequence will be the district's only fully inclusive playground for those with disabilities. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. Parks are a public good and this grant will provide for a more robust and inclusive experience for the citizens of Arlington Heights and the 57th District. I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Jonathan Carroll
State Representative
Illinois' 57th Representative District

SOYBEAN INKS

*Illinois State Senator*

*Springfield Office:*
*108 E. State House*
*Springfield, IL 62706*
*(217) 782 3875*

*District Office:*
*1645 S. River Road, Suite 7*
*Des Plaines, IL 60018*
*(847) 718-1110*
*(847) 718-1118*

*Laura M. Murphy*
*Deputy Majority Leader*
*State Senator 28th District*

August 25th, 2022

Illinois Department of Natural Resources
*On Behalf of the Arlington Heights Park District*
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

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- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. This grant will provide opportunity for youth in the community to have a safe place to meet and play after school hours and on weekends. I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

State Senator Laura Murphy - 28th District

**Village of Arlington Heights**

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

**Thomas W. Hayes**
**Mayor**

August 25, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

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- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. This grant will facilitate additional recreational opportunities for our citizens with disabilities and help us fulfill our obligation to meet the needs of all of our residents. Accordingly, I strongly urge you to consider this very worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Respectfully,

Thomas W. Hayes
Mayor

Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

September 9, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Alice Son

ason@ahml.info / 847-506-2668

Arlington Heights Youth Commission, Chair

NWSRA
NORTHWEST SPECIAL RECREATION ASSOCIATION

*We exist to provide outstanding opportunities through recreation for children and adults with disabilities.*

August 18, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

It is my pleasure to write this letter in support of the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The Arlington Heights Park District proudly represents the citizens with disabilities in Arlington Heights through their partnership with Northwest Special Recreation Association and their continued commitment to supporting access to recreation for everyone regardless of ability.

The current amenities at the park need updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects cannot be done without this support. I am so very excited to learn of the Park Districts plan to renovate Recreation Park, making it the only inclusive playground with a new accessible parking lot, in Arlington Heights meeting the mission of NWSRA. (We exist to provide outstanding recreation for children and adults with disabilities throughout the northwest suburbs of Chicago.) This project reflects our mutual commitment to all residents of our community regardless of ability. The playground and Skate Park will be a lasting example of true inclusion of individuals with disabilities in the Rolling Meadows Community. Therefore, we desire your approval of the Arlington Heights Park Districts grant application.

I strongly urge you to consider this worthwhile and much needed funding request.

An extension of the local park districts serving
Arlington Heights • Bartlett • Buffalo Grove • Elk Grove • Hanover Park • Hoffman Estates • Inverness • Mount Prospect
Palatine • Prospect Heights • River Trails • Rolling Meadows • Salt Creek • Schaumburg • South Barrington • Streamwood • Wheeling

3000 West Central Road, Suite 205 • Rolling Meadows, IL 60008 • VOICE 847/392-2848 • FAX 392-2870 • TTY 392-2855 • www.nwsra.org

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Tracey Crawford
Executive Director

Park FOUNDATION
ARLINGTON HEIGHTS

410 N. Arlington Heights Rd. | Arlington Heights, IL 60004 | p: 847.577.3008 | f: 224.425.4634 | ahparkfoundation.org

August 29, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter on behalf of the Arlington Heights Park Foundation, which strongly supports the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park need upgrades. This grant would replace a skate park that was removed in 2017, increase natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add parking for individuals using the playground, provide a picnic shelter, replace the aged but much used tennis courts, improve the walking path, and add outdoor fitness stations. All of which support the mission of the Park Foundation. The Foundation fully supports the districts effort to improve the park and its facilities.

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. This grant will provide funding for our oldest and most beloved park that is the pinnacle for our 4th of July festivities, Frontier Days. The Foundation strongly urges you to consider this worthwhile and much needed funding request. In fact, the Foundation understands the importance of this project and has unanimously voted to contribute $200,000 towards the fully inclusive playground.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Carol Gabrielsen

Carol Gabrielsen, President
Arlington Heights Park Foundation

AHYAA ARLINGTON HEIGHTS YOUTH ATHLETIC ASSOCIATION

1929 N KENNICOTT DR., ARLINGTON HEIGHTS, IL 60004

August 18, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. This grant will provide the community a much-needed skate park and fully accessible playground for the Arlington Heights residents. I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Erik Oiler
*AHYAA Board President*
Arlington Heights Youth Athletic Association
847-840-8363 | ahyaa.president@yahoo.com

Arlington Heights Memorial LIBRARY

adding value in your life

August 25, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

- Construction of a fully accessible playground that meets today's ASTM and ADA requirements
- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. As a community partner and advocate for the inclusion of all our community members, the Arlington Heights Memorial Library is very much in favor of the Park District's plan to improve the facility with a focus on accessibility. This grant will help support the effort of a more inclusive community that we can provide to our residents. I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Michael Driskell
Executive Director
Arlington Heights Memorial Library

500 N. Dunton Avenue • Arlington Heights, IL 60004-5966
847-392-0100 • FAX 847-506-2650 • TTY 847-392-1119 • ahml.info

August 18, 2022

Illinois Department of Natural Resources
On Behalf of the Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, IL 60004

To Whom It May Concern:

I am delighted to write this letter strongly supporting the Arlington Heights Park District's request for an OSLAD grant for the renovation of Recreation Park. The current amenities at the park are in need of updating. This grant would replace a skate park that was removed in 2017, increase the natural plantings to the site, add the district's only fully inclusive playground for those with disabilities, add a new accessible parking lot to service the playground, two new replacement tennis courts, provide two shelters and lawn games, and outdoor fitness stations. I fully support their effort to improve the park and its facilities.

The proposed project has a budget of $3,700,000, and will cover the cost of the following:

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- Construction of an accessible parking lot to service the new playground
- Construction of two new tennis courts
- Construction of a picnic shelter near the playground and skate park
- Provide outdoor fitness stations
- Walking path improvements and park entries along Route 14

The Arlington Heights Park District is requesting a grant of $600,000, and the proposed projects will not be done without it. This grant will demonstrate the city's commitment to prioritizing the needs of all children. The Centers for Disease Control (CDC) currently estimates that 1 in 6 (17%) of all children present with developmental disabilities of some kind, creating an urgent need to consider the needs of this population. Inclusive playgrounds create opportunities for children with and without disabilities to play together, encouraging cognitive, motor, speech-language, and social development within a natural environment. Currently, there are limited options for families in the Northwest Suburbs of Chicago to visit local inclusive playgrounds, leaving many to travel many miles north, west, and south, which can be inconvenient for any family, especially those traveling with children who require additional support.

Our local nonprofit organization called C.I.T.Y. of Support ("Children In Therapy and You"), is always looking for spaces to host playgroups, outings, and recreational activities that support the abilities of all children. Families with children in therapy can sometimes feel isolated within their community, whether it be due to limited access or fear of not fitting in. This proposal for an inclusive playground not only acknowledges the importance of creating opportunities for children of all abilities, but it welcomes and celebrates their presence in the Arlington Heights community.

I strongly urge you to consider this worthwhile and much needed funding request.

If you have any questions regarding this letter of support, I would be happy to discuss this recommendation in further detail.

Sincerely,

Beth Deiter

Founder and Board Chair

C.I.T.Y. of Support (Children In Therapy and You)-501©3

Village of Arlington Heights

33 S. Arlington Heights Road
Arlington Heights, IL 60005-1499
(847-368-5000)
Website: www.vah.com

September 28, 2022

Carrie Fullerton
Executive Director
Arlington Heights Park District
410 N. Arlington Heights Rd.
Arlington Heights, IL 60004

Dear Ms. Fullerton,

I am writing to confirm the Village of Arlington Heights' (VAH) intent to engage in an exchange of parcels with the Arlington Heights Park District (AHPD) per our recent discussion.

Under this exchange, the AHPD would gain ownership of:

- The portion of the Campbell Street Right-of-Way immediately south parcel 03-29-338-003 and immediately north of parcel 03-29-351-012. The Village would vacate the ROW in question.

The VAH would gain ownership of:

- Parcel 03-32-424-048 near S. Dryden Place, adjacent to Dryden School.

This exchange will be formalized at an upcoming meeting of the Arlington Heights Village Board.

Best Regards,

Randall R. Recklaus
Village Manager

Vanderstappen
Land Surveying, Inc.
www.vandersinc.com
1316 N. Madison St.
Woodstock, Illinois 60098
ph. 815-337-8310 fax 815-337-8314
"Always faithful to the property line"

# PLAT OF SURVEY

MINER STREET

SOUTH RIGHT OF WAY LINE OF MINER STREET
S89°48'12"E 596.45'(M)

EAST RIGHT OF WAY LINE OF BELMONT AVENUE
N00°04'08"E 593.30'(M)

WEST RIGHT OF WAY LINE OF DOUGLAS AVENUE
BEING THE EASTERLY EXTENSION OF THE WEST LINE OF BLOCK 1 OF KRAUSE'S 2ND ADDITION TO ARLINGTON HEIGHTS
S00°04'08"W 1086.53'(M)

N LINE S 824.1' E 1/2 SW 1/4 SECTION 29-42-11

S89°57'31"W 132.00'(R/M)
S89°57'31"E 132.00'(R/M)
N89°59'47"E 132.00'(R/M)
S89°50'03"E 132.00'(R/M)
S00°04'08"W 66.00'(R/M)
S00°04'08"W 65.95'(M) 66.00'(R)
S00°04'08"W 66.34'(M) 66.00'(R)
S00°04'08"W 168.02'(M)

PARCEL 1
14.789± ACRES

PARCEL 2
3.294± ACRES

VACATED WING STREET
(PLOTTED AS AURORA STREET)

VACATED CAMPBELL STREET

VACATED HADDOW AVENUE

16' ALLEY

BLOCK 1 — LOT 1, LOT 2, LOT 3, LOT 4
BLOCK 2 — LOT 1, LOT 2, LOT 3, LOT 4
BLOCK 3 — LOT 1, LOT 2, LOT 3, LOT 4, LOT 5, LOT 6
BLOCK — EXCEPTION LOT 10, LOT 9, LOT 8, LOT 7, LOT 11
BLOCK — LOT 20, LOT 1, LOT 2, LOT 18, LOT 3, LOT 17, LOT 4, LOT 16, LOT 5, LOT 15, LOT 6, LOT 14, LOT 13, LOT 12, LOT 11, LOT 10, LOT 9, LOT 8, LOT 7

KRAUSE'S SUBDIVISION OF LOT 1 OF KRAUSE'S 2ND ADDITION TO ARLINGTON HEIGHTS
WALDEMAR KRAUSE'S SECOND ADDITION TO ARLINGTON HEIGHTS
DUNTON HEIGHTS ADDITION TO ARLINGTON HEIGHTS

TWO STORY BRICK BUILDING
ONE STORY BRICK & FRAME BUILDING
ONE STORY BRICK BUILDING
ONE STORY BLOCK BUILDING
FRAME GARAGE
8.1'X11.9' FRAME SHED
POOL
SPLASH PAD
WATER FOUNTAIN
BLEACHER
DUGOUT WALL
BASEBALL FIELD
PLAYGROUND EQUIPMENT AREA
MULCH
BARRIER CURB
RIBBON CURB
CONCRETE RETAINING WALL
WOOD RETAINING WALL
BRICK
SIGN
FENCE
CONG FOLLOWS FNC
GATE
GRAVEL
DIRT
CONCRETE
ASPHALT
CURB

LOT 1 — FENCE END 0.1'±W
LOT 2 — BUILDING CORNER ON LINE; ONE STORY CONCRETE BUILDING; BUILDING CORNER 0.1'N; CONC
CONCRETE 0.2'N
PK NAIL IN CONCRETE
FENCE CORNER 0.5'±N & 0.5'±W
S89°55'41"E 135.00'(R/M)
N00°07'17"W 63.03'(M)
S89°47'00"E 135.01'(M)
N00°07'17"W 499.97'(M)
N00°05'54"W 562.82'(M)
LOT 3 — ONE STORY BRICK BUILDING
LOT 4 — ONE STORY BRICK BUILDING
LOT 5 — ONE STORY BRICK BUILDING
LOT 6 — ONE STORY BRICK BUILDING
LOT 7 — ONE STORY BRICK BUILDING
LOT 8 — ONE STORY BRICK BUILDING
LOT 9 — ONE STORY BRICK BUILDING
LOT 10 — ONE STORY BRICK BUILDING
LOT 11 — ONE STORY BRICK BUILDING
LOT 12 — ONE STORY BRICK BUILDING
LOT 13 — ONE STORY BRICK BUILDING
LOT 14 — ONE STORY BRICK BUILDING
LOT 15 — 2.42'S & 1.08'E; ONE STORY BLOCK BUILDING; BUILDING CORNER 0.4'W
LOT 16 — ONE STORY BRICK BUILDING
LOT 17 — ONE STORY BRICK BUILDING
LOT 18 — ONE STORY BRICK BUILDING
LOT 19 — ONE STORY BRICK BUILDING
LOT 20 — ONE STORY BRICK BUILDING
LOT 21 — ONE STORY BRICK BUILDING
LOT 22 — ONE STORY BRICK BUILDING
LOT 23 — ONE STORY BRICK BUILDING
LOT 24 — ONE STORY BRICK BUILDING
LOT 25 — ONE STORY BRICK BUILDING
LOT 26 — ONE STORY BRICK BUILDING
LOT 27 — ONE STORY BRICK BUILDING
LOT 28 — ONE STORY BRICK BUILDING
LOT 29 — ONE STORY BRICK BUILDING
LOT 30 — ONE STORY BRICK BUILDING
LOT 31 — ONE STORY BRICK BUILDING
LOT 32 — ONE STORY BRICK BUILDING
LOT 33 — ONE STORY BRICK BUILDING
LOT 34 — ONE STORY BRICK BUILDING

SET IRON BAR AT CORNER FOUND 2" IRON PIPE 0.74'N & 0.56'W
FENCE CORNER 0.3'±S & 0.1'±E
BUILDING CORNER 0.2'S
BUILDING CORNER 0.1'S
61.54'(M)
S89°55'08"E 135.00'(M)
S89°52'10"E 134.95'(M)

2.15'W
0.19'S & 2.87'E
2.03'W
2.02'W
1.18'S & 0.43'W
2.39'NW & ON LINE
FENCE CORNER 1.0'±E
PROPERTY OWN DID NOT
GRAVEL 1.5'N
S LINE LOT 5 EXTENDED E TO ℄ VACATED HADDOW AVENUE
2.53'S & 0.35'E
Sly LINE LOT 16 EXTENDED WLy TO ℄ VACATED HADDOW AVENUE
0.12'N & 0.87'E
S89°19'18"E 153.37'(M)
S65°29'58"E 177.30'(M)
N89°19'18"W 153.37'(M) 153.23'(D)
N00°04'08"E 12.03'(D/M)
S89°19'18"E 200.00'(M)
S00°04'08"W 17.51'(M) 17.54'(D)
S00°04'08"W 137.97'(M)
S73°26'37"E 68.82'(R/M)
S73°26'37"E 277.88'(M)
S73°26'37"E 209.05'(M)
N00°04'08"E 8.34'(M)
S00°04'08"W 8.34'(M)
EXCEPTION SW CORNER WALDEMAR KRAUSE'S 2ND ADD. TO ARLINGTON HEIGHTS
DEDICATED PER DOC. #99814878
L=145.71'(M) L=145.54'(D) R=1017.14'(D/M) CH=N84°59'04"W 145.58'(M)
L=71.46'(R)
L=73.48'(M) L=73.52'(DO R=1017.14'(D/M) CH=N71°09'28"W 73.46'(M)
L=26.66'(R)
L=26.36'(R)
L=26.02'(R)
L=26.0'(R)
L=25.65'(R)
L=25.32'(R)
L=25.38'(R)
L=25.84'(R)
L=134.39'(M) R=1017.14' CH=N77°00'45"W 134.29'(M)
80.91'(D)
E LINE LOT 15
FENCE CORNER 0.4'±S
FENCE END 1.5'±S
GATE
SIGN
CONCRETE BLOCK RETAINING WALL
BUILDING CORNER 0.4'W
BUILDING CORNER 5.1'N
21.5' FRAME GARAGE 16.2' 17.9'
8.1'X11.9' FRAME SHED
ONE STORY BRICK BUILDING
ONE STORY BLOCK BUILDING
ONE STORY BRICK & FRAME BUILDING
TWO STORY BRICK BUILDING
POOL
SPLASH PAD
WATER FOUNTAIN
BLEACHER
DUGOUT WALL
PLAYGROUND EQUIPMENT AREA
MULCH
BARRIER CURB
RIBBON CURB
CONCRETE RETAINING WALL
WOOD RETAINING WALL
BRICK
SIGN
FENCE
CONG FOLLOWS FNC
GATE
GRAVEL
DIRT
CONCRETE
ASPHALT
CURB

DRIVEWAY BASED ON AERIAL DATED 05/13/2021 PER CLIENTS REQUEST

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
• No distance should be assumed by scaling.
• No underground improvements have been located unless shown and noted.
• No representation as to ownership, use, or possession should be hereon implied.
• This Survey and Plat of Survey are void without original embossed or colored seal and signature affixed.

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

CLIENT: ARLINGTON HEIGHTS PARK DISTRICT
DRAWN BY: TPS CHECKED BY: APG
SCALE: 1"=30' SEC. 29 T. 42 R. 11 E.
BASIS OF BEARING: IL EAST ZONE NAD83 (2011)
P.I.N.: ***
JOB NO.: 240297 I.D. MBS
FIELDWORK COMP.: 05/17/24 BK. ___ PG. ___
ALL DISTANCES SHOWN IN FEET AND DECIMAL PARTS THEREOF CORRECTED TO 68° F. REF: 200560

***
03-29-405-001
03-29-402-003
03-29-338-001
03-29-338-002
03-29-338-003
03-29-338-004
03-29-339-001
03-29-351-016
03-29-351-015
03-29-351-009
03-29-351-006
03-29-351-002
03-29-352-001
03-29-352-003
03-29-352-004
03-29-352-011
03-29-352-012
03-29-352-014
03-29-251-014

LEGAL DESCRIPTION:

PARCEL 1
That part of the East Half of the Southwest Quarter of Section 29, Township 42 North, Range 11 East of the Third Principal Meridian, lying South of the South line of Miner Street, West of the West line of Douglas Avenue, East of the East line of Belmont Avenue and North of the South 824.1 feet of said Southwest Quarter. Also, all of Blocks 1 and 2 in Waldemar Krause's Second Addition to Arlington Heights recorded December 28, 1926 as Document 9507149, (excepting therefrom that part taken for road purposes by the Illinois Department of Transportation). Also, all of Block 2 and Block 3 (excepting Lot 10) in Krause's Subdivision, being a Subdivision of part of the said East Half of the Southwest Quarter, according to the plat thereof recorded November 26, 1915 as Document 5759453. Also, that part of vacated Campbell Street and Haddow Avenue lying within said Subdivisions, in Cook County, Illinois.

PARCEL 2
Lots 3 to 34, both inclusive, in Block 1 and Lots 1 to 3 and Lots 19 to 21, all inclusive, in Block 2 in Dunton and Bigsby's Addition to Arlington Heights, A Subdivision of the West 960.00 feet of the Southwest Quarter of the Southeast Quarter of Section 29, Township 42, Range 11 East of the Third Principal Meridian, in Cook County, Illinois.
Together with:
That Part of Vacated Wing Street, lying between the South line of Block 1 and the North line of Block 2 in Dutton and Bigsby's Addition to Arlington Heights, aforesaid, in Cook County, Illinois.

| LEGEND | |
|---|---|
| • | BOLLARD |
| | CATCH BASIN |
| | CURB INLET |
| | DOWN GUY |
| E | ELECTRIC HANDHOLE |
| | ELECTRIC OUTLET |
| | ELECTRIC RISER |
| | FIRE CONNECTION |
| | FIRE HYDRANT |
| | FLAG POLE |
| | FOUND CROSS |
| | FOUND IRON BAR |
| | FOUND IRON PIPE |
| | FOUND MAG NAIL |
| | GAS VALVE |
| | LIGHT |
| | MANHOLE |
| | SANITARY MANHOLE |
| | SEPTIC LID |
| | SIGN |
| SPOT | SPIGOT |
| | STORM MANHOLE |
| | TELEPHONE MANHOLE |
| T | TELEPHONE RISER |
| | TRANSFORMER |
| | UTILITY POLE |
| | VALVE VAULT |
| | WATER METER |
| | WATER SHUT-OFF |
| | WATER VALVE |
| (M) | MEASURED |
| (R) | RECORD |

30' 0' 30' 60'
SCALE: 1" = 30'

STATE OF ILLINOIS )
) S.S.
COUNTY OF McHENRY)

In my professional opinion, and based on my observations, I hereby certify that we have surveyed the premises above described, and that the plat hereon is a true representation of the said survey. This professional service conforms to the current Illinois minimum standards for a boundary survey.

Dated at Woodstock, McHenry County, Illinois 05/24 A.D., 20 24.

ARTHUR P. GRITMACHER
035-003857
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
EXP. 11/30/2024
WOODSTOCK, ILLINOIS

Vanderstappen Land Surveying Inc.
Design Firm No. 184-002792

By: _____
Illinois Professional Land Surveyor No. 3857

Y:\PLATS\2024\0200-0399\240297_V-240297\240297-MBS-GRID.dwg-Layout1-5/24/2024 3:31 PM

HITCHCOCK DESIGN GROUP
creating better places

## PUD Requests

The proposed tennis courts are located along Belmont Avenue over unvacated Village Right-of-way on the "Campbell Street Vacate." We request that this land be officially vacated per our land swap agreement with the Dryden School property. Another Village alley parcel to be vacated is on the southern side of the project and is called "Haddow Alley." The Park District requests that this land be vacated to accommodate stormwater detention and a skatepark.

## Variation Requests and Responses

1. Variation to waive the traffic and parking study requirement. Staff will need to formally review the variation request as part of your application submittal, but is notionally supportive of the request at this time.

2. Variation to the fence height of the tennis courts. The maximum fence height is 6-feet; the tennis court fence height is 10-feet.

   **Response: The tennis court fence is proposed at 10' height to adhere to industry standards for tennis. This fence height will ensure the best playability of the courts and provide the recommended protective measures as suggested by the US Tennis Association. VAH Planning Staff agreed in informal discussions that the 6-foot design height will allow balls to go into the nearby street and walking paths, thus diminishing the quality of the user experience and potentially hitting pedestrians.**

3. Variation to provide the tennis courts (defined as an accessory structure per Village Staff) in the side yard of the site.

   **Response**: **Recreation Park and the amenities it offers are public asset to the community. Locating amenities in what is considered the side yard per Village code is essential to the use of the park. The existing tennis courts are already located in this area. The proposed tennis courts have a similar setback from the public right-of-way as the existing courts to be removed, as such, it will not introduce a new condition to adjacent residents.**

4. Variations for the number of accessory structures permitted within the zoning lot (overall PUD area) to be above the limit of 3; and not needed for the maximum size of each accessory structure, which is limited to 700 square feet each.

   **Response: A variance is needed for the number of accessory structures. The size of this community park coupled with the number of park amenities warrants the use of additional shelters for shade. The playground, skate park, and tennis amenities (also considered structures by Village Staff) meet the intent of the park use and setting. As such a variance to allow a total of 12 accessory structures is requested.**
   **See below for a breakdown of each proposed and existing accessory structure on site:**
   **Phase 1:**

22 E. Chicago Avenue
Suite 200A
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com

- **Proposed playground hexagon shelter at 375 SF**
- **Proposed skate park shelter at 128 SF**
- **Proposed entry trellis/arbors at 142 SF each (qty 2)**
- **Proposed playground**
- **Proposed skate park**
- **Proposed tennis courts**

**Phase 2:**

- **Proposed restroom at 460 sf**
- **Proposed baseball dugouts 300 SF each (qty 2)**
- **Existing storage shed adjacent to baseball fields**

**Phase 3:**

- **Future proposed preschool at +/- 7,650 SF**

5. Variance to allow sports lighting height at 50' height and footcandle level at the park boundary line at 22.4.

**Response: The 50′ pole height allows the sports lighting to be directed more efficiently with less spillage than would be possible with the 40′ pole heights. The increased height also reduces glare visible for both tennis players and adjacent residents. This design provides the best playability for court users and extends the use of the courts into the late fall and early spring when daylight hours are shorter.**

**See below comparison between the 50′ and 40′ poles:**

**<u>50′ Pole</u>**
**Park Property Line – 22.4 Footcandles**
**House Property Line - .03 Footcandles**
**House Property Line – 1492 Candela (glare)**

**<u>40′ Pole</u>**
**Park Property Line – 24.4 Footcandles**
**House Property Line - .17 Footcandles**
**House Property Line – 3167 Candela (glare)**

# PUD Description

Recreation Park, Arlington Heights
6/26/2024

**Phase 1 Improvements:**
On-site improvements in Phase One include a new inclusive playground with train theming to recall the close proximity of Arlington Heights Train Station. Other improvements include a new picnic shelter, fitness stations, concrete and asphalt walkways, parking lot, tennis courts, baggo courts, skate park with shade structure, and entry plazas. Stormwater detention is provided along Northwest Highway and will be planted primarily with turf grass. Three rain gardens are provided on site and include native plantings. A small pollinator garden with education signage is included just south of the existing baseball field. Electrical improvements include sports lighting for the tennis courts and pedestrian lighting along interior paths. Public off-site improvements include concrete curb and asphalt paving restoration where entry drives have been removed and the concrete apron provided to access new parking lot. The removal of the concrete carriage walk and construction of the 10' wide multi-use path will be included along Northwest Highway.

**Phase 1A Improvements:**
On-site improvements in Phase 1A include the demolition of the existing buildings, pavement, and overhead utility lines located at the following addresses:

1. 506 East Northwest Highway
2. 500 East Northwest Highway
3. 21 South Belmont Avenue

These parcels will be fully restored and landscaped as part of Phase One.

**Phase 2 Improvements:**
Public on-site improvements for Phase 2 include ballfield improvements, new restrooms, basketball court, and expanded parking lot. Public off-site improvements include concrete curb, parking lot entrance, and asphalt paving restoration for the expanded parking lot.

**Phase 3 Improvements:**
Phase 3 on-site improvements include new additional parking, bathhouse renovation, pool renovation, and new preschool building. Public off-site improvements include concrete curb, apron, and asphalt paving restoration for the parking lot.

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**Construction Schedule:**
Phase One construction is anticipated to begin July 15, 2024, after the Frontier Days festival taken down. Construction is anticipated to be completed by November 29, 2024. Phase 1A is anticipated to begin July 31, 2024.

Phase 2 construction is anticipated to follow in 2025 and 2026, while Phase 3 construction is anticipated to begin and finish in 2026.

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# Special Use Justification

The current configuration of the recreation Center, pool and existing parking lot are not up for modification in phase-one of the Recreation Park Masterplan. An additional 16 stall parking lot will be added to accommodate families using the playground, particularly those with disabilities. The new playground will be unique in that a child in a wheel-chair could reach the top of the play apparatus and have more opportunities to interact with typically developing children. No other inclusive playground of this type exists in the area. The facility and pool are essential for serving the community located in the center of Arlington Heights and beyond. The estimated maximum capacities for Recreation Park facilities in all phases are:

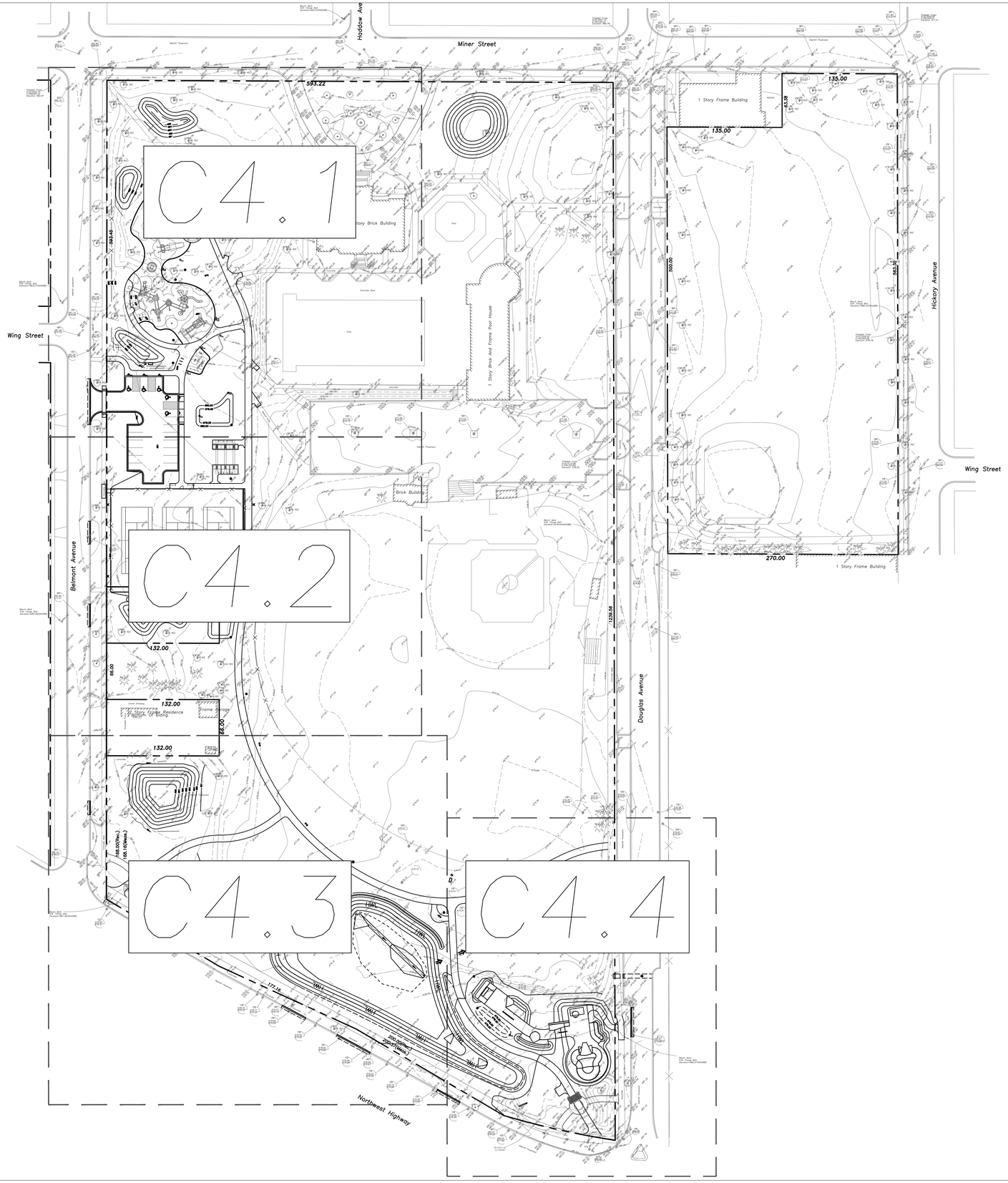
| Bicycle Parking w/ Programming | | | |
|---|---|---|---|
| **Amenity** | **Phase 1 Users** | **Phase 2 Users** | **Phase 3 Users** |
| Playground | 240 | | |
| Fitness | 9 | | |
| Tennis | 24 | | |
| Walking | 10 | | |
| Skate Park | 15 | | |
| Baseball Fields | | 60 | |
| Basketball Court | | 15 | |
| Shelter/Restroom | | 20 | |
| Game Tables | | 6 | |
| Pool | | | 1004 |
| Preschool Building | | | 1292 |
| Estimated Max Capacity | 298 | 101 | 2296 |
| | | | |
| Bicycle Parking Required | 5.96 | 2.02 | 45.92 |
| Bicycle Parking Provided | 6 | 2 | 45.92 |

This brings a **total park capacity of 2,696** and our **required bike parking to 46 spaces** to be added across the site. The pool is also one of the only outdoor 50 Meter pools for lap swimming in the area. Lastly, the Park District requests a waiver of the neighborhood meeting requirements. The Park District has held numerous meetings with residents to obtain feedback thus far. Additionally, we have surveyed all residents to identify recreational amenities that are lacking. Resident responses have been applied to this project.

Our Special Use request is necessary for the public convivence and enjoyment of this site. Having upgraded and new amenities, including the ADA playground, new tennis courts, bag games, new walking paths, improved swimming and a new skatepark meets the community's requests for recreation, per our community survey, uploaded previously.

The new uses of this site will not under any circumstances be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity. On the contrary, these new amenities and upgrades will increase the level of enjoyment and recreation for all citizens.

Lastly, this proposed usage will comply with the regulations and stipulations specified in the ordinance for PL usage, with stipulations and conditions made a part of the authorization granted by the Village Board. The Arlington Heights Park District wishes to revise some of the parcels to adequately reflect PL, because some parcels are still zoned in their use originally purchased state. The current usage of the land is PL and activities are based in recreational enjoyment with the preservation of green space.



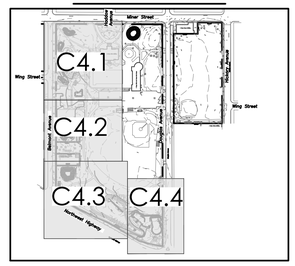

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| $C.O._C$ | Clean Out | $C.O._C$ |
| | Storm Sewer | |
| | Sanitary Sewer | |
| | Combined Sewer | |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
| T | Telephone Line | T |
| | Fire Hydrant | |
| | Valve Vault | |
| $B_B$ | Buffalo Box | $B_B$ |
| $O_{DS}$ | Downspout | $O_{DS}$ |
| $O_{BOL}$ | Bollard | $O_{BOL}$ |
| $G_V$ | Gas Valve | |
| $G_M$ | Gas Meter | |
| $M_E$ | Electric Meter | |
| $E_E$ | Electric Manhole | |
| H | Hand Hole | |
| | Light Pole | |
| | Light Pole w/ Mast Arm | |
| | Utility Pole | |
| $T_P$ | Telephone Pedestal | |
| $T_T$ | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
| x 784.0 | Ground Elevation | x 784.0 |
| | Top of Rubber Play | R 785.20 |
| | Skate Park Elevation | R 785.20 |
| | Swale | |
| 781 | Contour Line | 781 |
| | Deciduous Tree | |
| | Coniferous Tree | |

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## KEY MAP




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LICENSED PROFESSIONAL ENGINEER
JEFF S. GELDMYER
062-072792
OF ILLINOIS

EXPIRATION DATE: 11/30/2025

Issue For Bid
May 6, 2024

REVISIONS

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| 2 | 5.23.2024 | Permit Resubmittal |
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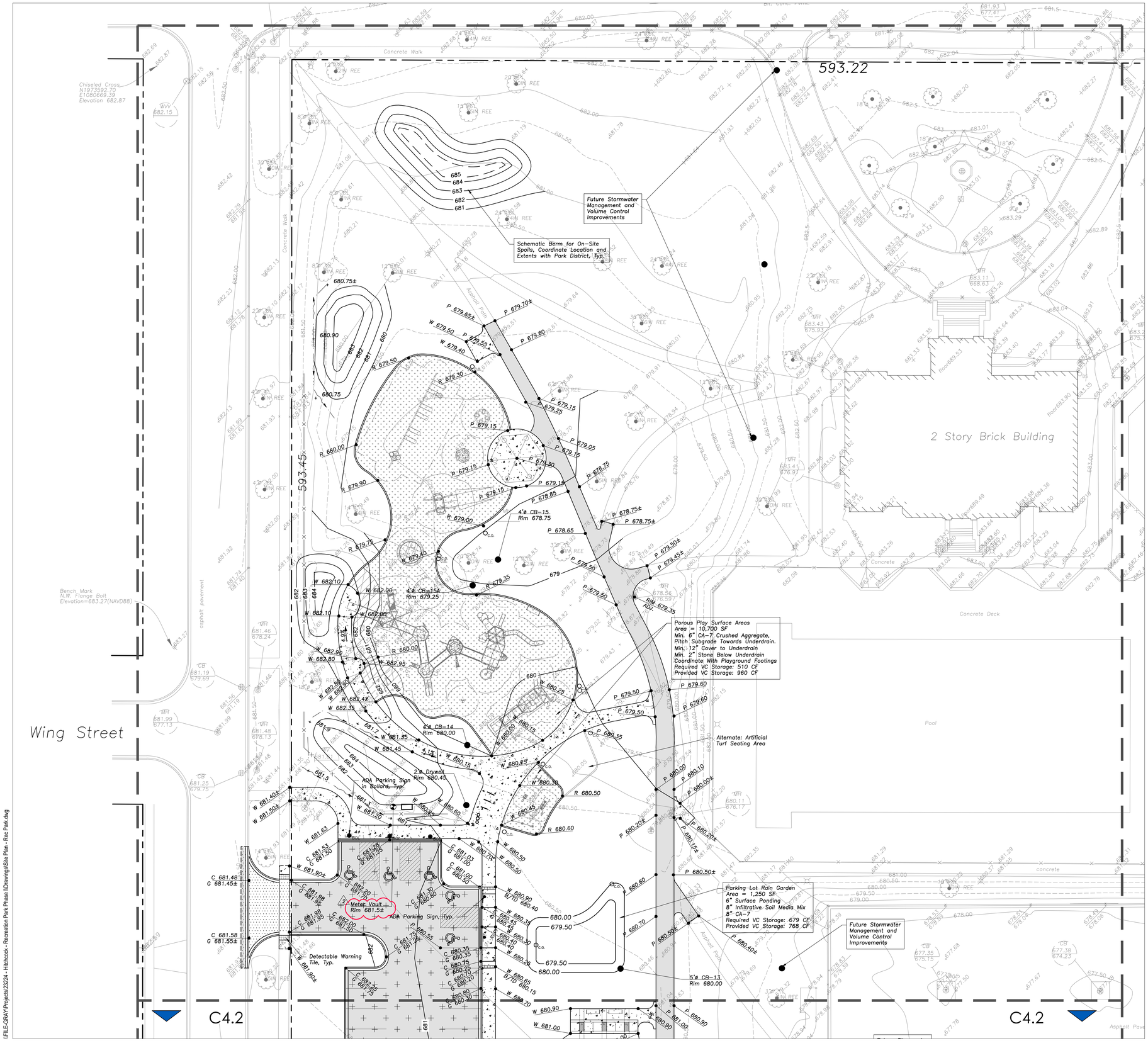
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# GRADING AND PAVING PLAN - OVERALL

SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

SHEET NUMBER
# C4.0

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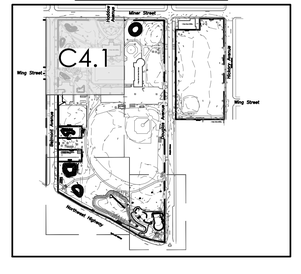

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| $O_{C.O.}$ | Clean Out | $O_{C.O.}$ |
| | Storm Sewer | |
| | Sanitary Sewer | |
| | Combined Sewer | |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
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| | Valve Vault | |
| $V_B$ | Buffalo Box | $V_B$ |
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| | Light Pole | |
| | Light Pole w/ Mast Arm | |
| | Utility Pole | |
| $\boxtimes_T$ | Telephone Pedestal | |
| $M_T$ | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
| x 784.0 | Ground Elevation | x 784.0 |
| | Top of Rubber Play | R 785.20 |
| | Skate Park Elevation | R 785.20 |
| 781 | Swale | 781 |
| | Contour Line | |
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SHEET TITLE
## GRADING AND PAVING PLAN - NORTH

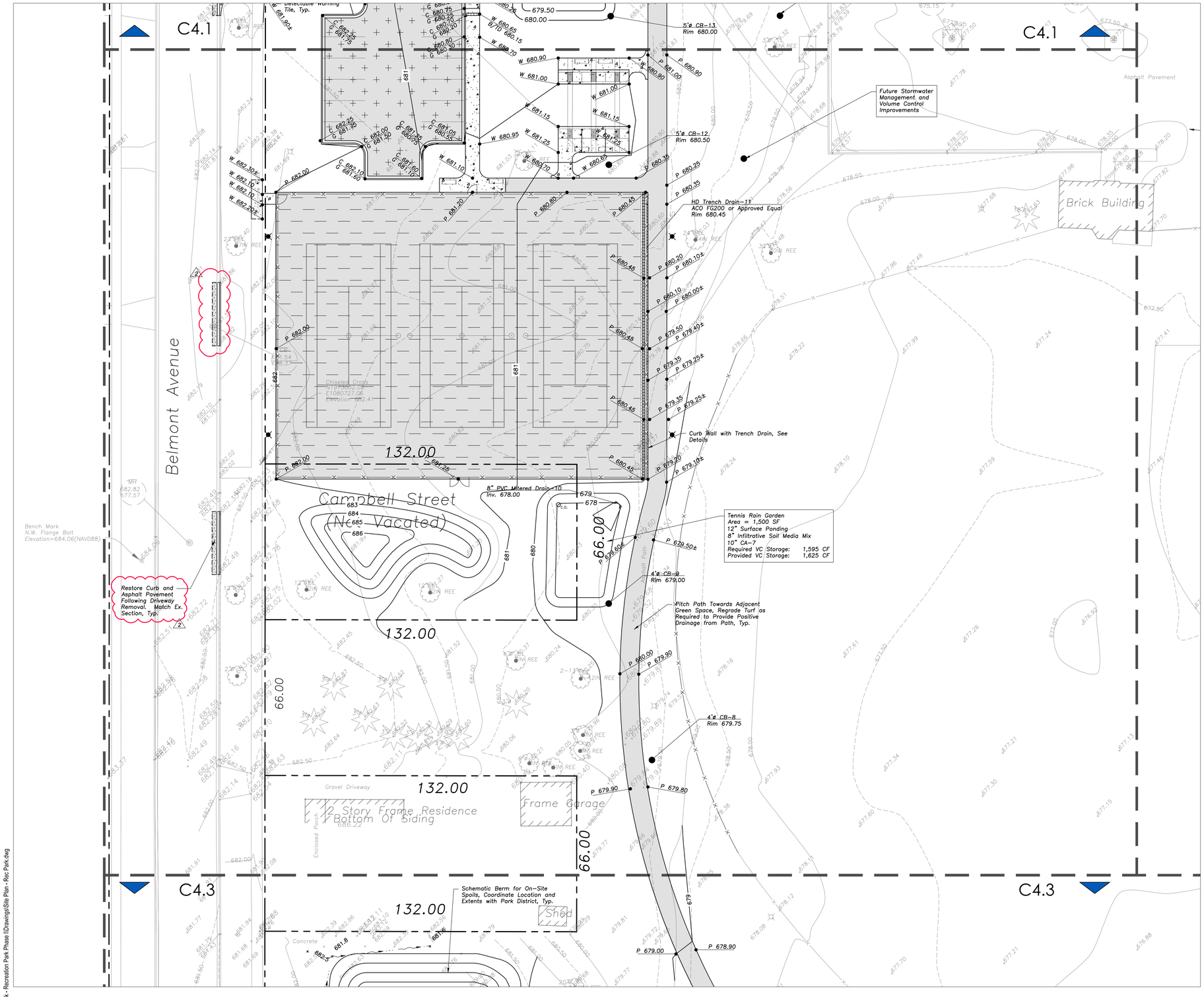
SCALE IN FEET
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NORTH

SHEET NUMBER
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\\FILE-GRAY\Projects\23224 - Hitchcock - Recreation Park Phase I\Drawings\Site Plan - Rec Park.dwg



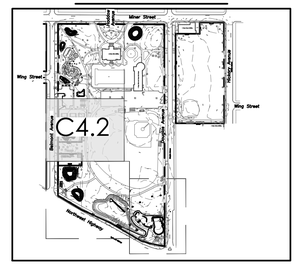

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|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| C.O. | Clean Out | C.O. |
| ST | Storm Sewer | ST |
| SA | Sanitary Sewer | SA |
| CS | Combined Sewer | CS |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
| T | Telephone Line | T |
| | Fire Hydrant | |
| | Valve Vault | |
| B | Buffalo Box | B |
| DS | Downspout | DS |
| BOL | Ballard | BOL |
| G | Gas Valve | |
| G | Gas Meter | |
| E | Electric Meter | |
| E | Electric Manhole | |
| | Hand Hole | |
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| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
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DRAWN BY JG

SHEET TITLE
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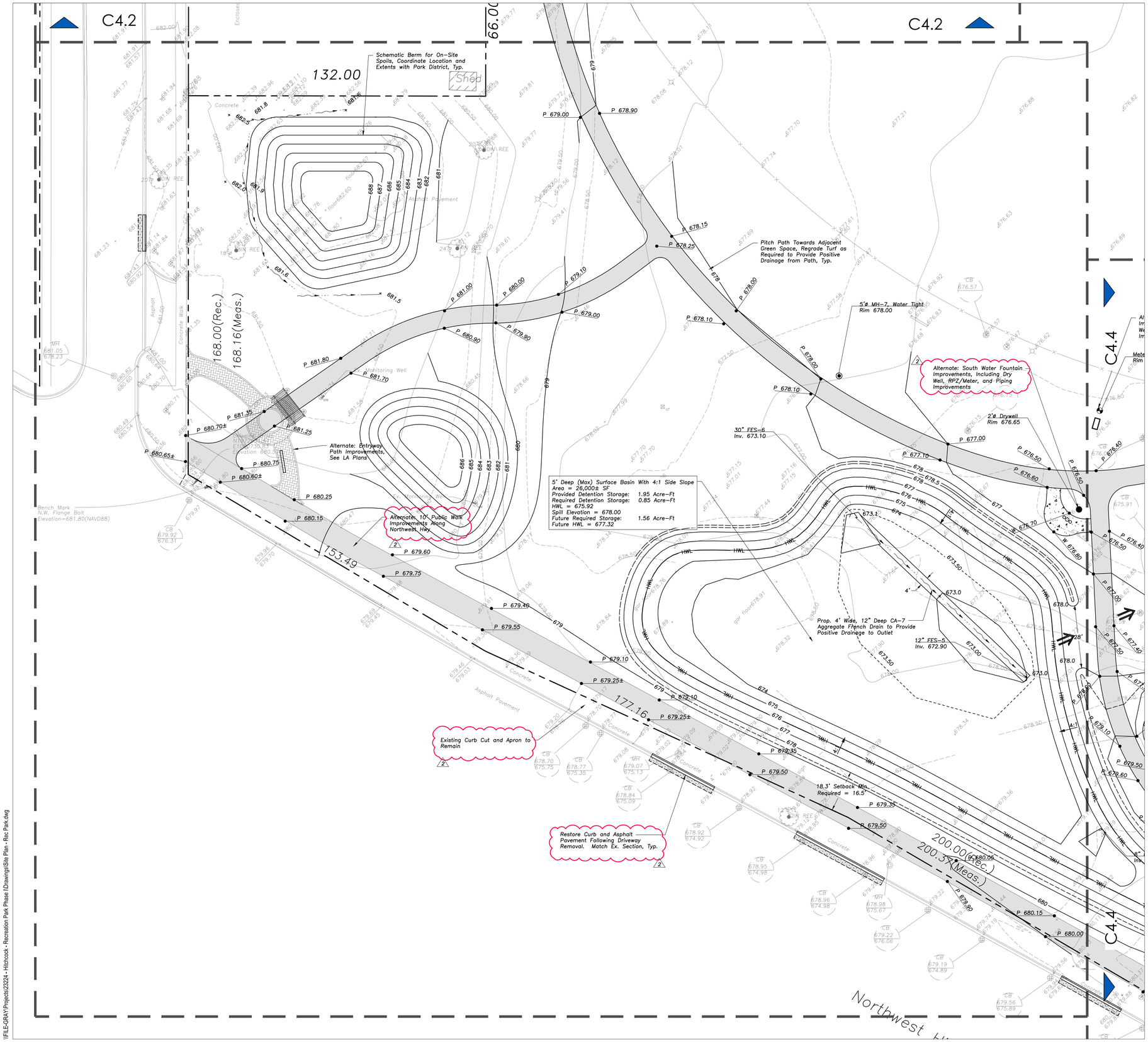
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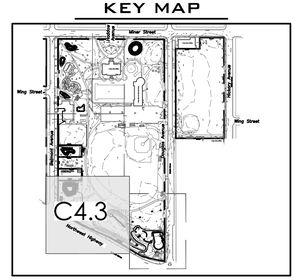

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| | Curb & Gutter | |
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| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
| x 784.0 | Ground Elevation | x 784.0 |
| | Top of Rubber Play | R 785.20 |
| | Skate Park Elevation | R 785.20 |
| 781 | Swale | 781 |
| | Contour Line | |
| | Deciduous Tree | |
| | Coniferous Tree | |

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## KEY MAP





HITCHCOCK DESIGN GROUP
creating better places

22 E. Chicago Avenue
Suite 200A
Naperville, IL 60540
T 630.961.1787
hitchcockdesigngroup.com


PREPARED FOR
**Arlington Heights Park District**
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS

*Civil Engineer*
Eriksson Engineering Associates, Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
T 312.463.0551

*Electrical Engineer*
Nova Engineering, PC
Schererville, IN 46375
T 219.865.3352

LICENSED PROFESSIONAL ENGINEER
JEFF S. GELDMEYER
062-072792
STATE OF ILLINOIS

EXPIRATION DATE: 11/30/2025

Issue For Bid
May 6, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 1 | 5.17.2024 | Addendum 1 |
| 2 | 5.23.2024 | Permit Resubmittal |
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CHECKED BY BA
DRAWN BY JG

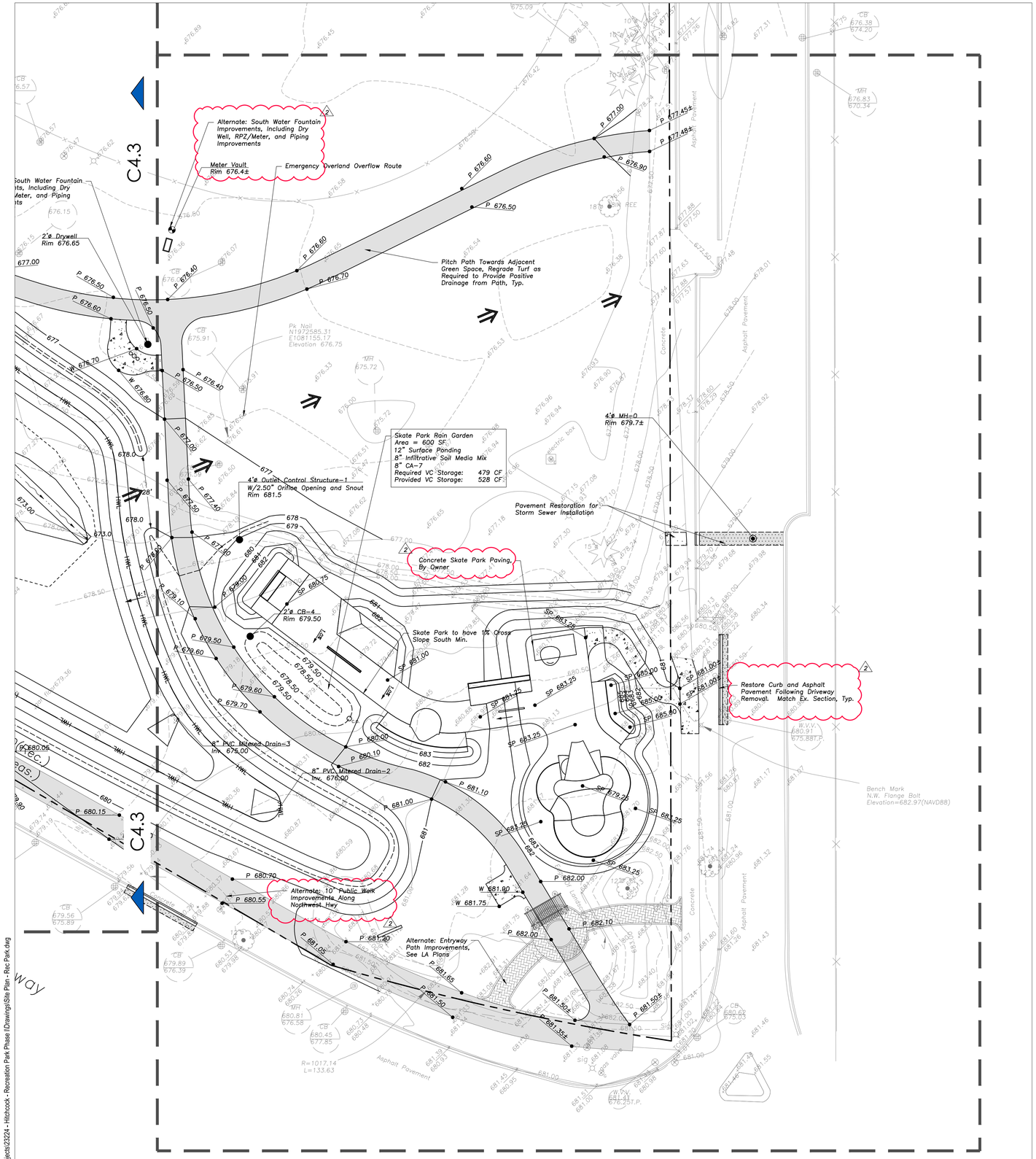
SHEET TITLE
# GRADING AND PAVING PLAN - SOUTHWEST

SCALE IN FEET
1" = 20'
0' 10' 20' 60'

NORTH

SHEET NUMBER
# C4.3

©2023 Hitchcock Design Group




\\FILE-GRAY\Projects\20224 - Hitchcock - Recreation Park Phase I\Drawings\Site Plan - Rec Park.dwg

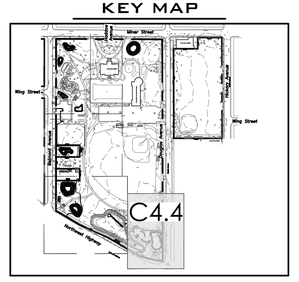
## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| C.O. | Clean Out | C.O. |
| | Storm Sewer | |
| | Sanitary Sewer | |
| | Combined Sewer | |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
| T | Telephone Line | T |
| | Fire Hydrant | |
| | Valve Vault | |
| B | Buffalo Box | B |
| DS | Downspout | DS |
| BOL | Ballard | BOL |
| G | Gas Valve | |
| G | Gas Meter | |
| E | Electric Meter | |
| E | Electric Manhole | |
| H | Hand Hole | |
| | Light Pole | |
| | Light Pole w/ Mast Arm | |
| | Utility Pole | |
| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
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| 781 | Swale | 781 |
| | Contour Line | |
| | Deciduous Tree | |
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## KEY MAP





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creatingbetterplaces

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PREPARED FOR

**Arlington Heights Park District**

410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT

# Recreation Park - Phase 1

500 E. Miner Street
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CHECKED BY BA

DRAWN BY JG

SHEET TITLE

## GRADING AND PAVING PLAN - SOUTHEAST

SCALE IN FEET
1" = 20'

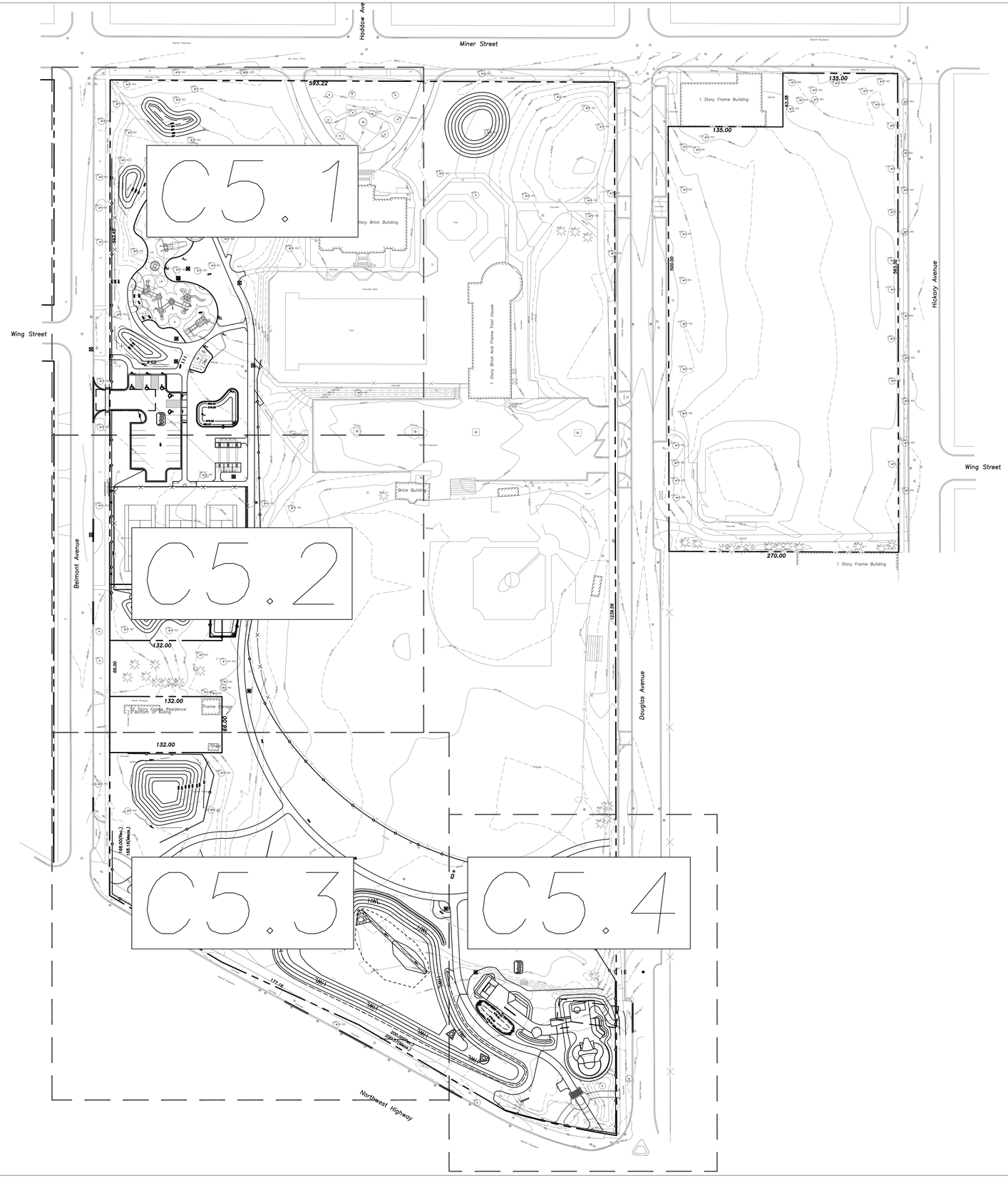
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NORTH

SHEET NUMBER

# C4.4

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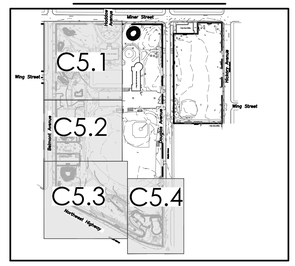

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|---|---|---|
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| C.O. | Clean Out | C.O. |
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| | Fire Hydrant | |
| | Valve Vault | |
| B | Buffalo Box | B |
| DS | Downspout | DS |
| BOL | Bollard | BOL |
| G | Gas Valve | |
| G | Gas Meter | |
| E | Electric Meter | |
| E | Electric Manhole | |
| | Hand Hole | |
| | Light Pole | |
| | Light Pole w/ Mast Arm | |
| | Utility Pole | |
| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
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CHECKED BY BA
DRAWN BY JG

SHEET TITLE
# SESC PLAN - OVERALL

SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

SHEET NUMBER
# C5.0

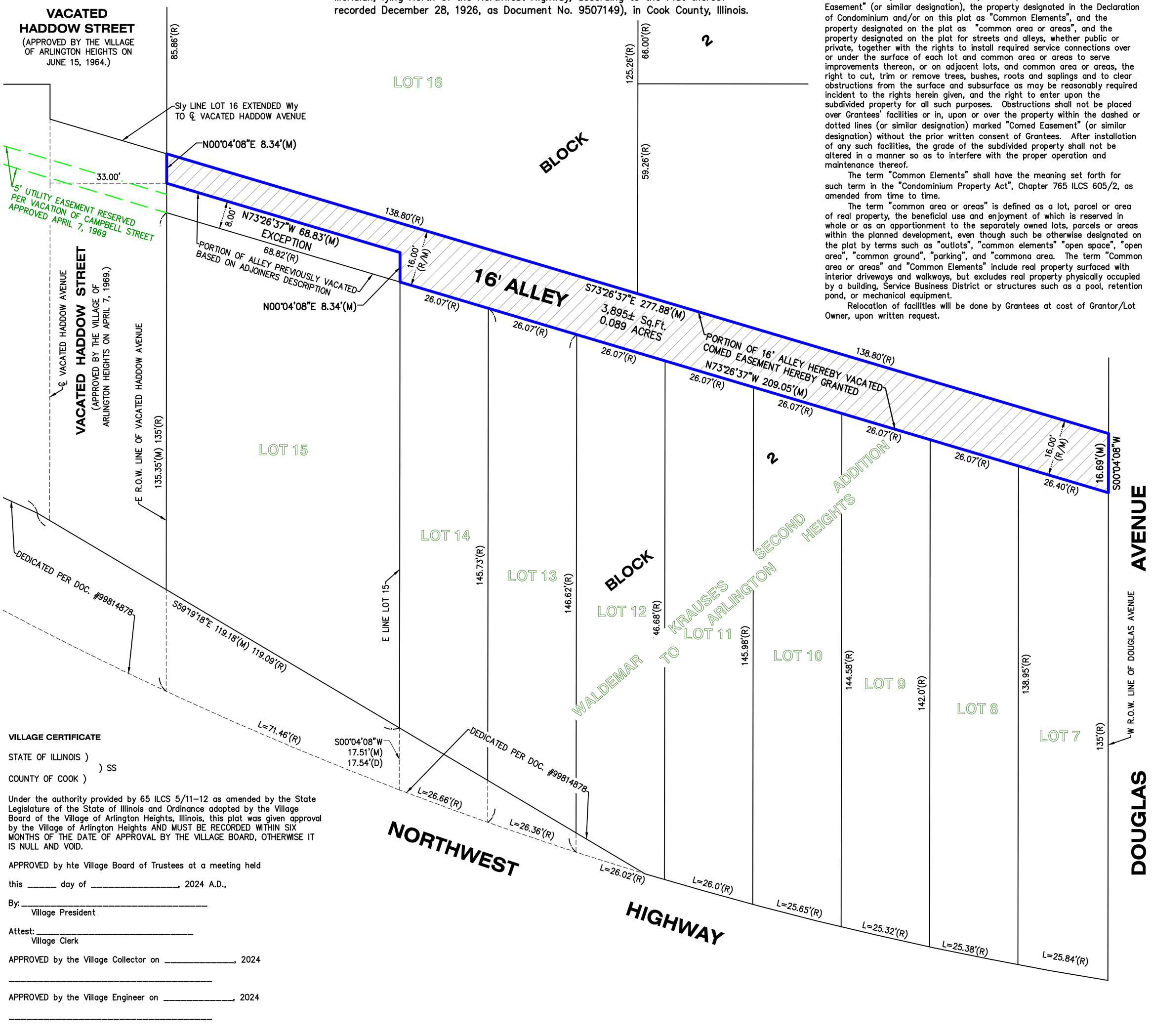
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I:\FILE-GRAY\Projects\23224 - Hitchcock - Recreation Park Phase I\Drawings\Site Plan - Rec Park.dwg

**Vanderstappen**
Land Surveying, Inc.
www.vandersinc.com
1316 N. Madison St.
Woodstock, Illinois 60098
ph. 815-337-8310 fax 815-337-8314
*"Always faithful to the property line"*

# PLAT OF VACATION & GRANT OF EASEMENT

Part of the 16 foot Public Alley lying between the West right-of-way line of Douglas Avenue and the East right-of-way line of Haddow Avenue (excepting therefrom that part lying North of and adjacent to Lot 15 in Block 2 in Waldemar Krause's Second Addition to Arlington Heights Subdivision, being a Subdivision of the East 365.45 feet of the South 824.1 feet of the East Half of the Southwest Quarter of Section 29, Township 42 North, Range 11 East of the Third Principal Meridian, lying North of the Northwest Highway, according to the Plat thereof recorded December 28, 1926, as Document No. 9507149), in Cook County, Illinois.




**COMED EASEMENT PROVISIONS**

An easement for serving the property and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company

their respective licensees, successors, and assigns, jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Comed Easement" (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Comed Easement" (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2, as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements" "open space", "open area", "common ground", "parking", and "commona area. The term "Common area or areas" and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond, or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of Grantor/Lot Owner, upon written request.

**VILLAGE CERTIFICATE**

STATE OF ILLINOIS )
) SS
COUNTY OF COOK )

Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by hte Village Board of Trustees at a meeting held

this _____ day of _____, 2024 A.D.,

By: _____
Village President

Attest: _____
Village Clerk

APPROVED by the Village Collector on _____, 2024

_____

APPROVED by the Village Engineer on _____, 2024

_____

**COUNTY CLERK'S CERTIFICATE**

STATE OF ILLINOIS )
) SS
COUNTY OF COOK )

I, _____, County Clerk Cook County, Illinois do hereby certify that there are no delinquent general taxes, no unpaid current general taxes, no unpaid forfeited taxes, and no redeemable tax against any of the land included in the annexed plat. I further certify that I have received all statutory fees in connection with the annexed plat.

Given under my hand and seal of the County at Chicago, Illinois,

this _____ day of _____, 2024 A.D.,

By: _____
Cook County Clerk

**UTILITY COMPANIES CERTIFICATE**

STATE OF ILLINOIS )
) SS
COUNTY OF COOK )

We, ComEd an Exelon Company, NICOR Gas Company, Ameritech, Astound Broadband and Comcast Cable Communications, by our signatures hereon acknowledge that we have received a copy of this Plat and we hereby consent to the recording of said Plat of Vacation as prepared.

ComEd an Exelon Company
By: _____
Date: _____

Ameritech
By: _____
Date: _____

NICOR Gas Company
By: _____
Dated: _____

Comcast Cable Communications
By: _____
Dated: _____

Astound Broadband
By: _____
Dated: _____

| LEGEND | |
|---|---|
| | AREA TO BE VACATED |
| R.O.W. | RIGHT-OF-WAY |
| (M) | MEASURE |
| (R) | RECORD |

20' 0' 20' 40'
SCALE: 1" = 20'

6/18/24 APG – VILLAGE REVIEW COMMENTS

**STATE OF ILLINOIS ) ) S.S.**
**COUNTY OF McHENRY)**

**I hereby state that we have platted the premises above described, and that the plat hereon is a true representation of the said description.**

**This is not a Boundary Survey**

**Dated at Woodstock, McHenry County, Illinois 05/24 A.D., 2024.**

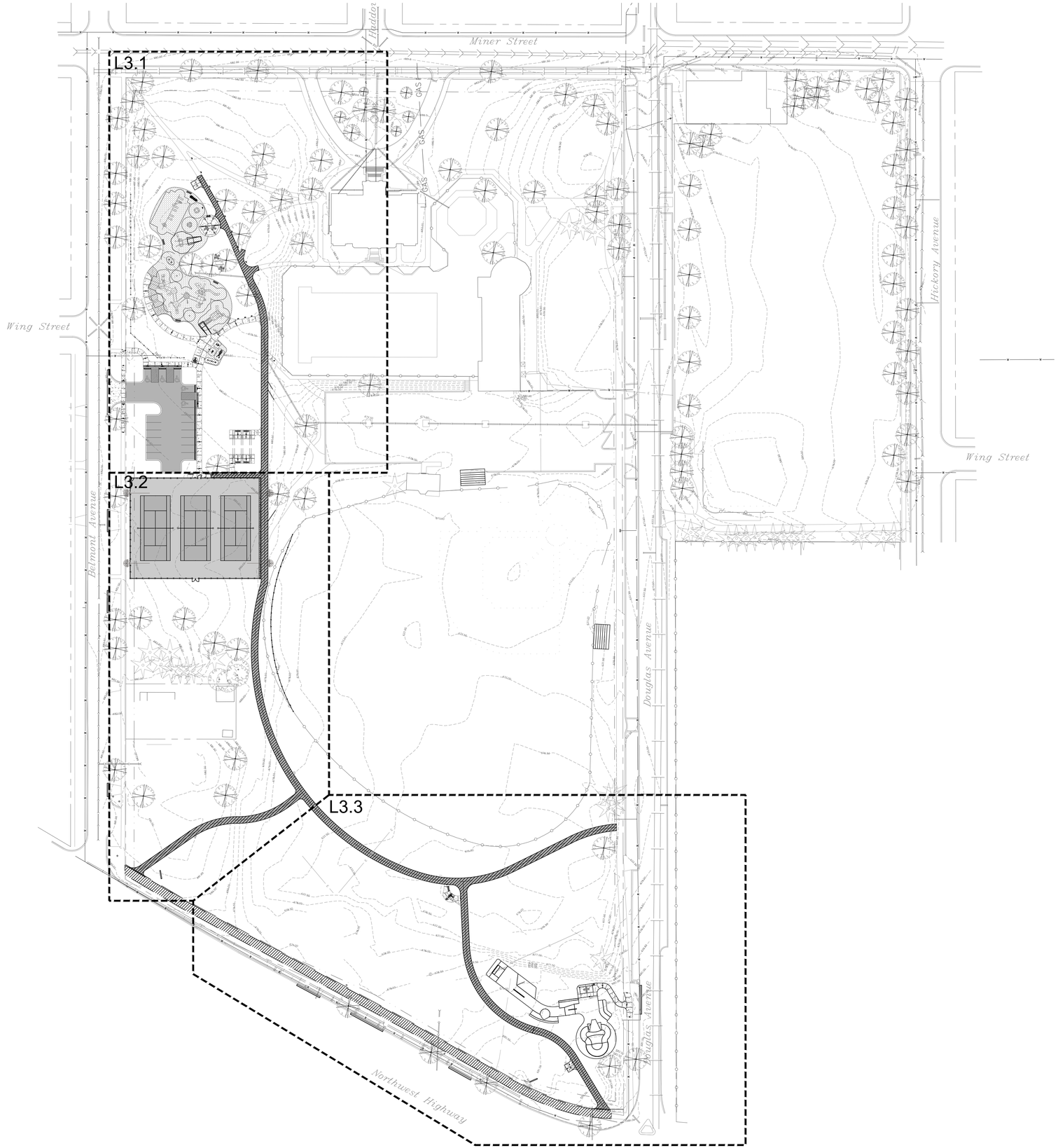
**Vanderstappen Land Surveying, Inc..**
**Design Firm No. 184-002792**

**By:** _____
**Illinois Professional Land Surveyor No. 3857**

ARTHUR P. GRITMACHER
035-003857
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
EXP. 11/30/2024
WOODSTOCK, ILLINOIS

CLIENT: ARLINGTON HEIGHTS PARK DISTRICT
DRAWN BY: SES CHECKED BY: APG
SCALE: 1"=20' SEC. 29 T. 42 R. 11 E.
BASIS OF BEARING: IL EAST ZONE NAD83 (2011)
P.I.N.: 03-29-352-XXX
JOB NO.: 240297-B I.D. PVA
FIELDWORK COMP.: 05/17/24 BK. ____ PG. ____
ALL DISTANCES SHOWN IN FEET AND DECIMAL PARTS THEREOF CORRECTED TO 68° F. REF: 200560

Y:\PLATS\2024\0200-0399\240297_V-240297\240297-B-PVA.dwg-Layout1-6/18/2024 7:32 AM




## LAYOUT NOTES

1. Contractor responsible for field layout of all new improvements. Digital files of geometric information will be provided upon request in AutoCAD format. No additional payment will be made for adjustments necessary to construct the work as drawn.
2. Contractor responsible to coordinate work in order to obtain approval of all layout by Owners Representative prior to construction. No additional payment will be made to correct work if constructed incorrectly without pre-approval by Owners Representative.
3. Contractor responsible to maintain all layout stakes during construction. No additional payment will be made to replace layout stakes.
4. Place stakes at edges of sport courts, fields, limits of playground, shelter, and every 25 feet on center along centerline of all pathways for review by the Owner's Representative prior to earthwork operations.
5. All walls are dimensioned to Face of Wall unless otherwise noted.
6. All dimensions from roadway are from Back of Curb unless otherwise noted.
7. All curves and radii to be smooth and not segmented.
8. Contractor to provide layout stakes every 10 feet minimum for large arcs where radius points are not accessible.
9. Adjustment to stake locations due to discrepancies between coordinates and dimensions is incidental to the contract. No additional payments will be made for this work.
10. All roadway widths are measured from edge of pavement to edge of pavement unless otherwise shown on the plans.
11. Contractor responsible to take delivery, assemble and install all materials and furnishings per manufacturer's instructions.
12. Place control and expansion joints as shown on plans and details for all curbs, walks, walls, steps, and concrete paving. Where joints are not shown, place control joints a maximum of 10 feet on center, expansion joints a maximum of 30 feet on center, and between all separate pours.
13. Contractor will maintain use zone requirements within soft surfacing; no use zone will overlap or be tangent unless noted. Adjust playground barrier curb and/or adjacent paving as needed to accommodate play equipment fall zones.
14. Coordinate location of storm line with playground footings and obtain Owner's approval prior to installation.
15. Layout of soft surface shall be verified in field by landscape architect.
16. Refer to specifications for additional conditions, standards and notes.

## LAYOUT LEGEND

- Expansion Joint
- Asphalt Paving - Vehicular
- Asphalt Paving - Pedestrian
- Sport Court Paving A
- Sport Court Paving B
- Concrete Paving
- Colored / Stamped Concrete (alternate)
- Poured in Place Playground Surfacing
- Artificial Turf - Alternate

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2338 Cline Avenue
Schererville, IN 46375
T 219.865.3352

*Skate Park Design*
6824 S. Centinela Ave.
Los Angeles, California 90230
T 626.330.5803

Issue for Permit
May 23, 2024

REVISIONS

| No | Date | Issue |
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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Layout and Materials Plan

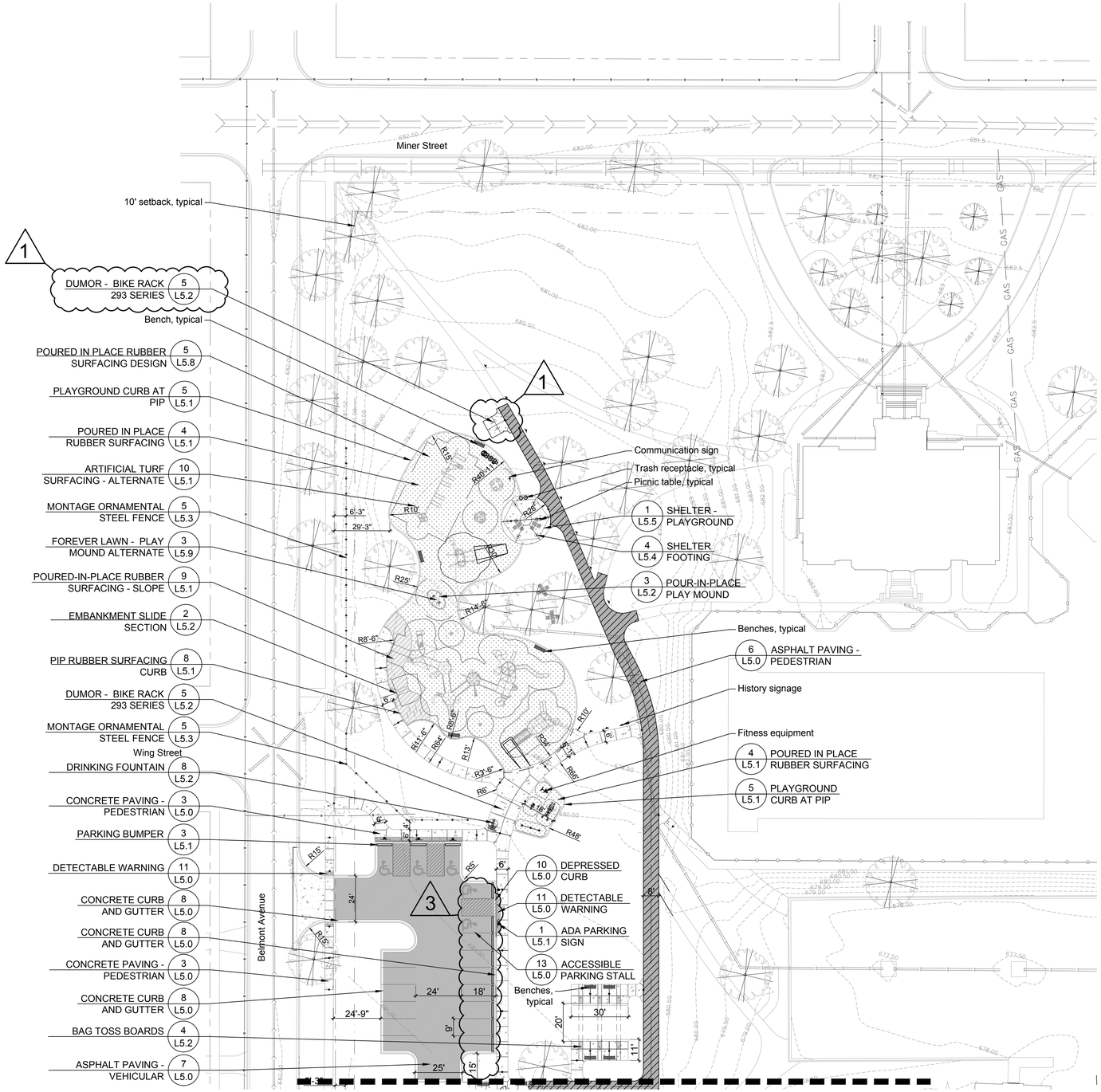
SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

SHEET NUMBER
# L3.0

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J:\Projects\Naperville\Arlington Heights Park District\Recreation Park Final Design Phase One 2023\06 Production\01 CAD\00 Current\L3.0 Layout and Materials Plan.dwg




1

3

MATCHLINE SEE SHEET L3.2

## LAYOUT NOTES

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## LAYOUT LEGEND

- Expansion Joint
- Asphalt Paving - Vehicular
- Asphalt Paving - Pedestrian
- Sport Court Paving A
- Sport Court Paving B
- Concrete Paving
- Colored / Stamped Concrete (alternate)
- Poured in Place Playground Surfacing
- Artificial Turf - Alternate


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Suite 200A
Naperville, IL 60540
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hitchcockdesigngroup.com


PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS


*Civil Engineer*
Eriksson Engineering Associates, Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
T 312.463.0551

*Electrical Engineer*
Nova Engineering, PC
2338 Cline Avenue
Schererville, IN 46375
T 219.865.3352

*Skate Park Design*
6824 S. Centinela Ave.
Los Angeles, California 90230
T 626.330.5803


Issue for Permit
May 23, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 01 | 5.17.2024 | Addendum 1 |
| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |
| | | |
| | | |
| | | |

CHECKED BY ARH/MGM

DRAWN BY MDM/CNO

SHEET TITLE
## Layout and Materials Plan

SCALE IN FEET
1" = 30'

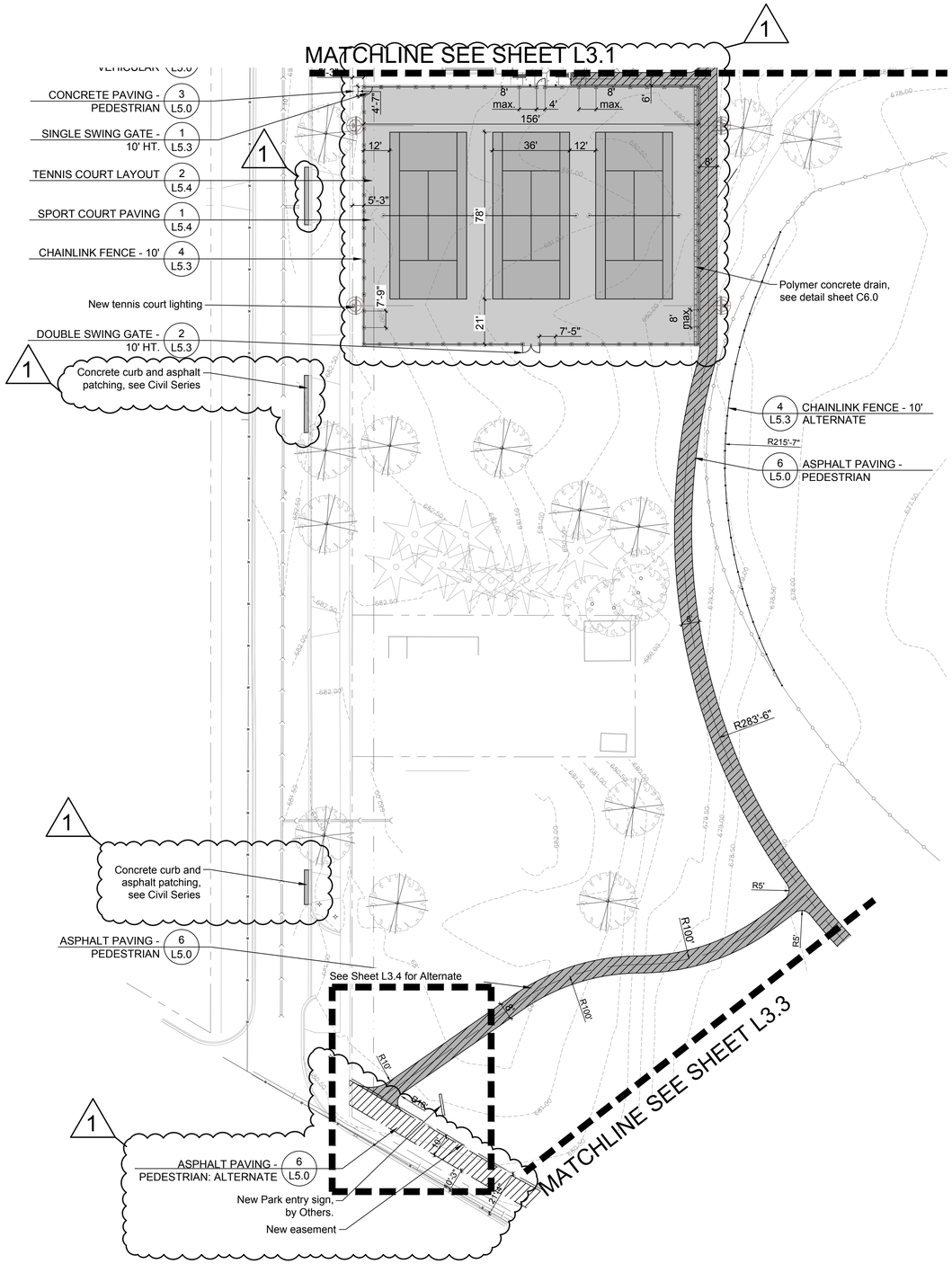
0' 15' 30' 90'

NORTH

SHEET NUMBER
# L3.1

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| 03 | 6.27.2024 | Permit Resubmittal |
| | | |
| | | |
| | | |

CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Layout and Materials Plan

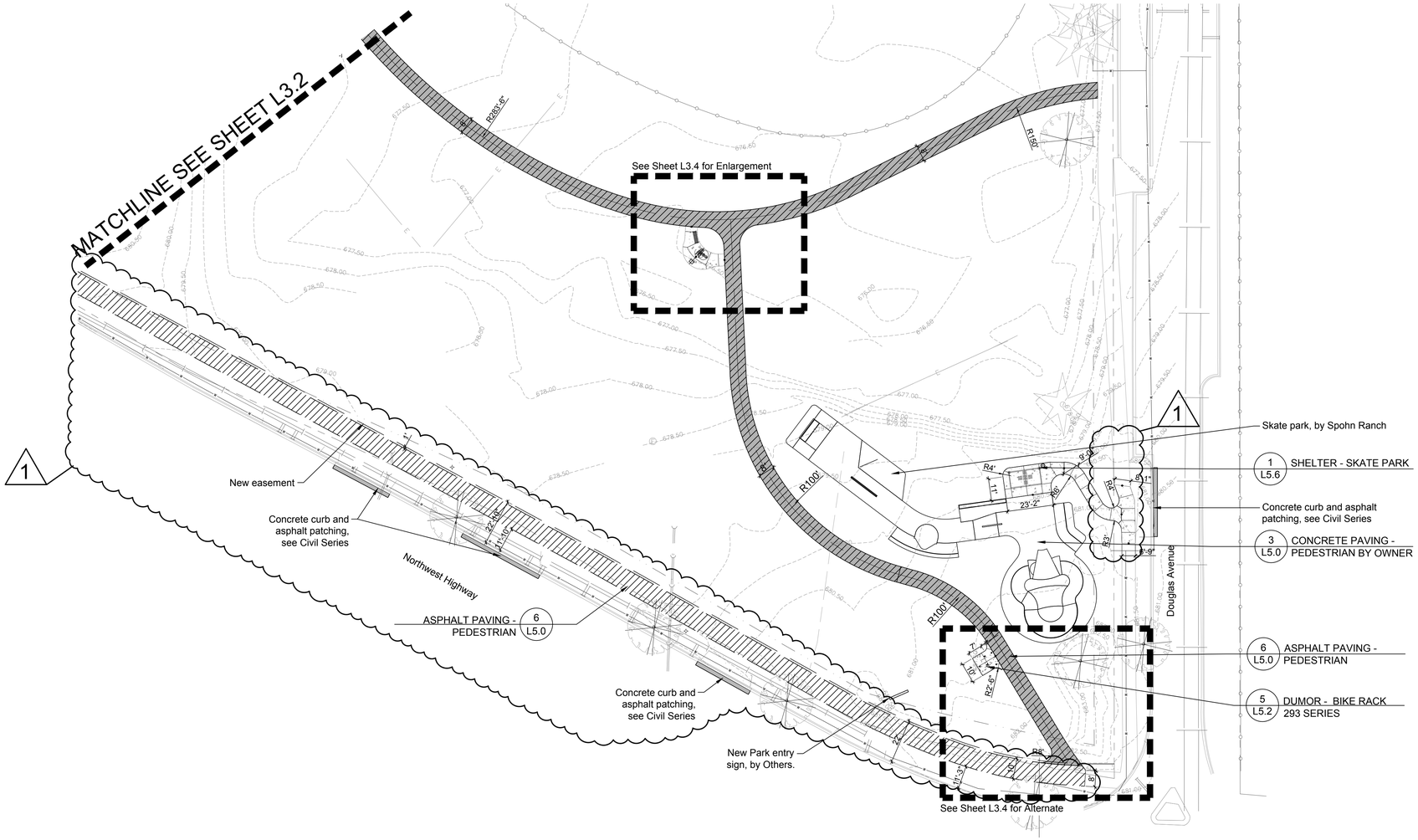
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
# L3.2

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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Layout and Materials Plan

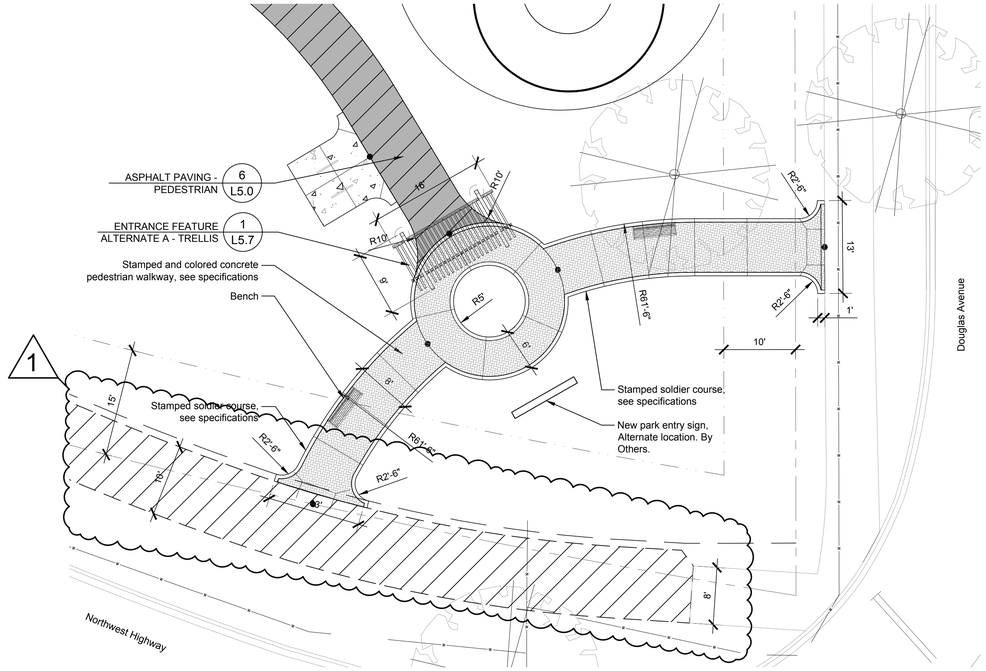
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
L3.3

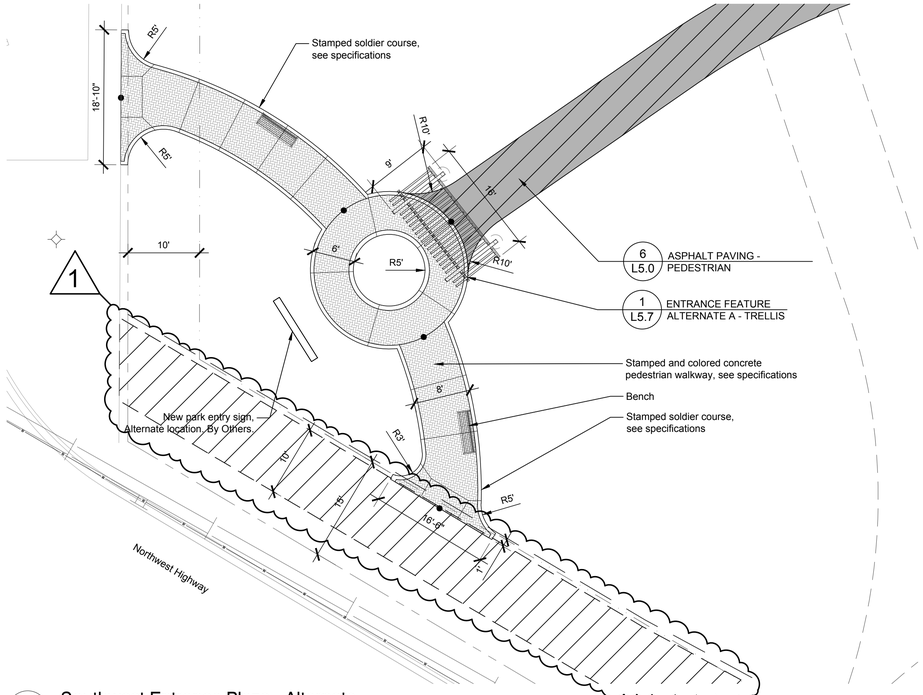
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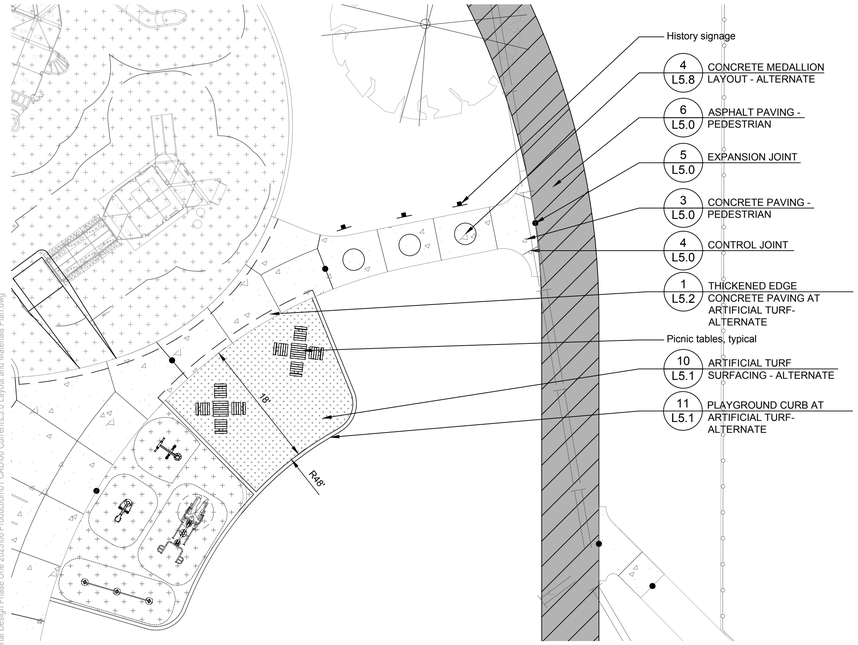

1 Southeast Entrance Plaza - Alternate

1"=10'-0"



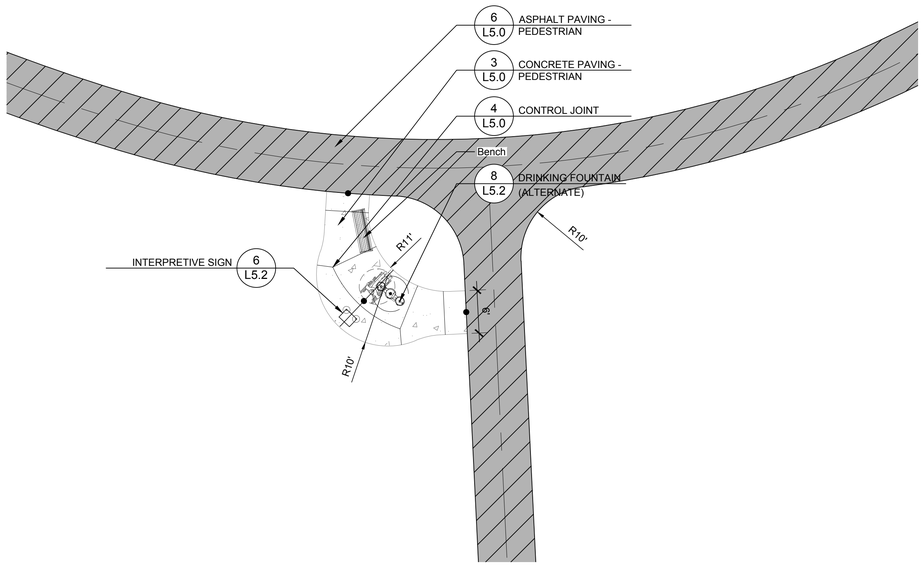

2 Southwest Entrance Plaza - Alternate

1"=10'-0"




3 Artificial Turf Seating Area - Alternate

1"=10'-0"




4 Pollinator Garden

1"=10'-0"

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May 23, 2024

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| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |

CHECKED BY ARH/MGM

DRAWN BY MDM/CNO

SHEET TITLE
## Layout and Materials Plan - Enlargements

SCALE IN FEET
1" = 10'

0' 5' 10' 30'

NORTH

SHEET NUMBER
L3.4

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| Luminaire Schedule | | | | | | |
|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Arrangement | Total Lamp Lumens | LLF | Description |
| | 20 | KT-ALED70-S2-OSA-NM-840-VDIM | Single | 9781 | 0.900 | 70W Type 3 Area Lights - Single |

| Calculation Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min | Workplane Height |
| Recreation Park | Illuminance | Fc | 0.88 | 9 | 0 | N.A. | N.A. | 0 |

| Luminaire Location Summary | | | | | | |
|---|---|---|---|---|---|---|
| | | Insertion Point | | | | |
| LumNo | Label | X | Y | Mounting Height | Orient | Tilt |
| 1 | KT-ALED70-S2-OSA-NM-840-VDIM | 135 | 86 | 15 | 294.444 | 0 |
| 2 | KT-ALED70-S2-OSA-NM-840-VDIM | 205 | 157 | 15 | 329.036 | 0 |
| 3 | KT-ALED70-S2-OSA-NM-840-VDIM | 248 | 219 | 15 | 315 | 0 |
| 4 | KT-ALED70-S2-OSA-NM-840-VDIM | 320 | 245 | 15 | 281.31 | 0 |
| 5 | KT-ALED70-S2-OSA-NM-840-VDIM | 408 | 244 | 15 | 185.711 | 0 |
| 6 | KT-ALED70-S2-OSA-NM-840-VDIM | 428 | 331 | 15 | 143.13 | 0 |
| 7 | KT-ALED70-S2-OSA-NM-840-VDIM | 433 | 161 | 15 | 198.435 | 0 |
| 8 | KT-ALED70-S2-OSA-NM-840-VDIM | 435 | 627 | 15 | 214.992 | 0 |
| 9 | KT-ALED70-S2-OSA-NM-840-VDIM | 470 | 82 | 15 | 186.34 | 0 |
| 10 | KT-ALED70-S2-OSA-NM-840-VDIM | 480 | 405 | 15 | 143.13 | 0 |
| 11 | KT-ALED70-S2-OSA-NM-840-VDIM | 481 | 540 | 15 | 198.435 | 0 |
| 12 | KT-ALED70-S2-OSA-NM-840-VDIM | 548 | 478 | 15 | 311.186 | 0 |
| 13 | KT-ALED70-S2-OSA-NM-840-VDIM | 634 | 506 | 15 | 281.31 | 0 |
| 14 | KT-ALED70-S2-OSA-NM-840-VDIM | 739 | 506 | 15 | 272.121 | 0 |
| 15 | KT-ALED70-S2-OSA-NM-840-VDIM | 937 | 497 | 15 | 270 | 0 |
| 16 | KT-ALED70-S2-OSA-NM-840-VDIM | 1024 | 497 | 15 | 270 | 0 |
| 17 | KT-ALED70-S2-OSA-NM-840-VDIM | 1105 | 483 | 15 | 100.305 | 0 |
| 18 | KT-ALED70-S2-OSA-NM-840-VDIM | 1188 | 511 | 15 | 111.801 | 0 |
| 19 | KT-ALED70-S2-OSA-NM-840-VDIM | 1271 | 554 | 15 | 116.565 | 0 |
| 20 | KT-ALED70-S2-OSA-NM-840-VDIM | 1326 | 611 | 15 | 303.69 | 0 |



Project : Recreation Park
KT-ALED70
MH is 15'

Keystone Technologies Lighting Layout
2750 Morris Road
Lansdale, PA 19446
Phone 1-800-464-2680
Email: LightingLayouts@keystonetech.com

KEYSTONE
SINCE 1945
LIGHT MADE EASY™

## Recreation Park Tennis

**Arlington Heights, IL, USA**

**Grid Summary**

| | |
|---|---|
| **Name** | **Tennis** |
| Size | 3 Court - 12' Spacing |
| Spacing | 20.0' x 20.0' |
| Height | 3.0' above grade |

**Illumination Summary**

MAINTAINED HORIZONTAL FOOTCANDLES

| | Entire Grid |
|---|---|
| **Guaranteed Average** | **30** |
| Scan Average | 37.61 |
| Maximum | 46.2 |
| Minimum | 28.4 |
| Avg/Min | 1.32 |
| **Guaranteed Max/Min** | **2.5** |
| Max/Min | 1.63 |
| UG (adjacent pts) | 0.00 |
| CU | 0.78 |
| No. of Points | 45 |
| **LUMINAIRE INFORMATION** | |
| Applied Circuits | A |
| **No. of Luminaires** | **12** |
| Total Load | 7.88 kW |

## Recreation Park Tennis

**Arlington Heights, IL, USA**

**Grid Summary**

| | |
|---|---|
| **Name** | **House Spill** |
| Size | 3 Court - 12' Spacing |
| Spacing | 30.0' x 10.0' |
| Height | 3.0' above grade |

**Illumination Summary**

MAINTAINED HORIZONTAL FOOTCANDLES

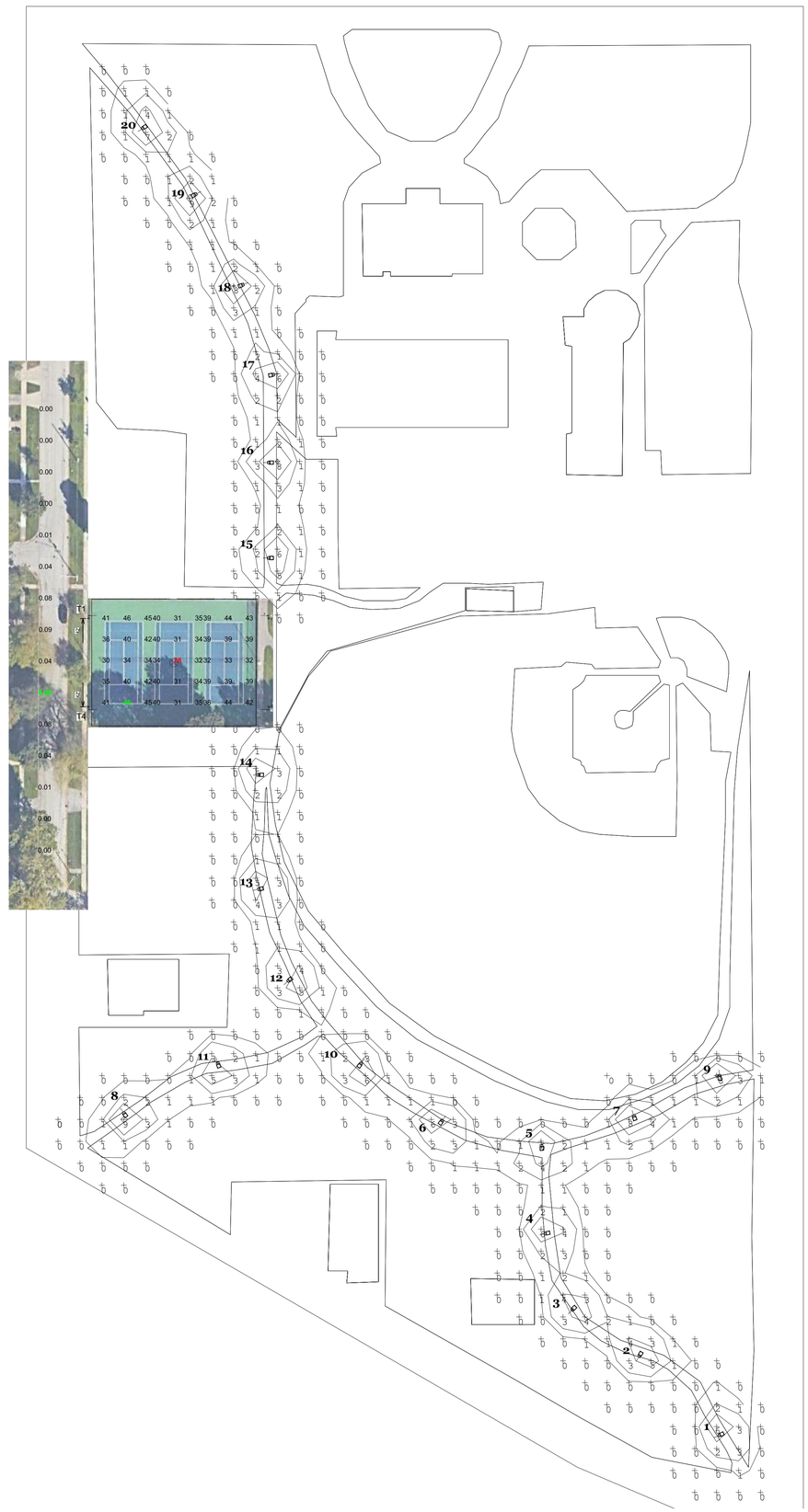
| | Entire Grid |
|---|---|
| **Scan Average** | **0.03** |
| Maximum | 0.1 |
| Minimum | 0.0 |
| Avg/Min | - |
| **Max/Min** | **-** |
| UG (adjacent pts) | 0.00 |
| CU | 0.00 |
| No. of Points | 15 |
| **LUMINAIRE INFORMATION** | |
| Applied Circuits | A |
| **No. of Luminaires** | **12** |
| Total Load | 7.88 kW |

**Guaranteed Performance:** The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

**Field Measurements:** Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

**Electrical System Requirements:** Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

**Installation Requirements:** Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.





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MICHAEL C. ZUCCARELLI
REGISTERED
No. 062-051720
STATE OF ILLINOIS
PROFESSIONAL ENGINEER
Michael C Zuccarelli
EXPIRES 11-30-2025

Issue for Bid
May 6, 2024

REVISIONS

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| | | |
| | | |
| | | |

CHECKED BY MZ
DRAWN BY RB

SHEET TITLE
## Electrical Overall Photomtric Site Plan

SCALE IN FEET
1" = 60'

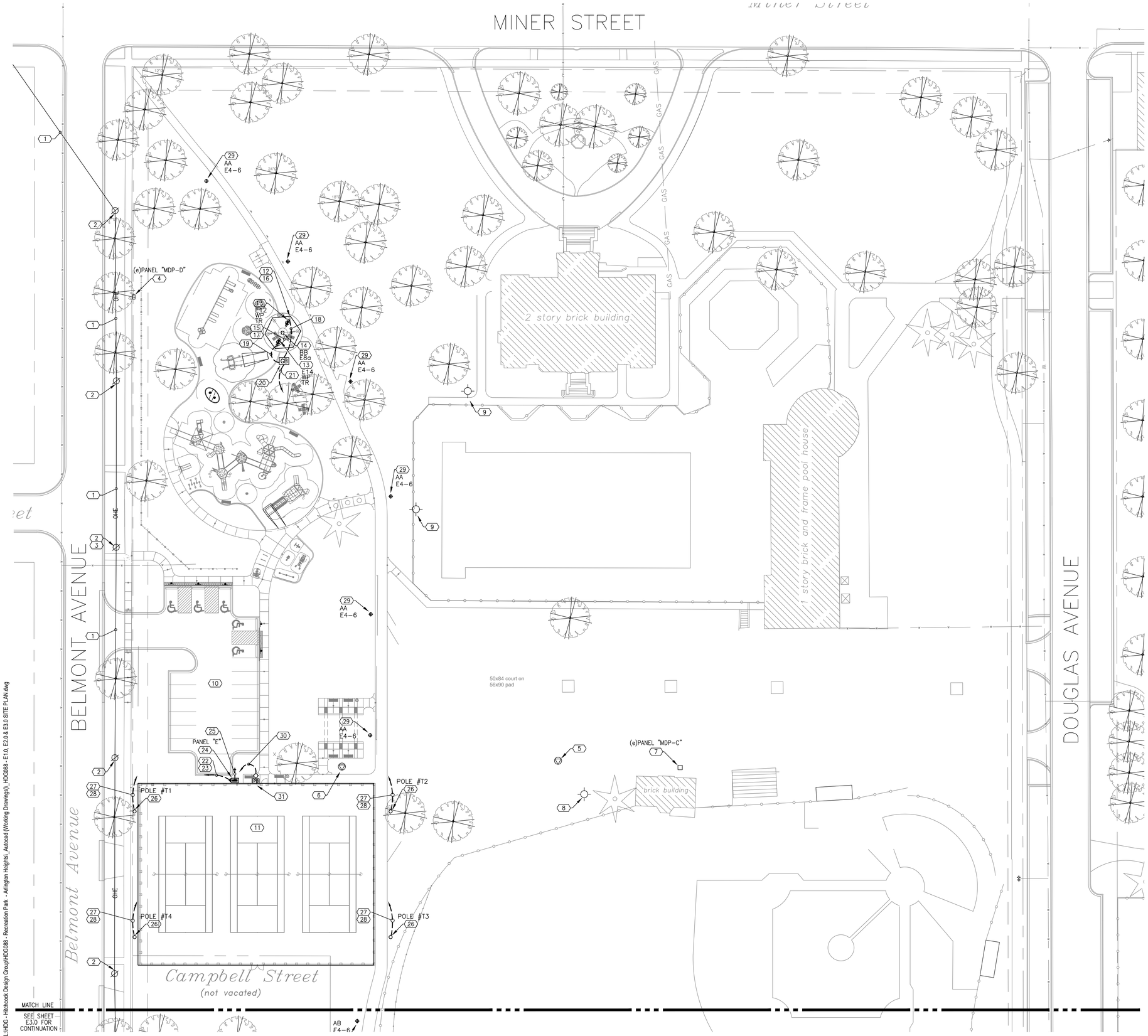
0' 30' 60' 180'

NORTH

SHEET NUMBER
# E1.1

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L:\HDG - Hitchcock Design Group\HDG088 - Recreation Park - Arlington Heights_Autocad (Working Drawings)_HDG088 - E1.1 PHOTOMETRIC PLAN.dwg




## SHEET NOTES (X)

1. EXISTING UTILITY OVERHEAD ELECTRIC TO REMAIN.
2. EXISTING UTILITY POLE TO REMAIN.
3. EXISTING UTILITY POLE MOUNTED TRANSFORMER TO REMAIN.
4. EXISTING SERVICE PANEL MDP-D TO REMAIN. 200A 120/240V 1P, 3W. USED FOR FESTIVAL.
5. EXISTING POWER PEDESTAL RECEPTACLE #1 TO REMAIN. 100A 120/208V 3P, 4W. FED FROM MDP-C. USED FOR FESTIVAL.
6. EXISTING POWER PEDESTAL RECEPTACLE #2 TO REMAIN. 100A 120/208V 3P, 4W. FED FROM MDP-C. USED FOR FESTIVAL.
7. EXISTING SERVICE PANEL MDP-C TO REMAIN. 225A 120/208V 3P, 4W. FEEDS RECEPTACLE PEDESTALS #1 & #2. USED FOR FESTIVAL
8. EXISTING BALL FIELD LIGHTING POLE TO REMAIN.
9. EXISTING POOL LIGHTING POLE TO REMAIN.
10. PROPOSED PARKING LOT.
11. PROPOSED TENNIS COURTS.
12. PROPOSED SHELTER.
13. FURNISH AND INSTALL FLUSH MOUNTED GFCI RECEPTACLE IN COLUMN. FURNISH AND INSTALL HUBBELL #WP26E COVER. RECEPTACLE SHALL BE MOUNTED 18" ABOVE FINISHED FLOOR. COORDINATE CUTOUT IN COLUMN AND CONDUIT ROUTING WITH SHELTER STRUCTURE PROVIDER. VERIFY EXACT LOCATION AND CONDUIT ROUTING WITH LANDSCAPE ARCHITECT.
14. FURNISH AND INSTALL LIGHT FIXTURE. FURNISH AND INSTALL ALL REQUIRED HARDWARE TO MOUNT FIXTURE TO UNDERSIDE OF STRUCTURE. SURFACE MOUNT FIXTURE TO STRUCTURE. FIXTURE TO BE CONTROLLED BY TIMER E.
15. ROUTE CONCEALED CONDUIT UP THRU COLUMN TO RECEPTACLES AND LIGHT FIXTURE.
16. ELECTRICAL CONTRACTOR SHALL USE THE COLUMN(S)/STRUCTURE FOR THE SHELTER LIGHTING AND RECEPTACLE POWER FEED(S). COORDINATE CONDUIT PLACEMENT WITH ALL TRADES. PROVIDE SEALTIGHT RACEWAY THRU COLUMN UP TO JUNCTION BOX IN STRUCTURE FOR DISTRIBUTION TO LIGHT FIXTURES. COORDINATE OPENINGS IN COLUMN FOR SEAL TIGHT RACEWAY WITH PICNIC SHELTER MANUFACTURER PRIOR TO INSTALLATION. COORDINATE ALL REQUIRED OPENINGS WITH SHELTER MANUFACTURER PRIOR TO FABRICATION.
17. 3/4"C.-2#10+1#10 GRD.
18. 1"C.-2#6+1#6 GRD.
19. 1"C.-4#6+1#6 GRD.
20. FURNISH AND INSTALL NON-METALLIC IN-GRADE JUNCTION BOX SIZE AS REQUIRED. BOX TO HAVE COVER FLUSH WITH GRADE. COVER SHALL HAVE "ELECTRIC" LOGO. COORDINATE EXACT LOCATION WITH LANDSCAPE ARCHITECT/ OWNER IN GRASS AREA PRIOR TO INSTALLATION.
21. 1.25"C-6#6+1#6 GRD. CONNECT SHELTER LIGHTING AND RECEPTACLES TO PANEL E. SHELTER LED FIXTURES CONTROLLED VIA TIMER "E".
22. FURNISH AND INSTALL UNDERGROUND SERVICE CONDUIT AND CABLE ROUTED UP EXISTING UTILITY POLE AS DIRECTED PER UTILITY COMPANY REQUIREMENTS., VERIFY EXACT POLE TO BRING SERVICE FROM WITH COMED. COORDINATE AND VERIFY ALL REQUIREMENTS WITH COMED. SEE SHEET E4.0.
23. SERVICE CONDUIT AND WIRE. SEE SHEET E4.0.
24. FURNISH AND INSTALL FREE STANDING STAINLESS STEEL ELECTRICAL SERVICE CONTROL CABINET MOUNTED ON CONCRETE FOUNDATION FOR NEW METER PANEL E, TIMER E, LTG CONTACTORS, FESTIVAL OUTLETS. VERIFY EXACT PANEL LOCATION AND ORIENTATION WITH LANDSCAPE ARCHITECT. SEE SHEET E4.0.
25. FURNISH AND INSTALL FOUR 1", TWO 1 1/4" AND TWO 1 1/2" CONDUIT STUBS FROM PANEL TO LANDSCAPED AREA FOR FUTURE. CAP AND STAKE.EXISTING STREET LIGHTING PANEL TO REMAIN.
26. FURNISH AND INSTALL TENNIS COURT LIGHT FIXTURES, POLES, AND POLE BASE FOUNDATIONS. COORDINATE EXACT POLE LOCATION AND INSTALLATION WITH LIGHTING MANUFACTURER. REFERENCE TENNIS COURT LIGHTING DRAWINGS FOR ADDITIONAL ELECTRICAL REQUIREMENTS. SEE SHEET E6.0.
27. TENNIS FEEDER CONDUCTORS UNDERGROUND IN CONDUIT.
28. 1"C-2#8+1#8 GRD. FROM POLE TO MUSCO CONTROL AND MONITORING CABINET CONTACTOR.
29. FURNISH AND INSTALL PEDESTRIAN LED FIXTURE AND POLE. FURNISH AND INSTALL CONCRETE BASE. SEE DETAIL SHEET E5.0. VERIFY EXACT LOCATION WITH LANDSCAPE ARCHITECT/OWNER. LIGHTS CONTROLLED BY TIMER E. (TYPICAL TYPE AA & AB)
30. SPORTS LIGHTING TENNIS COURT PLAYER ACTIVATED PUSH BUTTON AND STROBE. VERIFY EXACT LOCATION AND MOUNTING WITH LANDSCAPE ARCHITECT. SEE DETAIL SHEET E5.0.
31. 1"C-4#10 CONTROL WIRING FROM PUSH BUTTON AND STROBE LIGHT TO CONTROL AND MONITORING CABINET TERMINAL BLOCKS.

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PREPARED FOR
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410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
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500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS

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MICHAEL C. ZUCCARELLI
REGISTERED
No. 062-051720
STATE OF ILLINOIS
PROFESSIONAL ENGINEER
Michael C Zuccarelli
EXPIRES 11-30-2025

Issue for Bid
May 6, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 01 | 5.17.2024 | Addendum 1 |
| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |
| | | |
| | | |
| | | |

CHECKED BY MZ
DRAWN BY RB

SHEET TITLE
## Electrical Enlarged Site Plan

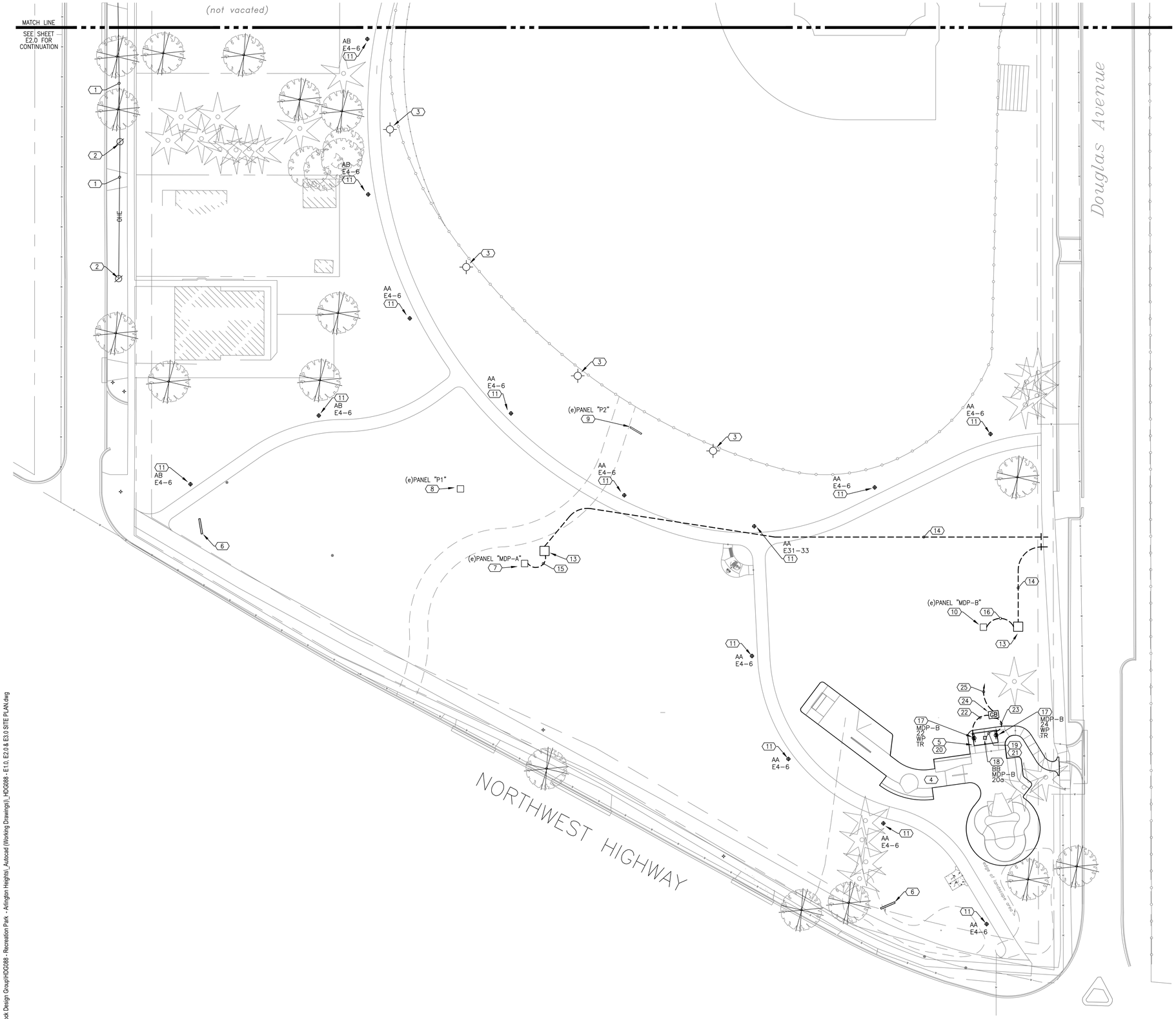
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
# E2.0

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## SHEET NOTES (X)

1. EXISTING UTILITY OVERHEAD ELECTRIC TO REMAIN.
2. EXISTING UTILITY POLE TO REMAIN.
3. EXISTING BALL FIELD LIGHTING POLE TO REMAIN.
4. PROPOSED SKATE PARK.
5. PROPOSED SKATE PARK SHELTER.
6. PROPOSED PARK SIGN.
7. EXISTING SERVICE PANEL MDP-A TO REMAIN. 400A 120/208 3P, 4W. FEEDS PANELS P1, P2 & P3. USED FOR FESTIVAL. NEW UTILITY TRANSFORMER FEEDER SEE SHEET E5.0.
8. EXISTING PANEL P1 (PANEL 1) TO REMAIN. 200A 120/208 3P, 4W FED FROM MDP-A. USED FOR FESTIVAL.
9. EXISTING PANEL P2 (PANEL 2) TO REMAIN. 200A 120/208 3P, 4W FED FROM MDP-A. USED FOR FESTIVAL.
10. EXISTING SERVICE PANEL MDP-B TO REMAIN. 400A 120/240 1P, 3W. USED FOR FESTIVAL. NEW UTILITY TRANSFORMER FEEDER SEE SHEET E5.0.
11. FURNISH AND INSTALL PEDESTRIAN LED FIXTURE AND POLE. FURNISH AND INSTALL CONCRETE BASE. SEE DETAIL SHEET E5.0. VERIFY EXACT LOCATION WITH LANDSCAPE ARCHITECT/OWNER. LIGHTS CONTROLLED BY TIMER E. (TYPICAL TYPE AA & AB)
12. NOT USED
13. PROPOSED PAD MOUNTED TRANSFORMER BY COMED. E.C. TO PROVIDE CONCRETE PAD AND BARRIER POSTS PER COMED REQUIREMENTS. COORDINATE EXACT LOCATION WITH COMED AND OWNER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
14. FURNISH AND INSTALL 4" CONDUIT FROM PAD MOUNTED TRANSFORMER TO PROPERTY LINE AS DIRECTED BY COMED FOR PRIMARY CABLE. COORDINATE EXACT ROUTING AND VERIFY ALL REQUIREMENTS WITH COMED.
15. SERVICE CONDUIT AND WIRE TO EXISTING MDP-A. SEE SHEET E5.0.
16. SERVICE CONDUIT AND WIRE TO EXISTING MDP-B. SEE SHEET E5.0.
17. FURNISH AND INSTALL FLUSH MOUNTED GFCI RECEPTACLE IN COLUMN. FURNISH AND INSTALL HUBBELL #WP26E COVER. RECEPTACLE SHALL BE MOUNTED 18" ABOVE FINISHED FLOOR. COORDINATE CUTOUT IN COLUMN AND CONDUIT ROUTING WITH SHELTER STRUCTURE PROVIDER. VERIFY EXACT LOCATION AND CONDUIT ROUTING WITH LANDSCAPE ARCHITECT.
18. FURNISH AND INSTALL LIGHT FIXTURE. FURNISH AND INSTALL ALL REQUIRED HARDWARE TO MOUNT FIXTURE TO UNDERSIDE OF STRUCTURE. SURFACE MOUNT FIXTURE TO STRUCTURE. FIXTURE TO BE CONTROLLED BY TIMER B.
19. ROUTE CONCEALED CONDUIT UP THRU COLUMN TO RECEPTACLES AND LIGHT FIXTURE.
20. ELECTRICAL CONTRACTOR SHALL USE THE COLUMN(S)/STRUCTURE FOR THE SHELTER LIGHTING AND RECEPTACLE POWER FEED(S). COORDINATE CONDUIT PLACEMENT WITH ALL TRADES. PROVIDE SEALTIGHT RACEWAY THRU COLUMN UP TO JUNCTION BOX IN STRUCTURE FOR DISTRIBUTION TO LIGHT FIXTURES. COORDINATE OPENINGS IN COLUMN FOR SEAL TIGHT RACEWAY WITH PICNIC SHELTER MANUFACTURER PRIOR TO INSTALLATION. COORDINATE ALL REQUIRED OPENINGS WITH SHELTER MANUFACTURER PRIOR TO FABRICATION.
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25. 1.25"C-6#6+1#6 GRD. CONNECT SHELTER LIGHTING AND RECEPTACLES TO EXISTING PANEL MDP-B. SHELTER LED FIXTURES CONTROLLED VIA TIMER "B".


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| | | |
| | | |

CHECKED BY MZ
DRAWN BY RB

SHEET TITLE
## Electrical Enlarged Site Plan

SCALE IN FEET
1" = 30'

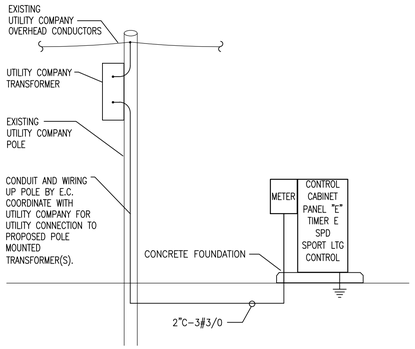
0' 15' 30' 90'

NORTH

SHEET NUMBER
# E3.0

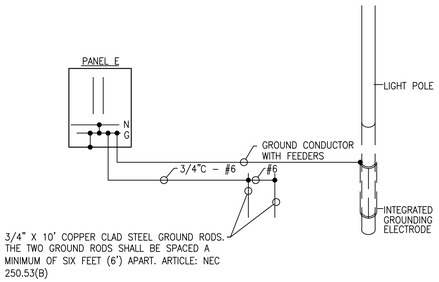
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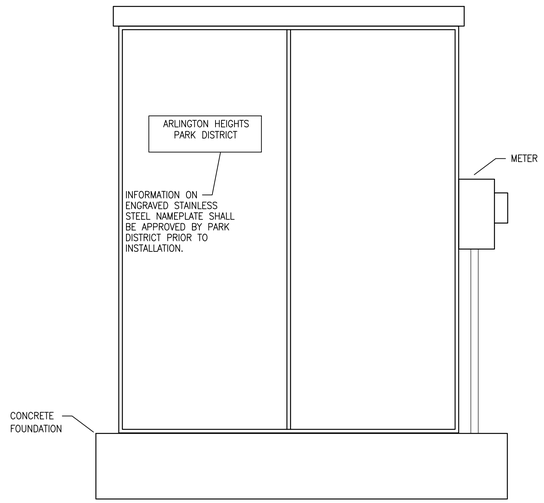

## 1 | RISER DIAGRAM

120/240V, 1ø



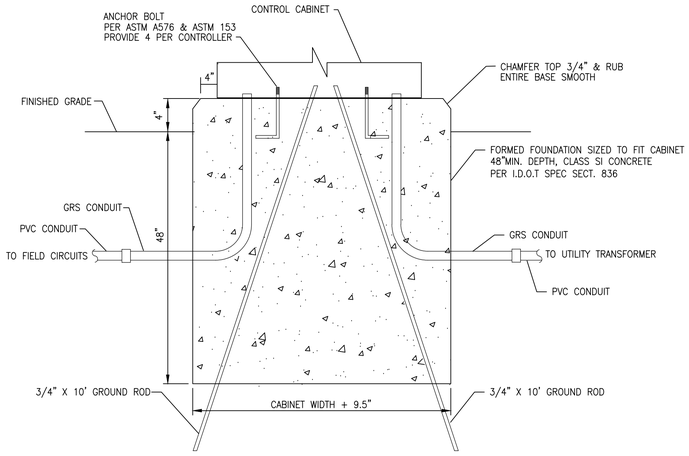

## 2 | GROUNDING DIAGRAM

SCALE: NONE 120/240V, 1ø




## 3 | CONTROL CABINET

SCALE: NONE




## 4 | CONTROL CABINET FOUNDATION

SCALE: NONE

**PANELBOARD E**

VOLTAGE: 240/120V, 1 PHASE, 3 WIRE
MAIN: 200A MCB
65KAIC SERIES RATED
MOUNTING: SURFACE

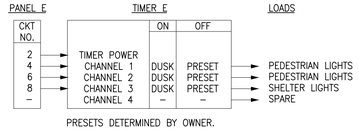
| CKT NO. | LOAD DESCRIPTION | C/B | LOAD VA L1 | LOAD VA L2 |
|---|---|---|---|---|
| 1 | LIGHT FIXTURE CABINET | 20A/1P | 150 | |
| 3 | CABINET RECEPTACLE | 20A/1P | | 180 |
| 5 | CABINET HEATER | 20A/1P | 100 | |
| 7 | SPARE | 20A/1P | | - |
| 9 | SPARE | 50A/2P | - | |
| 11 | | | | - |
| 13 | EVENT RECEPTACLE | 20A/1P | 180 | |
| 15 | EVENT RECEPTACLE | 20A/1P | | 180 |
| 17 | EVENT RECEPTACLE | 20A/1P | 180 | |
| 19 | EVENT RECEPTACLE | 20A/1P | | 180 |
| 21 | EVENT RECEPTACLE | 20A/1P | 180 | |
| 23 | EVENT RECEPTACLE | 20A/2P | | 180 |
| 25 | | | 180 | |
| 27 | LOAD POWER LIGHTING POLE T1 | 30A/2P | | 1000 |
| 29 | | | 1000 | |
| 31 | LOAD POWER LIGHTING POLE T2 | 30A/2P | | 1000 |
| 33 | | | 1000 | |
| 35 | LOAD POWER LIGHTING POLE T3 | 30A/2P | | 1000 |
| 37 | | | 1000 | |
| 39 | LOAD POWER LIGHTING POLE T4 | 30A/2P | | 1000 |
| 41 | | | 1000 | |
| 2 | TIMER | 20A/1P | 200 | |
| 4 | PEDESTRIAN LIGHTS | 20A/2P | | 360 |
| 6 | | | 360 | |
| 8 | SHELTER LIGHT | 20A/1P | | 360 |
| 10 | SPARE | 20A/1P | - | |
| 12 | SHELTER RECEPTACLE | 20A/1P | | 180 |
| 14 | SHELTER RECEPTACLE | 20A/1P | 180 | |
| 16 | SPARE | 20A/1P | | - |
| 18 | SPARE | 20A/1P | - | |
| 20 | LINE POWER TO CONTACTORS | 20A/1P | | 480 |
| 22 | POWER LINE COMMUNICATION CON. | 20A/1P | 240 | |
| 24 | SPARE | 20A/1P | | - |
| 26 | SPARE | 20A/1P | - | |
| 28 | SPACE | | | - |
| 30 | SPACE | | - | |
| 32 | SPACE | | | - |
| 34 | SPACE | | - | |
| 36 | SPACE | | | - |
| 38 | SPACE | | - | |
| 40 | SPD | 30A/2P | | - |
| 42 | 〈1〉 | | - | |
| TOTALS PER PHASE | | | 5950 | 6100 |
| TOTAL KVA | | | 12.1 | |
| MAX AMPS | | | 51 | |

## SHEET NOTES 〈X〉

1. FEEDER SIZE PER MANUFACTURERS REQUIREMENTS.

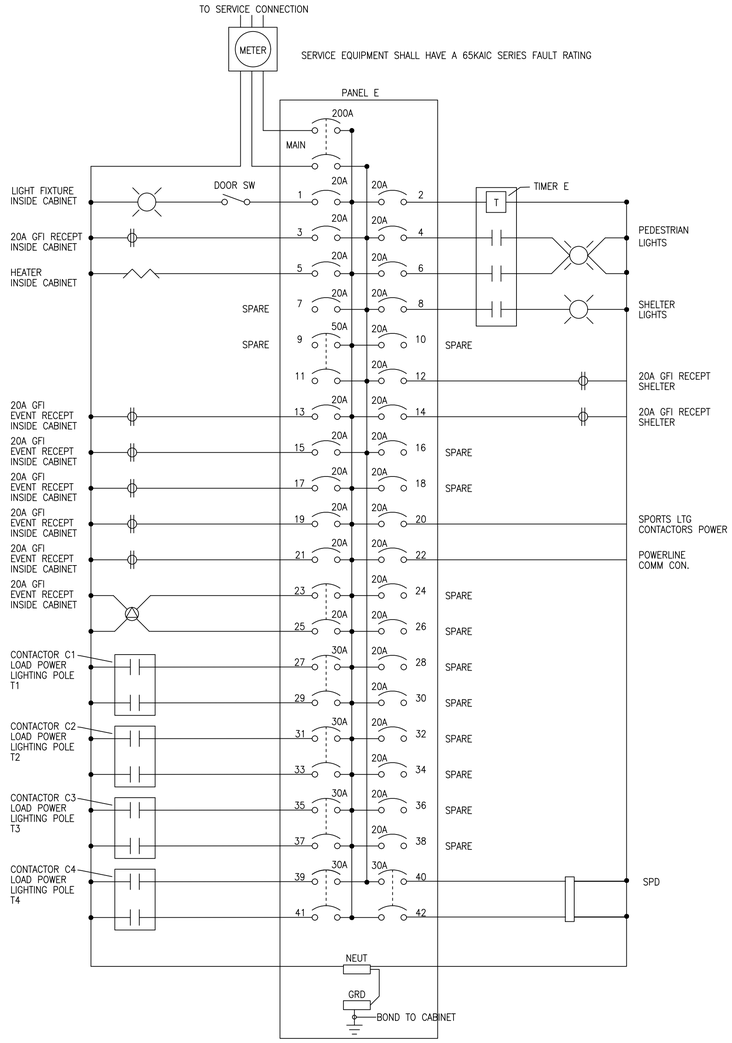
## GENERAL NOTES

A. VERIFY INTERRUPTING RATING WITH UTILITY COMPANY PRIOR TO ORDERING EQUIPMENT.




PRESETS DETERMINED BY OWNER.

## 2 | TIMER - E




## 5 | CONTROL CABINET DIAGRAM

SCALE: NONE

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| | | |
| | | |

CHECKED BY MZ
DRAWN BY RB

SHEET TITLE
Electrical Details

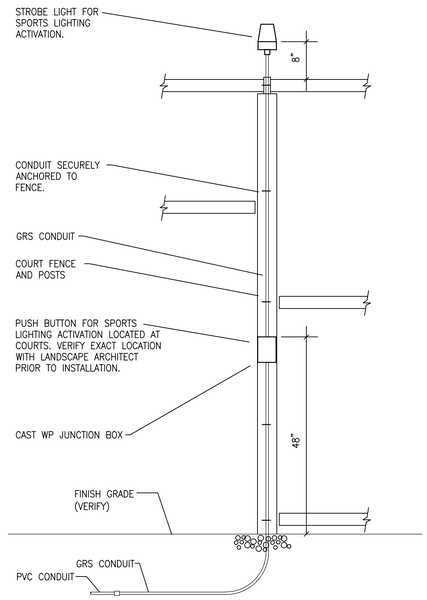
SCALE IN FEET

NORTH

SHEET NUMBER
E4.0

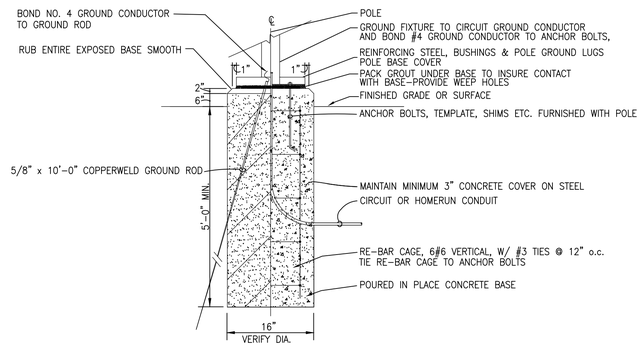
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## 1 | PLAYER ACTIVATED BUTTON STROBE DETAIL

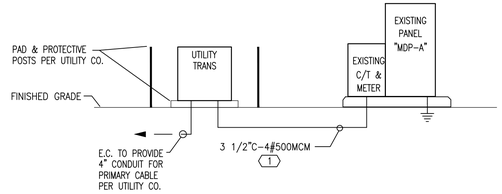
SCALE: NONE




## 2 | TYPE "AA" & "AB" LIGHT BASE DETAIL

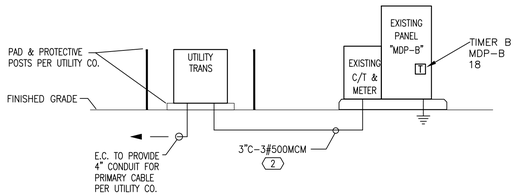
SCALE: NONE

NOTES:
1. CONCRETE BASE BY E.C.
2. BASE TO SET ON UNDISTURBED SOIL.
3. SET ALL FIXTURES TRUE & PLUMB.
4. VERIFY ALL DIMENSIONS PRIOR TO INSTALLATION.
5. COMPACTABLE BACKFILL TO 95%.
6. 3500 PSI 14 DAY STRENGTH CONCRETE.
7. HOLE FOR BASE SHALL BE AUGERED. PLACE CONCRETE SAME DAY AS AUGER.



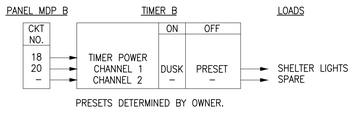

## 3 | RISER DIAGRAM - EXISTING MDP-A

120/208V, 3ø




## 4 | RISER DIAGRAM - EXISTING MDP-B

120/240V, 1ø




## 5 | TIMER - B

## SHEET NOTES (X)

1. ELECTRICAL CONTRACTOR TO FURNISH AND INSTALL NEW FEEDER FROM UTILITY TRANSFORMER TO EXISTING MDP-A COMPLETE AS REQUIRED.
2. ELECTRICAL CONTRACTOR TO FURNISH AND INSTALL NEW FEEDER FROM UTILITY TRANSFORMER TO EXISTING MDP-B COMPLETE AS REQUIRED.

## GENERAL NOTES

A. VERIFY INTERRUPTING RATING WITH UTILITY COMPANY PRIOR TO ORDERING EQUIPMENT.

**PANELBOARD EXISTING MDP-B**
VOLTAGE: 208/120, 1 PHASE, 3 WIRE
MAIN:400A MCB
MOUNTING: SURFACE

| CKT NO. | LOAD DESCRIPTION EXISTING USE | LOAD DESCRIPTION NEW USE | C/B | LOAD VA L1 | LOAD VA L2 |
|---|---|---|---|---|---|
| 1 | SPARE | | 20A/1P | - | |
| 3 | SPARE | | 200A/3P | | - |
| 5 | | | | - | |
| 7 | | | | | - |
| 9 | | | | - | |
| 11 | SPARE | | 125A/2P | | - |
| 13 | | | | - | |
| 15 | SPARE | | 20A/1P | | - |
| 17 | SPARE | | 20A/1P | - | |
| 19 | SPARE | | 20A/1P | | - |
| 21 | SPARE | | 20A/1P | - | |
| 23 | SPARE | | 20A/1P | | - |
| 25 | SPARE | | 40A/2P | - | |
| 27 | | | | | - |
| 29 | SPARE | | 40A/2P | - | |
| 31 | | | | | - |
| 33 | SPARE | | 50A/2P | - | |
| 35 | | | | | - |
| 37 | SPARE | | 40A/2P | - | |
| 39 | | | | | - |
| 41 | SPARE | | 30A/1P | | |
| 2 | SPARE | | 15A/1P | - | |
| 4 | SPARE | | 15A/1P | | - |
| 6 | SPARE | | 15A/1P | - | |
| 8 | SPARE | | 20A/1P | | - |
| 10 | SPARE | | 20A/1P | - | |
| 12 | SPARE | | 50A/2P | | - |
| 14 | SPARE | | | - | |
| 16 | SPARE | | 20A/1P | | - |
| 18 | SPARE | **TIMER B** | 20A/1P | **100** | |
| 20 | SPARE | **SHELTER LIGHTS** | 20A/1P | | **54** |
| 22 | SPARE | **SHELTER RECEPTACLE** | 20A/1P | **180** | |
| 24 | SPARE | **SHELTER RECEPTACLE** | 20A/1P | | **180** |
| 26 | SPARE | | 20A/1P | - | |
| 28 | SPARE | | 50A/2P | | - |
| 30 | SPARE | | | - | |
| 32 | SPARE | | 50A/2P | | - |
| 34 | SPARE | | | - | |
| 36 | SPARE | | 40A/2P | | - |
| 38 | SPARE | | | - | |
| 40 | SPARE | | 50A/2P | | - |
| 42 | SPARE | | | - | |

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Michael C Zuccarelli
EXPIRES 11-30-2025

Issue for Bid
May 6, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 01 | 5.17.2024 | Addendum 1 |
| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |
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CHECKED BY MZ
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SHEET TITLE
Electrical Details

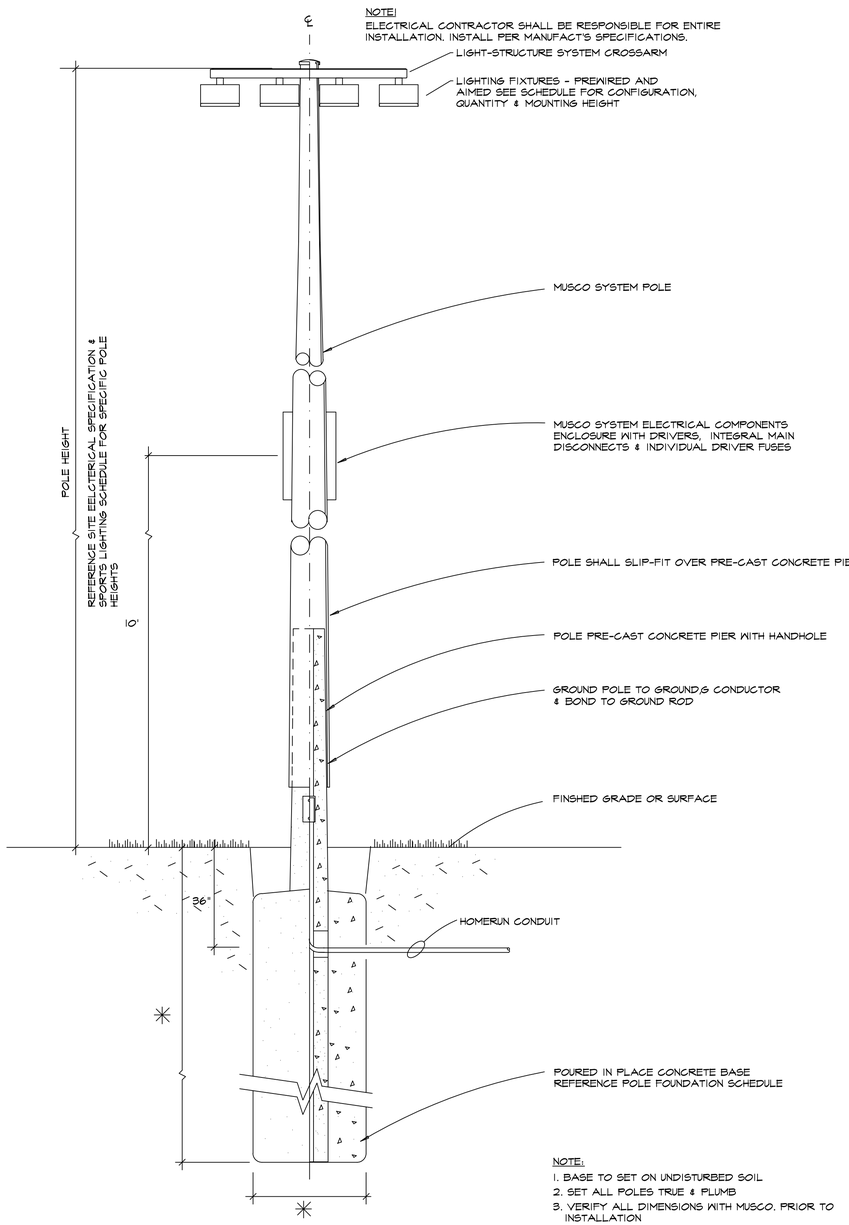
SCALE IN FEET

NORTH

SHEET NUMBER
E5.0

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NOTE:
1. BASE TO SET ON UNDISTURBED SOIL
2. SET ALL POLES TRUE & PLUMB
3. VERIFY ALL DIMENSIONS WITH MUSCO. PRIOR TO INSTALLATION

## TYPE "T1, T2, T3 & T4"
## 1 | SPORTS LIGHTING POLE DETAIL

SCALE: NONE

NOTES
1. SEE BASE DETAIL FOR TYPE "T1, T2, T3 & T4" SPORT LIGHTING FIXTURE AND POLE.
2. SEE MUSCO LIGHTING DOCUMENTATION AND SCHEDULES FOR ADDITIONAL REQUIREMENTS.

## PRELIMINARY FOUNDATION AND POLE ASSEMBLY DRAWING

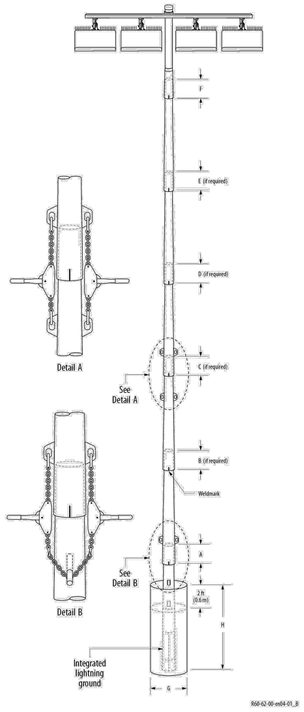



TABLE 1: POLE ASSEMBLY

| POLE ID | POLE HEIGHT ft (m) | # OF LUMINAIRES | ASSEMBLED POLE WEIGHT [3] lb (kg) |
|---|---|---|---|
| T1 | 50 (15.2) | 3 | 675 (306) |
| T2 | 50 (15.2) | 3 | 675 (306) |
| T3 | 50 (15.2) | 3 | 675 (306) |
| T4 | 50 (15.2) | 3 | 675 (306) |

Pole Assembly Notes:
1. Steel pole should overlap concrete base and be seated tight with 1 1/2 ton come-alongs (contractor provided).
2. Align weldmarks on steel sections before assembling.
3. Assembled pole weight includes steel sections, crossarms, luminaires, and electrical components enclosures. If pole has stamped structural design then use pole weight (listed as vertical force) on stamped structural design document.
4. Section overlap must be pulled together until tight. Overlap measurement should be +/- 6 in (150 mm).
5. This document is not intended for use as an assembly instruction. See *Installation Instructions: Light-Structure System™ Lighting System* for complete assembly procedure.

TABLE 2: FOUNDATION DETAILS

| POLE ID | CONCRETE BASE WEIGHT lb( kg) | BURIAL INFORMATION [3,4] G in (mm) | BURIAL INFORMATION [3,4] H ft (m) | CONCRETE BACKFILL [1,2] yd³ ( m³) | CUT BASE | LIGHTNING GROUND [5] TYPE | LIGHTNING GROUND [5] SUPPLEMENTAL INSTRUCTION |
|---|---|---|---|---|---|---|---|
| T1 | 1110 (503) | 30 (762) | 8 (2.4) | 1.0 (0.7) | NO | INTEGRATED [6] | N/A |
| T2 | 1110 (503) | 30 (762) | 8 (2.4) | 1.0 (0.7) | NO | INTEGRATED [6] | N/A |
| T3 | 1110 (503) | 30 (762) | 8 (2.4) | 1.0 (0.7) | NO | INTEGRATED [6] | N/A |
| T4 | 1110 (503) | 30 (762) | 8 (2.4) | 1.0 (0.7) | NO | INTEGRATED [6] | N/A |

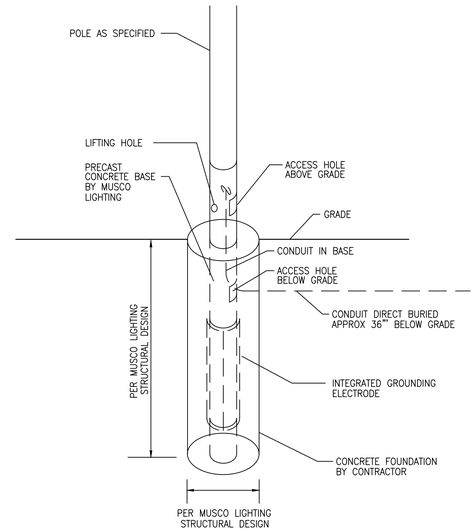
Foundation Notes:
1. Concrete backfill is calculated to 2 ft (0.6m) below grade (no overage included). Top 2 ft (0.6m) to be class 5 soil compacted to 95% density of surrounding undisturbed soil unless otherwise specified in stamped structural design.
2. Concrete backfill required 3000 lb/in² (20 MPa) minimum.
3. Foundation design per 2015 IBC, 115 mph, exposure category C, variation STD (Risk Category II).
4. Assumes IBC class 5 soils.
5. Standard bases include integrated lightning protection. If bases are cut, supplemental lightning protection is required. Contact Musco for materials and instruction.
6. Lightning protection is a manufacturer installed concrete encased electrode and connector. Ground connection is made when concrete base is installed and footing is poured. No additional steps required.

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| Recreation Park Tennis - Arlington Heights, IL, USA | |
|---|---|
| Date: 04/08/2024 | Scale: Not to Scale |
| Representative: David Miller | Page: 1 of 1 |
| Project: 222226 | PRELIMINARY |

## SPORT LIGHTING SCHEDULE

| POLE ID | POLE HT. | FIXTURES |
|---|---|---|
| T1 | 50FT | 2 – 550W LED FLOODS<br>1 – 900W LED FLOOD |
| T2 | 50FT | 2 – 550W LED FLOODS<br>1 – 900W LED FLOOD |
| T3 | 50FT | 2 – 550W LED FLOODS<br>1 – 900W LED FLOOD |
| T4 | 50FT | 2 – 550W LED FLOODS<br>1 – 900W LED FLOOD |




## TYPE "T1, T2, T3 & T4"
## 2 | SPORTS LIGHTING POLE BASE DETAIL

SCALE: NONE

NOTES
1. SEE MUSCO LIGHTING DOCUMENTATION AND TABLE ABOVE FOR ADDITIONAL REQUIREMENTS.

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PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park
500 E. Miner Street
Arlington Heights, Illinois 60004

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# SITE ELECTRICAL SPECIFICATIONS

GENERAL

1. THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS NECESSARY TO PROVIDE A COMPLETE INSTALLATION OF THE SYSTEMS INDICATED ON THE DRAWINGS AND IN THE SPECIFICATIONS.
2. ALL WORK SHALL BE PERFORMED IN A WORKMANLIKE MANNER AND COMPLY WITH ALL APPLICABLE LOCAL, STATE AND NATIONAL CODES AND ORDINANCES AND THE REQUIREMENTS OF THE LOCAL UTILITY COMPANY. ALL EQUIPMENT SHALL BE U.L. (OR OTHER NATIONALLY RECOGNIZED TESTING COMPANY) LISTED.
3. ALL DRAWINGS ARE DIAGRAMMATIC IN NATURE. CONTRACTOR SHALL INSTALL SYSTEMS TO MEET FIELD CONDITIONS. CONTRACTOR SHALL COORDINATE ALL WORK WITH RESPECTIVE TRADES, AND VERIFY LOCATIONS FROM THE ARCHITECTURAL DRAWINGS, SUPPLIER DRAWINGS, AND FIELD DIMENSIONS.
4. CONTRACTOR SHALL VISIT THE SITE TO DETERMINE THE FULL EXTENT OF THE WORK AND THE WORKING CONDITIONS.
5. THE DRAWINGS AND SPECIFICATIONS HAVE BEEN DEVELOPED FOR ONE (1) PRIME CONTRACTOR. THEY ARE NOT INTENDED TO DIVIDE THE WORK BETWEEN CONTRACTORS. COORDINATE INTERFACES WITH GENERAL CONTRACTOR.
6. ARRANGE AND PAY FOR ALL COST CHARGEABLE TO THE OWNER BY UTILITY COMPANIES FOR ELECTRICAL SERVICES FOR THE PROJECT INCLUDING TELEPHONE AND ELECTRICAL SERVICE.
7. CONTRACTOR SHALL VERIFY ALL ELECTRICAL REQUIREMENTS FOR THE FOLLOWING EQUIPMENT WITH THE ASSOCIATED VENDOR AND/OR CONTRACTOR AND THE AUTHORITY HAVING JURISDICTION (AHJ) PRIOR TO ORDERING EQUIPMENT AND ROUGH-IN:
   A. TENNIS LIGHTING - REFERENCE SPECIFICATION SECTION 26 56 68 ON SEE SHEET E8.0
   B. SHELTER STRUCTURE(S)

PERMITS

OBTAIN AND PAY FOR ALL LICENSES, PERMITS AND INSPECTIONS FOR ALL WORK COVERED BY THIS CONTRACT. ALL CERTIFICATES OF INSPECTION SHALL BE DELIVERED TO THE OWNER.

CONSTRUCTION POWER

PROVIDE TEMPORARY POWER AND LIGHTING FOR THE JOB SITE DURING CONSTRUCTION.

ELECTRIC UTILITY COMPANY

1. COORDINATE WITH THE ELECTRIC UTILITY COMPANY FOR THE FURNISHING OF ELECTRICAL SERVICE TO THE BUILDING.
2. PROVIDE ALL REQUIRED PADS, POSTS, CONDUIT, GROUNDING, ETC. AS REQUIRED FOR A COMPLETE AND OPERATIONAL UTILITY SERVICE.
3. ALL EQUIPMENT SHALL BE SIZED TO MEET OR EXCEED THE AVAILABLE SHORT CIRCUIT CURRENT. VERIFY WITH UTILITY COMPANY. FOR BASE BID, ALL DISTRIBUTION EQUIPMENT SHALL BE RATED AS SHOWN ON THE DRAWINGS. CONTRACTOR SHALL VERIFY THIS VALUE WITH UTILITY COMPANY PRIOR TO ORDERING EQUIPMENT.
4. VERIFY VOLTAGE AVAILABILITY AND SERVICE ENTRANCE CONFIGURATION WITH UTILITY COMPANY PRIOR TO ORDERING EQUIPMENT.

CONDUIT

1. ALL ELECTRICAL WORK SHALL BE INSTALLED IN A METAL CONDUIT SYSTEM, INCLUDING LOW VOLTAGE WIRING.
2. SERVICE ENTRANCE CONDUIT, EXTERIOR CONDUIT AND CONDUIT EXPOSED TO WEATHER AND SHALL BE RIGID GALVANIZED STEEL.
3. CONDUIT IN WET LOCATIONS SHALL BE RIGID GALVANIZED STEEL
4. UNDERGROUND FEEDER AND UNDERGROUND BRANCH CONDUITS SHALL BE RIGID GALVANIZED STEEL OR SCHEDULE 40 PVC AS PERMITTED BY CODE. RIGID GALVANIZED STEEL CONDUIT SHALL BE USED FOR MAKING FINAL TURNS OUT OF EQUIPMENT PADS AND FINISHED FLOOR. EXTERIOR UNDERGROUND CONDUITS SHALL BE INSTALLED 36" BELOW GRADE. CONDUIT BELOW CONCRETE FLOOR SLAB SHALL BE A MINIMUM OF 6" BELOW BOTTOM OF SLAB.
5. ALL CONDUIT IN DRY LOCATIONS SHALL BE EMT.
6. MINIMUM SIZE CONDUIT ABOVE GRADE SHALL BE 1/2". MINIMUM SIZE CONDUIT BELOW GRADE SHALL BE 3/4".

WIRE (120V AND ABOVE):

1. ALL WIRE SHALL BE COPPER WITH 600V INSULATION. CONDUCTORS SHALL BE STRANDED FOR SIZES NO. 8 AWG AND LARGER, SOLID FOR SIZES NO. 10 AWG AND SMALLER.
2. TYPE THWN SHALL BE USED INDOORS NOT INCLUDING SERVICES.
3. TYPE XHHW SHALL BE USED BELOW SLABS, SERVICE ENTRANCES AND EXTERIOR UNDERGROUND WORK, INCLUDING SITE LIGHTING.
4. MINIMUM SIZE SHALL BE #12. RUNS OVER 75' SHALL BE MINIMUM #10 UNLESS NOTED OTHERWISE.

SPLICES AND TERMINATIONS

1. ALL SPLICES AND PIGTAIL CONNECTIONS FOR INDOOR AND DRY LOCATIONS FOR CABLE SIZES NUMBER 10 AWG AND SMALLER SHALL BE MADE UP WITH PREINSULATED SPRING CONNECTORS, 3M COMPANY "SCOTCHLOCK," IDEAL INDUSTRIES, INC., WIRENUTS, OR APPROVED EQUAL. SPLICES FOR CABLE SIZES NUMBER 8 AWG AND LARGER SHALL BE BUTT SPLICE TYPE CONSISTING OF LONG BARREL COPPER ONLY TYPE COMPRESSION CONNECTOR. SPLICE SHALL BE COVERED WITH EITHER A COLD SHRINK CONNECTOR INSULATOR OR HEAT SHRINK CONNECTOR INSULATOR.
2. ALL SPLICES OUTDOORS, ABOVE GRADE, SUCH AS IN LIGHT POLES, SHALL BE A WATERPROOF TWIST CONNECTOR. IDEAL WEATHERPROOF OR EQUAL.
3. ALL SPLICES OUTDOORS BELOW GRADE, SUCH AS IN UNDERGROUND PULL BOXES, SHALL BE MADE USING MOISTURE RESISTANT GEL ENCAPSULATED SPLICE KIT. ACCEPTABLE MANUFACTURERS SHALL BE NSI EASY SPLICE GEL TAP SPLICE OR RAYCHEM GTAP OR GHFC. WATERPROOF WIRE NUT CONNECTORS ARE NOT ACCEPTABLE.

BRANCH WIRING:

1. CONDUITS AND BOXES SHALL BE CONCEALED WHEREVER POSSIBLE.
2. CONNECT EQUIPMENT AND DEVICES TO THE CIRCUITS AND SWITCH LEGS SHOWN.
3. ARCS SHOWN ON DRAWINGS REPRESENT SWITCH ARRANGEMENT ONLY, AND ARE NOT INTENDED TO SHOW CONDUIT ROUTINGS.
4. EACH CIRCUIT SHALL HAVE AN INDEPENDENT NEUTRAL.
5. AMPACITIES OF CONDUCTORS WHEN MORE THAN THREE (3) CURRENT -CARRYING CONDUCTORS ARE PLACED IN A RACEWAY SHALL BE DERATED PER CODE.
6. WHERE WIRE SIZES MUST BE INCREASED TO LIMIT VOLTAGE DROP, CONTRACTOR SHALL COORDINATE TERMINAL SIZES AT TERMINATIONS.

WIRING DEVICES:

1. WIRING DEVICES SHALL BE 20 AMPERE, UL/FED SPEC LISTED, BACK AND SIDE WIRED, WITH COLOR AS SELECTED AND APPROVED BY THE ARCHITECT.
2. PROVIDE COMMON COVER PLATE FOR GANGED DEVICES. COVERS FOR SURFACE MOUNTED BOXES SHALL BE APPROPRIATE FOR THE BOX TYPE.
3. FOR RECEPTACLES IN EXTERIOR LOCATIONS, PROVIDE CAST ALUMINUM WHILE-IN-USE WEATHERPROOF COVERS, HUBBELL #WP26E.
4. VERIFY ALL MOUNTING HEIGHTS WITH ARCHITECT & LATEST ADA REQUIREMENTS PRIOR TO INSTALLATION.
5. CONDUCTORS SHALL BE ATTACHED TO DEVICES BY MEANS OF SCREW TERMINALS OR SCREW CLAMPS.
6. WIRING DEVICES SHALL BE HUBBELL OR PASS & SEYMOUR CONSTRUCTION SERIES.

LIGHTING FIXTURES:

1. FURNISH FIXTURES AND LAMPS AS SPECIFIED IN THE FIXTURE SCHEDULE.
2. PROVIDE ADEQUATE SUPPORT FOR ALL FIXTURES.

SITE LIGHTING

1. FUSE HOLDERS AND FUSES SHALL BE PROVIDED FOR ALL UNGROUNDED CONDUCTORS IN THE BASE OF EACH EXTERIOR SITE LIGHTING POLE. THE ASSEMBLY SHALL BE PROVIDED WITH INSULATING BOOTS.
2. FUSE HOLDERS USED IN MULTI-POLE APPLICATIONS, SUCH AS A 480 VOLT PHASE-TO-PHASE FEED TO A 480 VOLT LOAD, SHALL BE OF THE MULTI-POLE TYPE SO THAT ALL PHASE CONDUCTORS ARE DISCONNECTED AT THE SAME TIME.
3. FUSE HOLDERS FOR NEUTRAL CONDUCTORS SHALL HAVE A PERMANENTLY-INSTALLED SOLID NEUTRAL CONDUCTOR AND A WHITE PLASTIC COUPLING NUT AND SCREW SECTION.
4. THE TERMINALS AND THE CONTACTS IN THE FUSEHOLDER SHALL BE MADE OF ANNEALED COPPER. THE CONTACTS SHALL BE SPRING LOADED TO EXERT CONTACT PRESSURE ON MATING PARTS.
   THE UNIT SHALL HAVE AN "O" RING WHICH SHALL PROVIDE A WATER AND VAPORTIGHT SEAL WHEN THE SECTIONS ARE JOINED.
5. FUSES SHALL BE RATED FOR 600 VOLTS, AC SMALL-DIMENSION CYLINDRICAL FUSES OF THE FAST-ACTING TYPE WITH CURRENT LIMITING CHARACTERISTICS. FUSES SHALL BE 10 AMPERE.

METER FITTING:

1. SHALL BE RATED AS SHOWN ON THE DRAWINGS.
2. ENCLOSURE SHALL BE NEMA TYPE 3R FOR OUTDOOR USE. FURNISH AND INSTALL IN ACCORDANCE WITH UTILTIY COMPANY REQUIREMENTS.

PANELBOARDS:

1. ALL BUSSES SHALL BE COPPER.
2. BRANCH BREAKERS SHALL BE PLUG-IN TYPE, OR BOLT-ON IF REQUIRED BY LOCAL CODES.
3. PROVIDE NAMEPLATE FOR PANEL AND TYPEWRITTEN DIRECTORY FOR EACH PANELBOARD.
4. PANELBOARDS SHALL BE MANUFACTURED BY, EATON, SIEMENS, OR SQUARE D. LOAD CENTERS ARE NOT ACCEPTABLE.

TIMER B & E:

1. TIMER SHALL BE ELECTROMECHANICAL 24 HOUR WITH SKIPPER, SWITCH CONFIGURATION AND VOLTAGE RATINGS AS INDICATED ON THE DRAWINGS.
2. TIMER SHALL BE ENCLOSED IN A LOCKABLE NEMA 1 ENCLOSURE.
3. TIMER SHALL BE INTERMATIC ET8000 SERIES OR EQUAL.

GROUNDING:

1. GROUNDING SHALL COMPLY WITH THE REQUIREMENTS OF THE LOCAL INSPECTION AUTHORITY, WITH CONNECTIONS TO BUILDING STEEL, METAL PIPING SYSTEMS AND GROUND ROD.
2. INTERIOR METAL WATER PIPING MORE THAN 5 FEET FROM POINT OF BUILDING ENTRANCE SHALL NOT BE USED AS PART OF THE GROUNDING ELECTRODE SYSTEM OR AS A CONDUCTOR TO INTERCONNECT ELECTRODES THAT ARE PART OF GROUNDING SYSTEM.
3. PROVIDE A SEPARATE, INSULATED GROUNDING CONDUCTOR IN EACH FEEDER AND BRANCH CONDUIT, BONDED AT EACH TERMINATION.
4. GROUNDING FOR REMOTE BUILDING AND STRUCTURES SHALL COMPLY WITH ARTICLE 250.32.

CONTROL CABINET:

1. IDOT APPROVED.
2. PANELBOARD SHALL BE 65KAIC SERIES RATED.
3. MAIN C/B AND BRANCH C/B'S AS LISTED.
4. NEUTRAL BUS.
5. GROUND BUS.
6. INCOMING AND OUTGOING TERMINALS, SIZED FOR WIRING SHOWN.
7. SITE LIGHTING SHALL BE CONTROLLED BY TIME CLOCK. SET TIME CLOCK ON/OFF TIMES AS INSTRUCTED BY OWNER. EACH CHANNEL SHALL BE ABLE TO BE SET TO DIFFERENT SCHEDULES. TIME CLOCK SHALL BE BY INTERMATIC ET8000 SERIES OR EQUAL.
8. SWITCHED LED LIGHT FIXTURE.
9. SURGE ARRESTOR.
10. POWER WIRING SHALL BE MTW/TEW, 600V.
11. CONTROL WIRING SHALL BE #12 MTW. ALL CONTROL WIRING SHALL BE STRANDED AND MARKED WITH BRADY MARKERS.
12. ONE 20A/2P TWIST LOCK OUTLET. (FESTIVAL)
13. FIVE GFI RECEPTACLES (FESTIVAL)
14. TWO 3 1/2" DIAMETER CONDUIT NIPPLES WITH CAP/ IN-USE CABLE ACCESS DOOR FOR EXTERIOR CABLE PIGTAIL ACCESS TO CABINET ON EAST SIDE OF CABINET. (VERIFY LOCATION SIZE AND QUANTITY WITH OWNER PRIOR FABRICATION)
15. ENCLOSURE SHALL CONTAIN MUSCO CONTACTORS AND LIGHTING CONTROL CABINET(S). COORDINATE WITH MUSCO LIGHTING.
16. LIGHTING CONTROLS REQUIRES DIGITAL CELLULAR ANTENNA MOUNTED ON TOP OF ENCLOSURE. COORDINATE WITH MUSCO LIGHTING.
17. ONE GFI RECEPTACLES INSIDE CABINET.
18. HOFFMAN #DAH1001A HEATER WITH BUILT-IN THERMOSTAT.
19. ENCLOSURE SHALL BE CONSOLE TYPE NEMA 4X, 14 GAUGE TYPE 304 STAINLESS STEEL. NOMINAL DIMENSIONS: 72"H X 48"W X 18"D. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL. GASKETED DOOR WITH PROVISIONS FOR PADLOCKING. DOORS SHALL BE EQUIPPED WITH THREE-POINT LATCHING. 6" X 11" STAINLESS STEEL NAMEPLATE..
20. MOUNTED ON CONCRETE FOUNDATION.
21. ANCHOR BOLTS SHALL COMPLY WITH ASTM A576. PROVIDE 4 ANCHOR BOLT FOR EACH CONTROLLER.
22. SHALL BE UL LISTED.
23. SHALL BE AS MANUFACTURED BY EXCEL LTD OR LIGHTMATIC LIGHTING CONTROLS

RENOVATION/DEMOLITION:

1. EXISTING GROUNDING SYSTEM SHALL BE TESTED AND THE NECESSARY CORRECTIONS SHALL BE MADE TO BRING THE GROUNDING SYSTEM INTO CODE COMPLIANCE.
2. ALL EXISTING ELECTRICAL EQUIPMENT, DEVICES AND JUNCTION BOXES BEING REMOVED MUST BE DEACTIVATED AND THE WIRING SHALL BE REMOVED BACK TO THE NEAREST DEVICE THAT IS CONNECTED TO THE SAME CIRCUIT THAT IS TO REMAIN.
3. ALL EXISTING CONDUIT MUST BE REMOVED FROM THE DEVICE BEING REMOVED TO THE NEAREST DEVICE NOT BEING REMOVED OR BACK TO A POINT WHERE THE CONDUIT ENTERS A WALL, FLOOR OR CEILING NOT BEING REMOVED. REMOVE CONDUIT 18" BELOW GRADE AND ABANDON.
4. THE EXISTING EQUIPMENT MUST REMAIN IN OPERATION DURING CONSTRUCTION. RECONNECT OR TEMPORARILY FEED EXISTING EQUIPMENT.
5. CONTRACTOR SHALL PROVIDE ALL MATERIAL AND LABOR TO REFEED OR RECONNECT EXISTING CIRCUITS DISRUPTED BY NEW DEMOLITION WORK THAT ARE REQUIRED TO REMAIN IN OPERATION DURING AND/OR AFTER CONSTRUCTION.
6. THE OWNER MUST APPROVE ANY REQUIRED OUTAGES TO UPGRADE SERVICE OR TO INSTALL EQUIPMENT.

IDENTIFICATION

1 THE CONTRACTOR SHALL LABEL EQUIPMENT WITH ½" DYMO TAPE.
2. ALL MAJOR ELECTRICAL EQUIPMENT SHALL BE IDENTIFIED WHICH SHALL INCLUDE MDP, PANELBOARDS, MOTOR STARTERS, DISCONNECT SWITCHES, SWITCHES, ETC.
3. PROTECTIVE DEVICES IN MDP'S SHALL BE LABELLED WITH THE LOAD SERVED.
4. PROVIDE PANEL AND CIRCUIT NUMBER IDENTIFICATION ON ALL JUNCTION AND PULL BOXES.
5. APPLY THE FACTORY SUPPLIED ARC FLASH WARNING LABELS TO ALL SWITCHBOARDS AND PANELS AS REQUIRED PER NEC 110.16.
6. SERVICE EQUIPMENT SHALL BE LABELED LISTING AVAILABLE FAULT CURRENT.
7. PROVIDE NEW TYPEWRITTEN SCHEDULES FOR PANELBOARDS.

AS-BUILT DRAWINGS:

1. PROVIDE AS-BUILT DRAWINGS

TESTS:

1. UPON COMPLETION OF WORK, TEST EACH SYSTEM TO BE FREE OF GROUNDS AND/OR FAULTS. TEST FOR PROPER OPERATION. IF ANY DEFECTS ARE FOUND, TAKE IMMEDIATE ACTION TO REMEDY.
2. CHECK ALL FIXTURES FOR BURNT OUT OR DAMAGED LAMPS AND REPLACE.

GUARANTEE:

CONTRACTOR SHALL GUARANTEE ALL EQUIPMENT AND WIRING TO BE FREE FROM MECHANICAL AND ELECTRICAL DEFECTS FOR A PERIOD OF ONE (1) YEAR FROM DATE OF ACCEPTANCE.

SHOP DRAWINGS

SUBMIT SHOP DRAWINGS FOR THE FOLLOWING EQUIPMENT FOR APPROVAL BY THE ENGINEER:

1. MDP
2. METERING CABINET
3. PANELBOARDS
4. WIRING DEVICES
5. LIGHT FIXTURES
6. EXTERIOR LIGHTING CONTROLLER
7. PEDESTRIAN POLES
8. SPD
9. TENNIS LIGHT POLES, FIXTURES & CONTROLLER
10. CONTROL CABINET

# FIXTURE SCHEDULE

ALL FIXTURE FINISHES SHALL BE SELECTED BY OWNER/ LANDSCAPE ARCHITECT.

TYPE AA
LED PEDESTRIAN FIXTURE AND POLE. LED 51W, 6631 LUMENS, 240V, 14' SQUARE STEEL POLE, BASE COVER, CONCRETE BASE SEE DETAIL, COLOR/FINISH AS SELECTED BY ARCHITECT.
KEYSTONE FIXTURE - #KT-ALED70-S1-2-840-VDIM COLOR
MOUNTING KIT FOR ALED FIXTURE TO POLE
KEYSTONE POLE WITH COVER - #KT-SP-4SQ-15-11G-UNV COLOR

TYPE AB
LED PEDESTRIAN FIXTURE AND POLE. LED 51W, 6631 LUMENS, 240V, 14' SQUARE STEEL POLE, BASE COVER, HOUSE SIDE SHIELD, CONCRETE BASE SEE DETAIL, COLOR/FINISH AS SELECTED BY ARCHITECT.
KEYSTONE FIXTURE - #KT-ALED70-S1-2-840-VDIM COLOR
MOUNTING KIT FOR ALED FIXTURE TO POLE
KEYSTONE POLE WITH COVER - #KT-SP-4SQ-15-11G-UNV COLOR

TYPE BB
CEILING MOUNTED LED CANOPY FIXTURE WITH DIE CAST ALUMINUM HOUSING AND IMPACT RESISTANT POLYCARBONATE LENS, 120V, 50.0W, 4178 LUMENS, COLOR 4000K. FINISHES AS SELECTED BY ARCHITECT.

KENALL #MR13CD-PP-COLOR-50L40K-DV

# ELECTRICAL SYMBOL LIST

| SYMBOL | DESCRIPTION |
|---|---|
| A2 | DUPLEX RECEPTACLE OUTLET, 20A, 120V<br>"A" DENOTES PANELBOARD, "2" DENOTES CIRCUIT NUMBER<br>OTHER ABBREVIATIONS:<br>WP = WEATHERPROOF WHILE IN USE<br>TR = TAMPER AND WEATHER RESISTANT |
| | GFI DUPLEX RECEPTACLE |
| WP | WEATHERPROOF |
| J | JUNCTION BOX SIZE AND TYPE AS REQUIRED BY CODE. |
| T | TIMER |
| | PANELBOARD |
| | FUSED DISCONNECT SWITCH |
| | GROUNDING ELECTRODE CONDUCTOR<br>TO BLDG STEEL, WATER SERVICE, AND GROUND ROD |
| A<br>D1a | LIGHTING FIXTURE<br>"A" DENOTES LIGHT FIXTURE TYPE<br>"D" DENOTES PANELBOARD<br>"1" DENOTES CIRCUIT NUMBER<br>"a" DENOTES SWITCH LEG |
| | PEDESTRIAN LIGHT POLE AND BASE |
| | LANDSCAPE LIGHT AND BASE |
| (e) | EXISTING |
| GB | IN-GRADE JUNCTION BOX |


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PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

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May 6, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 01 | 5.17.2024 | Addendum 1 |
| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |
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CHECKED BY MZ
DRAWN BY RB

SHEET TITLE
Electrical Specification

SCALE IN FEET

NORTH

SHEET NUMBER
E7.0

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L:\HDG - Hitchcock Design Group\HDG3088 - Recreation Park - Arlington Heights_Autocad (Working Drawings)_HDG3088 - E7.0 & E8.0 SCHEDULES.dwg

# SITE ELECTRICAL SPECIFICATIONS

**SECTION 26 56 68 – EXTERIOR ATHLETIC LIGHTING**

**Lighting System with LED Light Source**

**PART 1 – GENERAL**

**1.1 SUMMARY**

A. Work covered by this section of the specifications shall conform to the contract documents, engineering plans as well as state and local codes.

B. The purpose of these specifications is to define the lighting system performance and design standards for Recreation Park Tennis using an LED Lighting source. The manufacturer / contractor shall supply lighting equipment to meet or exceed the standards set forth in these specifications.

C. The sports lighting will be for the following venues:

1. Tennis

D. The primary goals of this sports lighting project are:

1. Guaranteed Light Levels: Selection of appropriate light levels impacts the safety of players and the enjoyment of spectators. Therefore, light levels are guaranteed to not drop below specified target values for a period of 25 years.
2. Environmental Light Control: It is the primary goal of this project to minimize spill light to adjoining properties and glare to players, spectators, and neighbors.
3. Cost of Ownership: To reduce the operating budget, the preferred lighting system shall be energy efficient and cost effective to operate. All maintenance costs shall be eliminated for the duration of the warranty.
4. Control and Monitoring – To allow for optimized use of labor resources and avoid unneeded operation of the facility, customer requires a remote on/off control system for the lighting system. Fields should be proactively monitored to detect luminaire outages over a 25-year life cycle. All communication and monitoring costs for 25-year period shall be included in the bid.
   a. Control and monitoring system shall provide contactor control of all existing circuits. Key switches shall be provided to provide field-level control of existing circuit groups.

**1.2 ONFIELD LIGHTING PERFORMANCE**

A. Illumination Levels and Design Factors: Playing surfaces shall be lit to an average target illumination level and uniformity as specified in the chart below. Lighting manufacturers will provide a guarantee that light levels will be sustained over the life of the warranty period. Lighting calculations shall be developed, and field measurements taken on the grid spacing with the minimum number of grid points specified below.

Manufacturers will provide lumen maintenance data of the LED luminaires used per TM-21-11 and will Incorporate the lumen maintenance projections into the lighting designs to ensure target light levels are achieved throughout the guaranteed period of the system. Per IES guidelines, lumen maintenance hours should be reported based on the 6x multiplier of testing hours.

| Area of Lighting | Average Target Illumination Levels | Maximum to Minimum Uniformity Ratio | Grid Points | Grid Spacing |
|---|---|---|---|---|
| Tennis | 30 Footcandles | 2.5:1.0 | 45 | 20' X 20' |

B. Color Temperature: The lighting system shall have a minimum color temperature of 5700K and a CRI of 75.

C. Playability: Lighting design and luminaire selection should be optimized for playability by reducing glare onfield and providing sufficient uplight.

1. Aiming Angles: To reduce glare, luminaire aiming should ensure the top of the luminaire field angle (based on sample photometric reports) is a minimum of 10 degrees below horizontal.
2. Glare Control Technology – Luminaires selected should have glare control technology including, but not limited to: external visors, internal shields and louvres. No symmetrical beam patterns are acceptable.
3. Mounting Heights: To ensure proper aiming angles, minimum mountings heights shall be as described below. Higher mounting heights may be necessary for luminaire with lesser glare control to meet field angle requirements of section 1.2.C.1.

| # of Poles | Pole Designation | Pole Height |
|---|---|---|
| 4 | T1, T2, T3, T4 | 50' |

**1.3 ENVIRONMENTAL LIGHT CONTROL**

A. Light Control Luminaires: All luminaires shall utilize spill light and glare control devices including, but not limited to, internal shields, louvers, and external shields. No symmetrical beam patterns are accepted.

B. Spill Light and Glare Control: To minimize impact on adjacent properties, spill light and candela values must not exceed the following levels taken at 3 feet above grade.

| West Edge of N. Belmont Ave | Average | Maximum |
|---|---|---|
| Specified Spill Line Horizontal Footcandles | .05 fc | .1 fc |
| Specified Spill Line Max Candela (taken at 5 ft above grade) | | 3000 cd |

C. Spill Scans: Spill scans must be submitted indicating the amount of horizontal and vertical footcandles along the specified lines. Light levels shall be provided in 30-foot intervals along the boundary line at 3 ft above grade.

D. Sample Photometry: The first page of a photometric report for all luminaire types proposed showing horizontal and vertical axial candle power shall be provided to demonstrate the capability of achieving the specified performance. Reports shall be certified by a qualified testing laboratory with a minimum of five years experience or by a manufacturer's laboratory with a current accreditation under the National Voluntary Laboratory Accreditation Program for Energy Efficient Lighting Products. A summary of the horizontal and vertical aiming angles for each luminaire shall be included with the photometric report.

E. Field Verification: Lighting manufacturer shall supply field verification of environmental light control using a meter calibrated within the last 12 months:
1. Spill verification: Illumination levels shall be taken in accordance with IESNA RP-6-22. The light sensing surface of the light meter should be held 36 inches above the playing surface with the sensing surface horizontal (for horizontal readings) or vertically pointed at the brightest light bank (for max vertical readings)

**1.4 COST OF OWNERSHIP**

A. Manufacturer shall submit a 25 year Cost of Ownership summary that includes energy consumption, anticipated maintenance costs, and control costs. All costs associated with faulty luminaire replacement - equipment rentals, removal and installation labor, and shipping - are to be included in the maintenance costs.

**PART 2 – PRODUCT**

**2.1 SPORTS LIGHTING SYSTEM CONSTRUCTION**

A. Manufacturing Requirements: All components shall be designed and manufactured as a system. All luminaires, wire harnesses, drivers and other enclosures shall be factory assembled, aimed, wired and tested.

B. Durability: All exposed components shall be constructed of corrosion resistant material and/or coated to help prevent corrosion. All exposed carbon steel shall be hot dip galvanized per ASTM A123. All exposed aluminum shall be powder coated with high performance polyester or anodized. All exterior reflective inserts shall be anodized, coated, and protected from direct environmental exposure to prevent reflective degradation or corrosion. All exposed hardware and fasteners shall be stainless steel, passivated and coated with aluminum-based thermosetting epoxy resin for protection against corrosion and stress corrosion cracking. Structural fasteners may be carbon steel and galvanized meeting ASTM A153 and ISO/EN 1461 (for hot dipped galvanizing), or ASTM B695 (for mechanical galvanizing). All wiring shall be enclosed within the cross-arms, pole, or electrical components enclosure.

C. System Description: Lighting system shall consist of the following:
1. Galvanized steel poles and cross-arm assembly.
2. Non-approved pole technology:
   a. Square static cast concrete poles will not be accepted.
   b. Direct bury steel poles which utilize the extended portion of the steel shaft for their foundation will not be accepted due to potential for internal and external corrosive reaction to the soils and long term performance concerns.
3. Lighting systems shall use concrete foundations. See Section 2.4 for details.
   a. For a foundation using a pre-stressed concrete base embedded in concrete backfill the concrete shall be air-entrained and have a minimum compressive design strength at 28 days of 3,000 PSI. 3,000 PSI concrete specified for early pole erection, actual required minimum allowable concrete strength is 1,000 PSI. All piers and concrete backfill must bear on and against firm undisturbed soil.
   b. For anchor bolt foundations or foundations using a pre-stressed concrete base in a suspended pier or re-enforced pier design pole erection may occur after 7 days. Or after a concrete sample from the same batch achieves a certain strength.
4. Manufacturer will supply all drivers and supporting electrical equipment.
   a. Remote drivers and supporting electrical equipment shall be mounted approximately 10 feet above grade in aluminum enclosures. The enclosures shall be touch-safe and include drivers and fusing with indicator lights on fuses to notify when a fuse is to be replaced for each luminaire. Disconnect per circuit for each pole structure will be located in the enclosure. Integral drivers are not allowed.
   b. Alternate: Integral drivers mounted at the top of the pole will require a pole mounted enclosure approximately 10 feet above grade. The enclosure shall include a disconnect per circuit, individual luminaire fusing, and surge protection.
   c. Manufacturer shall provide surge protection at the pole equal to or greater than 40 kA for each line to ground (Common Mode) as recommended by IEEE C62.41.2_2002.
5. Wire harness complete with an abrasion protection sleeve, strain relief and plug-in connections for fast, trouble-free installation.
6. All luminaires, visors, and cross-arm assemblies shall withstand 150 mi/h winds and maintain luminaire aiming alignment.
7. Control cabinet to provide remote on-off control and monitoring of the lighting system. See Section 2.3 for further details.
8. Manufacturer shall provide lightning grounding as defined by NFPA 780 and be UL Listed per UL 96 and UL 96A.
   a. Integrated grounding via concrete encased electrode grounding system.
   b. If grounding is not integrated into the structure, the manufacturer shall supply grounding electrodes, copper down conductors, and exothermic weld kits. Electrodes and conductors shall be sized as required by NFPA 780.The grounding electrode shall be minimum size of 5/8 inch diameter and 8 feet long, with a minimum of 10 feet embedment. Grounding electrode shall be connected to the structure by a grounding electrode conductor with a minimum size of 2 AWG for poles with 75 feet mounting height or less, and 2/0 AWG for poles with more than 75 feet mounting height.

D. Safety: All system components shall be UL listed for the appropriate application.

**2.2 ELECTRICAL**

A. Electric Power Requirements for the Sports Lighting Equipment:
1. Electric power: 240 Volt, 1 Phase
2. Maximum total voltage drop: Voltage drop to the disconnect switch located on the poles shall not exceed three (3) percent of the rated voltage.

B. Energy Consumption: The kW consumption for the field lighting system shall be 7.88.

**2.3 CONTROL**

A. Instant On/Off Capabilities: System shall provide for instant on/off of luminaires.

B. Lighting contactor cabinet(s) constructed of NEMA Type 4 aluminum, designed for easy installation with contactors, labeled to match field diagrams and electrical design. Manual off-on-auto selector switches shall be provided.

C. Contactor control of lights: To minimize wear on drivers and other electrical components and prevent lights from turning on due to communication loss, circuits must be controlled via contactor switching, not dimming driver output to zero.

D. Dimming: System shall provide for 3-stage dimming (high-medium-low). Dimming will be set via scheduling options (Website, app, phone, email)

E. Remote Lighting Control System: System shall allow owner and users with a security code to schedule on/off system operation via a web site, phone, or email up to ten years in advance. Manufacturer shall provide and maintain a two-way TCP/IP communication link. Trained staff shall be available 24/7 to provide scheduling support and assist with reporting needs.

The owner may assign various security levels to schedulers by function and/or fields. This function must be flexible to allow a range of privileges such as full scheduling capabilities for all fields to only having permission to execute "early off" commands by phone. Scheduling tool shall be capable of setting curfew limits.

Controller shall accept and store 7-day schedules, be protected against memory loss during power outages, and shall reboot once power is regained and execute any commands that would have occurred during outage.

F. Remote Monitoring System: System shall monitor lighting performance and notify manufacturer if individual luminaire outage is detected so that appropriate maintenance can be scheduled. The controller shall determine switch position (manual or auto) and contactor status (open or closed).

G. Management Tools: Manufacturer shall provide a web-based database and dashboard tool of actual field usage and provide reports by facility and user group. Dashboard shall also show current status of luminaire outages, control operation and service. Mobile application will be provided suitable for IOS and Android devices.

Hours of Usage: Manufacturer shall provide a means of tracking actual hours of usage for the field lighting system that is readily accessible to the owner.
1. Cumulative hours: shall be tracked to show the total hours used by the facility.
2. Report hours saved by using early off and push buttons by users.

H. Communication Costs: Manufacturer shall include communication costs for operating the control and monitoring system for a period of 25 years.

I. Communication with luminaire drivers: Control system shall interface with drivers in electrical components enclosures by means of powerline communication.

**2.4 STRUCTURAL PARAMETERS**

A. Wind Loads: Wind loads shall be based on the 2015 International Building Code. Wind loads to be calculated using ASCE 7-10, an ultimate design wind speed of 115 MPH and exposure category C.

B. Pole Structural Design: The stress analysis and safety factor of the poles shall conform to 2013 AASHTO Standard Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals (LTS-6).

C. Foundation Design: The foundation design shall be based on soils that meet or exceed those of a Class 5 material as defined by 2015 IBC Table 1806.2.

**PART 3 – EXECUTION**

**3.1 SOIL QUALITY CONTROL**

A. It shall be the Contractor's responsibility to notify the Owner if soil conditions exist other than those on which the foundation design is based, or if the soil cannot be readily excavated. Contractor may issue a change order request / estimate for the Owner's approval / payment for additional costs associated with:
1. Providing engineered foundation embedment design by a registered engineer in the State of Illinois for soils other than specified soil conditions;
2. Additional materials required to achieve alternate foundation;
3. Excavation and removal of materials other than normal soils, such as rock, caliche, etc.

**3.2 DELIVERY TIMING**

B. Delivery Timing Equipment On-Site: The equipment must be on-site 10 – 12 weeks from receipt of approved submittals and receipt of complete order information.

**3.3 FIELD QUALITY CONTROL**

A. Illumination Measurements: Upon substantial completion of the project and in the presence of the Contractor, Project Engineer, Owner's Representative, and Manufacturer's Representative, illumination measurements shall be taken and verified. The illumination measurements shall be conducted in accordance with IESNA RP-6-22.

B. Field Light Level Accountability
1. Light levels are guaranteed not to fall below the target maintained light levels for the entire warranty period of 25 years. These levels will be specifically stated as "guaranteed" on the illumination summary provided by the manufacturer.
2. The contractor/manufacturer shall be responsible for conducting initial light level testing and an additional inspection of the system, in the presence of the owner, one year from the date of commissioning of the lighting.
3. The contractor/manufacturer will be held responsible for any and all changes needed to bring these fields back to compliance for light levels and uniformities. Contractor/Manufacturer will be held responsible for any damage to the fields during these repairs.

C. Correcting Non-Conformance: If, in the opinion of the Owner or his appointed Representative, the actual performance levels including footcandles, uniformity ratios, and offsite candela readings are not in conformance with the requirements of the performance specifications and submitted information, the Manufacturer shall be required to make adjustments to meet specifications and satisfy Owner.

**3.4 WARRANTY AND GUARANTEE**

A. 25-Year Warranty: Each manufacturer shall supply a signed warranty covering the entire system for 25 years from the date of shipment. Warranty shall guarantee specified light levels. Manufacturer shall maintain specifically funded financial reserves to assure fulfillment of the warranty for the full term. Warranty does not cover weather conditions events such as lightning or hail damage, improper installation, vandalism or abuse, unauthorized repairs or alterations, or product made by other manufacturers.

B. Maintenance: Manufacturer shall monitor the performance of the lighting system, including on/off status, hours of usage and luminaire outage for 25 years from the date of equipment shipment. Parts and labor shall be covered such that individual luminaire outages will be repaired when the usage of any field is materially impacted. Manufacturer is responsible for removal and replacement of failed luminaires, including all parts, labor, shipping, and equipment rental associated with maintenance. Owner agrees to check fuses in the event of a luminaire outage.

**PART 4 – DESIGN APPROVAL**

**4.1 PRE-BID SUBMITTAL REQUIREMENTS (Non-Musco)**

A. Design Approval: The owner / engineer will review pre-bid submittals per section 4.1.B from all the manufacturers to ensure compliance to the specification 10 days prior to bid. If the design meets the design requirements of the specifications, a letter and/or addendum will be issued to the manufacturer indicating approval for the specific design submitted.

B. Approved Product: Musco's Light-Structure System™ with TLC for LED® is the approved product. All substitutions must provide a complete submittal package for approval as outlined in Submittal Information at the end of this section at least 10 days prior to bid. Special manufacturing to meet the standards of this specification may be required. An addendum will be issued prior to bid listing any other approved lighting manufacturers and designs.

C. All listed manufacturers not pre-approved shall submit the information at the end of this section at least 10 days prior to bid. An addendum will be issued prior to bid; listing approved lighting manufacturers and the design method to be used.

D. Bidders are required to bid only products that have been approved by this specification or addendum by the owner or owner's representative. Bids received that do not utilize an approved system/design, will be rejected.

**REQUIRED SUBMITTAL INFORMATION FOR ALL MANUFACTURERS (NOT PRE-APPROVED) 10 DAYS PRIOR TO BID**

*All items listed below are mandatory, shall comply with the specification and be submitted according to pre-bid submittal requirements. Complete the Yes/No column to indicate compliance (Y) or noncompliance (N) for each item.* ***Submit checklist below with submittal.***

| Yes / No | Tab | Item | Description |
|---|---|---|---|
| | A | Letter/ Checklist | Listing of all information being submitted must be included on the table of contents. List the name of the manufacturer's local representative and his/her phone number. Signed submittal checklist to be included. |
| | B | Equipment Layout | Drawing(s) showing field layouts with pole locations |
| | C | On Field Lighting Design | Lighting design drawing(s) showing:<br>a. Field Name, date, file number, prepared by<br>b. Outline of field(s) being lighted, as well as pole locations referenced to the center of the field (x & y), Illuminance levels at grid spacing specified<br>c. Pole height, number of fixtures per pole, horizontal and vertical aiming angles, as well as luminaire information including wattage, lumens and optics<br>d. Height of light test meter above field surface.<br>e. Summary table showing the number and spacing of grid points; average, minimum and maximum illuminance levels in foot candles (fc); uniformity including maximum to minimum ratio, coefficient of variance (CV), coefficient of utilization (CU) uniformity gradient; number of luminaries, total kilowatts, average tilt factor; light loss factor. |
| | D | Off Field Lighting Design | Lighting design drawing showing initial spill light levels along the boundary line (defined on bid drawings) in footcandles. Lighting design showing glare along the boundary line in candela. Light levels shall be taken at 30-foot intervals along the boundary line. Readings shall be taken with the meter orientation at both horizontal and aimed towards the most intense bank of lights. |
| | E | Photometric Report | Provide first page of photometric report for all luminaire types being proposed showing candela tabulations as defined by IESNA Publication LM-35-02. Photometric data shall be certified by laboratory with current National Voluntary Laboratory Accreditation Program or an independent testing facility with over 5 years experience. |
| | F | Performance Guarantee | Provide performance guarantee including a written commitment to undertake all corrections required to meet the performance requirements noted in these specifications at no expense to the owner. Light levels must be guaranteed to not fall below target levels for warranty period. |
| | G | Structural Calculations | Pole structural calculations and foundation design showing foundation shape, depth backfill requirements, rebar and anchor bolts (if required). Pole base reaction forces shall be shown on the foundation drawing along with soil bearing pressures. Design must be stamped by a structural engineer in the state of Illinois, if required by owner. |
| | H | Control & Monitoring System | Manufacturer of the control and monitoring system shall provide written definition and schematics for automated control system. They will also provide ten (10) references of customers currently using proposed system in the state of Illinois. |
| | I | Electrical Distribution Plans | Manufacturer bidding an alternate product must include a revised electrical distribution plan including changes to service entrance, panels and wire sizing, signed by a licensed Electrical Engineer in the state of Illinois. |
| | J | Warranty | Provide written warranty information including all terms and conditions. Provide ten (10) references of customers currently under specified warranty in the state of Illinois. |
| | K | Project References | Manufacturer to provide a list of 10 (ten) projects where the technology and specific fixture proposed for this project has been installed in the state of Illinois. Reference list will include project name, project city, installation date, and if requested, contact name and contact phone number. |
| | L | Product Information | Complete bill of material and current brochures/cut sheets for all products being provided. |
| | M | Delivery | Manufacturer shall supply an expected delivery timeframe from receipt of approved submittals and complete order information. |
| | N | Non-Compliance | Manufacturer shall list all items that do not comply with the specifications. If in full compliance, tab may be omitted. |
| | O | Cost of Ownership | Document cost of ownership as defined in the specification. Identify energy costs for operating the luminaires. Maintenance cost for the system must be included. All costs should be based on 25 Years |

The information supplied herein shall be used for the purpose of complying with the specifications for Recreation Park Tennis. By signing below, I agree that all requirements of the specifications have been met and that the manufacturer will be responsible for any future costs incurred to bring their equipment into compliance for all items not meeting specifications and not listed in the Non-Compliance section.

**Manufacturer:** _____ **Signature:** _____

**Contact Name:** _____ **Date:** _____/_____/_____

**Contractor:** _____ **Signature:** _____


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Issue for Bid
May 6, 2024

REVISIONS

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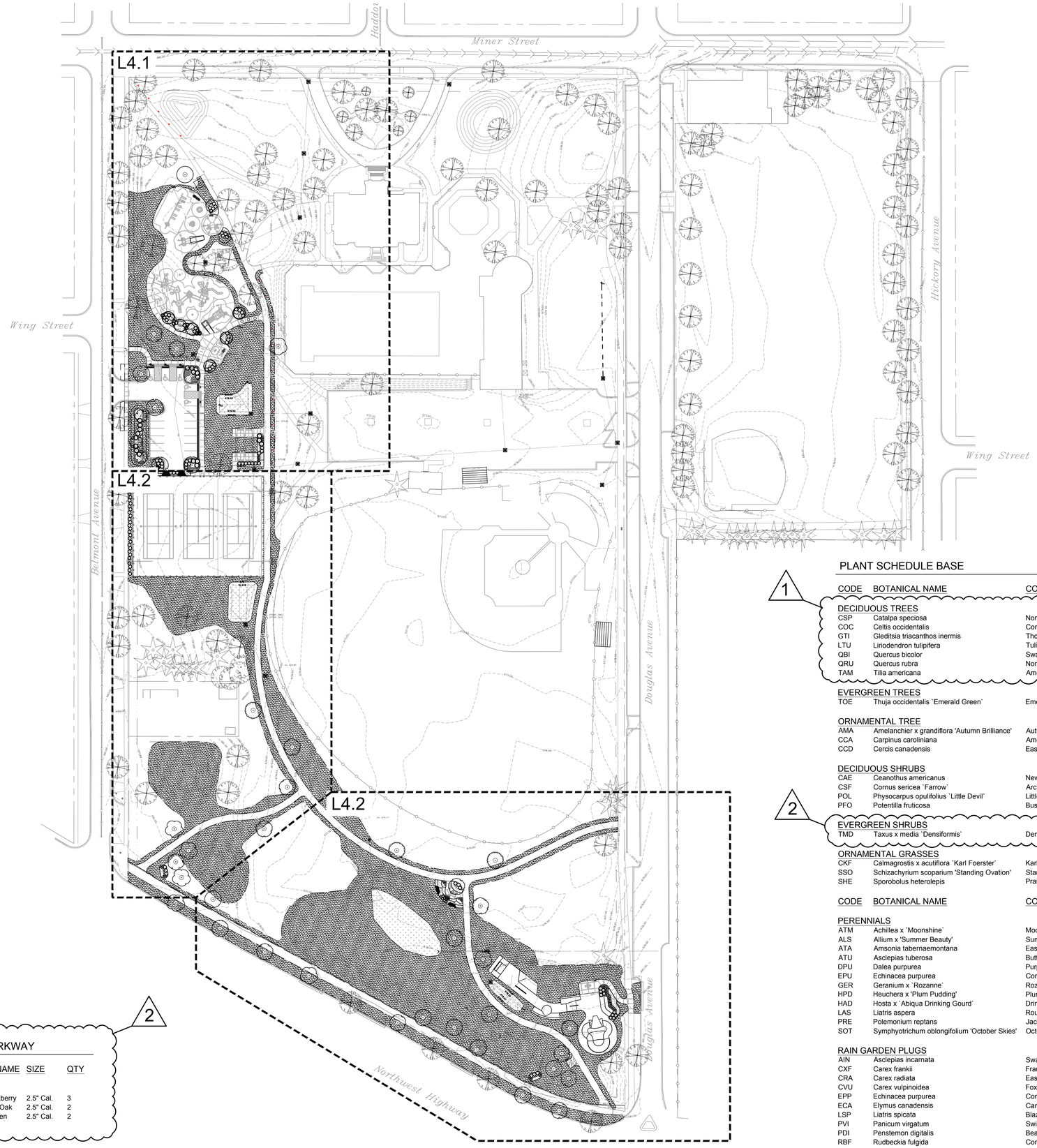
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## FUTURE PLANT SCHEDULE PARKWAY

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| DECIDUOUS TREES | | | | |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 3 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 2 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 2 |

## PLANTING NOTES

1. Seed/Sod limit line is approximate. Seed/Sod to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
2. Contractor responsible for erosion control in all seeded/sodded areas.
3. Tree mulch rings in turf areas are 5 foot diameter, typical. Contractor shall provide a mulch ring around all existing trees within the limit of work. Remove all existing grass from area to be mulched and provide a typical v-trench edge.
4. Bedlines are to be spade cut to a minimum depth of 3 inches unless otherwise shown on the plans. Curved bedlines are to be smooth and not segmented.
5. Do not locate plants within 10' of utility structures, or within 5' horizontally of underground utility lines unless otherwise shown on the plans. Consult with Landscape Architect if these conditions exist.
6. Plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
7. Refer to specifications for additional conditions, standards and notes.

## PLANTING LEGEND

- Shade Tree, typical. See detail for Installation.
- Ornamental Tree, typical. See detail for installation.
- Shrub, typical. See detail for installation.
- Perennial, Groundcover and Annual, typical. See detail for installation.
- Turf Seed
- Sod
- Rain Garden Seed Mix

## PLANT SCHEDULE BASE

1

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| DECIDUOUS TREES | | | | |
| CSP | Catalpa speciosa | Northern Catalpa | 2.5" Cal. | 5 |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 5 |
| GTI | Gleditsia triacanthos inermis | Thornless Honey Locust | 4" Cal | 5 |
| LTU | Liriodendron tulipifera | Tulip Poplar | 2.5" Cal. | 4 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 5 |
| QRU | Quercus rubra | Northern Red Oak | 2.5" Cal. | 4 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 5 |
| EVERGREEN TREES | | | | |
| TOE | Thuja occidentalis `Emerald Green` | Emerald Green Arborvitae | 6` Ht. | 28 |
| ORNAMENTAL TREE | | | | |
| AMA | Amelanchier x grandiflora 'Autumn Brilliance' | Autumn Brilliance Apple Serviceberry | 8` Ht. Multi-Stem | 3 |
| CCA | Carpinus caroliniana | American Hornbeam Multi-trunk | 8` Ht. Multi-Stem | 2 |
| CCD | Cercis canadensis | Eastern Redbud | 8` Ht. Multi-Stem | 6 |
| DECIDUOUS SHRUBS | | | | |
| CAE | Ceanothus americanus | New Jersey Tea | 3 gal | 7 |
| CSF | Cornus sericea `Farrow` | Arctic Fire® Red Twig Dogwood | 3 gal | 29 |
| POL | Physocarpus opulifolius `Little Devil` | Little Devil™ Dwarf Ninebark | 3 gal | 26 |
| PFO | Potentilla fruticosa | Bush Cinquefoil | 3 gal | 25 |

2

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| EVERGREEN SHRUBS | | | | |
| TMD | Taxus x media `Densiformis` | Dense Anglo-Japanese Yew | 36" Ht. | 20 |
| ORNAMENTAL GRASSES | | | | |
| CKF | Calmagrostis x acutiflora `Karl Foerster` | Karl Foerster Feather Reed Grass | 3 gal | 46 |
| SSO | Schizachyrium scoparium 'Standing Ovation' | Standing Ovation Little Bluestem | 3 gal | 56 |
| SHE | Sporobolus heterolepis | Prairie Dropseed | 3 gal | 102 |

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | QTY |
|---|---|---|---|---|---|
| PERENNIALS | | | | | |
| ATM | Achillea x `Moonshine` | Moonshine Yarrow | 1 Gal. | 18" o.c. | 17 |
| ALS | Allium x 'Summer Beauty' | Summer Beauty Ornamental Onion | 1 Gal. | 18" o.c. | 133 |
| ATA | Amsonia tabernaemontana | Eastern Bluestar | 1 Gal. | 18" o.c. | 26 |
| ATU | Asclepias tuberosa | Butterfly Milkweed | 1 Gal. | 18" o.c. | 24 |
| DPU | Dalea purpurea | Purple Prairie Clover | 1 Gal. | 18" o.c. | 27 |
| EPU | Echinacea purpurea | Coneflower | 1 Gal. | 18" o.c. | 111 |
| GER | Geranium x `Rozanne` | Rozanne Cranesbill | 1 Gal. | 18" o.c. | 119 |
| HPD | Heuchera x 'Plum Pudding' | Plum Pudding Coral Bells | 1 Gal. | 18" o.c. | 80 |
| HAD | Hosta x `Abiqua Drinking Gourd` | Drinking Gourd Hosta | 1 Gal. | 24" o.c. | 32 |
| LAS | Liatris aspera | Rough Blazing Star | 1 Gal. | 18" o.c. | 33 |
| PRE | Polemonium reptans | Jacob's Ladder | 1 Gal. | 18" o.c. | 48 |
| SOT | Symphyotrichum oblongifolium 'October Skies' | October Skies Fall Aster | 1 Gal. | 18" o.c. | 95 |
| RAIN GARDEN PLUGS | | | | | |
| AIN | Asclepias incarnata | Swamp Milkweed | plug | 12" o.c. | 366 |
| CXF | Carex frankii | Frank's Sedge | plug | 12" o.c. | 1,097 |
| CRA | Carex radiata | Eastern Star Sedge | plug | 12" o.c. | 1,097 |
| CVU | Carex vulpinoidea | Fox Sedge | plug | 12" o.c. | 1,097 |
| EPP | Echinacea purpurea | Coneflower | plug | 12" o.c. | 366 |
| ECA | Elymus canadensis | Canada Wild Rye | plug | 12" o.c. | 1,097 |
| LSP | Liatris spicata | Blazing Star | plug | 12" o.c. | 366 |
| PVI | Panicum virgatum | Switch Grass | plug | 12" o.c. | 732 |
| PDI | Penstemon digitalis | Beardtongue | plug | 12" o.c. | 366 |
| RBF | Rudbeckia fulgida | Coneflower | plug | 12" o.c. | 366 |
| ZIZ | Zizia aurea | Golden Alexander | plug | 12" o.c. | 366 |


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PREPARED FOR
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410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS


*Civil Engineer*
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*Electrical Engineer*
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*Skate Park Design*
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Los Angeles, California 90230
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Issue for Permit
May 23, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
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| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |

CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Planting Plan

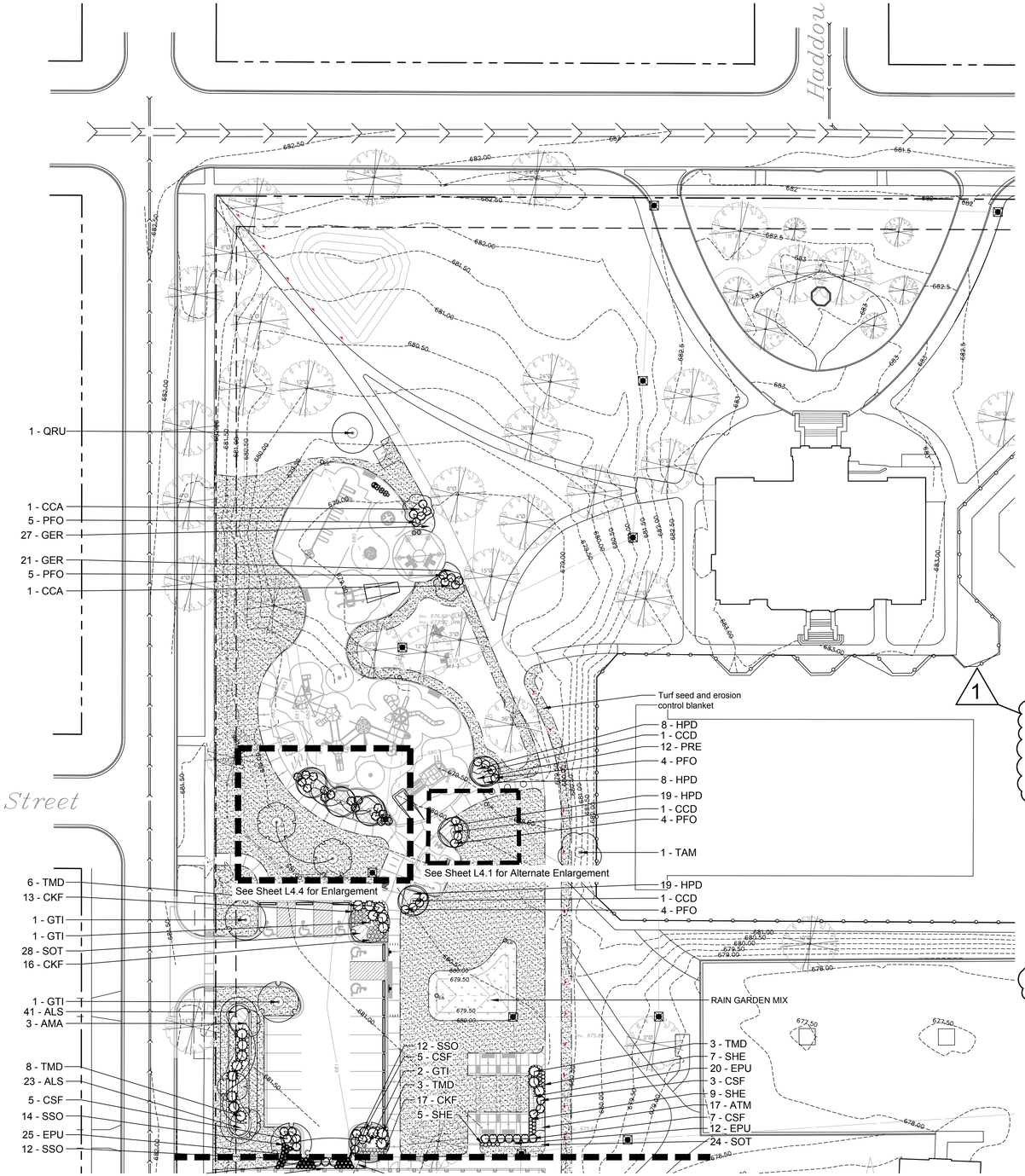
SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

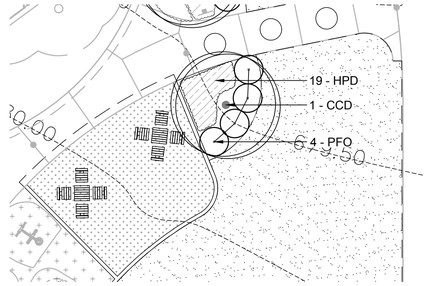
SHEET NUMBER
# L4.0

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MATCHLINE SEE SHEET L4.2




1 Artificial Turf Seating Planting - Alternate

1"=10'-0"

## PLANTING NOTES

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## PLANTING LEGEND

- Shade Tree, typical. See detail for Installation.
- Ornamental Tree, typical. See detail for installation.
- Shrub, typical. See detail for installation.
- Perennial, Groundcover and Annual, typical. See detail for installation.
- Turf Seed
- Rain Garden Plug Mix

## PLANT SCHEDULE ALTERNATE: ARTIFICIAL TURF SEATING AREA

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **ORNAMENTAL TREE** | | | | |
| CCD | Cercis canadensis | Eastern Redbud | 8` Ht. Multi-Stem | 1 |
| **DECIDUOUS SHRUBS** | | | | |
| PFO | Potentiilla fruticosa | Bush Cinquefoil | 3 gal | 4 |

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | QTY |
|---|---|---|---|---|---|
| **PERENNIALS** | | | | | |
| HPD | Heuchera x 'Plum Pudding' | Plum Pudding Coral Bells | 1 Gal. | 18" o.c. | 19 |

## PLANT SCHEDULE BASE

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS TREES** | | | | |
| CSP | Catalpa speciosa | Northern Catalpa | 2.5" Cal. | 5 |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 5 |
| GTI | Gleditsia triacanthos inermis | Thornless Honey Locust | 4" Cal | 5 |
| LTU | Liriodendron tulipifera | Tulip Poplar | 2.5" Cal. | 4 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 5 |
| QRU | Quercus rubra | Northern Red Oak | 2.5" Cal. | 4 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 5 |
| **EVERGREEN TREES** | | | | |
| TOE | Thuja occidentalis `Emerald Green` | Emerald Green Arborvitae | 6` Ht. | 28 |
| **ORNAMENTAL TREE** | | | | |
| AMA | Amelanchier x grandiflora 'Autumn Brilliance' | Autumn Brilliance Apple Serviceberry | 8` Ht. Multi-Stem | 3 |
| CCA | Carpinus caroliniana | American Hornbeam Multi-trunk | 8` Ht. Multi-Stem | 2 |
| CCD | Cercis canadensis | Eastern Redbud | 8` Ht. Multi-Stem | 6 |
| **DECIDUOUS SHRUBS** | | | | |
| CAE | Ceanothus americanus | New Jersey Tea | 3 gal | 7 |
| CSF | Cornus sericea `Farrow` | Arctic Fire® Red Twig Dogwood | 3 gal | 29 |
| POL | Physocarpus opulifolius `Little Devil` | Little Devil™ Dwarf Ninebark | 3 gal | 26 |
| PFO | Potentilla fruticosa | Bush Cinquefoil | 3 gal | 25 |
| **EVERGREEN SHRUBS** | | | | |
| TMD | Taxus x media `Densiformis` | Dense Anglo-Japanese Yew | 36" Ht. | 20 |
| **ORNAMENTAL GRASSES** | | | | |
| CKF | Calmagrostis x acutiflora `Karl Foerster` | Karl Foerster Feather Reed Grass | 3 gal | 46 |
| SSO | Schizachyrium scoparium 'Standing Ovation' | Standing Ovation Little Bluestem | 3 gal | 56 |
| SHE | Sporobolus heterolepis | Prairie Dropseed | 3 gal | 102 |

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | QTY |
|---|---|---|---|---|---|
| **PERENNIALS** | | | | | |
| ATM | Achillea x `Moonshine` | Moonshine Yarrow | 1 Gal. | 18" o.c. | 17 |
| ALS | Allium x 'Summer Beauty' | Summer Beauty Ornamental Onion | 1 Gal. | 18" o.c. | 133 |
| ATA | Amsonia tabernaemontana | Eastern Bluestar | 1 Gal. | 18" o.c. | 26 |
| ATU | Asclepias tuberosa | Butterfly Milkweed | 1 Gal. | 18" o.c. | 24 |
| DPU | Dalea purpurea | Purple Prairie Clover | 1 Gal. | 18" o.c. | 27 |
| EPU | Echinacea purpurea | Coneflower | 1 Gal. | 18" o.c. | 111 |
| GER | Geranium x `Rozanne` | Rozanne Cranesbill | 1 Gal. | 18" o.c. | 119 |
| HPD | Heuchera x 'Plum Pudding' | Plum Pudding Coral Bells | 1 Gal. | 18" o.c. | 80 |
| HAD | Hosta x `Abiqua Drinking Gourd` | Drinking Gourd Hosta | 1 Gal. | 24" o.c. | 32 |
| LAS | Liatris aspera | Rough Blazing Star | 1 Gal. | 18" o.c. | 33 |
| PRE | Polemonium reptans | Jacob's Ladder | 1 Gal. | 18" o.c. | 48 |
| SOT | Symphyotrichum oblongifolium 'October Skies' | October Skies Fall Aster | 1 Gal. | 18" o.c. | 95 |
| **RAIN GARDEN PLUGS** | | | | | |
| AIN | Asclepias incarnata | Swamp Milkweed | plug | 12" o.c. | 366 |
| CXF | Carex frankii | Frank's Sedge | plug | 12" o.c. | 1,097 |
| CRA | Carex radiata | Eastern Star Sedge | plug | 12" o.c. | 1,097 |
| CVU | Carex vulpinoidea | Fox Sedge | plug | 12" o.c. | 1,097 |
| EPP | Echinacea purpurea | Coneflower | plug | 12" o.c. | 366 |
| ECA | Elymus canadensis | Canada Wild Rye | plug | 12" o.c. | 1,097 |
| LSP | Liatris spicata | Blazing Star | plug | 12" o.c. | 366 |
| PVI | Panicum virgatum | Switch Grass | plug | 12" o.c. | 732 |
| PDI | Penstemon digitalis | Beardtongue | plug | 12" o.c. | 366 |
| RBF | Rudbeckia fulgida | Coneflower | plug | 12" o.c. | 366 |
| ZIZ | Zizia aurea | Golden Alexander | plug | 12" o.c. | 366 |


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SHEET TITLE
## Planting Plan

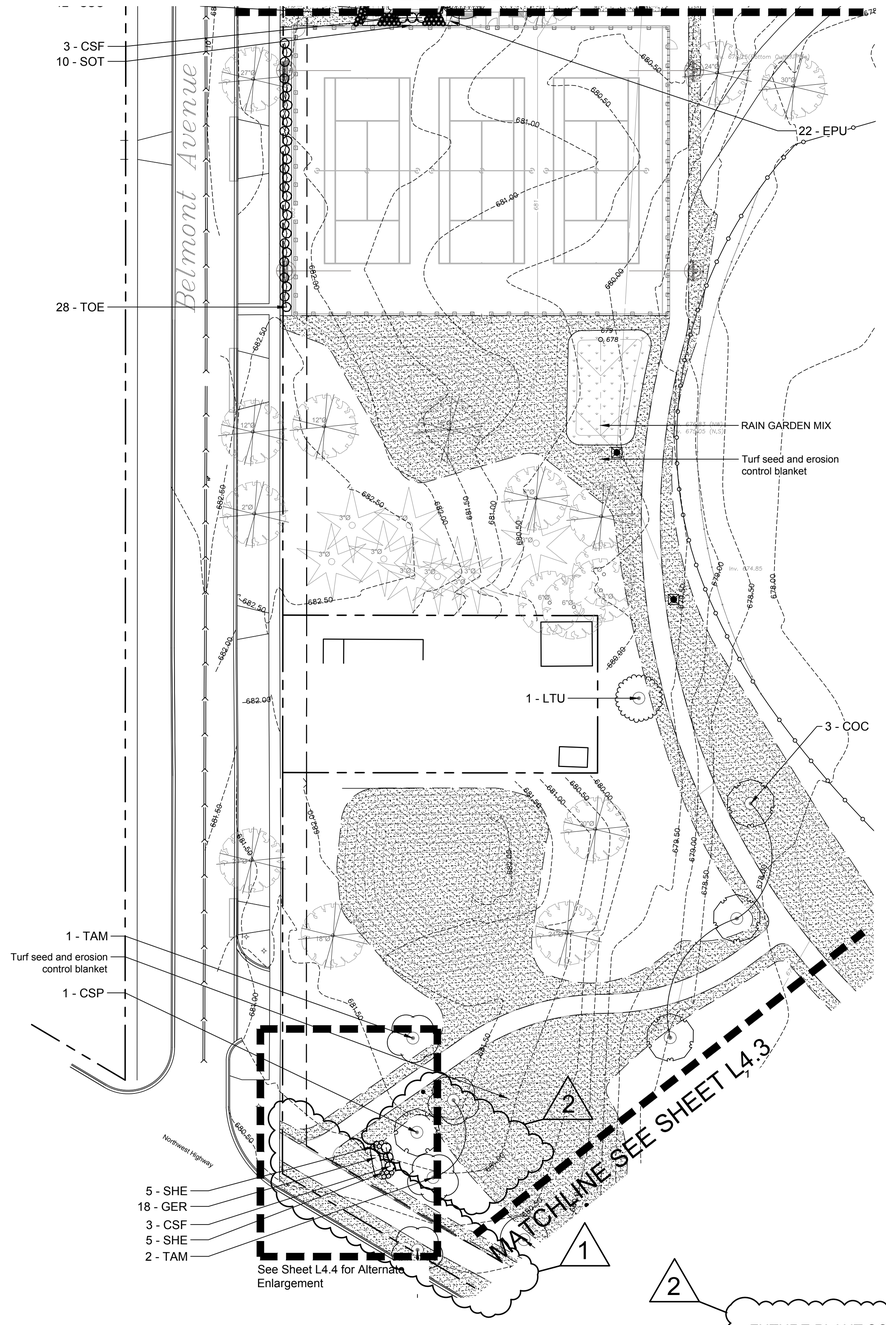
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
L4.1

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- Shrub, typical. See detail for installation.
- Perennial, Groundcover and Annual, typical. See detail for installation.
- Turf Seed
- Rain Garden Plug Mix

## PLANT SCHEDULE BASE

1

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS TREES** | | | | |
| CSP | Catalpa speciosa | Northern Catalpa | 2.5" Cal. | 5 |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 5 |
| GTI | Gleditsia triacanthos inermis | Thornless Honey Locust | 4" Cal | 5 |
| LTU | Liriodendron tulipifera | Tulip Poplar | 2.5" Cal. | 4 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 5 |
| QRU | Quercus rubra | Northern Red Oak | 2.5" Cal. | 4 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 5 |
| **EVERGREEN TREES** | | | | |
| TOE | Thuja occidentalis `Emerald Green` | Emerald Green Arborvitae | 6` Ht. | 28 |
| **ORNAMENTAL TREE** | | | | |
| AMA | Amelanchier x grandiflora 'Autumn Brilliance' | Autumn Brilliance Apple Serviceberry | 8` Ht. Multi-Stem | 3 |
| CCA | Carpinus caroliniana | American Hornbeam Multi-trunk | 8` Ht. Multi-Stem | 2 |
| CCD | Cercis canadensis | Eastern Redbud | 8` Ht. Multi-Stem | 6 |
| **DECIDUOUS SHRUBS** | | | | |
| CAE | Ceanothus americanus | New Jersey Tea | 3 gal | 7 |
| CSF | Cornus sericea `Farrow` | Arctic Fire® Red Twig Dogwood | 3 gal | 29 |
| POL | Physocarpus opulifolius `Little Devil` | Little Devil™ Dwarf Ninebark | 3 gal | 26 |
| PFO | Potentilla fruticosa | Bush Cinquefoil | 3 gal | 25 |

2

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **EVERGREEN SHRUBS** | | | | |
| TMD | Taxus x media `Densiformis` | Dense Anglo-Japanese Yew | 36" Ht. | 20 |
| **ORNAMENTAL GRASSES** | | | | |
| CKF | Calmagrostis x acutiflora `Karl Foerster` | Karl Foerster Feather Reed Grass | 3 gal | 46 |
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| EPU | Echinacea purpurea | Coneflower | 1 Gal. | 18" o.c. | 111 |
| GER | Geranium x `Rozanne` | Rozanne Cranesbill | 1 Gal. | 18" o.c. | 119 |
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| AIN | Asclepias incarnata | Swamp Milkweed | plug | 12" o.c. | 366 |
| CXF | Carex frankii | Frank's Sedge | plug | 12" o.c. | 1,097 |
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2

## FUTURE PLANT SCHEDULE PARKWAY

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS TREES** | | | | |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 3 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 2 |
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SHEET TITLE
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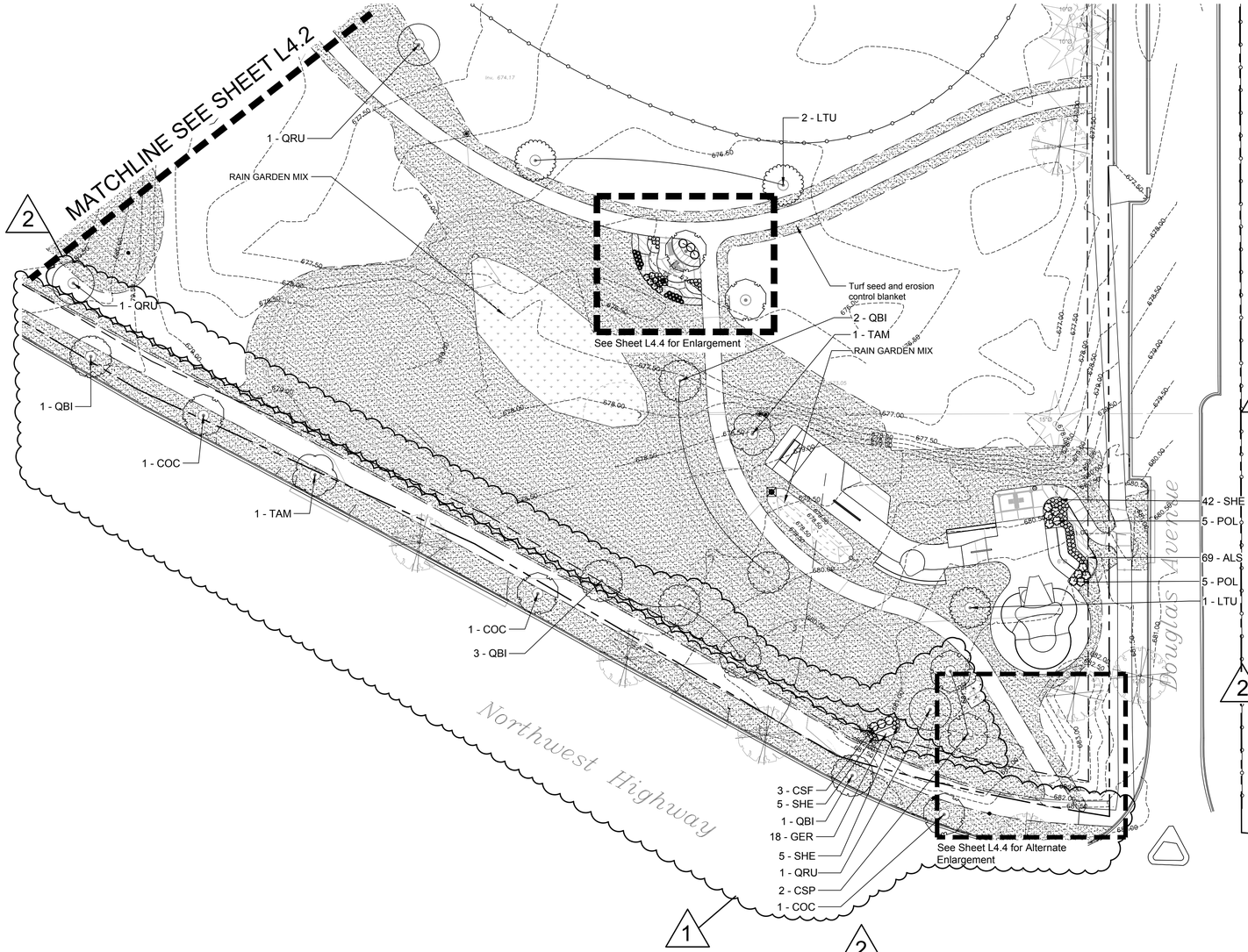
SCALE IN FEET
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NORTH

SHEET NUMBER
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1

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| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 3 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 2 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 2 |


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PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS


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Issue for Permit
May 23, 2024

REVISIONS

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| | | |
| | | |

CHECKED BY ARH/MGM

DRAWN BY MDM/CNO

SHEET TITLE
# Planting Plan

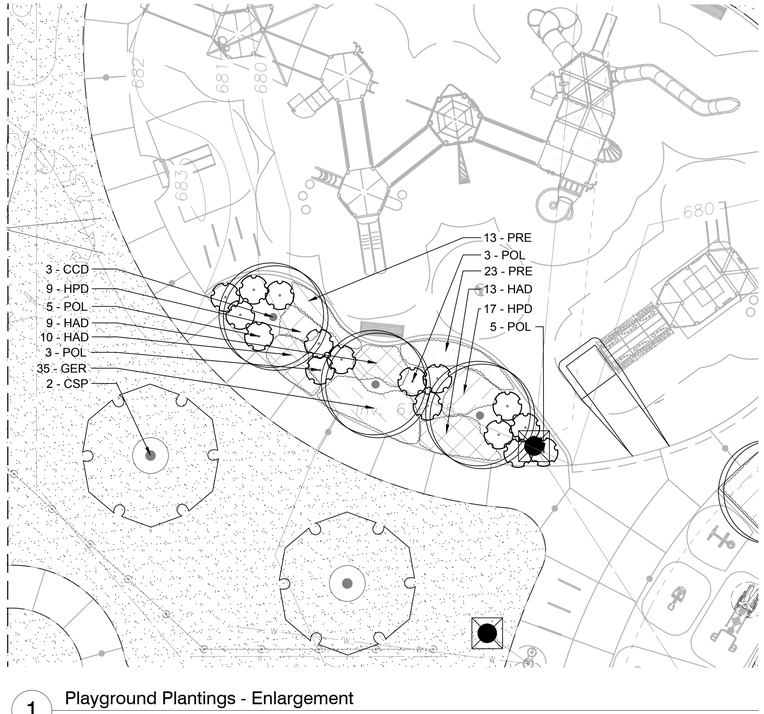
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
# L4.3

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J:\Projects\Naperville\Arlington Heights Park District\Recreation Park Final Design Phase One 2022\06 Production\01 CAD\00 Current\L4.0 Planting Plan.dwg




1 Playground Plantings - Enlargement

1"=10'-0"

## PLANT SCHEDULE BASE

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS TREES** | | | | |
| CSP | Catalpa speciosa | Northern Catalpa | 2.5" Cal. | 5 |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 5 |
| GTI | Gleditsia triacanthos inermis | Thornless Honey Locust | 4" Cal | 5 |
| LTU | Liriodendron tulipifera | Tulip Poplar | 2.5" Cal. | 4 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 5 |
| QRU | Quercus rubra | Northern Red Oak | 2.5" Cal. | 4 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 5 |
| **EVERGREEN TREES** | | | | |
| TOE | Thuja occidentalis `Emerald Green` | Emerald Green Arborvitae | 6` Ht. | 28 |
| **ORNAMENTAL TREE** | | | | |
| AMA | Amelanchier x grandiflora 'Autumn Brilliance' | Autumn Brilliance Apple Serviceberry | 8` Ht. Multi-Stem | 3 |
| CCA | Carpinus caroliniana | American Hornbeam Multi-trunk | 8` Ht. Multi-Stem | 2 |
| CCD | Cercis canadensis | Eastern Redbud | 8` Ht. Multi-Stem | 6 |
| **DECIDUOUS SHRUBS** | | | | |
| CAE | Ceanothus americanus | New Jersey Tea | 3 gal | 7 |
| CSF | Cornus sericea `Farrow` | Arctic Fire® Red Twig Dogwood | 3 gal | 29 |
| POL | Physocarpus opulifolius `Little Devil` | Little Devil™ Dwarf Ninebark | 3 gal | 26 |
| PFO | Potentilla fruticosa | Bush Cinquefoil | 3 gal | 25 |
| **EVERGREEN SHRUBS** | | | | |
| TMD | Taxus x media `Densiformis` | Dense Anglo-Japanese Yew | 36" Ht. | 20 |
| **ORNAMENTAL GRASSES** | | | | |
| CKF | Calmagrostis x acutiflora `Karl Foerster` | Karl Foerster Feather Reed Grass | 3 gal | 46 |
| SSO | Schizachyrium scoparium 'Standing Ovation' | Standing Ovation Little Bluestem | 3 gal | 56 |
| SHE | Sporobolus heterolepis | Prairie Dropseed | 3 gal | 102 |

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | QTY |
|---|---|---|---|---|---|
| **PERENNIALS** | | | | | |
| ATM | Achillea x `Moonshine` | Moonshine Yarrow | 1 Gal. | 18" o.c. | 17 |
| ALS | Allium x 'Summer Beauty' | Summer Beauty Ornamental Onion | 1 Gal. | 18" o.c. | 133 |
| ATA | Amsonia tabernaemontana | Eastern Bluestar | 1 Gal. | 18" o.c. | 26 |
| ATU | Asclepias tuberosa | Butterfly Milkweed | 1 Gal. | 18" o.c. | 24 |
| DPU | Dalea purpurea | Purple Prairie Clover | 1 Gal. | 18" o.c. | 27 |
| EPU | Echinacea purpurea | Coneflower | 1 Gal. | 18" o.c. | 111 |
| GER | Geranium x `Rozanne` | Rozanne Cranesbill | 1 Gal. | 18" o.c. | 119 |
| HPD | Heuchera x 'Plum Pudding' | Plum Pudding Coral Bells | 1 Gal. | 18" o.c. | 80 |
| HAD | Hosta x `Abiqua Drinking Gourd` | Drinking Gourd Hosta | 1 Gal. | 24" o.c. | 32 |
| LAS | Liatris aspera | Rough Blazing Star | 1 Gal. | 18" o.c. | 33 |
| PRE | Polemonium reptans | Jacob's Ladder | 1 Gal. | 18" o.c. | 48 |
| SOT | Symphyotrichum oblongifolium 'October Skies' | October Skies Fall Aster | 1 Gal. | 18" o.c. | 95 |
| **RAIN GARDEN PLUGS** | | | | | |
| AIN | Asclepias incarnata | Swamp Milkweed | plug | 12" o.c. | 366 |
| CXF | Carex frankii | Frank's Sedge | plug | 12" o.c. | 1,097 |
| CRA | Carex radiata | Eastern Star Sedge | plug | 12" o.c. | 1,097 |
| CVU | Carex vulpinoidea | Fox Sedge | plug | 12" o.c. | 1,097 |
| EPP | Echinacea purpurea | Coneflower | plug | 12" o.c. | 366 |
| ECA | Elymus canadensis | Canada Wild Rye | plug | 12" o.c. | 1,097 |
| LSP | Liatris spicata | Blazing Star | plug | 12" o.c. | 366 |
| PVI | Panicum virgatum | Switch Grass | plug | 12" o.c. | 732 |
| PDI | Penstemon digitalis | Beardtongue | plug | 12" o.c. | 366 |
| RBF | Rudbeckia fulgida | Coneflower | plug | 12" o.c. | 366 |
| ZIZ | Zizia aurea | Golden Alexander | plug | 12" o.c. | 366 |

2

## FUTURE PLANT SCHEDULE PARKWAY

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS TREES** | | | | |
| COC | Celtis occidentalis | Common Hackberry | 2.5" Cal. | 3 |
| QBI | Quercus bicolor | Swamp White Oak | 2.5" Cal. | 2 |
| TAM | Tilia americana | American Linden | 2.5" Cal. | 2 |

## PLANTING NOTES

1. Seed/Sod limit line is approximate. Seed/Sod to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
2. Contractor responsible for erosion control in all seeded/sodded areas.
3. Tree mulch rings in turf areas are 5 foot diameter, typical. Contractor shall provide a mulch ring around all existing trees within the limit of work. Remove all existing grass from area to be mulched and provide a typical v-trench edge.
4. Bedlines are to be spade cut to a minimum depth of 3 inches unless otherwise shown on the plans. Curved bedlines are to be smooth and not segmented.
5. Do not locate plants within 10' of utility structures, or within 5' horizontally of underground utility lines unless otherwise shown on the plans. Consult with Landscape Architect if these conditions exist.
6. Plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
7. Refer to specifications for additional conditions, standards and notes.

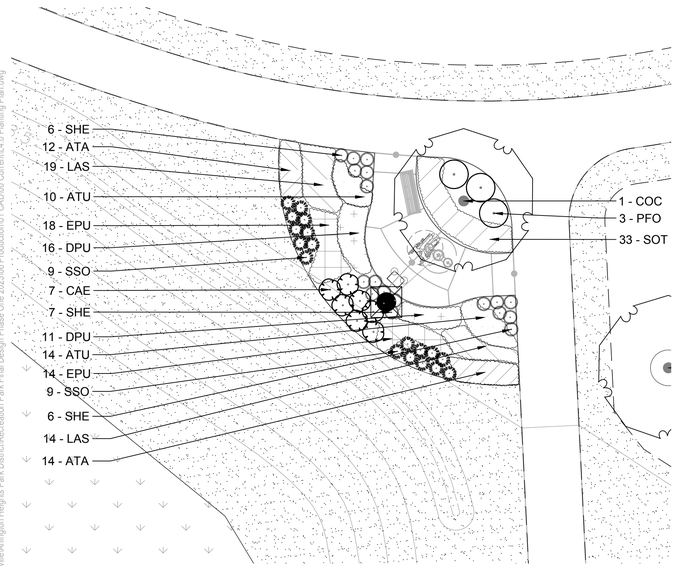
## PLANTING LEGEND

- Shade Tree, typical. See detail for Installation.
- Ornamental Tree, typical. See detail for installation.
- Shrub, typical. See detail for installation.
- Perennial, Groundcover and Annual, typical. See detail for installation.
- Turf Seed
- Rain Garden Plug Mix

## PLANT SCHEDULE ALTERNATE: ENTRY PLAZAS

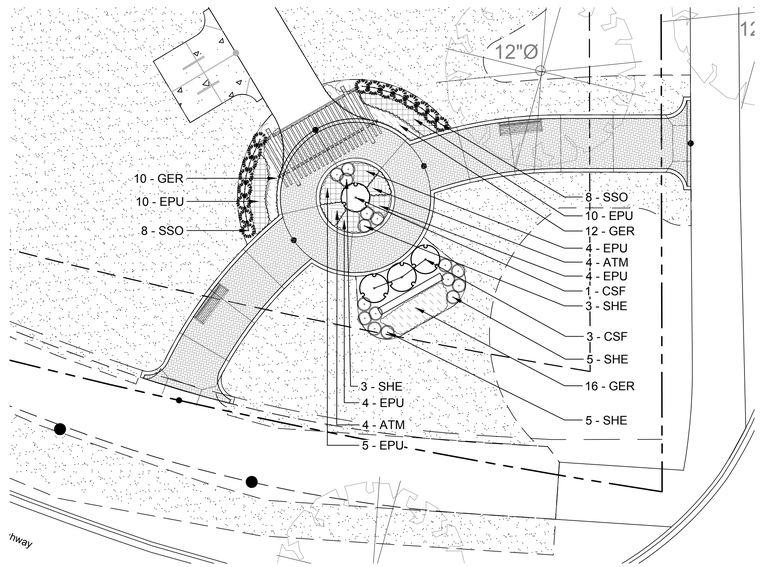
| CODE | BOTANICAL NAME | COMMON NAME | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS SHRUBS** | | | | |
| CSF | Cornus sericea `Farrow` | Arctic Fire® Red Twig Dogwood | 3 gal | 8 |
| **ORNAMENTAL GRASSES** | | | | |
| SSO | Schizachyrium scoparium 'Standing Ovation' | Standing Ovation Little Bluestem | 3 gal | 33 |
| SHE | Sporobolus heterolepis | Prairie Dropseed | 3 gal | 32 |

| CODE | BOTANICAL NAME | COMMON NAME | SIZE | SPACING | QTY |
|---|---|---|---|---|---|
| **PERENNIALS** | | | | | |
| ATM | Achillea x `Moonshine` | Moonshine Yarrow | 1 Gal. | 18" o.c. | 16 |
| EPU | Echinacea purpurea | Coneflower | 1 Gal. | 18" o.c. | 75 |
| GER | Geranium x `Rozanne` | Rozanne Cranesbill | 1 Gal. | 18" o.c. | 79 |



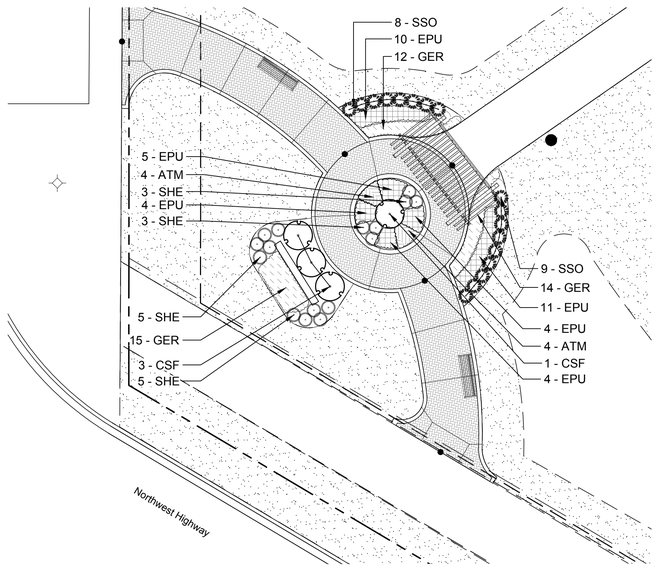

2 Pollinator Garden - Enlargement

1"=10'-0"




3 Southeast Entrance Plaza - Alternate

1"=10'-0"




4 Southwest Entrance Plaza - Alternate

1"=10'-0"


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SHEET TITLE
## Planting Plan - Enlargements

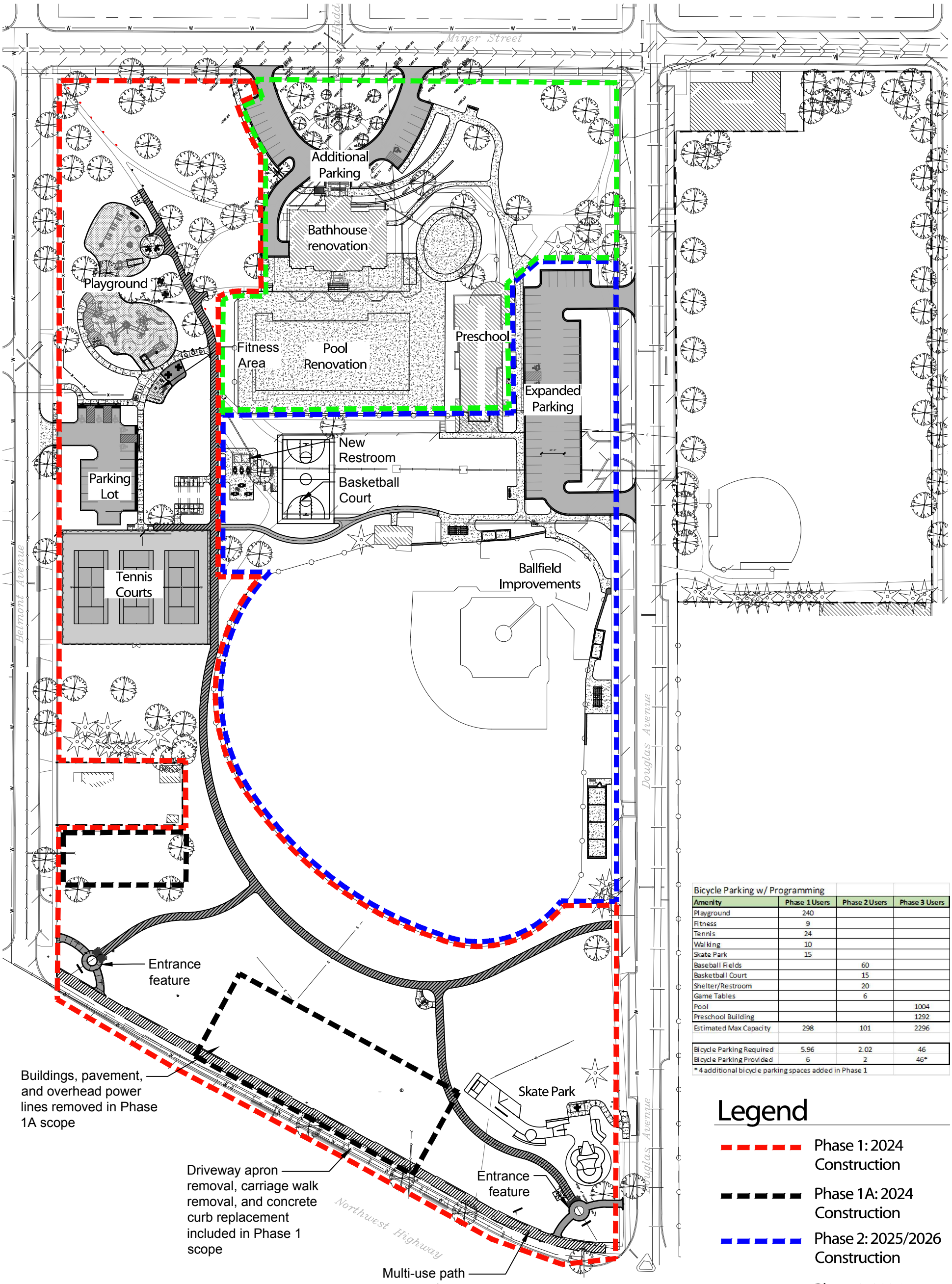
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
L4.4

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Bicycle Parking w/ Programming

| Amenity | Phase 1 Users | Phase 2 Users | Phase 3 Users |
|---|---|---|---|
| Playground | 240 | | |
| Fitness | 9 | | |
| Tennis | 24 | | |
| Walking | 10 | | |
| Skate Park | 15 | | |
| Baseball Fields | | 60 | |
| Basketball Court | | 15 | |
| Shelter/Restroom | | 20 | |
| Game Tables | | 6 | |
| Pool | | | 1004 |
| Preschool Building | | | 1292 |
| Estimated Max Capacity | 298 | 101 | 2296 |
| | | | |
| Bicycle Parking Required | 5.96 | 2.02 | 46 |
| Bicycle Parking Provided | 6 | 2 | 46* |

* 4 additional bicycle parking spaces added in Phase 1

## Legend

- Phase 1: 2024 Construction
- Phase 1A: 2024 Construction
- Phase 2: 2025/2026 Construction
- Phase 3: 2026 Construction
- Park District Property

HITCHCOCK DESIGN GROUP creating better places

# Master Plan Phasing Exhibit

## Recreation Park

Arlington Heights, Illinois

NORTH

1" = 100'

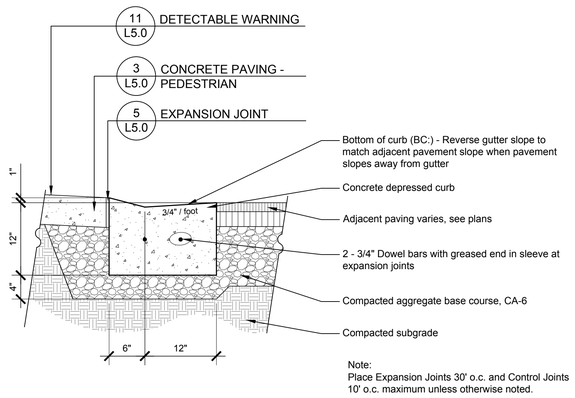
0' 50' 100' 300'

ISSUE DATE: June 26, 2024

All drawings are preliminary and subject to change
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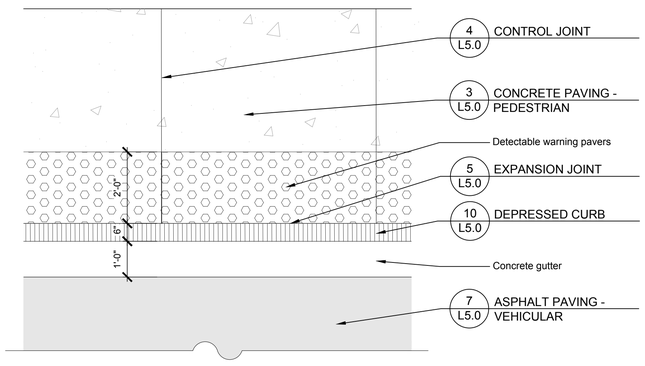
PREPARED FOR:

Arlington Heights Park District



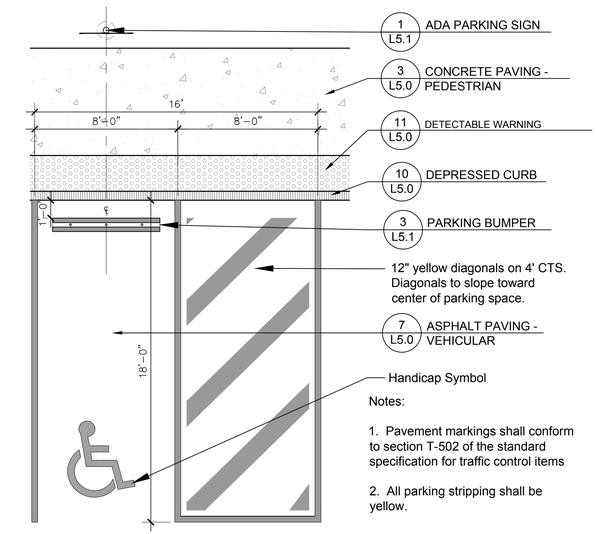

## 10 DEPRESSED CURB

1" = 1'-0"



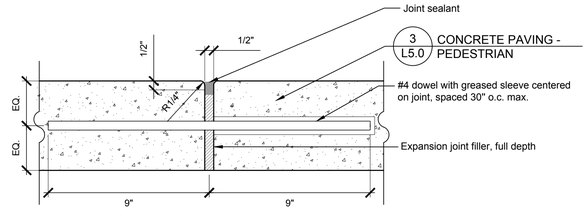

## 11 DETECTABLE WARNING

1/2" = 1'-0"



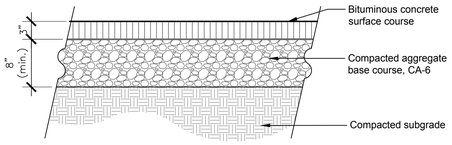

## 13 ACCESSIBLE PARKING STALL

1/4" = 1'-0"



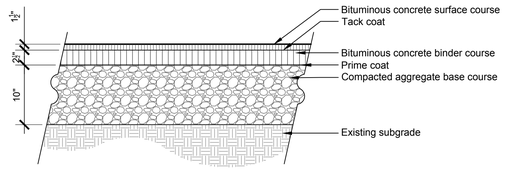

## 5 EXPANSION JOINT

3" = 1'-0"



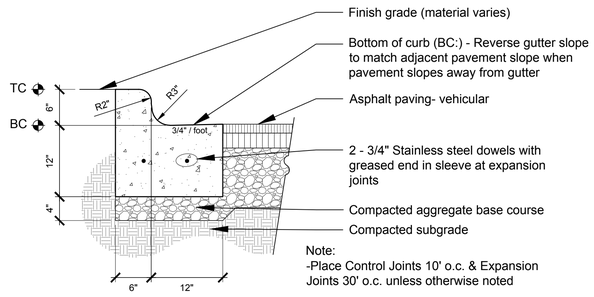

## 6 ASPHALT PAVING - PEDESTRIAN

1" = 1'-0"



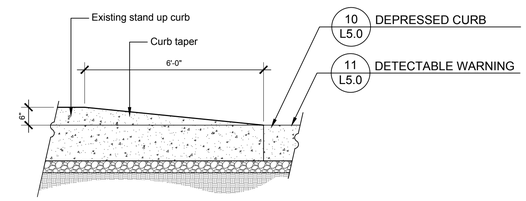

## 7 ASPHALT PAVING - VEHICULAR

1" = 1'-0"



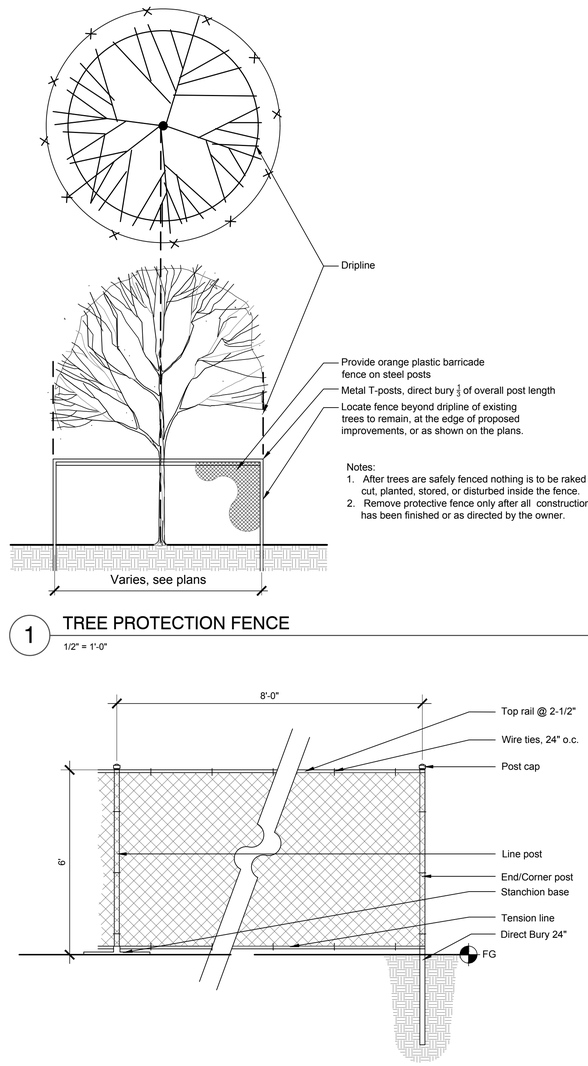

## 8 CONCRETE CURB AND GUTTER

1" = 1'-0"




## 9 CURB TAPER

1/2" = 1'-0"




## 1 TREE PROTECTION FENCE

1/2" = 1'-0"




## 2 TEMPORARY CONSTRUCTION FENCE

1/2" = 1'-0"




## 3 CONCRETE PAVING - PEDESTRIAN

1 1/2" = 1'-0"

P-NN-ARL-21




## 4 CONTROL JOINT

3" = 1'-0"

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DRAWN BY MDM/CNO

SHEET TITLE
Details

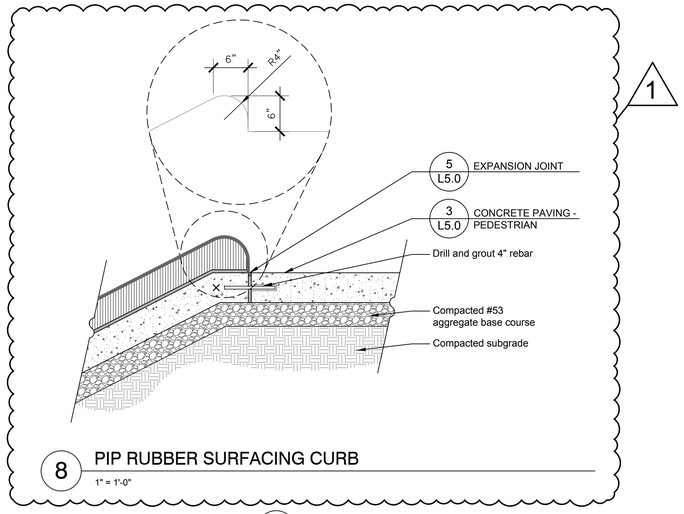
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.0

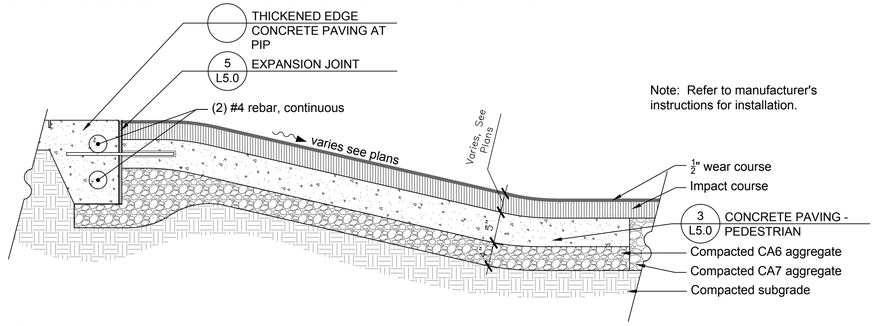
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8 PIP RUBBER SURFACING CURB

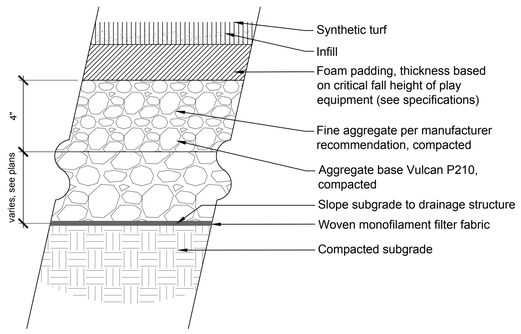
1" = 1'-0"




Note: Refer to manufacturer's instructions for installation.

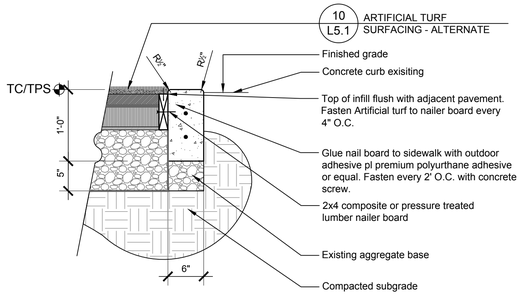
9 POURED-IN-PLACE RUBBER SURFACING - SLOPE

1" = 1'-0"



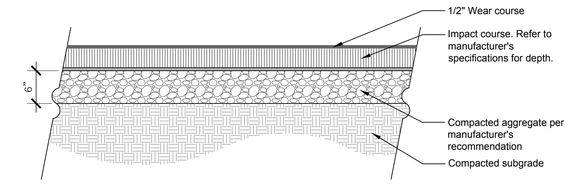

10 ARTIFICIAL TURF SURFACING - ALTERNATE

3" = 1'-0"




11 PLAYGROUND CURB AT ARTIFICIAL TURF- ALTERNATE

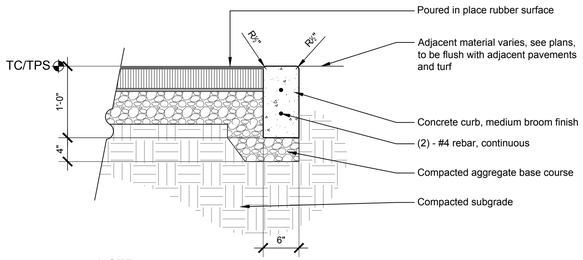
1" = 1'-0"




Notes:
1. Refer to manufacturer's instructions for installation.
2. Subgrade pitched at 2% toward underdrains

4 POURED IN PLACE RUBBER SURFACING

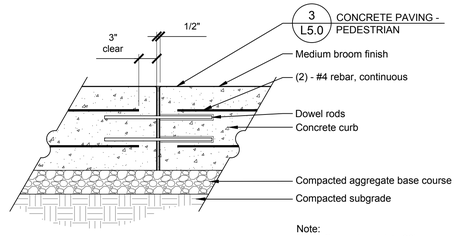
1" = 1'-0"




NOTE:
Place expansion joints @ 30' o.c. max
and sawcut control joints @10' o.c. max

5 PLAYGROUND CURB AT PIP

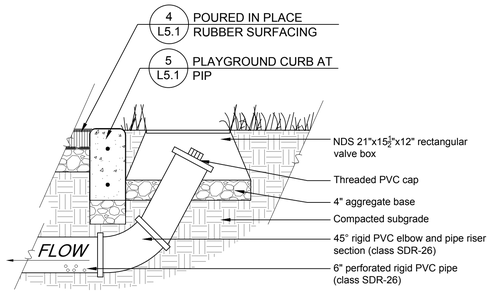
1" = 1'-0"




Note:
Place Expansion Joints 30'
o.c. unless otherwise noted.

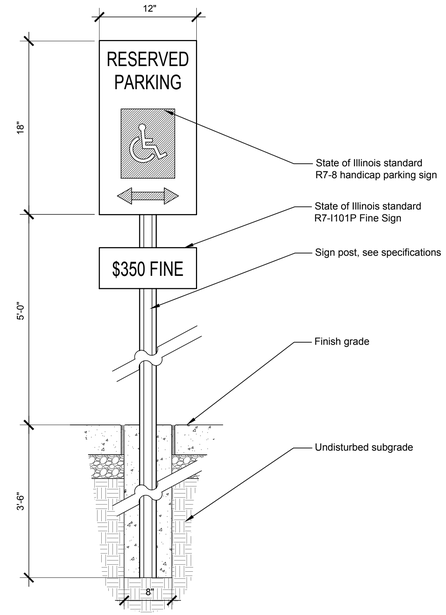
6 EXPANSION JOINT AT PLAYGROUND CURB

1" = 1'-0"



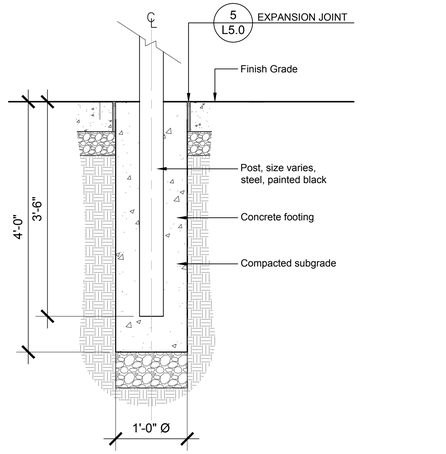

7 PLAYGROUND CLEANOUT AT POUR IN PLACE

1" = 1'-0"



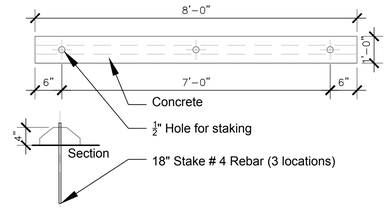

1 ADA PARKING SIGN

1" = 1'-0"




2 SIGN POST FOOTING

1" = 1'-0"




3 PARKING BUMPER

3/4" = 1'-0"

HITCHCOCK DESIGN GROUP
creatingbetterplaces

22 E. Chicago Avenue
Suite 200A
Naperville, IL 60540
T 630.961.1787
hitchcockdesigngroup.com

PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS

*Civil Engineer*
Eriksson Engineering Associates, Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
T 312.463.0551

*Electrical Engineer*
Nova Engineering, PC
2338 Cline Avenue
Schererville, IN 46375
T 219.865.3352

*Skate Park Design*
6824 S. Centinela Ave.
Los Angeles, California 90230
T 626.330.5803

Issue for Permit
May 23, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
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| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |
| | | |
| | | |
| | | |

CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
Details

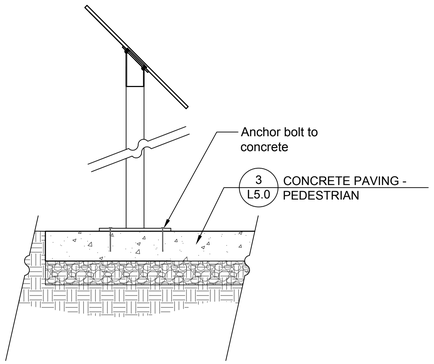
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.1

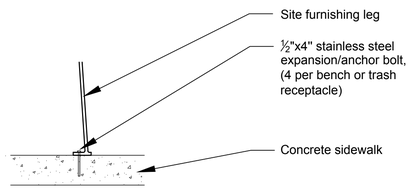
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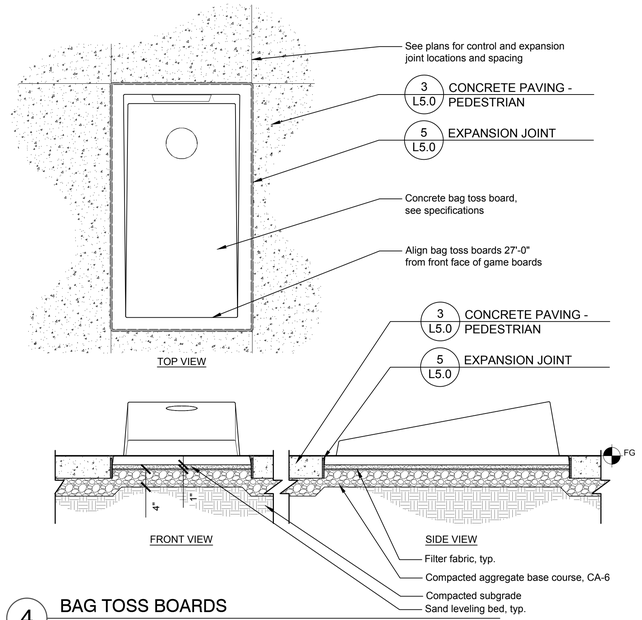

## 6 INTERPRETIVE SIGN

1" = 1'-0"



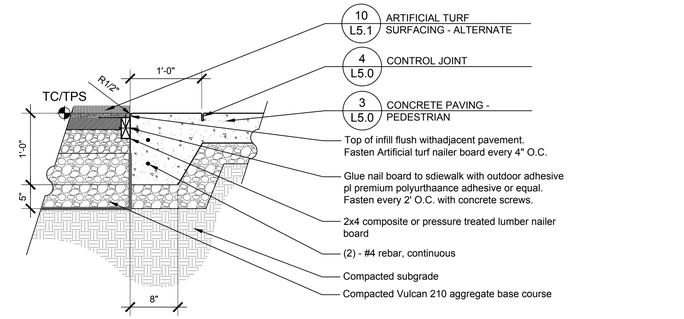

## 7 SITE FURNISHING ATTACHMENT - SURFACE MOUNT

1" = 1'-0"



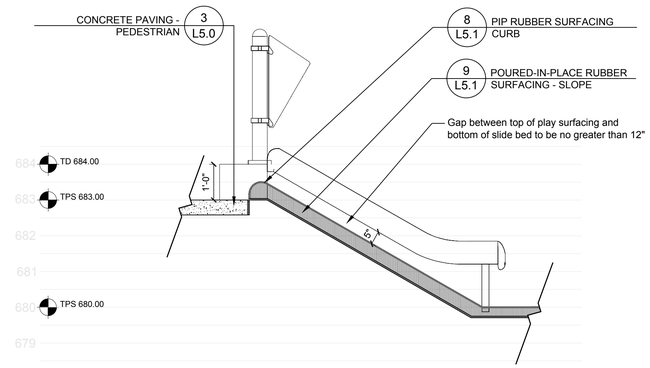

## 4 BAG TOSS BOARDS

3/4" = 1'-0"



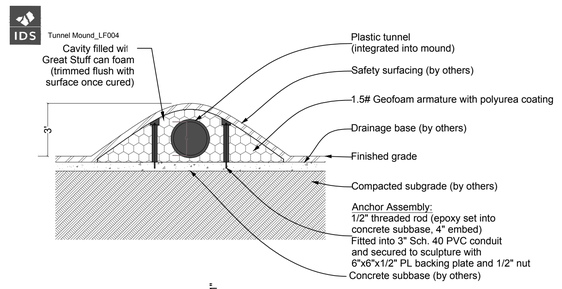

## 1 THICKENED EDGE CONCRETE PAVING AT ARTIFICIAL TURF- ALTERNATE

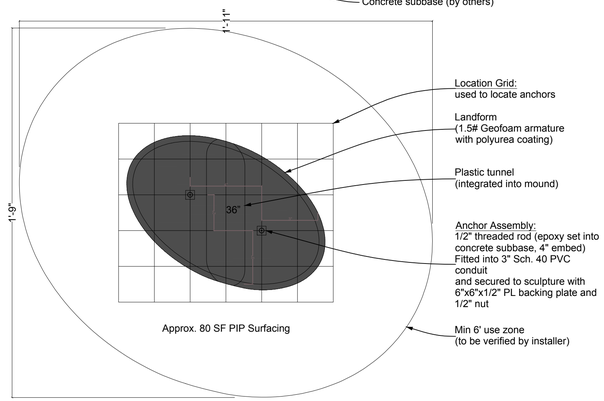
1" = 1'-0"




## 2 EMBANKMENT SLIDE SECTION

1/2" = 1'-0"

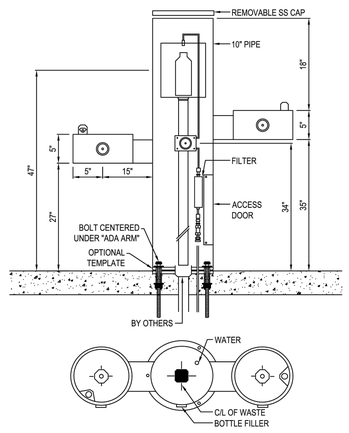



## 3 POUR-IN-PLACE PLAY MOUND

1/4" = 1'-0"

MOST DEPENDABLE FOUNTAINS, INC.
5705 COMMANDER DR. P.O. BOX 587
ARLINGTON, TN 38002-0587
PHONE: (901) 867-0039
www.mostdependable.com




NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 3354-17.45.

MODEL 10145SMFA

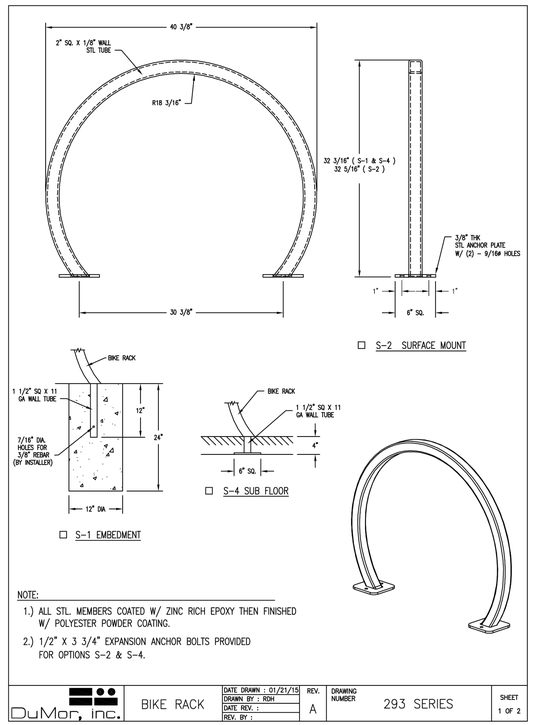
10145SM SHOWN WITH OPTIONAL 10" SS SURFACE CARRIER

3354-17.45 REVISION DATE 08/28/2020

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## 8 DRINKING FOUNTAIN

N.T.S.




NOTE:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED FOR OPTIONS S-2 & S-4.

| DuMor, inc. | BIKE RACK | DATE DRAWN : 01/21/15<br>DRAWN BY : RDH<br>DATE REV. :<br>REV. BY : | REV. A | DRAWING NUMBER 293 SERIES | SHEET 1 OF 2 |
|---|---|---|---|---|---|

## 5 DUMOR - BIKE RACK 293 SERIES

N.T.S.

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CHECKED BY ARH/MGM

DRAWN BY MDM/CNO

SHEET TITLE
Details

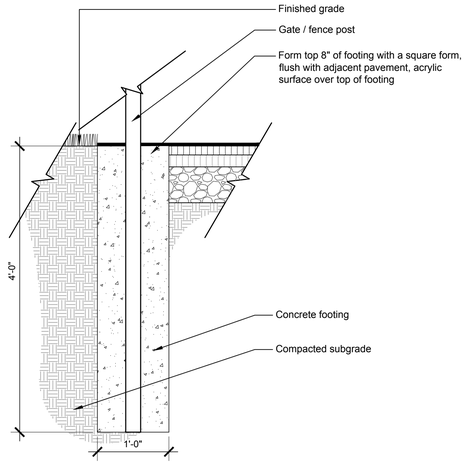
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.2

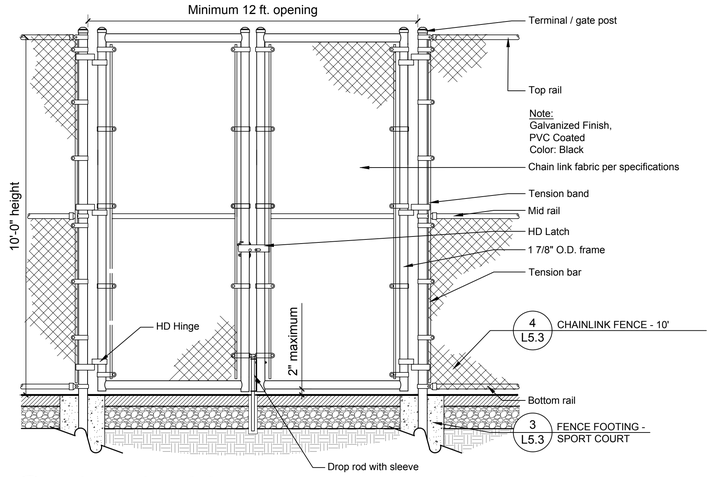
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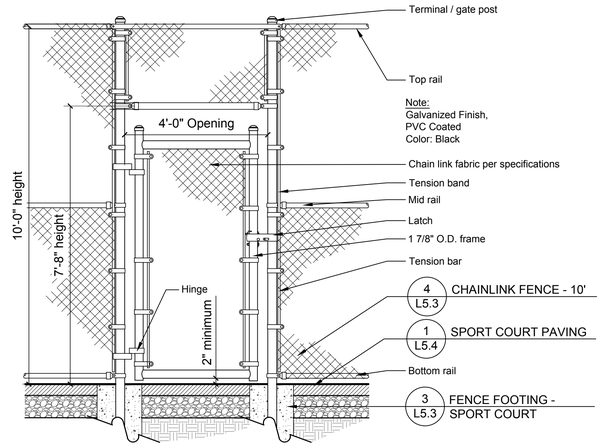

3 FENCE FOOTING - SPORT COURT

1" = 1'-0"




2 DOUBLE SWING GATE - 10' HT.

1/2" = 1'-0"

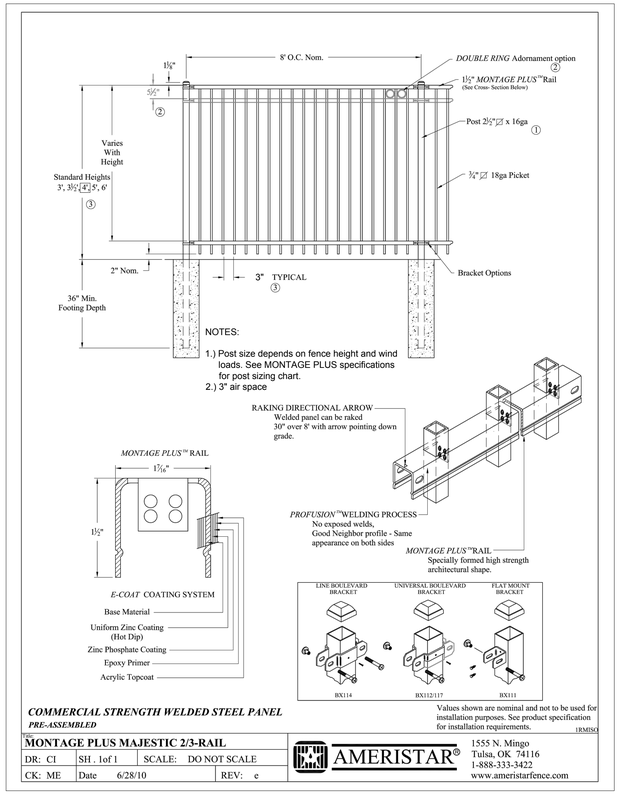



1 SINGLE SWING GATE - 10' HT.

1/2" = 1'-0"

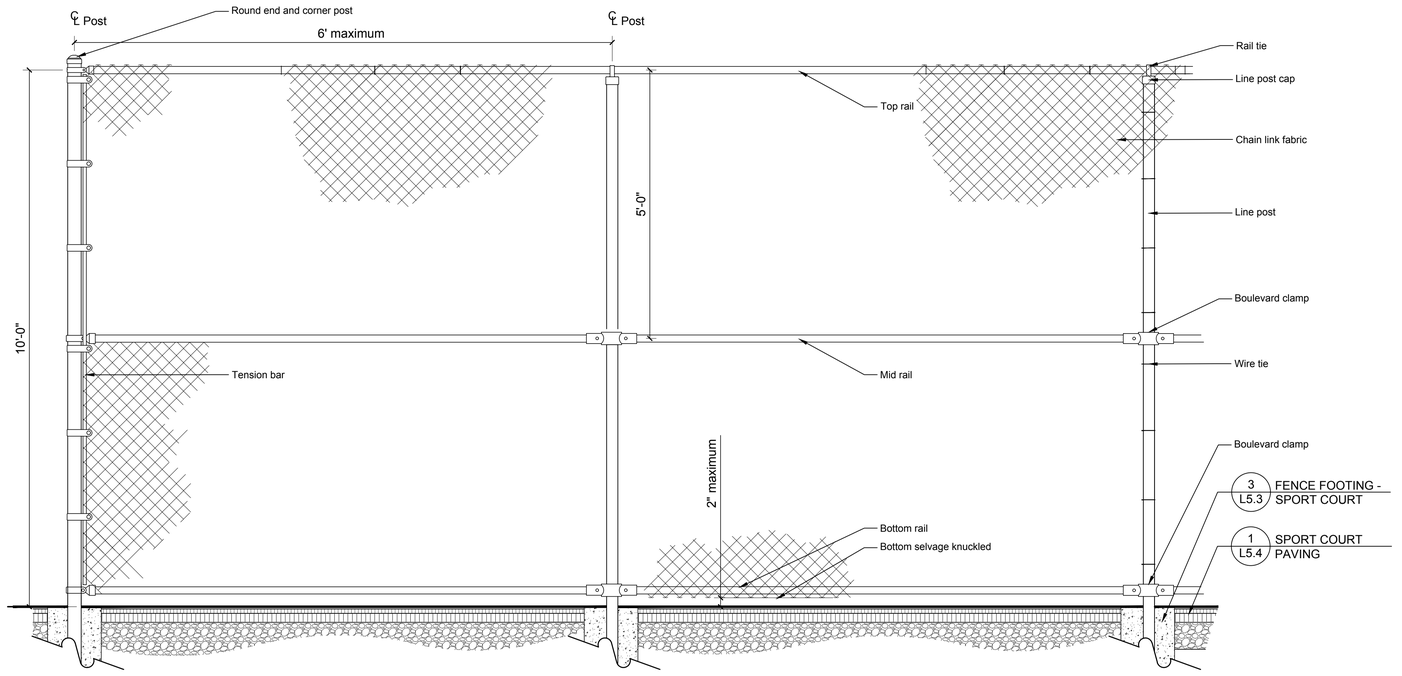
| Chainlink Fence Schedule | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Height | Mid Rail Height | Fabric (Height/ Gauge/Mesh) | Fabric Selvage (top and bottom) | Footing Depth | Footing Diameter | Terminal Posts | Line Posts | Post Spacing | Top Rail | Mid Rail | Bottom Rail | Truss Rod w/ Turnbuckle | Tension Wire | PVC Coated | Post Cap |
| Tennis Court Fencing | 10' | 5' | 9GA. / 1-3/4" | knuckle | 42" | 18" dia. | 3" | 2 7/8" | Max 6'-0" O.C. | 1.50" | 1.50" | 1.50" | n/a | n/a | Black | Dome |
| Outfield Fencing | 10' | 5' | 9GA. / 1-3/4" | knuckle | 42" | 18" dia. | 3" | 2 7/8" | Max 8'-0" O.C. | 1.50" | n/a | 1.50" | n/a | n/a | Black | Dome |

Fence fabric to be exterior facing




5 MONTAGE ORNAMENTAL STEEL FENCE

N.T.S.




4 CHAINLINK FENCE - 10'

3/4" = 1'-0"

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DRAWN BY MDM/CNO

SHEET TITLE
Details

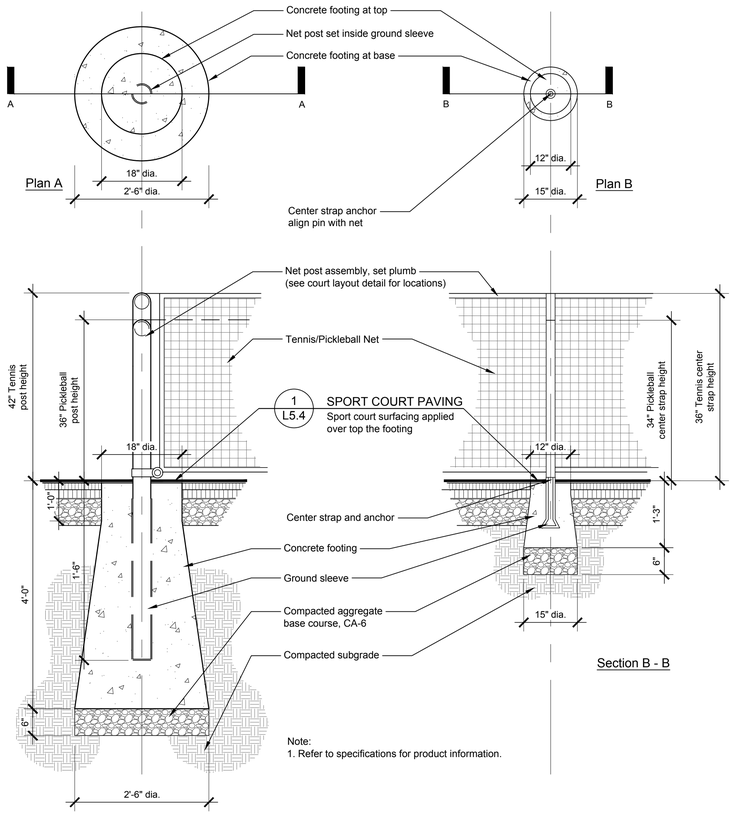
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.3

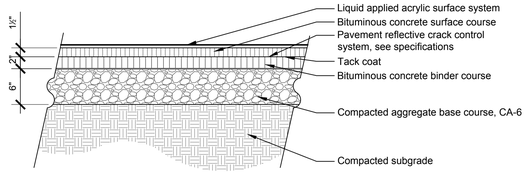
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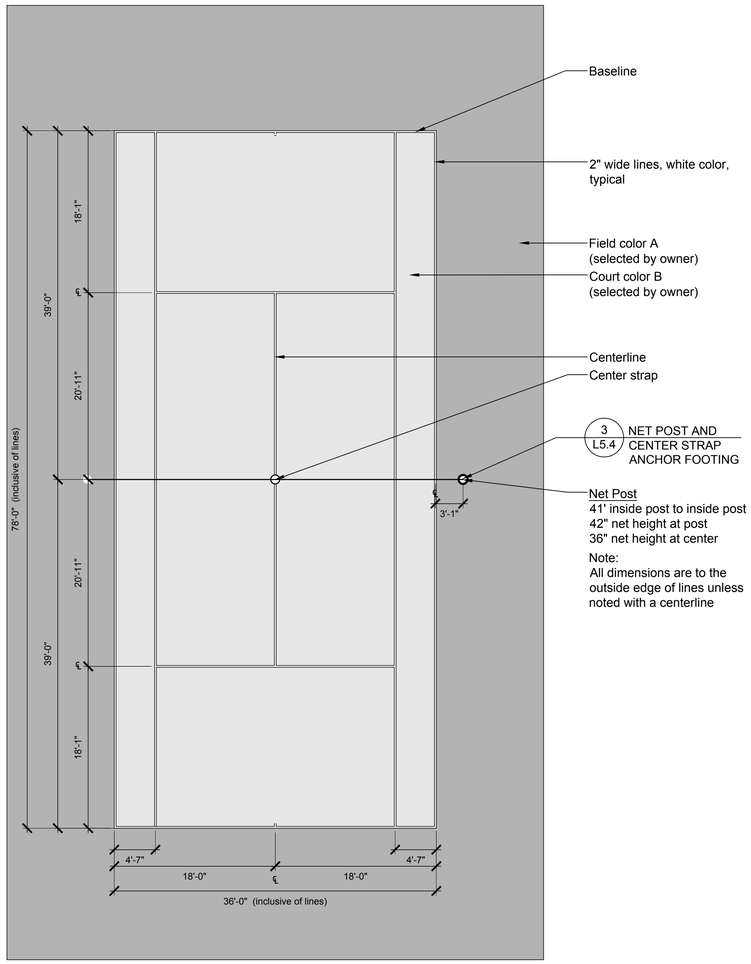

## 3 NET POST AND CENTER STRAP ANCHOR FOOTING

3/4" = 1'-0"



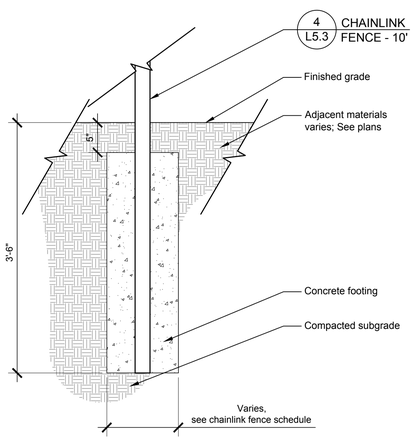

## 1 SPORT COURT PAVING

1" = 1'-0"



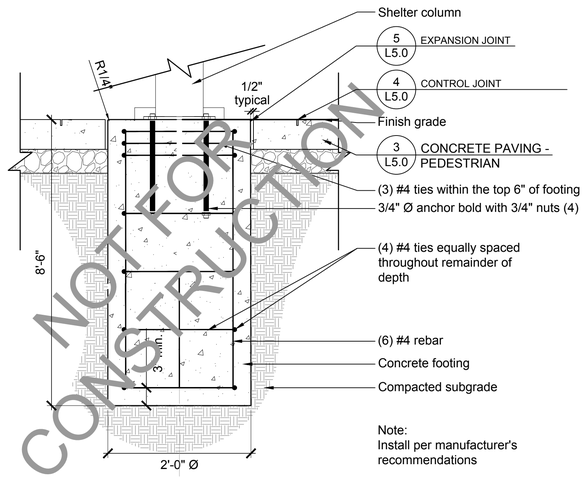

## 2 TENNIS COURT LAYOUT

1/8" = 1'-0"




## 5 FENCE FOOTING - BALLFIELD (ALTERNATE)

1" = 1'-0"




## 6 SHELTER FOOTING

1" = 1'-0"

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NORTH

SHEET NUMBER
L5.4

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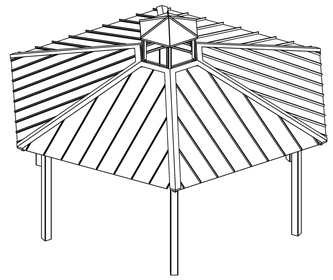
J:\Projects\Naperville\Arlington Heights Park District\Recreation Park Final Design Phase One 2023\06 Production\01 CAD\00 Current\L5.0 Details.dwg

poligon®

PROJECT: RECREATION PARK
LOCATION: ARLINGTON HEIGHTS, IL
BUILDING TYPE: HXE 24
ROOF TYPE: MULTI-RIB
BUILDING NUMBER: P19376
ORDER NUMBER: 79417
QUOTE NUMBER: 12556-R1

DRAWING LIST:

| | |
|---|---|
| CS | COVER SHEET |
| 1 | ARCHITECTURAL ELEVATIONS |
| 2 | STRUCTURAL FRAMING PLAN |
| 3 | COLUMN LAYOUT |



MIAMI-DADE COUNTY CERTIFICATE OF COMPETENCY NO. 21-0819.13
PCI (POWDER COATING INSTITUTE) 4000 CERTIFIED

CITY OF PHOENIX, AZ APPROVED FABRICATOR #C08-2010
CITY OF LOS ANGELES, CA APPROVED FABRICATOR #F8801596
CITY OF RIVERSIDE, CA APPROVED FABRICATOR #SF .000042
CITY OF HOUSTON, TX APPROVED FABRICATOR #470
CLARK COUNTY, NV APPROVED FABRICATOR #264
STATE OF UTAH APPROVED FABRICATOR 02008-14
AISC APPROVED FABRICATOR C-00018791

| DESCRIPTION | ASTM DESIGNATION |
|---|---|
| TUBE STEEL | A500 (GRADE B) |
| SCHEDULE PIPE | A53 (GRADE B) |
| RMT PIPE | A210 |
| LIGHT GAGE COLD FORMED STRUCTURAL STEEL PLATE | A1003 (GRADE 50) A36 |
| ROOF PANELS (STEEL) | A653 |

UNLESS NOTED OTHERWISE, THIS STRUCTURE WAS DESIGNED TO ONLY SUPPORT WHAT IS SHOWN ON THESE DRAWINGS. THE MANUFACTURER MUST BE CONTACTED IF ANYTHING ELSE IS TO BE ATTACHED TO THIS STRUCTURE (WALLS, COLUMN WRAPS, RAILINGS, ETC.) SO THE DESIGN OF THIS STRUCTURE CAN BE REVIEWED AND POSSIBLY REVISED.

UNLESS NOTED OTHERWISE, THIS STRUCTURE WAS DESIGNED ASSUMING A 20' SEPARATION BETWEEN ANY ADJACENT STRUCTURE WITH AN EAVE HEIGHT EQUAL TO OR GREATER THAN THE EAVE HEIGHT OF THIS STRUCTURE. IF THAT SEPARATION DOES NOT EXIST, THE MANUFACTURER MUST BE CONTACTED SO THE DESIGN OF THIS STRUCTURE CAN BE REVIEWED AND POSSIBLY REVISED.

STRUCTURAL STEEL SHALL BE DETAILED, FABRICATED, AND ERECTED IN ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) SPECIFICATION MANUAL.

ALL WELDING IS PERFORMED BY AMERICAN WELDING SOCIETY (AWS) CERTIFIED WELDERS AND CONFORMS TO THE LATEST EDITION OF AWS D1.1 OR D1.3 AS REQUIRED.

PARTS SHOWN MAY BE UPGRADED DUE TO STANDARDIZED FABRICATION. REFER TO THE SHIPPING BILL OF MATERIALS FOR POSSIBLE SUBSTITUTIONS.

FOR PROPER FIELD INSTALLATION OF THE BUILDING IT IS RECOMMENDED THAT THE PRIMARY FRAME INSTALLER AND THE ROOF INSTALLER HAVE A MINIMUM FIVE (5) YEARS DOCUMENTED EXPERIENCE INSTALLING THIS TYPE OF PRODUCT.

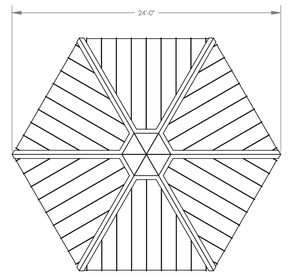
FOR PROPER FIELD INSTALLATION OF THE BUILDING IT IS RECOMMENDED THAT ELECTRIC WIRING, IF REQUIRED, BE RUN THROUGH THE STRUCTURAL MEMBERS BEFORE THE BUILDING IS ERECTED.

poligon® PORTER CORP

DRAWN BY: jshannon.mitchell | REV LEVEL: A | SCALE: 1:48
PRINT DATE: 5/2/2024 | JOB #: P19376 | FILE: ~E1.P19376

PROJECT: RECREATION PARK
ARLINGTON HEIGHTS, IL
SHEET: COVER SHEET

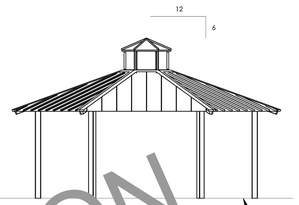
1



TOP VIEW

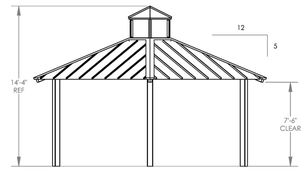


ISOMETRIC VIEW




FRONT VIEW

FINISH GRADE (ASSUMED AT CONSTANT ELEVATION UNLESS OTHERWISE NOTED)



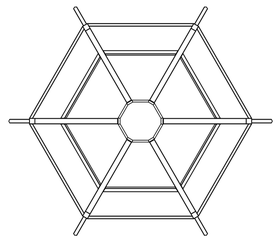

SIDE VIEW

1. METAL ROOFING:
   - 24 GAUGE
   - GALVALUME COATED
   - KYNAR 500 PAINTED
2. TRIM COLOR MATCHES ROOF
3. SEE POLIGON.COM FOR COLOR OPTIONS

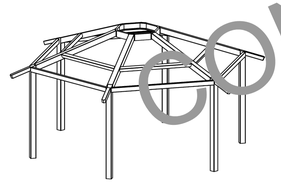
poligon® PORTER CORP (616)399-1763

DRAWN BY: jshannon.mitchell | REV LEVEL: A | SCALE: 1:64
PRINT DATE: 5/2/2024 | JOB #: P19376 | FILE: ~E1.P19376

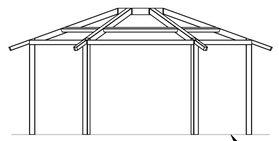
PROJECT: RECREATION PARK
ARLINGTON HEIGHTS, IL
SHEET: ARCHITECTURAL ELEVATIONS



TOP VIEW

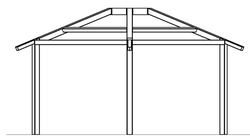


ISOMETRIC VIEW



FRONT VIEW

FINISH GRADE (ASSUMED AT CONSTANT ELEVATION UNLESS OTHERWISE NOTED)



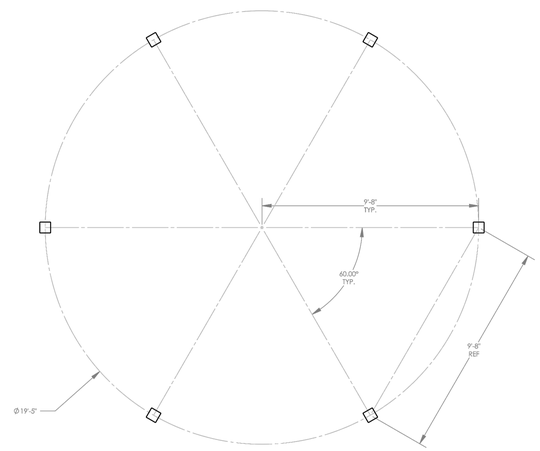
SIDE VIEW

poligon® PORTER CORP (616)399-1763

DRAWN BY: jshannon.mitchell | REV LEVEL: A | SCALE: 1:64
PRINT DATE: 5/2/2024 | JOB #: P19376 | FILE: ~E1.P19376

PROJECT: RECREATION PARK
ARLINGTON HEIGHTS, IL
SHEET: STRUCTURAL FRAMING PLAN

1. POLIGON ENGINEERING WILL DETERMINE REQUIRED BASEPLATE DESIGN AFTER ENGINEERING PACKAGE IS ORDERED.
2. CUSTOMER MAY SUGGEST PREFERRED BASEPLATE DESIGN.




poligon® PORTER CORP (616)399-1763

DRAWN BY: jshannon.mitchell | REV LEVEL: A | SCALE: 1:32
PRINT DATE: 5/2/2024 | JOB #: P19376 | FILE: ~E1.P19376

PROJECT: RECREATION PARK
ARLINGTON HEIGHTS, IL
SHEET: COLUMN LAYOUT

NOT FOR CONSTRUCTION

1 SHELTER - PLAYGROUND
NTS

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Naperville, IL 60540
T 630.961.1787
hitchcockdesigngroup.com

PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

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*Skate Park Design*
6824 S. Centinela Ave.
Los Angeles, California 90230
T 626.330.5803

Issue for Permit
May 23, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 01 | 5.17.2024 | Addendum 1 |
| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |
| | | |
| | | |
| | | |

CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
Details

SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.5

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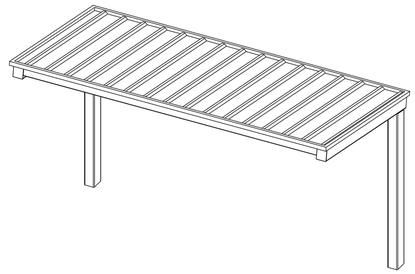
J:\Projects\Recreation Park\Arlington Heights Park District\Projects\Park Plans\Phase 1\Drawings\Park Plans Phase 1.dwg, 6/27/2024 2:46:03 PM, Brandon Kay

poligon®

PROJECT: RECREATION PARK
LOCATION: ARLINGTON HEIGHTS, IL
BUILDING TYPE: CWC 8X16
ROOF TYPE: MULTI-RIB
BUILDING NUMBER: P19416
ORDER NUMBER: 79464
QUOTE NUMBER: 11805

DRAWING LIST:

| SHEET NUMBER | DRAWING DESCRIPTION |
|---|---|
| CS | COVER SHEET |
| 1 | ARCHITECTURAL ELEVATIONS |
| 2 | STRUCTURAL FRAMING PLAN |
| 3 | COLUMN LAYOUT |



**CERTIFICATES:**
MIAMI-DADE COUNTY CERTIFICATE OF COMPETENCY NO. 21-0819.13
PCI (POWDER COATING INSTITUTE) 4000 CERTIFIED

**FABRICATOR APPROVALS:**
CITY OF PHOENIX, AZ APPROVED FABRICATOR #C08-2010
CITY OF LOS ANGELES, CA APPROVED FABRICATOR #F8801596
CITY OF RIVERSIDE, CA APPROVED FABRICATOR #SF .000042
CITY OF HOUSTON, TX APPROVED FABRICATOR #470
CLARK COUNTY, NV APPROVED FABRICATOR #264
STATE OF UTAH APPROVED FABRICATOR 02008-14
AISC APPROVED FABRICATOR C-00018751

**MATERIALS:**

| DESCRIPTION | ASTM DESIGNATION |
|---|---|
| TUBE STEEL | A500 (GRADE B) |
| SCHEDULE PIPE | A53 (GRADE B) |
| RMT PIPE | A519 |
| LIGHT GAGE COLD FORMED | A1003 (GRADE 50) |
| STRUCTURAL STEEL PLATE | A36 |
| ROOF PANELS (STEEL) | A653 |

**GENERAL NOTES:**
UNLESS NOTED OTHERWISE, THIS STRUCTURE WAS DESIGNED TO ONLY SUPPORT WHAT IS SHOWN ON THESE DRAWINGS. THE MANUFACTURER MUST BE CONTACTED IF ANYTHING ELSE IS TO BE ATTACHED TO THIS STRUCTURE (WALLS, COLUMN WRAPS, RAILINGS, ETC.) SO THE DESIGN OF THIS STRUCTURE CAN BE REVIEWED AND POSSIBLY REVISED.

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STRUCTURAL STEEL SHALL BE DETAILED, FABRICATED, AND ERECTED IN ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) SPECIFICATION MANUAL.

ALL WELDING IS PERFORMED BY AMERICAN WELDING SOCIETY (AWS) CERTIFIED WELDERS AND CONFORMS TO THE LATEST EDITION OF AWS D1.1 OR D1.3 AS REQUIRED.

PARTS SHOWN MAY BE UPGRADED DUE TO STANDARDIZED FABRICATION. REFER TO THE SHIPPING BILL OF MATERIALS FOR POSSIBLE SUBSTITUTIONS.

FOR PROPER FIELD INSTALLATION OF THE BUILDING IT IS RECOMMENDED THAT THE PRIMARY FRAME INSTALLER AND THE ROOF INSTALLER HAVE A MINIMUM FIVE (5) YEARS DOCUMENTED EXPERIENCE INSTALLING THIS TYPE OF PRODUCT.

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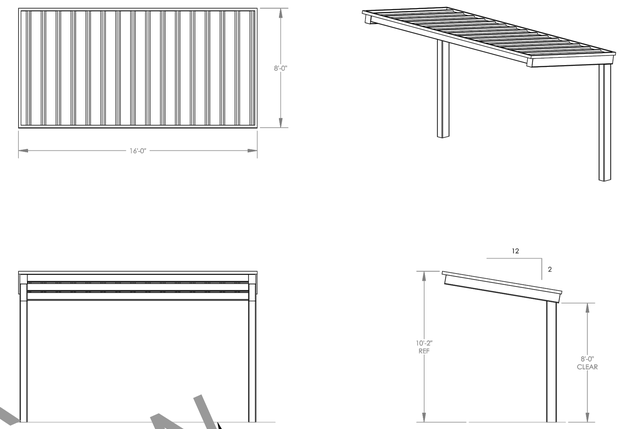
**STOP!!**
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poligon® www.poligon.com SALES: (816) 888-3000 FIELD SUPPORT: (816) 888-3844 by PORTER CORP

DRAWN BY: michael.letch | REV LEVEL: A | SCALE: 1:32
PROJECT: RECREATION PARK | ARLINGTON HEIGHTS, IL | COVER SHEET
PROJECT DATE: 5/9/2024 | QUOTE #: 11805 | ORDER #: 79464 | BUILDING #: P19416
SHEET: CS

**GENERAL ROOF NOTES:**

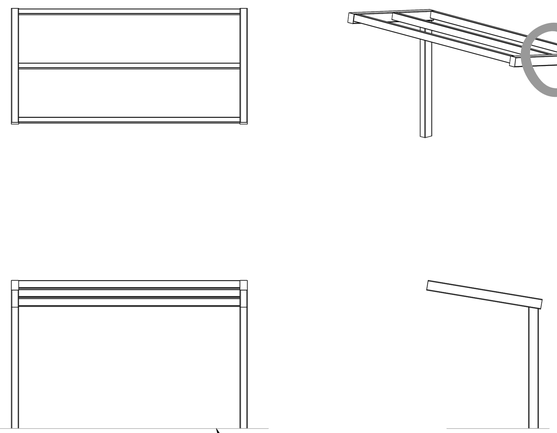
1. METAL ROOFING:
   - 24 GAUGE
   - GALVALUME COATED
   - KYNAR 500 PAINTED
2. TRIM COLOR MATCHES ROOF
3. SEE POLIGON.COM FOR COLOR OPTIONS




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DRAWN BY: michael.letch | REV LEVEL: A | SCALE: 1:48
PROJECT: RECREATION PARK | ARLINGTON HEIGHTS, IL | ARCHITECTURAL ELEVATIONS
PROJECT DATE: 5/9/2024 | QUOTE #: 11805 | ORDER #: 79464 | BUILDING #: P19416
SHEET: 1



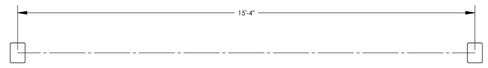

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DRAWN BY: michael.letch | REV LEVEL: A | SCALE: 1:48
PROJECT: RECREATION PARK | ARLINGTON HEIGHTS, IL | STRUCTURAL FRAMING PLAN
PROJECT DATE: 5/9/2024 | QUOTE #: 11805 | ORDER #: 79464 | BUILDING #: P19416
SHEET: 2

**ANCHOR BOLT LAYOUT NOTES:**

1. ENGINEERING WILL DETERMINE REQUIRED ANCHOR BOLT LAYOUT AFTER ENGINEERING PACKAGE IS ORDERED.
2. CUSTOMER MAY SUGGEST PREFERRED ANCHOR BOLT LAYOUT.




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DRAWN BY: michael.letch | REV LEVEL: A | SCALE: 1:24
PROJECT: RECREATION PARK | ARLINGTON HEIGHTS, IL | COLUMN LAYOUT
PROJECT DATE: 5/9/2024 | QUOTE #: 11805 | ORDER #: 79464 | BUILDING #: P19416
SHEET: 3

1 SHELTER - SKATE PARK
NTS

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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
Details

SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.6

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J:\Projects\Projects Active\Arlington Park Park\PD\Design Park Five\Design Park Five.pln 5/9/2024 2:44:13 PM by michael.letch

2023A

poligon®

PROJECT: RECREATION PARK

LOCATION: ARLINGTON HEIGHTS, IL

BUILDING TYPE: MIL 9X16

ROOF TYPE: N/A

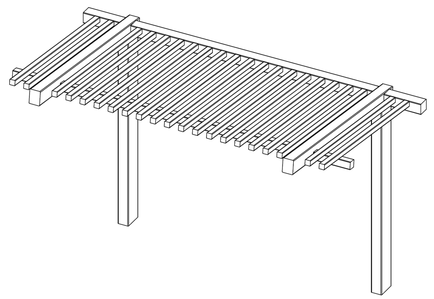
BUILDING NUMBER: P19417

ORDER NUMBER: 79465

QUOTE NUMBER: 12983

DRAWING LIST:

| SHEET NUMBER | DRAWING DESCRIPTION |
|---|---|
| CS | COVER SHEET |
| 1 | ARCHITECTURAL ELEVATIONS |
| 3 | COLUMN LAYOUT |



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CLARK COUNTY, NV APPROVED FABRICATOR #264
STATE OF UTAH APPROVED FABRICATOR 02008-14
AISC APPROVED FABRICATOR C-00018751

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| SCHEDULE PIPE | A53 (GRADE B) |
| RMT PIPE | A519 |
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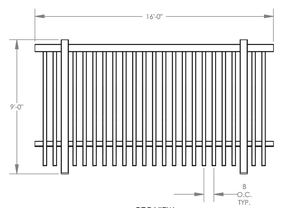
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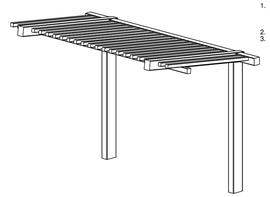
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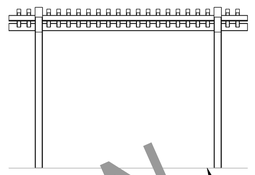
PRJ CLASS: A | SCALE: 1:30
DRAWN BY: michael.aitch
PRINT DATE: 5/8/2024 | JOB #: P19417 | ORDER #: -P19417-E1
PROJECT: RECREATION PARK | LOCATION: ARLINGTON HEIGHTS, IL | SHEET: COVER SHEET
SHEET: CS



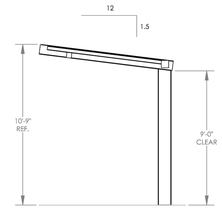
TOP VIEW


ISOMETRIC VIEW

**GENERAL ROOF NOTES:**
1. METAL ROOFING:
   - 24 GAUGE
   - GALVALUME COATED
   - KYNAR 500 PAINTED
2. TRIM COLOR MATCHES ROOF
3. SEE POLIGON.COM FOR COLOR OPTIONS


ROOF VIEW

FINISH GRADE
(ASSUMED AT CONSTANT ELEVATION UNLESS OTHERWISE NOTED)



SIDE VIEW

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PRJ CLASS: A | SCALE: 1:48
DRAWN BY: michael.aitch
PRINT DATE: 5/8/2024 | JOB #: P19417 | ORDER #: -P19417-E1
PROJECT: RECREATION PARK | LOCATION: ARLINGTON HEIGHTS, IL | SHEET: ARCHITECTURAL ELEVATIONS
SHEET: 1

**ANCHOR BOLT LAYOUT NOTES:**

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DRAWN BY: michael.aitch
PRINT DATE: 5/8/2024 | JOB #: P19417 | ORDER #: -P19417-E1
PROJECT: RECREATION PARK | LOCATION: ARLINGTON HEIGHTS, IL | SHEET: COLUMN LAYOUT
SHEET: 2

1 ENTRANCE FEATURE ALTERNATE A - TRELLIS
NTS

NOT FOR CONSTRUCTION

H:\Projects\New Jobs\Arlington Heights Park District\Poligon Park Five\Poligon Park Five_Cover_P19417_R1.0.pln, 5/8/2024 2:00:00 PM, michael.aitch

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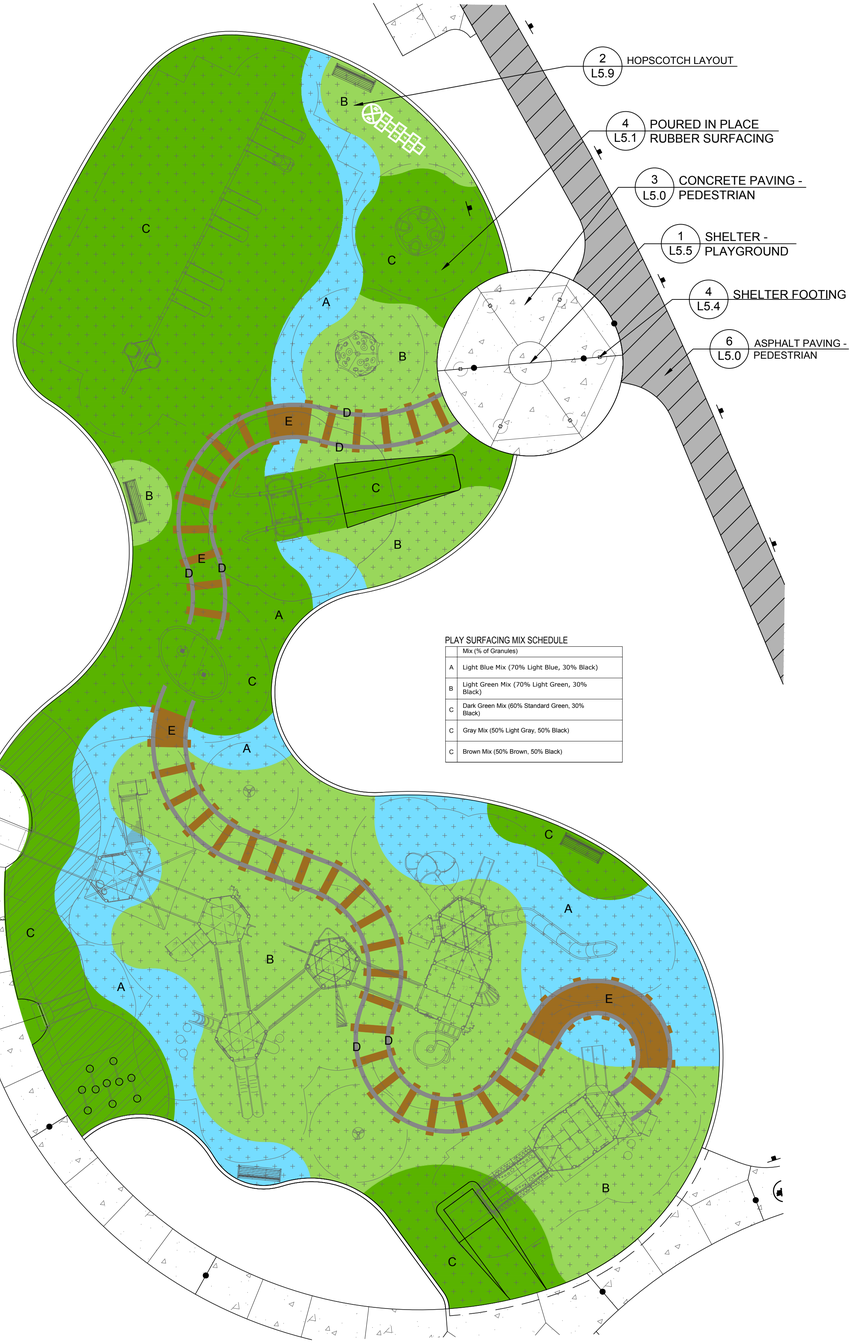
SHEET TITLE
Details

SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.7

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PLAY SURFACING MIX SCHEDULE

| | Mix (% of Granules) |
|---|---|
| A | Light Blue Mix (70% Light Blue, 30% Black) |
| B | Light Green Mix (70% Light Green, 30% Black) |
| C | Dark Green Mix (60% Standard Green, 30% Black) |
| C | Gray Mix (50% Light Gray, 50% Black) |
| C | Brown Mix (50% Brown, 50% Black) |

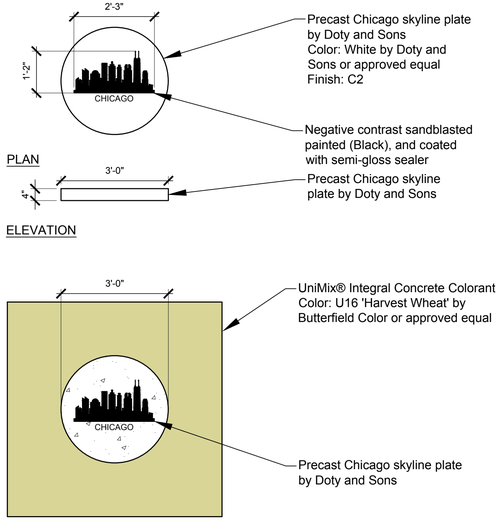
## 5 POURED IN PLACE RUBBER SURFACING DESIGN

1" = 10'



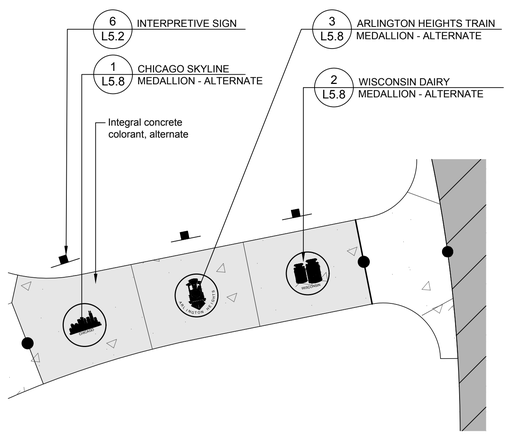

## 3 ARLINGTON HEIGHTS TRAIN MEDALLION - ALTERNATE

1/2" = 1'-0"



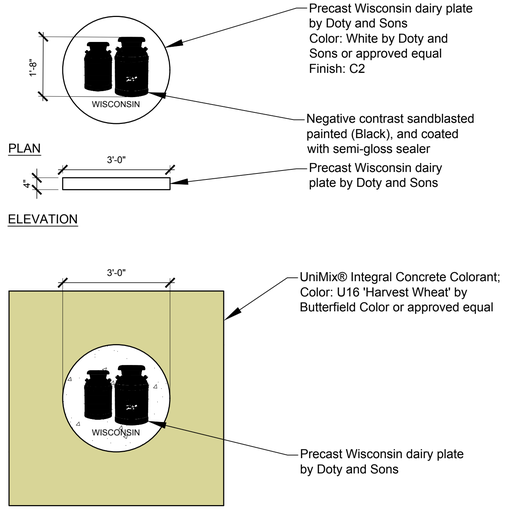

## 1 CHICAGO SKYLINE MEDALLION - ALTERNATE

1/2" = 1'-0"




## 4 CONCRETE MEDALLION LAYOUT - ALTERNATE

1" = 5'




## 2 WISCONSIN DAIRY MEDALLION - ALTERNATE

1/2" = 1'-0"

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SHEET TITLE
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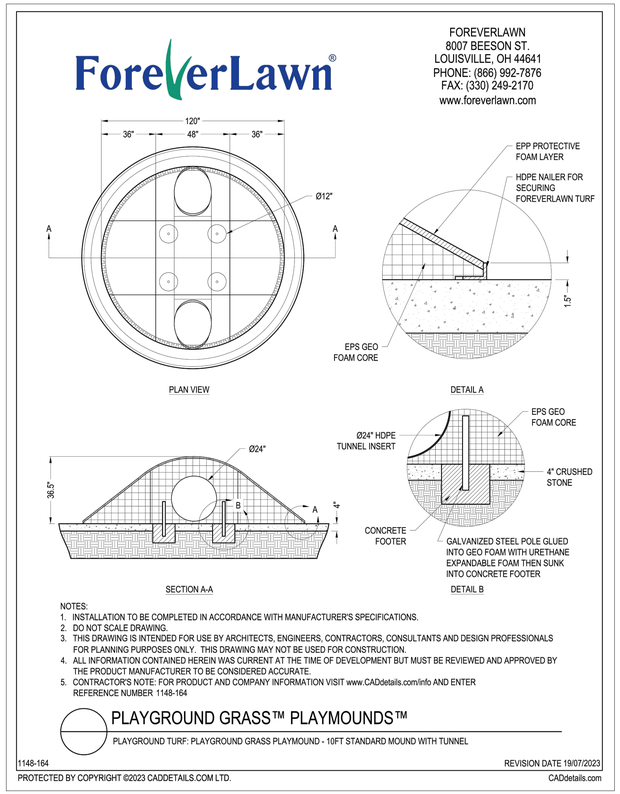
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.8

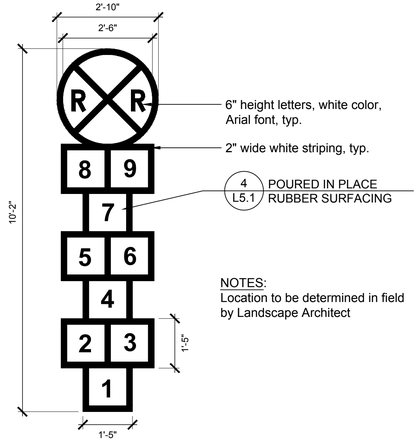
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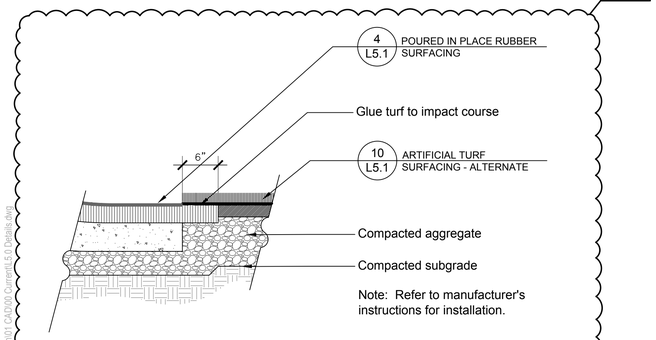

3 FOREVER LAWN - PLAY MOUND ALTERNATE

N.T.S.



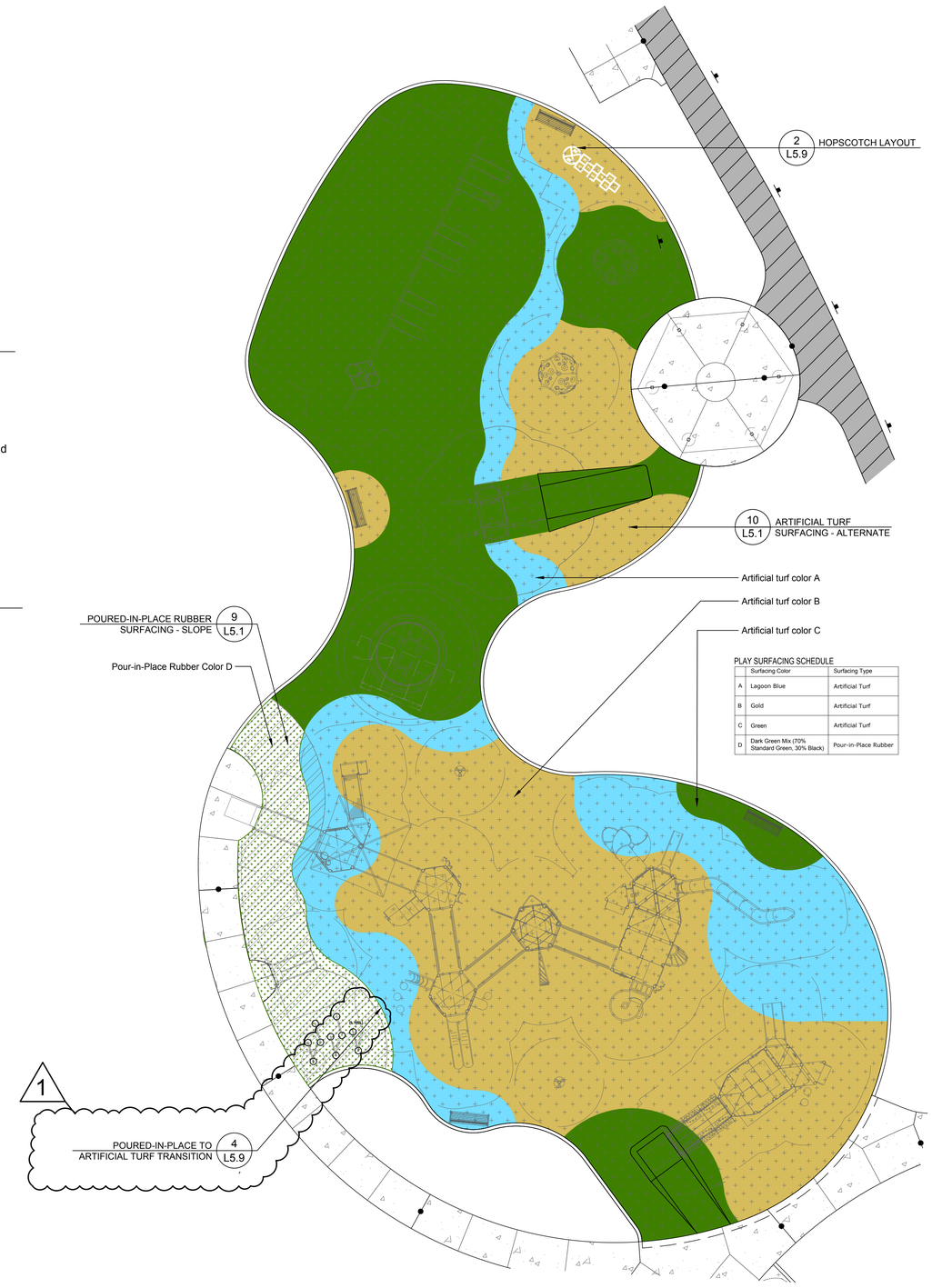

2 HOPSCOTCH LAYOUT

1/2" = 1'-0"




4 POURED-IN-PLACE TO ARTIFICIAL TURF TRANSITION

1" = 1'-0"




1 ARTIFICIAL TURF PLAY SURFACING DESIGN - ALTERNATE

1" = 10'

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PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS

*Civil Engineer*
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Chicago, IL 60661
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*Electrical Engineer*
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Schererville, IN 46375
T 219.865.3352

*Skate Park Design*
6824 S. Centinela Ave.
Los Angeles, California 90230
T 626.330.5803

Issue for Permit
May 23, 2024

REVISIONS

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| 03 | 6.27.2024 | Permit Resubmittal |
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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
Details

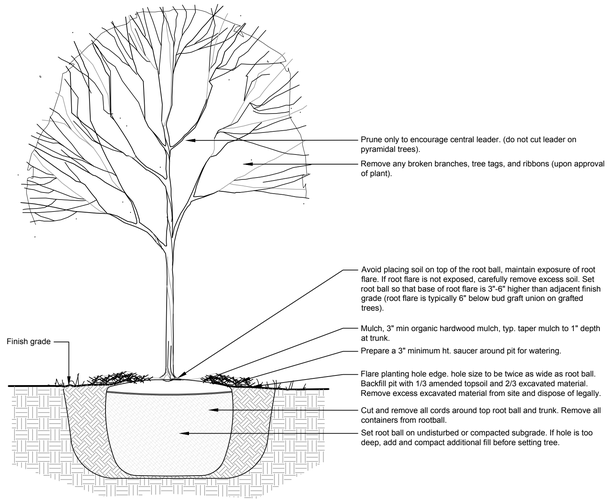
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.9

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1 SHADE TREE

1/2" = 1'-0"




Note:
Root mass of pot bound plants should be loosened before planting

4 PERENNIAL PLANTING

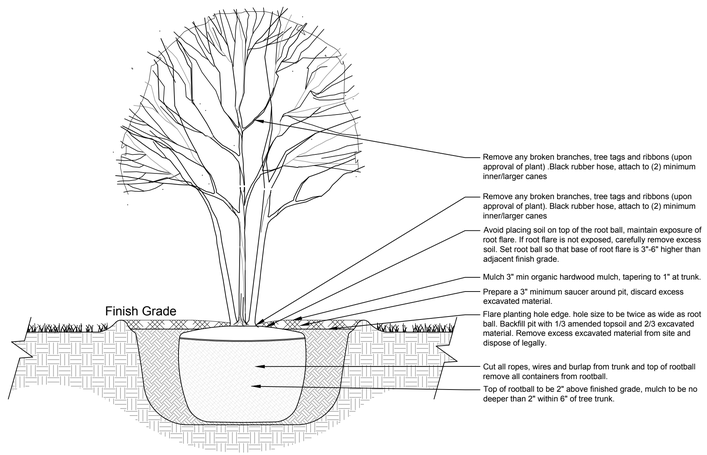
1/2" = 1'-0"




Note:
1. Spacing is to be triangular
2. Intent is for plant species to be randomly placed when multiple species are within one bed

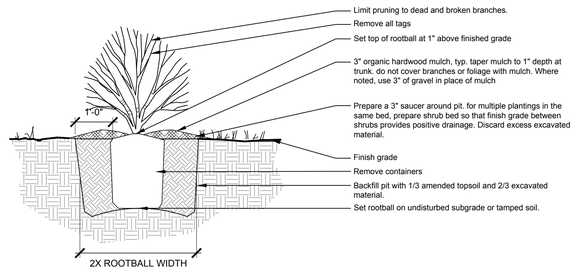
5 PLANT SPACING

1/2" = 1'-0"




2 ORNAMENTAL TREE PLANTING

1/2" = 1'-0"




3 SHRUB PLANTING

1/2" = 1'-0"

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DRAWN BY MDM/CNO

SHEET TITLE
## Details

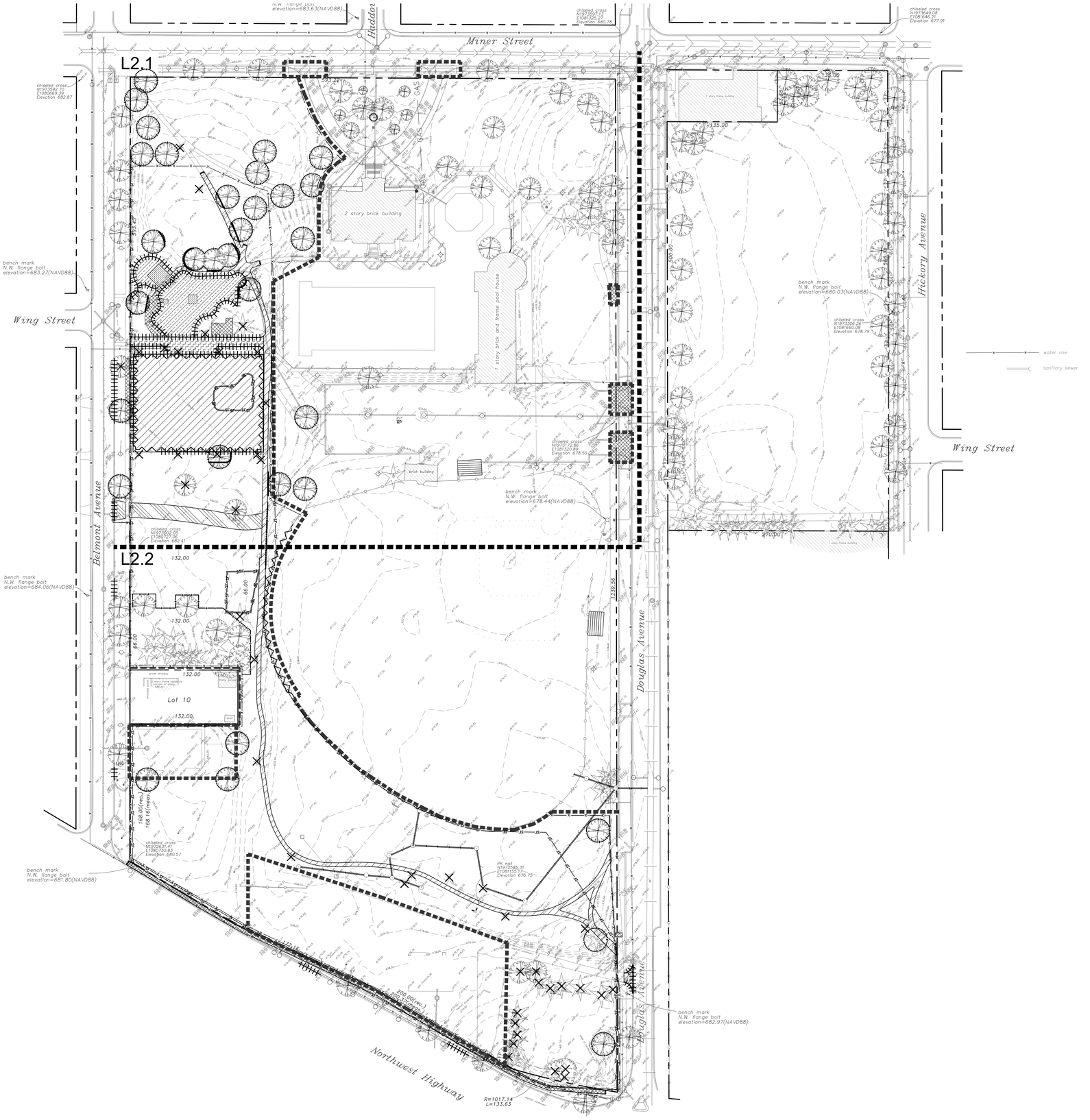
SCALE IN FEET
as noted

NORTH

SHEET NUMBER
L5.10

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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Site Preparation and Removals Plan

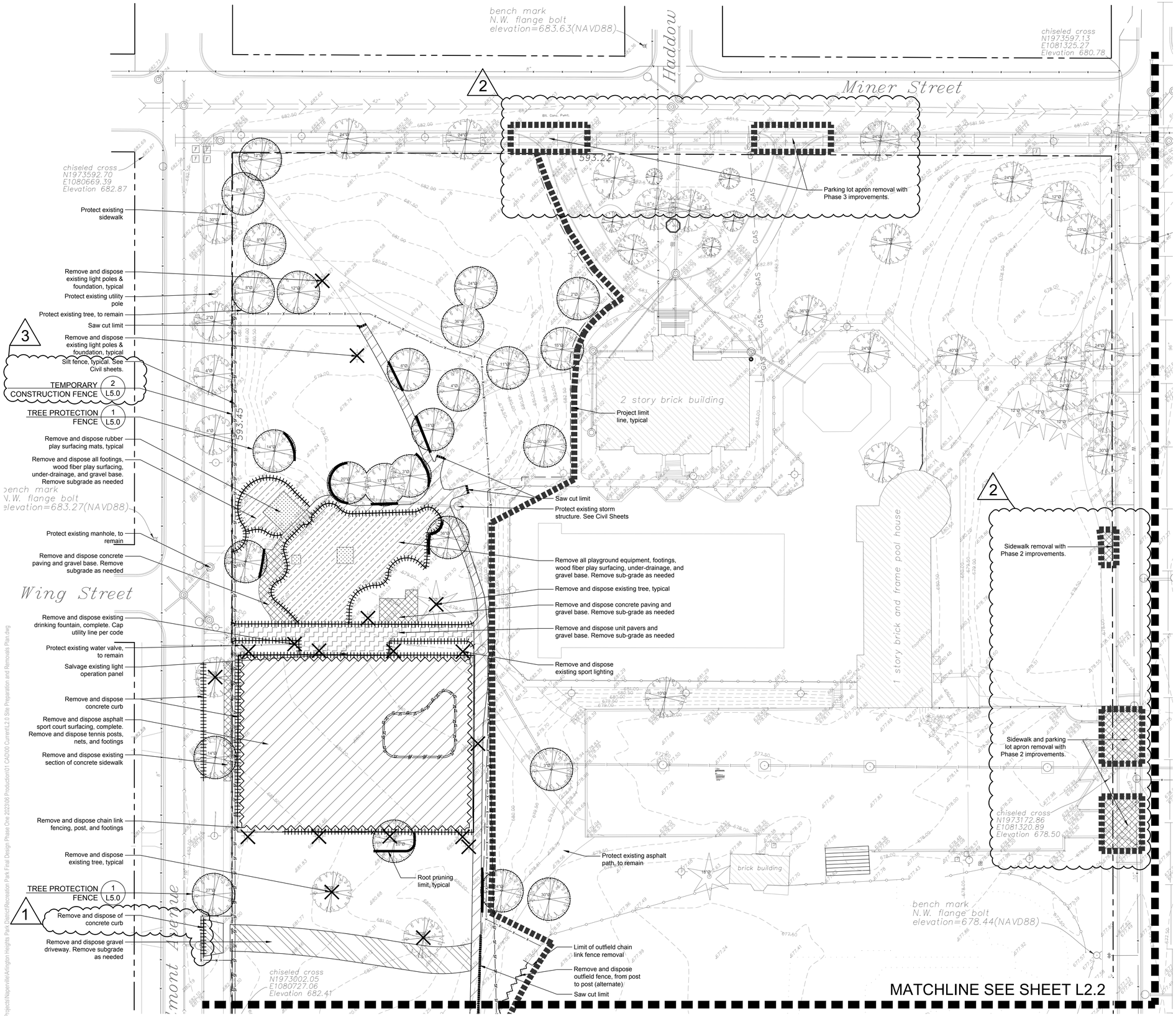
SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

SHEET NUMBER
L2.0

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PREPARED FOR
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Arlington Heights, Illinois 60004

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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Site Preparation & Removals Plan - North

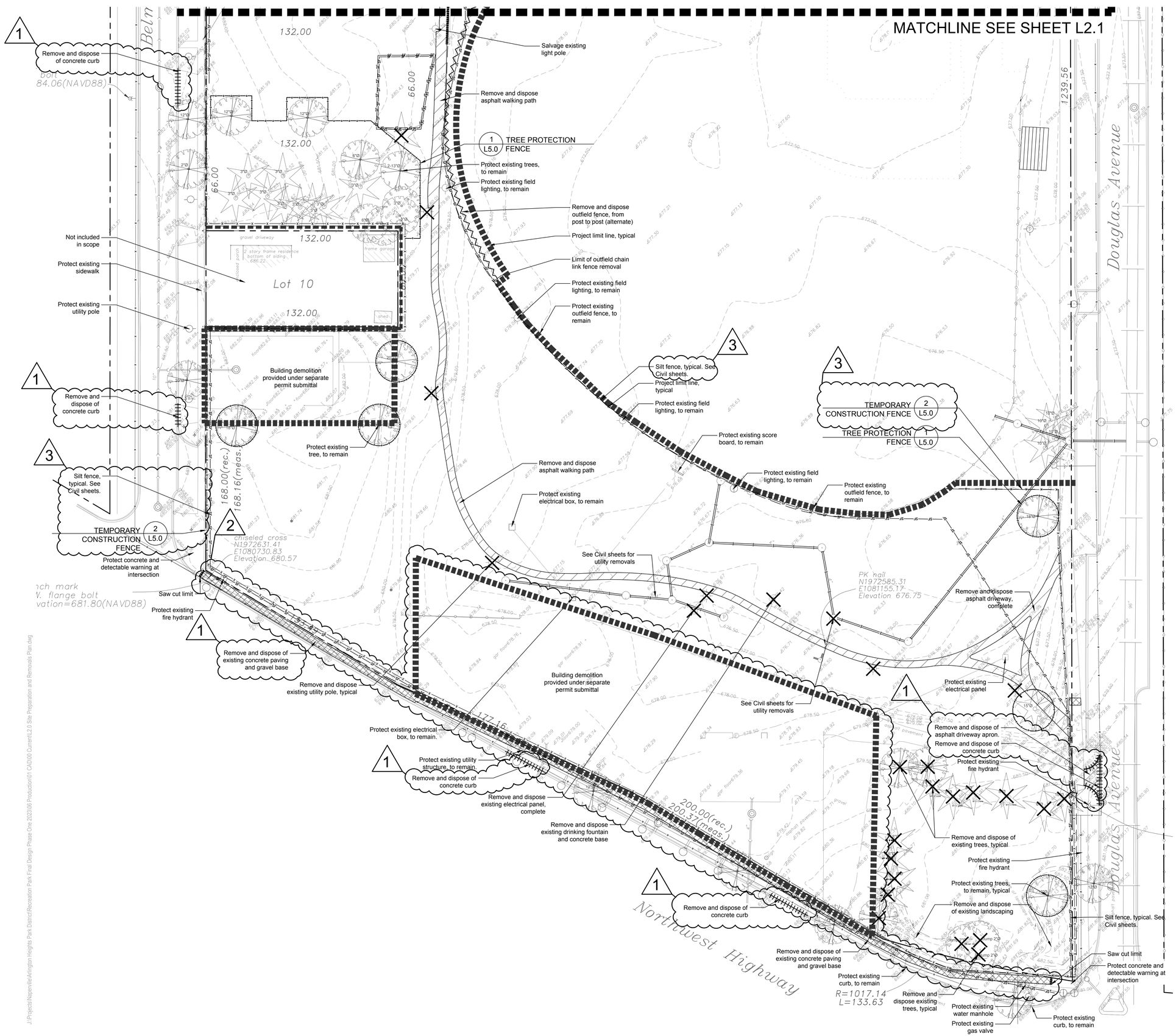
SCALE IN FEET
1" = 30'
0' 15' 30' 90'

NORTH

SHEET NUMBER
L2.1

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CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
## Site Preparation & Removals Plan - South

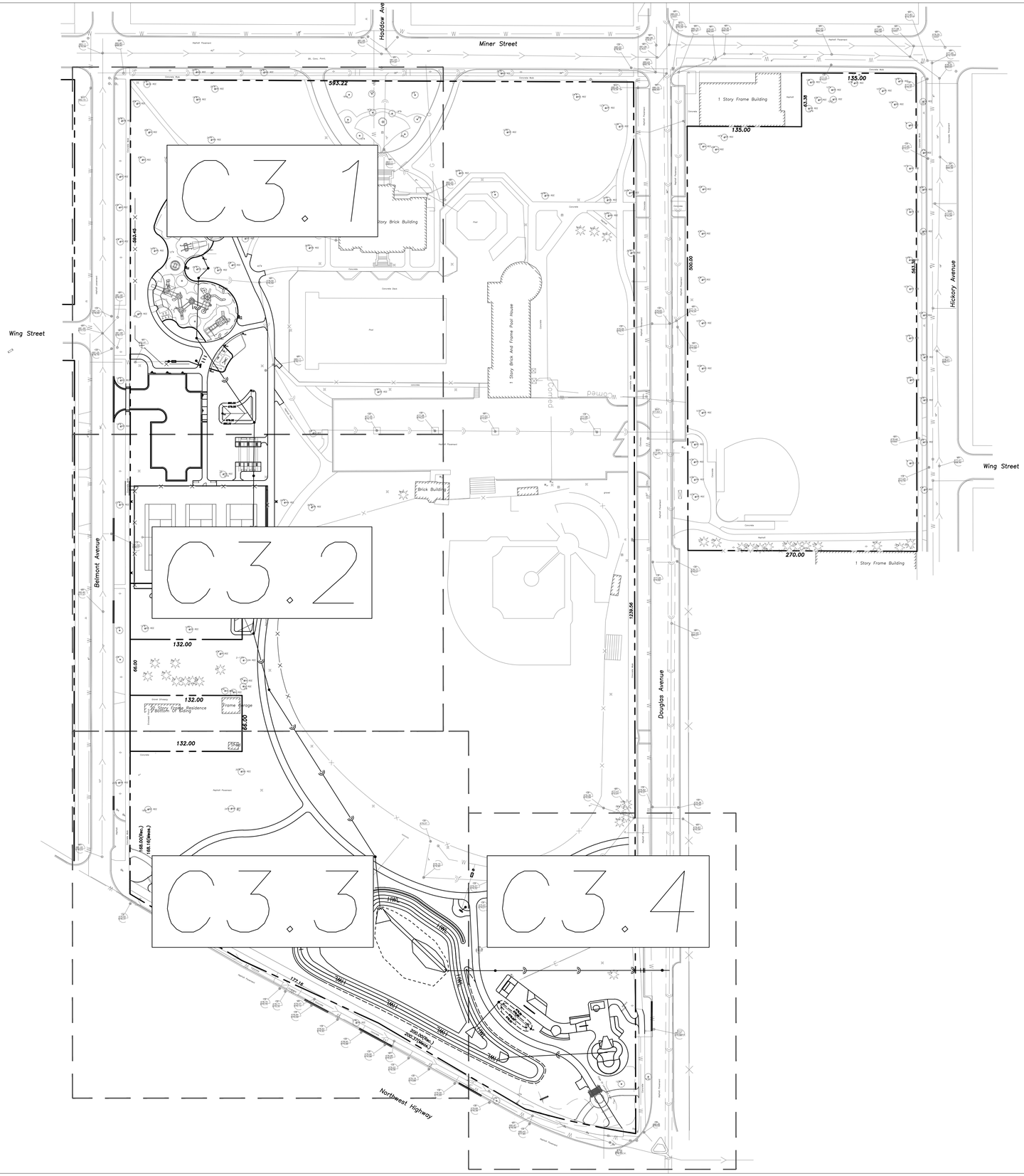
SCALE IN FEET
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0' 15' 30' 90'

NORTH

SHEET NUMBER
L2.2

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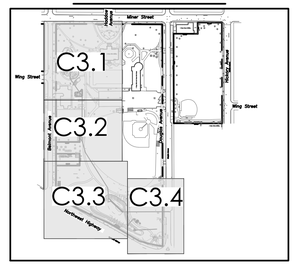

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| C.O. | Clean Out | C.O. |
| | Storm Sewer | |
| | Sanitary Sewer | |
| | Combined Sewer | |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
| T | Telephone Line | T |
| | Fire Hydrant | |
| | Valve Vault | |
| B | Buffalo Box | B |
| DS | Downspout | DS |
| BOL | Bollard | BOL |
| G | Gas Valve | |
| G | Gas Meter | |
| E | Electric Meter | |
| E | Electric Manhole | |
| | Hand Hole | |
| | Light Pole | |
| | Light Pole w/ Mast Arm | |
| | Utility Pole | |
| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
| x 784.0 | Ground Elevation | x 784.0 |
| | Top of Rubber Play | R 785.20 |
| | Skate Park Elevation | R 785.20 |
| | Swale | |
| 781 | Contour Line | 781 |
| | Deciduous Tree | |
| | Coniferous Tree | |

## 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. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The* ***Village of Arlington Heights*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *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.*
6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly.* ***Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.***
7. *No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.*
8. *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.*
9. ***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.***
10. *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.*

## KEY MAP





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PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS

*Civil Engineer*
Eriksson Engineering Associates, Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
T 312.463.0551

*Electrical Engineer*
Nova Engineering, PC
Schererville, IN 46375
T 219.865.3352

LICENSED PROFESSIONAL ENGINEER
JEFF S. GELDMYER
062-072792
STATE OF ILLINOIS

EXPIRATION DATE: 11/30/2025

Issue For Bid
May 6, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 1 | 5.17.2024 | Addendum 1 |
| 2 | 5.23.2024 | Permit Resubmittal |
| | | |
| | | |
| | | |
| | | |

CHECKED BY BA
DRAWN BY JG

SHEET TITLE
# SITE UTILITY PLAN - OVERALL

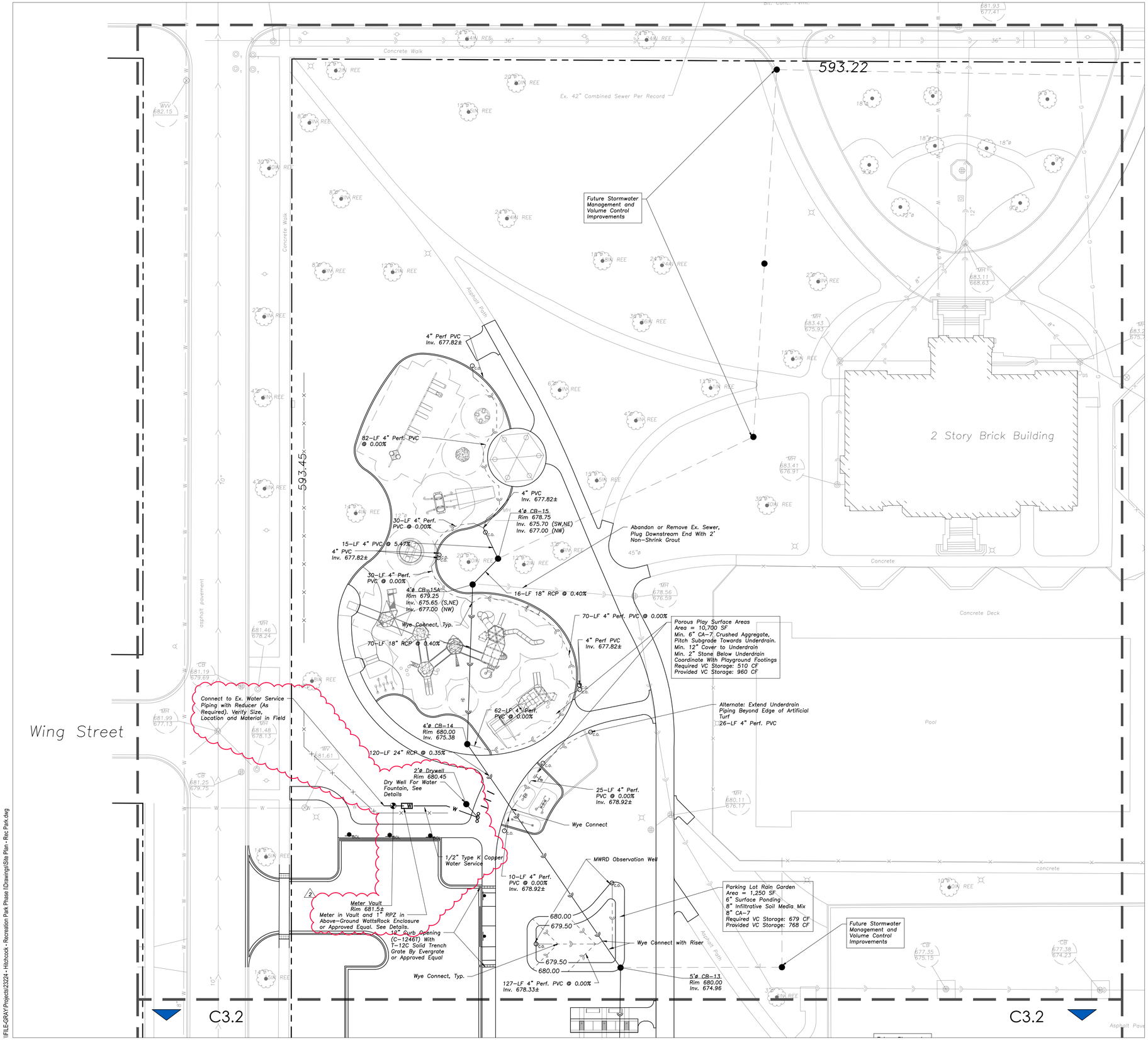
SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

SHEET NUMBER
# C3.0

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\\FILE-GRAY\Projects\23224 - Hitchcock - Recreation Park Phase II\Drawings\Site Plan - Rec Park.dwg



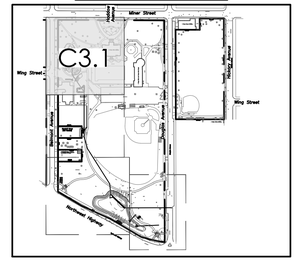

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| C.O. | Clean Out | C.O. |
| | Storm Sewer | |
| | Sanitary Sewer | |
| | Combined Sewer | |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
| T | Telephone Line | T |
| | Fire Hydrant | |
| | Valve Vault | |
| B | Buffalo Box | B |
| DS | Downspout | DS |
| BOL | Ballard | BOL |
| | Gas Valve | |
| | Gas Meter | |
| E | Electric Meter | |
| E | Electric Manhole | |
| | Hand Hole | |
| | Light Pole | |
| | Light Pole w/ Mast Arm | |
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| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
| x 784.0 | Ground Elevation | x 784.0 |
| | Top of Rubber Play | R 785.20 |
| | Skate Park Elevation | R 785.20 |
| | Swale | |
| 781 | Contour Line | 781 |
| | Deciduous Tree | |
| | Coniferous Tree | |

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## KEY MAP





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CHECKED BY BA

DRAWN BY JG

SHEET TITLE

# SITE UTILITY PLAN - NORTH

SCALE IN FEET
1" = 20'

0' 10' 20' 60'

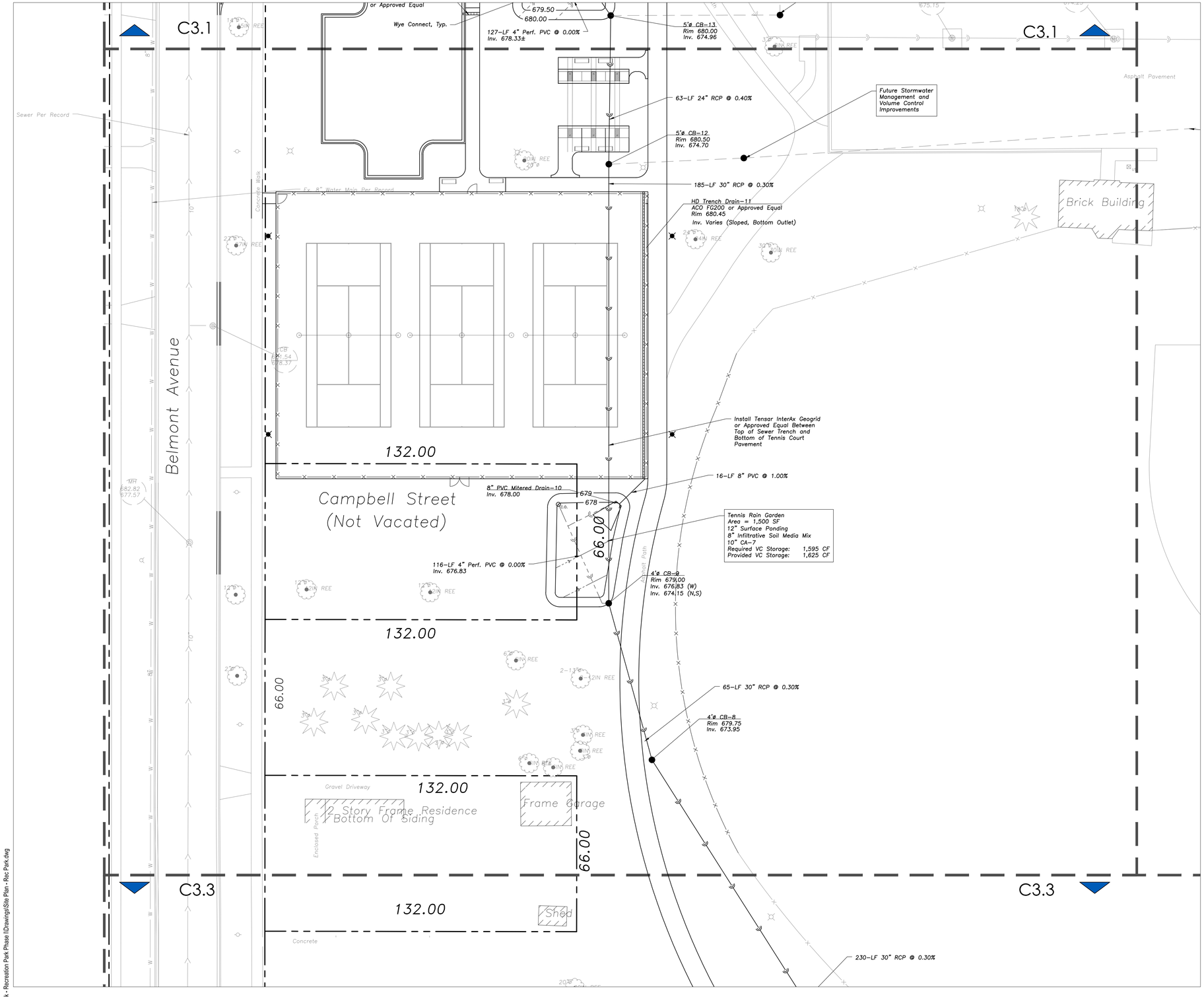
NORTH

SHEET NUMBER

# C3.1

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I:\FILE-GRAY\Projects\22224 - Hitchcock - Recreation Park Phase 1\Drawings\Site Plan - Rec Park.dwg



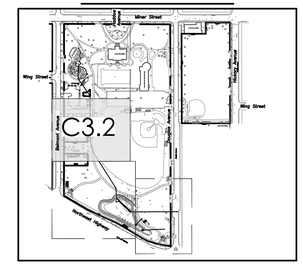

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| C.O. | Clean Out | C.O. |
| | Storm Sewer | |
| | Sanitary Sewer | |
| | Combined Sewer | |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
| T | Telephone Line | T |
| | Fire Hydrant | |
| | Valve Vault | |
| B | Buffalo Box | B |
| DS | Downspout | DS |
| BOL | Ballard | BOL |
| G | Gas Valve | |
| G | Gas Meter | |
| E | Electric Meter | |
| E | Electric Manhole | |
| H | Hand Hole | |
| | Light Pole | |
| | Light Pole w/ Mast Arm | |
| | Utility Pole | |
| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| C 782.50 | Curb Elevation | C 782.50 |
| G 782.00 | Gutter Elevation | G 782.00 |
| P 783.25 | Pavement Elevation | P 783.25 |
| W 782.10 | Sidewalk Elevation | W 782.10 |
| 784.0 | Ground Elevation | 784.0 |
| | Top of Rubber Play | R 785.20 |
| | Skate Park Elevation | R 785.20 |
| | Swale | |
| 781 | Contour Line | 781 |
| | Deciduous Tree | |
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CHECKED BY BA
DRAWN BY JG

SHEET TITLE
# SITE UTILITY PLAN - CENTER

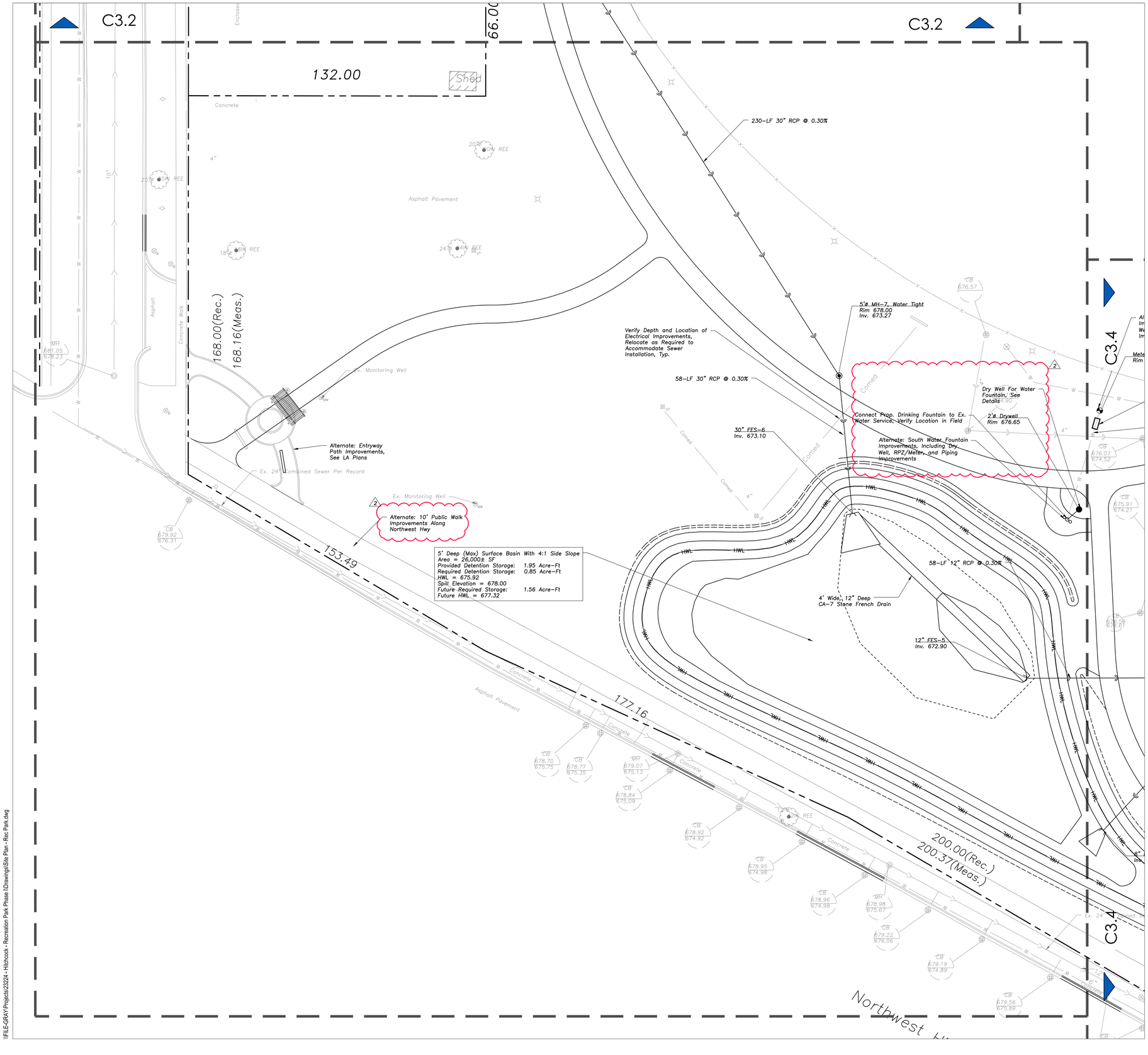
SCALE IN FEET
1" = 20'
0' 10' 20' 60'

NORTH

SHEET NUMBER
# C3.2

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\\FILE-GRAY\Projects\20224 - Hitchcock - Recreation Park Phase I\Drawings\Site Plan - Rec Park.dwg



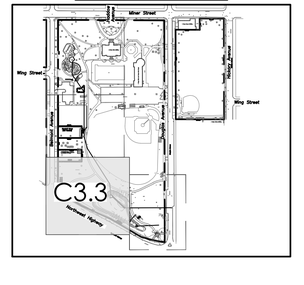

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | Manhole | |
| | Catch Basin | |
| | Inlet | |
| C.O. | Clean Out | C.O. |
| S | Storm Sewer | S |
| S | Sanitary Sewer | S |
| C | Combined Sewer | C |
| W | Water Main | W |
| G | Gas Line | G |
| OH | Overhead Wires | OH |
| E | Electrical Cable (Buried) | E |
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| T | Telephone Pedestal | |
| T | Telephone Manhole | |
| | Sign | |
| | Fence | |
| | Accessible Parking Stall | |
| | Curb & Gutter | |
| | Depressed Curb | |
| x C 782.50 | Curb Elevation | C 782.50 |
| x G 782.00 | Gutter Elevation | G 782.00 |
| x P 783.25 | Pavement Elevation | P 783.25 |
| x W 782.10 | Sidewalk Elevation | W 782.10 |
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| | Top of Rubber Play | R 785.20 |
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CHECKED BY BA

DRAWN BY JG

SHEET TITLE
## SITE UTILTIY PLAN - SOUTHWEST

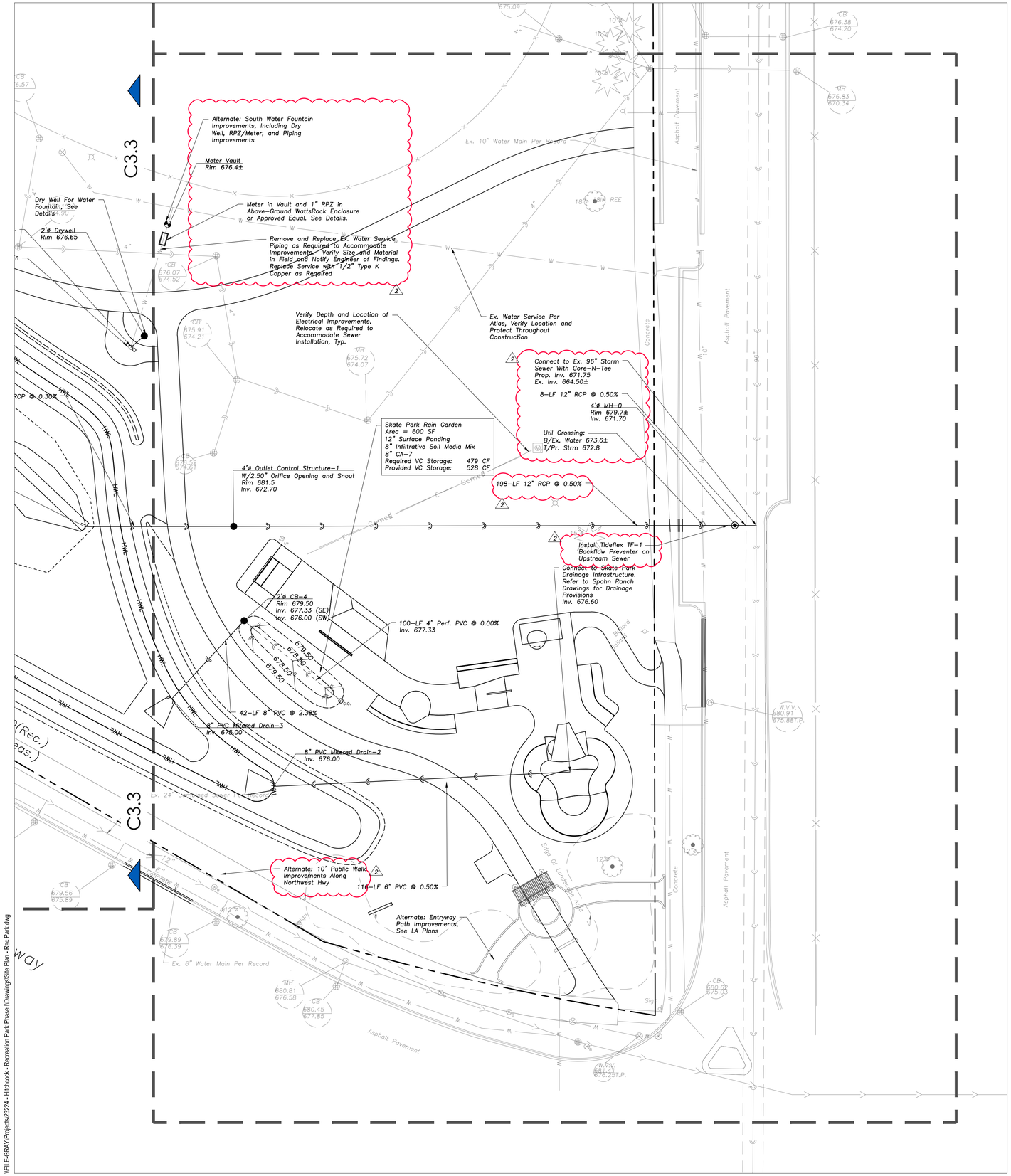
SCALE IN FEET
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0' 10' 20' 60'

NORTH

SHEET NUMBER
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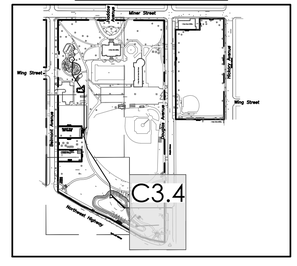

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CHECKED BY BA
DRAWN BY JG

SHEET TITLE
# SITE UTILITY PLAN - SOUTHEAST

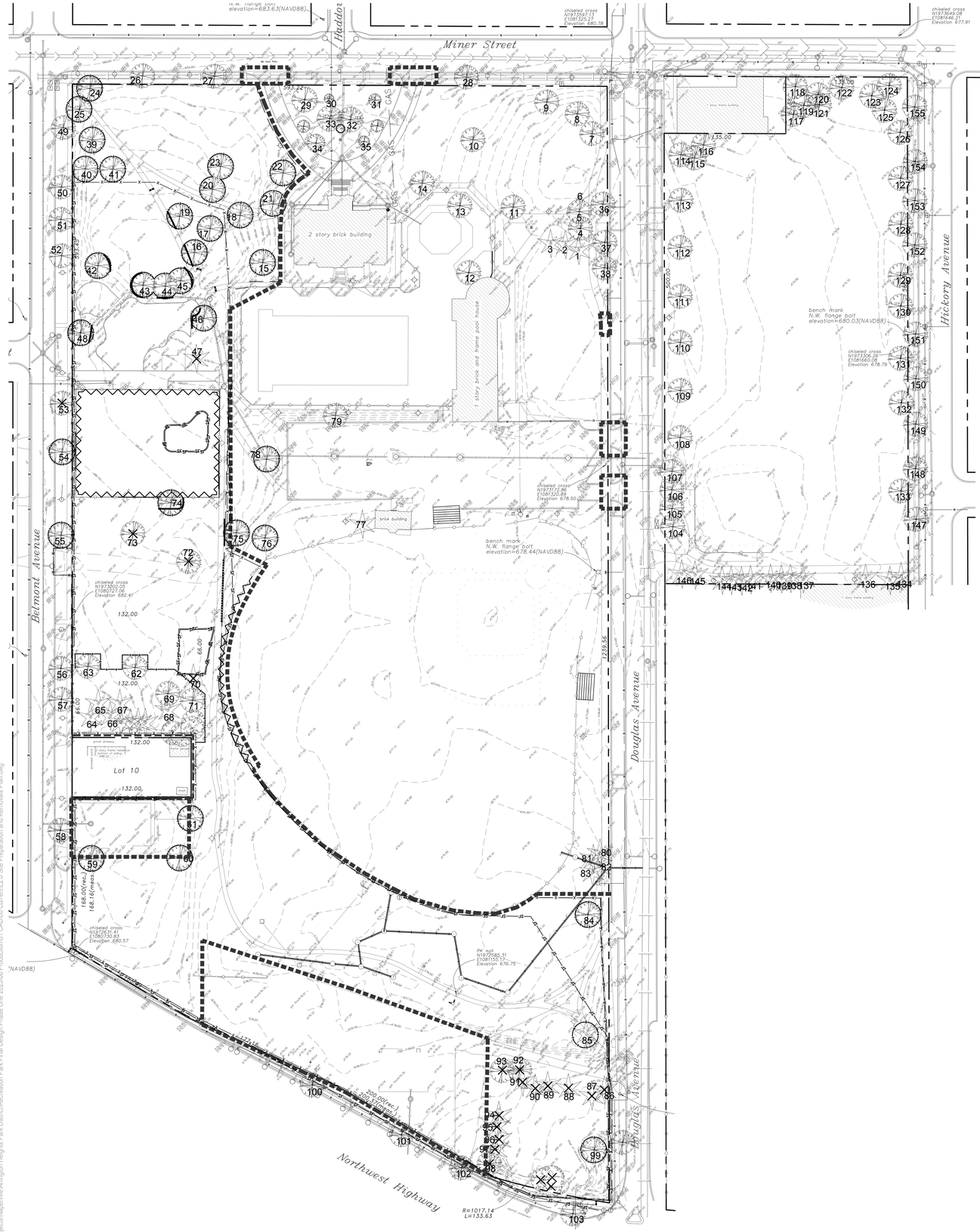
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NORTH

SHEET NUMBER
# C3.4

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\\FILE-GRAY\Projects\22224 - Hitchcock - Recreation Park Phase II\Drawings\Site Plan - Rec Park.dwg




| Tag # | Species | DBH (Inches) | Condition | Comments | Remove / Protect | Maintenance During Construction | Replacement Qty. |
|---|---|---|---|---|---|---|---|
| 1 | Pine, Eastern White | 11 | Poor | Chlorotic, Deceline | | Not within Phase 1 constuction zone | |
| 2 | Pine, Eastern White | 13 | Poor | Chlorotic, Deceline | | Not within Phase 1 constuction zone | |
| 3 | Pine, Eastern White | 13 | Poor | Chlorotic, Deceline | | Not within Phase 1 constuction zone | |
| 4 | Honeylocust | 23 | Good | | | Not within Phase 1 constuction zone | |
| 5 | Maple, Norway | 23 | Fair | Trunk Decay | | Not within Phase 1 constuction zone | |
| 6 | Linden, American | 27 | Good | | | Not within Phase 1 constuction zone | |
| 7 | Crabapple | 10 | Fair | | | Not within Phase 1 constuction zone | |
| 8 | Crabapple | 10 | Poor | | | Not within Phase 1 constuction zone | |
| 9 | Ash, White | 20 | Good | | | Not within Phase 1 constuction zone | |
| 10 | Crabapple | 10 | Poor | Basal Decay | | Not within Phase 1 constuction zone | |
| 11 | Ash, White | 32 | Fair | Codominant | | Not within Phase 1 constuction zone | |
| 12 | Pear, Callerya | 13 | Good | Codominant | | Not within Phase 1 constuction zone | |
| 13 | Pear, Callerya | 11 | Good | Codominant, One-sided | | Not within Phase 1 constuction zone | |
| 14 | Oak, Swamp White | 31 | Good | Minor Rib Crack | | Not within Phase 1 constuction zone | |
| 15 | Ash, Green | 28 | Fair | | Protect | Tree protection fence | |
| 16 | Amur Corktree | 16 | Good | | Protect | Tree protection fence & root prune | |
| 17 | Horsechestnut | 7 | Poor | Trunk Cavity, Codominant | Protect | Tree protection fence & root prune | |
| 18 | Maple, Red | 10 | Fair | Rib Crack | Protect | Tree protection fence & root prune | |
| 19 | Oak, Red | 7 | Good | | Protect | Tree protection fence & root prune | |
| 20 | Honeylocust | 29 | Good | | Protect | Tree protection fence | |
| 21 | Crabapple | 19 | Good | Basal Cavity | Protect | Tree protection fence & root prune | |
| 22 | Maple, Sugar | 3 | Excellent | | Protect | Tree protection fence & root prune | |
| 23 | Elm, Siberian | 23 | Good | | Protect | Tree protection fence | |
| 24 | Oak, Swamp White | 18 | Excellent | | Protect | Tree protection fence | |
| 25 | Larch, Eastern | 13 | Fair | One-Sided | Protect | Tree protection fence | |
| 26 | Honeylocust | 25 | Fair | Utility Clearance | | Not within Phase 1 constuction zone | |
| 27 | Honeylocust | 25 | Fair | Utility Clearance | | Not within Phase 1 constuction zone | |
| 28 | Honeylocust | 23 | Fair | Utility Clearance | | Not within Phase 1 constuction zone | |
| 29 | Elm, Siberian | 27 | Good | | | Not within Phase 1 constuction zone | |
| 30 | Maple, Red | 6 | Good | | | Not within Phase 1 constuction zone | |
| 31 | Maple, Norway | 16 | Good | | | Not within Phase 1 constuction zone | |
| 32 | Magnolia, Saucer | 27 | Good | Codominant | | Not within Phase 1 constuction zone | |
| 33 | Magnolia, Saucer | 26 | Good | Codominant | | Not within Phase 1 constuction zone | |
| 34 | Crabapple | 14 | F | Codominant | | Not within Phase 1 constuction zone | |
| 35 | Crabapple | 12 | Good | | | Not within Phase 1 constuction zone | |
| 36 | Oak, Swamp White | 25 | Good | | | Not within Phase 1 constuction zone | |
| 37 | Honeylocust | 21 | Fair | | | Not within Phase 1 constuction zone | |
| 38 | Linden, American | 27 | Good | Codominant, Basal Scar | | Not within Phase 1 constuction zone | |
| 39 | Oak, Swamp White | 10 | Excellent | | Protect | Tree protection fence | |
| 40 | Oak, Species | 10 | Good | | Protect | Tree protection fence | |
| 41 | Walnut, Black | 11 | Excellent | | Protect | Tree protection fence | |
| 42 | Maple, Norway | 14 | Good | Trunk Decay | Protect | Tree protection fence & root prune | |
| 43 | Maple, Norway | 18 | Good | Girdling Roots | Protect | Tree protection fence & root prune | |
| 44 | Magnolia, Saucer | 15 | Good | Codominant | Protect | Tree protection fence & root prune | |
| 45 | Beech, European | 5 | Excellent | | Protect | Tree protection fence & root prune | |
| 46 | Maple, Silver | 36 | Fair | | Protect | Tree protection fence & root prune | |
| 47 | Spruce, Colorado | 20 | Poor | Decline | Remove* | To be removed, new playground instlation | not included in replacements |
| 48 | Magnolia, Saucer | 17 | Excellent | | Protect | Tree protection fence & root prune | |
| 49 | Linden, American | 28 | Fair | Codominant, Brace/Cable in Tree | | Not within Phase 1 constuction zone | |
| 50 | Redbud | 4 | Excellent | | | Not within Phase 1 constuction zone | |
| 51 | Crabapple | 7 | Good | | | Not within Phase 1 constuction zone | |
| 52 | Crabapple | 6 | Good | | | Not within Phase 1 constuction zone | |
| 53 | Crabapple | 3 | Excellent | | Remove | To be removed, new parking lot construction | 2 |
| 54 | Crabapple | 16 | Fair | | Protect | Tree protection fence | |
| 55 | Honeylocust | 27 | Good | | Protect | Tree protection fence | |
| 56 | Crabapple | 10 | Good | | | Not within Phase 1 constuction zone | |
| 57 | Serviceberry | 3 | Excellent | | | Not within Phase 1 constuction zone | |
| 58 | Honeylocust | 24 | Good | | | Not within Phase 1 constuction zone | |
| 59 | Walnut, Black | 19 | Fair | | Protect | Tree protection fence | |
| 60 | Maple, Norway | 23 | Fair | Lean, Shear Crack | Protect | Tree protection fence | |
| 61 | Maple, Norway | 21 | Fair | | Protect | Tree protection fence | |
| 62 | Birch, River | 25 | Fair | | Protect | Tree protection fence | |
| 63 | Pine, Eastern White | 4 | Good | | Protect | Tree protection fence | |
| 64 | Crabapple | 7 | Fair | | Protect | Tree protection fence | |
| 65 | Pine, Eastern White | 4 | Fair | | Protect | Tree protection fence | |
| 66 | Pine, Eastern White | 3 | Good | | Protect | Tree protection fence | |
| 67 | Pine, Eastern White | 3 | Good | | Protect | Tree protection fence | |
| 68 | Pine, Eastern White | 3 | Good | | Protect | Tree protection fence | |
| 69 | Pine, Eastern White | 3 | Good | | Protect | Tree protection fence | |
| 70 | Crabapple | 13 | Good | | Remove | To be removed, storm water grading | 4 |
| 71 | Crabapple | 11 | Good | | Protect | Tree protection fence | |
| 72 | Cottonwood, Eastern | 47 | Fair | | Remove* | To be removed, new tennis court construction | |
| 73 | Honeylocust | 28 | Good | | Remove | To be removed, new tennis court construction | 6 |
| 74 | Maple, Norway | 20 | Good | Minor Rib Crack | Protect | Tree protection fence & root prune | |
| 75 | Maple, Sugar | 24 | Good | | Protect | Tree protection fence | |
| 76 | Maple, Sugar | 33 | Fair | Trunk Cavity, Codominant | Protect | Tree protection fence | |
| 77 | Spruce, Norway | 19 | Good | | | Not within Phase 1 constuction zone | |
| 78 | Yellowwood | 4 | Excellent | | Protect | Tree protection fence | |
| 79 | Magnolia, Saucer | 18 | Good | Codominant | | Not within Phase 1 constuction zone | |
| 80 | Pine, Eastern White | 11 | Fair | | | Not within Phase 1 constuction zone | |
| 81 | Pine, Eastern White | 10 | Poor | Chlorotic, Decline | | Not within Phase 1 constuction zone | |
| 82 | Pine, Eastern White | 13 | Poor | Chlorotic | | Not within Phase 1 constuction zone | |
| 83 | Pine, Eastern White | 12 | Poor | Chlorotic | | Not within Phase 1 constuction zone | |
| 84 | Elm, Siberian | 22 | Good | | Protect | Tree protection fence | |
| 85 | Spruce, Norway | 17 | Good | | Protect | Tree protection fence | |
| 86 | Pine, Eastern White | 11 | Good | | Remove | To be removed, new skate park construction | 3 |
| 87 | Pine, Eastern White | 8 | Poor | | Remove* | To be removed, new skate park construction | not included in replacements |
| 88 | Pine, Eastern White | 10 | Good | | Remove | To be removed, new skate park construction | 3 |
| 89 | Pine, Eastern White | 10 | Fair | | Remove | To be removed, new skate park construction | 3 |
| 90 | Pine, Eastern White | 9 | Fair | | Remove | To be removed, new skate park construction | 3 |
| 91 | Pine, Eastern White | 8 | Fair | | Remove | To be removed, new skate park construction | 3 |
| 92 | Kentucky Coffeetree | 13 | Excellent | | Remove | To be removed, new skate park construction | 4 |
| 93 | Walnut, Black | 14 | Excellent | | Remove | To be removed, new skate park construction | 4 |
| 94 | Pine, Eastern White | 11 | Good | | Remove | To be removed, storm water grading | 3 |
| 95 | Pine, Eastern White | 6 | Poor | | Remove | To be removed, storm water grading | 2 |
| 96 | Pine, Eastern White | 9 | Good | | Remove | To be removed, storm water grading | 3 |
| 97 | Pine, Austrian | 8 | Good | | Remove | To be removed, storm water grading | 4 |
| 98 | Maple, Sugar | 8 | Good | | Remove | To be removed, storm water grading | 3 |
| 99 | Linden, Littleleaf | 16 | Good | Trunk Decay | Protect | Tree protection fence | |
| 100 | Honeylocust | 13 | Good | | | Not within Phase 1 constuction zone | |
| 101 | Kentucky Coffeetree | 6 | Fair | Basal Scar | | Not within Phase 1 constuction zone | |
| 102 | Honeylocust | 15 | Good | | | Not within Phase 1 constuction zone | |
| 103 | Honeylocust | 15 | Good | | | Not within Phase 1 constuction zone | |
| 104 | Maple, Norway | 11 | Good | | | Not within Phase 1 constuction zone | |
| 105 | Maple, Norway | 9 | Good | | | Not within Phase 1 constuction zone | |
| 106 | Maple, Norway | 12 | Good | | | Not within Phase 1 constuction zone | |
| 107 | Maple, Norway | 12 | Good | | | Not within Phase 1 constuction zone | |
| 108 | Linden, American | 16 | Good | | | Not within Phase 1 constuction zone | |
| 109 | Linden, American | 16 | Good | | | Not within Phase 1 constuction zone | |
| 110 | Linden, American | 17 | Good | | | Not within Phase 1 constuction zone | |
| 111 | Maple, Red | 8 | Good | | | Not within Phase 1 constuction zone | |
| 112 | Maple, Red | 7 | Good | | | Not within Phase 1 constuction zone | |
| 113 | Maple, Red | 8 | Good | | | Not within Phase 1 constuction zone | |
| 114 | Maple, Red | 6 | Very Poor | Trunk Decay | | Not within Phase 1 constuction zone | |
| 115 | Maple, Norway | 10 | Good | Trunk Decay | | Not within Phase 1 constuction zone | |
| 116 | Maple, Norway | 13 | Good | Girdling Root | | Not within Phase 1 constuction zone | |
| 117 | Maple, Norway | 11 | Good | Girdling Root | | Not within Phase 1 constuction zone | |
| 118 | Linden, Littleleaf | 16 | Poor | Trunk Cavity, Lean | | Not within Phase 1 constuction zone | |
| 119 | Maple, Red | 6 | Good | | | Not within Phase 1 constuction zone | |
| 120 | Maple, Freeman | 13 | Good | | | Not within Phase 1 constuction zone | |
| 121 | Maple, Freeman | 13 | Good | Girdling Root | | Not within Phase 1 constuction zone | |
| 122 | Linden, American | 17 | Good | | | Not within Phase 1 constuction zone | |
| 123 | Maple, Freeman | 9 | Good | | | Not within Phase 1 constuction zone | |
| 124 | Linden, American | 15 | Fair | Trunk Decay | | Not within Phase 1 constuction zone | |
| 125 | Maple, Norway | 12 | Good | Girdling Root | | Not within Phase 1 constuction zone | |
| 126 | Maple, Freeman | 15 | Good | | | Not within Phase 1 constuction zone | |
| 127 | Maple, Freeman | 11 | Good | | | Not within Phase 1 constuction zone | |
| 128 | Maple, Freeman | 13 | Good | | | Not within Phase 1 constuction zone | |
| 129 | Maple, Freeman | 12 | Fair | Hangar | | Not within Phase 1 constuction zone | |
| 130 | Maple, Freeman | 14 | Good | Girdling Root | | Not within Phase 1 constuction zone | |
| 131 | Maple, Red | 10 | Good | | | Not within Phase 1 constuction zone | |
| 132 | Maple, Freeman | 20 | Fair | Trunk Scar | | Not within Phase 1 constuction zone | |
| 133 | Maple, Norway | 14 | Good | | | Not within Phase 1 constuction zone | |
| 134 | Pine, Austrian | 15 | Fair | | | Not within Phase 1 constuction zone | |
| 135 | Pine, Austrian | 14 | Fair | | | Not within Phase 1 constuction zone | |
| 136 | Pine, Austrian | 14 | Fair | | | Not within Phase 1 constuction zone | |
| 137 | Pine, Austrian | 14 | Good | | | Not within Phase 1 constuction zone | |
| 138 | Pine, Austrian | 17 | Fair | | | Not within Phase 1 constuction zone | |
| 139 | Pine, Austrian | 10 | Fair | | | Not within Phase 1 constuction zone | |
| 140 | Pine, Austrian | 13 | Fair | | | Not within Phase 1 constuction zone | |
| 141 | Pine, Austrian | 14 | Poor | | | Not within Phase 1 constuction zone | |
| 142 | Pine, Austrian | 9 | Fair | | | Not within Phase 1 constuction zone | |
| 143 | Pine, Austrian | 15 | Good | | | Not within Phase 1 constuction zone | |
| 144 | Pine, Austrian | 11 | Good | | | Not within Phase 1 constuction zone | |
| 145 | Pine, Austrian | 16 | Fair | Codominant | | Not within Phase 1 constuction zone | |
| 146 | Pine, Austrian | 17 | Good | | | Not within Phase 1 constuction zone | |
| 147 | Hackberry | 6 | Good | | | Not within Phase 1 constuction zone | |
| 148 | Maple, Red | 13 | Fair | | | Not within Phase 1 constuction zone | |
| 149 | Maple, Red | 9 | Good | | | Not within Phase 1 constuction zone | |
| 150 | Maple, Red | 10 | Good | | | Not within Phase 1 constuction zone | |
| 151 | Maple, Red | 7 | Good | Basal Scar | | Not within Phase 1 constuction zone | |
| 152 | Ash, White | 16 | Good | | | Not within Phase 1 constuction zone | |
| 153 | Ash, White | 16 | Good | | | Not within Phase 1 constuction zone | |
| 154 | Gingko | 4 | Good | | | Not within Phase 1 constuction zone | |
| 155 | Ash, White | 19 | Fair | Basal Decay | | Not within Phase 1 constuction zone | |
| | | | | | | **REQUIRED REPLACEMENT QUANTITY** | 50 |
| | | | | | | **PROVIDED REPLACEMENT QUANTITY** | 71 |
| | | | | | | *Poor Quality trees not included in tree replacements | |

## SITE PREPARATION AND REMOVALS NOTES

1. Contractor shall install construction fence at the limits of construction prior to beginning work. Maintain and adjust construction fencing as needed during progress of construction. Staging and construction access shall be approved by Owner.
2. Contractor shall install tree protection fencing as shown on the plans prior to beginning work. Maintain and adjust tree protection fencing as needed during progress of construction. Storage of materials, vehicular access, and all other construction activities are strictly prohibited within the limits of the tree protection fencing.
3. Plans indicate general location and limits of removals. Contractor shall perform removals only as necessary for construction of proposed improvements. No additional payments will be made for removals or restoration not required to construct the improvements as drawn and specified. Refer to Layout Plan for more specific information regarding proposed improvements and verify conditions in the field prior to performing removals.
4. Sawcut and remove concrete paving to nearest joint where indicated. All saw cuts required for removal items to be included in the unit cost of that particular pay item.
5. Tree stumps shall be ground to a minimum depth of 18" below existing grade or as required to properly perform the work.
6. Contractor to walk site with Landscape Architect and owner to review root pruning limits prior to performing root pruning.
7. Remove and dispose of turf where planting beds are designated. Refer to Planting Plan for limits of proposed landscape improvements.
8. Where turf or plantings are proposed in existing paved areas, remove all base material.
9. Remove all utilities designated for removal to extent required for improvements, unless otherwise noted. Cap ends of any remaining underground conduit and piping, and pull all electrical wire out at source.
10. Items indicated for Removal shall include complete removal of above grade item and below grade appurtances (foundations, urban fill, wiring, piping, etc.) including disposal off-site following applicable codes and ordinances, unless otherwise shown on the plans.
11. Items indicated as Remove and Salvage shall include careful protection, removal, and storage of items. For reinstall items, Contractor shall store during construction. All other Salvage items shall be delivered to location as indicated by owner unless otherwise shown on the plans.
12. Contractor to protect all existing utilities and all other site features not designated for removal. Contractor is responsible for replacing/repairing any existing utilities or other site features damaged during construction to the original condition at no cost to the Owner.
13. Contractor responsible for maintaining existing utility services (electrical, sanitary, storm) during construction unless otherwise indicated in the Contract Documents.
14. Contractor shall coordinate all work so public sidewalk remains open throughout construction.
15. Refer to civil and electrical plans for additional utility adjustments and removals.
16. Refer to specifications for additional conditions, standards and notes.
17. All abandoned sewers shall be plugged at both ends with a minimum of 2-foot long non-shrink concrete plug.

## SITE PREPARATION AND REMOVALS LEGEND

- Remove and dispose concrete paving and gravel base. Remove subgrade material as needed.
- Remove and dispose asphalt paving and gravel base. Remove subgrade material as needed.
- Remove and dispose unit paving and gravel base. Remove subgrade material as needed.
- Remove gravel, and miscellaneous subgrade material as needed.
- Remove all playground equipment, footings, wood fiber, asphalt paving, concrete paving and gravel base. Remove subgrade material as needed.
- Tree Protection Fence
- Item to be relocated
- Item to be removed
- Project Limit Line
- Root pruning limit
- Limit of sawcut
- Remove Curb
- Remove Item
- Silt Fence
- Temporary Construction Fence


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PREPARED FOR
Arlington Heights Park District
410 N. Arlington Heights Road
Arlington Heights, Illinois 60004

PROJECT
# Recreation Park - Phase 1
500 E. Miner Street
Arlington Heights, Illinois 60004

CONSULTANTS


*Civil Engineer*
Eriksson Engineering Associates, Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
T 312.463.0551

*Electrical Engineer*
Nova Engineering, PC
2338 Cline Avenue
Schererville, IN 46375
T 219.865.3352

*Skate Park Design*
6824 S. Centinela Ave.
Los Angeles, California 90230
T 626.330.5803


Issue for Permit
May 23, 2024

REVISIONS

| No | Date | Issue |
|---|---|---|
| 01 | 5.17.2024 | Addendum 1 |
| 02 | 5.23.2024 | Permit Resubmittal |
| 03 | 6.27.2024 | Permit Resubmittal |

CHECKED BY ARH/MGM
DRAWN BY MDM/CNO

SHEET TITLE
# Tree Removals and Preservation Plan

SCALE IN FEET
1" = 60'
0' 30' 60' 180'

NORTH

SHEET NUMBER
L2.3

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J:\Projects\Naperville\Arlington Heights Park District\Recreation Park Final Design Phase One 2023\06 Production\01 CAD\00 Current\L2.0 Site Preparation and Removals Plan.dwg

PLAN COMMISSION REVIEW
BUILDING & LIFE SAFETY DEPARTMENT

**Village of Arlington Heights**
**Interoffice Memorandum**

| | |
|---|---|
| **To:** | **Dan Osoba, Planner I** |
| | **Jorge Torres, Director of Building & Life Safety** |
| **From:** | **Elliot Eldridge, Assistant Building Official, Building & Life Safety** |
| **File Number:** | **PC 24-007 Recreation Park Rezoning, Comprehensive Plan Amdt, PUD and SUP** |
| **Project:** | **Recreation Park Phase One** |
| **Review Round:** | **1st Review Round** |
| **Date:** | **May 2, 2024** |

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

| | YES | NO |
|---|---|---|
| 1. VILLAGE BUILDING CODE | ☐ | ☐ |
| 2. PRESENT ZONING USE | ☐ | ☐ |
| 3. REQUESTED ZONING USE | ☐ | ☐ |
| 4. SUBDIVISION REQUIRED | ☐ | ☐ |
| 5. SIGN CODE | ☐ | ☐ |

6. GENERAL COMMENTS:

The Building & Life Safety Department has no objections to the above referenced Plan Commission application for a Recreation Park Rezoning, a Comprehensive Plan Amdt, a PUD and a SUP as long as permits are obtained for the following:

Demolition of existing structures

Proposed shelters

_____
Supervisor

PLAN COMMISSION REVIEW
ENGINEERING DIVISION

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Planning Staff Liaison** |
| **From:** | **Review Department Liaison** |
| **Department:** | **Public Works – Engineering Division** |
| **File Number:** | **PCA00007-2024** |
| **Project:** | **Rec Park Master Plan** |
| **Review Round:** | **Round 1** |
| **Date:** | **May 3, 2024** |

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

1. PUBLIC IMPROVEMENTS REQUIRED:

| | YES | NO | COMMENTS |
|---|---|---|---|
| a. Underground Utilities | | | |
| i. Water…… | ☐ | ☒ | |
| ii. Sanitary Sewer ……. | ☐ | ☒ | |
| iii. Storm Sewer…… | ☐ | ☒ | |
| b. Surface Improvement | | | |
| i. Pavement ……. | ☐ | ☒ | |
| ii. Curb& Gutter…….. | ☐ | ☒ | |
| iii. Sidewalks……. | ☐ | ☒ | |
| iv. Street Lighting…….. | ☐ | ☒ | |
| c. Easements | | | |
| i. Utility & Drainage…. | ☒ | ☐ | Utility easement to replace vacated alley |
| ii. Access…… | ☐ | ☒ | |

2. PERMITS REQUIRED OTHER THAN VILLAGE
   - a. MWRDGC…… ☒
   - b. IDOT…… ☒
   - c. ARMY CORP… ☐
   - d. IEPA…… ☐
   - e. CCHD…… ☐
   - f. OTHER…… ☐_____

3. R.O.W. DEDICATIONS…… YES ☐ NO ☒_____
4. SITE PLAN ACCEPTABLE…… YES ☐ NO ☒ _____
5. PRELMINARY PLATE ACCEPTABLE…… YES ☐ NO ☐ N/A_____
6. TRAFFIC STUDY ACCEPTABLE…….. YES ☐ NO ☐ N/A_____
7. STORMWATER DETENTION REQUIRED…… YES ☒ NO ☐ _____
8. CONTRIBUTION ORDINANCE EXISTING…….. YES ☐ NO ☒_____
9. FLOOD PLAIN OR FLOODWAY EXISTING…….. YES ☐ NO ☒ _____
10. WETLAND EXISTING…… YES ☐ NO ☒ _____

ADDITIONAL COMMENTS ARE ATTACHED.

# PLAN COMMISSION PCA00007-2024
# Rec Park Master Plan
# 500 E Miner St
# Round 1 - revised

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

| | |
|---|---|
| Projected Coordinate System: | NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet |
| Projection: | Transverse_Mercator |
| False_Easting: | 984250.00000000 |
| False_Northing: | 0.00000000 |
| Central_Meridian: | -88.33333333 |
| Scale_Factor: | 0.99997500 |
| Latitude_Of_Origin: | 36.66666667 |
| Linear Unit: | Foot_US |
| Geographic Coordinate System: | GCS_North_American_1983 |
| Datum: | D_North_American_1983 |
| | Prime Meridian: Greenwich |
| | Angular Unit: Degree |

13. An MWRD permit is required for the proposed detention, volume control, and storm sewer.

14. The preliminary stormwater report and methodology for the phases is acceptable.

15. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. The basin requires a 5' flat zone around the perimeter before the top of slope begins. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

16. Add a manhole just west of the proposed connection to the 96" sewer on Douglas Ave. Show the approximate existing invert of the 96" sewer at that point. Specify a Core-N-Tee type connection for the 12" sewer to the 96" sewer.

17. Provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

18. Provide an exhibit to engineering scale showing the turning path of an ambulance entering the parking lot off of Belmont Ave. Exhibit must show front and rear wheel paths, as provided in an "Autoturn" exhibit.

19. Provide a demolition plan. If the demolition is to be phased with the respective park phases, identify on the plan.

20. The utility poles providing electrical service to the two auto repair shops shall be removed.

21. The existing alley right-of-way from Douglas Ave west to the vacated Haddow Ave shall be vacated and a new utility easement established for ComEd.

22. All old aprons and depressed curb on Belmont Ave, Douglas Ave and Northwest Highway shall be removed and replaced with a full head curb, restored with topsoil and seed or sod, and the pavement repaired a minimum of 2 ft adjacent to the curb. Deficient sidewalk in the aprons shall be removed and replaced.

23. The existing sidewalk in the 400 block of Northwest Highway is located adjacent to the curb, and the alignment is irregular going east. Provide a sidewalk easement and relocate the sidewalk to provide a consistent parkway between Belmont Ave and Douglas Ave.

24. Any work within the Northwest Highway right-of-way will require an IDOT permit.

25. All existing water and sanitary sewer services shall be abandoned at the main.

26. Water meters are required for the water fountains.

27. The existing water services shall be evaluated to determine the material. If the water services are lead, they shall be removed and replaced to the main.

28. The sidewalk shall carry through the parking lot entrance with the curb stopping on either side of the sidewalk.

29. Show the location of the existing driveways for the residential homes on the west side of Belmont Ave in the vicinity of the proposed parking lot.

30. The pavement width of the parking lot entrance on Belmont Ave shall be 24 ft exclusive of the curb.



05-03-24

Michael L. Pagones, P.E. Date
Village Engineer

PLAN COMMISSION REVIEW
HEALTH SERVICES DEPARTMENT

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Dan Osoba, Planner 1** |
| **From:** | **Jeff Bohner, Health Officer** |
| **Department:** | **Health Services Department** |
| **File Number:** | **PCA 00007-2024** |
| **Project:** | **500 E. Miner** |
| **Review Round:** | **Round 1 review** |
| **Date:** | **April 22, 2024** |

No comments from this Department.

PLAN COMMISSION REVIEW
FIRE DEPARTMENT

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Dan Osoba** |
| **From:** | **Division Chief Dave Roberts** |
| **Department:** | **Fire Department** |
| **File Number:** | **PC00007-2024** |
| **Project:** | **500 E Miner** |
| **Review Round:** | **Round 1 review** |
| **Date:** | **May 3rd, 2024** |

GENERAL COMMENTS:

The Fire Department has reviewed the above referenced PCA at 500 E Miner. At this time, the Fire Department has no objections or comments to the proposal.

PLAN COMMISSION REVIEW
POLICE DEPARTMENT

**Village of Arlington Heights**
**Interoffice Memorandum**

| | |
|---|---|
| **To:** | **Sam Hubbard** |
| **From:** | **Officer Steven Dinov #358** |
| **Department:** | **Police Department** |
| **File Number:** | |
| **Project:** | **Recreation Park Renovation** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **May, 03, 2024** |

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

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

2. ARE LIGHTING REQUIREMENTS ADEQUATE?

Lighting should be up to Village of Arlington Heights code. The exterior of the buildings and recreation areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing trespassing, vandalism, underage drinking, and other criminal or nuisance activity.

3. PRESENT TRAFFIC PROBLEMS?

There are no current traffic problems at this location.

4. TRAFFIC ACCIDENTS AT PARTICULAR LOCATION:

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

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

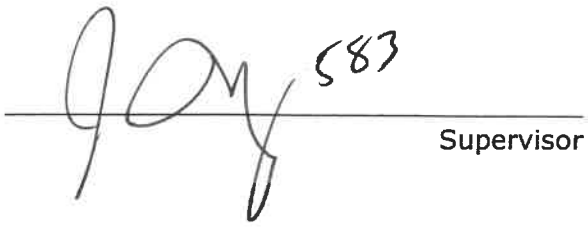
This development should not create any additional traffic problems. The traffic study did not reveal any major areas of concern.

6. GENERAL COMMENTS:

a. Natural Surveillance and Access Management – Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.
b. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.
c. Is the property is going to have any sort of perimeter fences to enclose outside spaces and playground areas? If so, perimeter fences would be great example of access control for this space. Perimeter definition and access control are essential to

deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access around perimeter fencing.

d. The perimeter fences should be secured in areas not easily monitored by staff.
e. CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.
f. Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers. They should also have adequate lighting, illuminating the pathways.
g. Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.
h. Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.
i. CCTV is an essential part of CPTED and is highly recommended for these types of facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV.



Supervisor

# Village of Arlington Heights
# Interoffice Memorandum

| | |
|---|---|
| **To:** | **Sue Rohner** |
| **From:** | **Dan Osoba** |
| **Department:** | **Planning & Community Development** |
| **File Number:** | **PC 24-007** |
| **Project:** | **500 E Miner St – Recreation Park PUD, SUP, Rezoning, & Comprehensive Plan Amendment with Variances** |
| **Review Round:** | **Round 1 Review** |
| **Date:** | **May 3, 2024** |

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH COMPREHENSIVE PLAN:<br>a. Amendment to the Comprehensive Plan required | ☐ | ☒ |
| 2. COMPLIES WITH THOROUGHFARE PLAN: | ☒ | ☐ |
| 3. VARIAITONS NEEDED FROM ZONING REGULATIONS:<br>a. See the additional review comments on the next page | ☒ | ☐ |
| 4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS: | ☐ | ☒ |
| 5. SUBDIVISION REQUIRED: | ☐ | ☒ |
| 6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED: | ☐ | ☒ |

See additional review comments on next page.

# Village of Arlington Heights
# Interoffice Memorandum

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| **To:** | **Sue Rohner** |
| **From:** | **Dan Osoba** |
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| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH COMPREHENSIVE PLAN:<br>a. Amendment to the Comprehensive Plan required | ☐ | ☒ |
| 2. COMPLIES WITH THOROUGHFARE PLAN: | ☒ | ☐ |
| 3. VARIAITONS NEEDED FROM ZONING REGULATIONS:<br>a. See the additional review comments on the next page | ☒ | ☐ |
| 4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS: | ☐ | ☒ |
| 5. SUBDIVISION REQUIRED: | ☐ | ☒ |
| 6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED: | ☐ | ☒ |

See additional review comments on next page.

**Planning & Community Development Dept.**
**Review**
May 3, 2024

**REVIEW ROUND 1**

Project: Recreation Park PUD, SUP, Rezoning, and Comprehensive Plan Amendment with Variations
500 E Miner St

Case Number: PC 24-007

**General:**

7. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions. Note the petitioner will have to confirm the zoning actions requested:
    a) Amendment to the Comprehensive Plan to update future land use designations for the parcels listed below:
        - 27 N Belmont Ave: 03-29-338-002 Single-Family Detached to Parks
        - 7 N Belmont Ave: 03-29-338-003 Single-Family Detached to Parks
        - 17 S Belmont Ave: 03-29-351-002 Moderate Density Multifamily to Parks
        - 15 S Belmont Ave: 03-29-351-015 Moderate Density Multifamily to Parks
        - 21 S Belmont Ave: 03-29-351-016 Moderate Density Multifamily to Parks
        - 406 E Northwest Hwy: 03-29-351-009 Commercial to Parks
    b) Rezoning of the parcels listed below:
        - 17 S Belmont Ave: 03-29-351-002 R-6 to PL
        - 15 S Belmont Ave: 03-29-351-015 R-6 to PL
        - 406 E Northwest Hwy: 03-29-351-009 B-3 to PL
        - 494 E Northwest Hwy: 03-29-351-014 B-3 to PL
        - 506 E Northwest Hwy: 03-29-352-014 B-3 to PL
        - 510 E Northwest Hwy: 03-29-352-003 B-3 to PL
        - 512 E Northwest Hwy: 03-29-352-004 B-3 to PL
        - 514 E Northwest Hwy: 03-29-352-011 B-3 to PL
        - 516 E Northwest Hwy: 03-29-352-012 B-3 to PL
        - 100 N Hickory Ave: 03-9-405-001 M-2 to PL
        - 115 N Douglas Ave: 03-9-402-003 M-2 to PL
    c) Planned Unit Development for the phased redevelopment of Recreation Park
    d) Special Use Permit for "Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof and the Arlington Heights Park District" on the property within the PL District. A complete Plat of Survey will be required for the full Recreation Park area and area owned by the Park District east of N. Douglas Ave in order to be included in an Ordinance for the SUP approval. Provide a separate document that includes a response to the three criteria necessary for a Special Use Permit. The document, "Project Desc, Sp Use, Var Response_ RECPK_v1" does not address these criteria. These criteria are referenced below for reference:
        - That said special use is deemed necessary for the public convenience at this location.
        - 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.

- 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.

e) Variances are required and will be included with the PUD approval. The variances identified include the following:
   - Variance to waive the Traffic and Parking Study requirement
   - Variance to permit a 10-foot fence around the tennis courts where a 6-foot fence is the maximum
   - Variance to permit an accessory structure (tennis courts) within 5-feet of the side property line: note this distance must be verified and requested in the variance
   - Variance to permit 5 accessory structures on the zoning lot (1. Skate park; 2. Southwest entrance trellis; Southeast entrance trellis; 4. Tennis courts; 5. Playground; 5. Shelter at the playground)

f) NOTE: as proposed, future amendments to the PUD, along with variances as identified, will be required for Phase 2 and Phase 3 improvements to the park.

8. Provide information on park operations including hours of operation, any on-site employees, maintenance operations, deliveries if applicable, etc.
9. Please continue to communicate with neighboring properties as the review process continues. Provide information on any additional communication or correspondence with neighbors or neighborhood organizations if applicable in your next submission.

**Comprehensive Plan Amendment**

10. Provide a separate document to list the parcels included in the Amendment to the Comprehensive Plan Future Land Use designations. Please reference the parcels listed in item 7(a) above.
11. Provide Plats of Survey for the parcels specified in the item above. A Legal Description for these parcels will need to be prepared for the Ordinance. Please provide the Plats of Survey for the Amendment to the Comprehensive Plan and the associated Legal Description.

**Rezoning**

12. The "Parcels to be Rezoned" document is incomplete. Please reference the parcels listed in item 7(b) above. It appears that 15 & 17 S Belmont Ave are not included in the parcels to be rezoned list.
13. The Plats of Survey and Legal Descriptions in the "PC LegalDesc_Proof Ownership" document provided are pieces of what staff needs for the Rezoning request; however, many of those Plats of Survey and Legal Descriptions overlap with each other. One, concise legal description for the parcels to be rezoned that can be tied to an Ordinance will be required with your next submittal.

**Vacation of Right-of-Way**

14. An application for vacation is required to be submitted through the Village Manager's Office for the following rights-of-way:
    a) Haddow Alley right-of-way: this alley was never vacated per Village records; however, several Plats of Survey included in the "PC LegalDesc_Proof Ownership" documents indicate this ROW was vacated. Please verify and provide any documentation demonstrating that this ROW was vacated. If it has not been vacated, an application for vacation will be required.

**Planned Unit Development: General**

15. Provide a sheet index on the first sheet or add it as a separate cover sheet.
16. There appears to be missing sheets being referenced in this document. For example, plan sheets reference detail sheets "L5._". Please provide these sheets with your next submission
17. Separate the survey (sheet 8 of the PUD) and upload as a separate document. Note that this is a topographical survey and does not illustrate easements. A full Plat of Survey will be required for the whole site.

**Planned Unit Development: Site Improvements**

18. Provide a Legal Description for the entire PUD, which includes all of Recreation Park and the AHPD owned land on the east side of N. Douglas Ave.
19. Provide a brief description of the PUD with the Master Plan document. This description should provide more information on the phasing of the site improvements including the approximate start date of construction, approximate completion of each phase, and a construction phasing plan, and the various private on-site and public off-site improvements that may be required with each phase.
20. Improvements to the sidewalk along E Northwest Highway are required with Phase I of the PUD. The sidewalk shall be relocated as a 10' sidewalk to provide 10-foot parkway between the curb and walkway. A sidewalk easement may be required depending on the available right-of-way space. A sidewalk easement may be dedicated by separate document along with any other easement dedications required for this application.
21. It is suggested that replacement trees for the ones removed during construction should be planted within the parkway to provide a buffer and improve the appearance of the park along this major thoroughfare. Update all plan documents to match the parkway and sidewalk.
22. It is recommended to put wheel stops on all parking spaces or relocate the adjacent sidewalk further east to ensure vehicles do not hang over the walking path.
23. Landscaping, screening, or a low masonry wall shall be proposed adjacent to the new parking areas and the proposed tennis courts.
24. Provide area calculations for floor area ratio (maximum 250%) based on phases and final build out. It appears all requirements are met; however, the calculations should be provided and included on the PUD.
25. Considering the amount of future bicycle parking needed for Phase 3, it is recommended to distribute some additional bicycle parking for Phases 1 and 2 to ensure that bicycle parking is distributed for all the park facilities and amenities.

**Site Lighting**

26. The maximum height of light fixtures is 40-feet. Revise the tennis court lighting to comply with this requirement. Is the height of the light fixtures necessary for the use of the tennis courts considering they are immediately adjacent to single-family homes?
27. Are there any pedestrian scale lighting fixtures along the internal walkways? If so, those fixtures should be identified.
28. Include information on lighting timing. Do the proposed light fixtures turn off when the park is closed?
29. Provide spot lighting levels at the property boundary of the park. Spot lighting levels may not exceed 0.1 foot candles at adjacent residential property lines and may not exceed 5 foot candles at the park property line.
30. Provide fixture details that demonstrate full-cut off lighting proposed on the tennis court poles that ensure glare does not occur on adjacent properties.

**Landscaping**

31. Along Northwest Highway, incorporate additional shade trees as well as additional shrubs and perennials. It is recommended that an abundance of trees be provided along Northwest Highway.
32. It is recommended that the location of the sidewalk along Northwest Highway be shifted further from the back of curb to allow for a 10 or 12 foot wide parkway with turf and shade trees.
33. Per Chapter 28, Section 6.15 a four inch caliper shade tree is required at the end of each parking row. Please incorporate the code required trees within the islands in the parking area where the tree is absent. In addition, the code required screen between the parking area and Belmont Avenue must be 3 feet high at time of installation.
34. It is recommended that additional screening be provided between the tennis courts and the right of way. Increase the height of the Arborvitae so that they are 9-10 feet at time of

installation. The Arborvitae must be spaced so that there is a continuous opaque screen when they are installed.

**Resubmittal**

35. Provide a formal response to all Round 1 Department Review Comments and submit files via the CSS portal on the Village website.
36. Please ensure that a revision date is added to all plans or documents that are revised as a result of these comments.

Prepared by: _____

Dan Osoba

# Memorandum

Date: May 23, 2024
To: Village of Arlington Heights (VAH)
From: Hitchcock Design Group (HDG)

**RE:** **Recreation Park Phase One**
Permit Number: PCA00007-2024

Please see our responses below in response to the permit review comments provided for the Recreation Park Phase One project. Responses to review comments are provided **in bold**, directly below each. We have also included the updated plan set as noted within each comment below.

Let us know if you have any questions or need additional information from us to receive approval from the Village.

Thank you,

Monica Goshorn-Maroney
Senior Associate
Hitchcock Design Group

22 E. Chicago Avenue
Suite 200 A
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com

**Public Works – Engineering Division 1st Review Round –** May 2, 2024:

1. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

   **RESPONSE: Noted.**

2. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:
   Projected Coordinate System:
   NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
   Projection: Transverse_Mercator
   False_Easting: 984250.00000000
   False_Northing: 0.00000000
   Central_Meridian: -88.33333333

Scale_Factor: 0.99997500
Latitude_Of_Origin: 36.66666667
Linear Unit: Foot_US
Geographic Coordinate System: GCS_North_American_1983
Datum: D_North_American_1983
Prime Meridian: Greenwich
Angular Unit: Degree

**RESPONSE: Noted**

3. An MWRD permit is required for the proposed detention, volume control, and storm sewer.

   **RESPONSE: Noted, a submittal has been made to the MWRD for the necessary WMO permit for the construction and operation of the proposed improvements.**

4. The preliminary stormwater report and methodology for the phases is acceptable.

   **RESPONSE: Noted.**

5. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. The basin requires a 5' flat zone around the perimeter before the top of slope begins. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

   **RESPONSE: Noted, the OUMA will be completed and provided under separate cover.**

6. Add a manhole just west of the proposed connection to the 96" sewer on Douglas Ave. Show the approximate existing invert of the 96" sewer at that point. Specify a Core-N-Tee type connection for the 12" sewer to the 96" sewer.

   **RESPONSE: Plans revised accordingly per this comment.**

7. Provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

**RESPONSE: A photometric plan has been provided with this submittal indicating the proposed light levels. See E1.0 for the pedestrian lighting cut sheets and sheet E6.0 for the sports lighting details.**

8. Provide an exhibit to engineering scale showing the turning path of an ambulance entering the parking lot off of Belmont Ave. Exhibit must show front and rear wheel paths, as provided in an "Autoturn" exhibit.

   **RESPONSE: Please refer to CSK-1 – AutoTurn Exhibit – Parking Lot, included in this resubmittal. An ambulance is able to make the necessary turn maneuvers without encroaching in adjacent travel lanes.**

9. Provide a demolition plan. If the demolition is to be phased with the respective park phases, identify on the plan.

   **RESPONSE: The Phase 1 demolition have been provided with this submittal. Anticipated demolition in Phase 2 and 3 is indicated on sheets L2.0-L2.1 as it relates to the Miner Street and Douglas Avenue ROW. The building demolition along Northwest Highway is included under a separate permit submittal.**

10. The utility poles providing electrical service to the two auto repair shops shall be removed.

    **RESPONSE: The utility poles will be removed as part of the building demolition along Northwest Highway.**

11. The existing alley right-of-way from Douglas Ave west to the vacated Haddow Ave shall be vacated and a new utility easement established for ComEd.

    **RESPONSE: Noted. See Plat of Vacation included with this submittal.**

12. All old aprons and depressed curb on Belmont Ave, Douglas Ave and Northwest Highway shall be removed and replaced with a full head curb, restored with topsoil and seed or sod, and the pavement repaired a minimum of 2 ft adjacent to the curb. Deficient sidewalk in the aprons shall be removed and replaced.

    **RESPONSE: The plans have been revised to show removal and restoration of existing driveway aprons no longer in use across the project frontage. One section of depressed curb is shown to be preserved along Northwest Highway for use during Frontier Days setup and take down. This access will only be in use once a year for the festival.**

13. The existing sidewalk in the 400 block of Northwest Highway is located adjacent to the curb, and the alignment is irregular going east. Provide a sidewalk easement and relocate the sidewalk to provide a consistent parkway between Belmont Ave and Douglas Ave.

    **RESPONSE: Plans have been revised to depict a 10' wide asphalt path along Northwest Highway to be constructed in the future. The stormwater detention design has been revised to accommodate the future path, however, further discussion is needed between the Village and Park District to determine the timing and cost of this improvement. Although this path addition is part of the Village's Bicycle and Pedestrian Plan it does not serve the intent of the Recreation Park improvements given the lack of any existing connections along Northwest Highway.**

14. Any work within the Northwest Highway right-of-way will require an IDOT permit.

    **RESPONSE: Noted, a submittal will be made to IDOT once there is confirmation on the intended scope within IDOT ROW as part of this project.**

15. All existing water and sanitary sewer services shall be abandoned at the main.

    **RESPONSE: Plans have been revised to include water meter and RPZ for both the north and south water fountain. The south water fountain improvements are now considered an alternate.**

16. Water meters are required for the water fountains.

    **RESPONSE: Plans have been revised to include water meter and RPZ for both the north and south water fountain. The south water fountain improvements are now considered an alternate.**

17. The existing water services shall be evaluated to determine the material. If the water services are lead, they shall be removed and replaced to the main.

    **RESPONSE: The existing water services were evaluated and determined to be copper by Park District Staff.**

18. The sidewalk shall carry through the parking lot entrance with the curb stopping on either side of the sidewalk.

**RESPONSE: Plans have been revised to show the sidewalk extending through the parking lot entrance.**

19. Show the location of the existing driveways for the residential homes on the west side of Belmont Ave in the vicinity of the proposed parking lot.

    **RESPONSE: Approximate driveway locations are depicted in the design drawings.**

20. The pavement width of the parking lot entrance on Belmont Ave shall be 24 ft exclusive of the curb.

    **RESPONSE: The pavement width is shown at 24' from face of curb to face of curb. Sheet L3.1 dimensions have been revised to reflect this.**

**Police Department 1st Review Round –** May 3, 2024:

1. Are lighting requirements adequate? Lighting should be up to Village of Arlington Heights code. The exterior of the buildings and recreation areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing trespassing, vandalism, underage drinking, and other criminal or nuisance activity.

   **RESPONSE: Pedestrian lighting for new pathway and lighting at the two new shelters has been provided to meet Village of Arlington Heights Code and provide night time security lighting**

2. Natural Surveillance and Access Management - Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

   **RESPONSE: Noted.**

3. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   **RESPONSE: Noted.**

4. Is the property going to have any sort of perimeter fences to enclose outside spaces and playground areas? If so, perimeter fences would be great example of access control for this space. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access around perimeter fencing.

   **RESPONSE: The park is intended for public use and to be accessible to a variety of users, as such, perimeter fencing will detract from the useability of the park. Fencing and low berming has been provided in key areas for safety purposes such as between the playground and parking and between the playground and Belmont Avenue. This fencing is intended to protect children using the playground while not detracting from the overall accessibility of the park.**

5. The perimeter fences should be secured in areas not easily monitored by staff.

   **RESPONSE: Perimeter fencing is not compatible with the use of the park.**

6. CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

   **RESPONSE: One access is provided at the Phase 1 parking lot.**

7. Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers. They should also have adequate lighting, illuminating the pathways.

   **RESPONSE: All pedestrian pathways are separated from vehicular routes. The proposed parking lot is curbed to protect the sidewalk. All other pathways are buffered by landscaping. Pedestrian lighting is provided along the path, sports lighting at the tennis courts, and both shelters include ceiling mounted security lighting.**

8. Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

   **RESPONSE: Noted. The landscape plan has been revised to ensure that no plantings over 3' in height are proposed within 15' of entrances. Trees shall be pruned to height of 8' as needed to maintain clear sight lines to amenities.**

9. Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   **RESPONSE: All lighting provided on the site is timer activated.**

10. CCTV is an essential part of CPTED and is highly recommended for these types of facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV.

    **RESPONSE: No video surveillance is anticipated at this time. There will be some surveillance associated with the bathhouse and pool in phase 3.**

**Planning and Community Development 1st Review Round –** May 3, 2024:

**General:**

1. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions. Note the petitioner will have to confirm the zoning actions requested:
    a. Amendment to the Comprehensive Plan to update future land use designations for the parcels listed below:
        i. 27 N Belmont Ave: 03-29-338-002 Single-Family Detached to Parks
        ii. 7 N Belmont Ave: 03-29-338-003 Single-Family Detached to Parks
        iii. 17 S Belmont Ave: 03-29-351-002 Moderate Density Multifamily to Parks
        iv. 15 S Belmont Ave: 03-29-351-015 Moderate Density Multifamily to Parks- ***Not AHPD Property- Private Owner.***
        v. 21 S Belmont Ave: 03-29-351-016 Moderate Density Multifamily to Parks
        vi. 406 E Northwest Hwy: 03-29-351-009 Commercial to Parks

    **RESPONSE: See PDF "Amendment to Comp Plan Properties."**
    b. Rezoning of the parcels listed below:
        i. 17 S Belmont Ave: 03-29-351-002 R-6 to PL
        ii. 15 S Belmont Ave: 03-29-351-015 R-6 to PL **(not included)**
        iii. 406 E Northwest Hwy: 03-29-351-009 B-3 to PL
        iv. 494 E Northwest Hwy: 03-29-351-014 B-3 to PL

v. 506 E Northwest Hwy: 03-29-352-014 B-3 to PL
vi. 510 E Northwest Hwy: 03-29-352-003 B-3 to PL
vii. 512 E Northwest Hwy: 03-29-352-004 B-3 to PL
viii. 514 E Northwest Hwy: 03-29-352-011 B-3 to PL
ix. 516 E Northwest Hwy: 03-29-352-012 B-3 to PL
x. 100 N Hickory Ave: 03-9-405-001 M-2 to PL
xi. 115 N Douglas Ave: 03-9-402-003 M-2 to PL

c. Planned Unit Development for the phased redevelopment of Recreation Park

d. Special Use Permit for "Facilities Owned and Operated by the Village of Arlington Heights, Arlington Heights Memorial Library & branches thereof and the Arlington Heights Park District" on the property within the PL District. A complete Plat of Survey will be required for the full Recreation Park area and area owned by the Park District east of N. Douglas Ave in order to be included in an Ordinance for the SUP approval. Provide a separate document that includes a response to the three criteria necessary for a Special Use Permit. The document, "Project Desc, Sp Use, Var Response_ RECPK_v1" does not address these criteria. These criteria are referenced below for reference:

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

e. Variances are required and will be included with the PUD approval. The variances identified include the following:

i. Variance to waive the Traffic and Parking Study requirement
ii. Variance to permit a 10-foot fence around the tennis courts where a 6-foot fence is the maximum
iii. Variance to permit an accessory structure (tennis courts) within 5-feet of the side property line: note this distance must be verified and requested in the variance

iv. Variance to permit 5 accessory structures on the zoning lot (1. Skate park; 2. Southwest entrance trellis; Southeast entrance trellis; 4. Tennis courts; 5. Playground; 5. Shelter at the playground)

f. NOTE: as proposed, future amendments to the PUD, along with variances as identified, will be required for Phase 2 and Phase 3 improvements to the park.

8. Provide information on park operations including hours of operation, any on-site employees, maintenance operations, deliveries if applicable, etc.

   **RESPONSE: Hours of operation are 7am-9pm daily, Mon-Sat with later hours for annual special events. A full time Custodian and Athletics Supervisor work onsite with Seasonal Aquatic Staff. Maintenance Staff work as needed. Deliveries are made at the main office: 410 North Arlington Heights Rd.**

9. Please continue to communicate with neighboring properties as the review process continues. Provide information on any additional communication or correspondence with neighbors or neighborhood organizations if applicable in your next submission.

   **RESPONSE: Recreation Park will be featured in the June E-Newsletter. Additionally, updates on construction progress have been featured in the Board President's Letter within the Seasonal Brochure and on social media- See Advertising Attachment. Also, our Construction Manager, Lamp, has knocked on each resident's door, nearby to provide contact info with any concerns.**

**Comprehensive Plan Amendment**

1. Provide a separate document to list the parcels included in the Amendment to the Comprehensive Plan Future Land Use designations. Please reference the parcels listed in item 7(a) above.

   **RESPONSE: See PDF "Amendment to Comp Plan Properties."**

2. Provide Plats of Survey for the parcels specified in the item above. A Legal Description for these parcels will need to be prepared for the Ordinance. Please provide the Plats of Survey for the Amendment to the Comprehensive Plan and the associated Legal Description.

   **RESPONSE: The Plats of Survey and legal descriptions have been provided with this submittal.**

**Rezoning**

1. The "Parcels to be Rezoned" document is incomplete. Please reference the parcels listed in item 7(b) above. It appears that 15 & 17 S Belmont Ave are not included in the parcels to be rezoned list.

   **RESPONSE: See PDF "Rec Park Pins for Rezoning"**

2. The Plats of Survey and Legal Descriptions in the "PC LegalDesc_Proof Ownership" document provided are pieces of what staff needs for the Rezoning request; however, many of those Plats of Survey and Legal Descriptions overlap with each other. One, concise legal description for the parcels to be rezoned that can be tied to an Ordinance will be required with your next submittal.

   **RESPONSE: The legal description is provided with this submittal.**

**Vacation of Right-of-Way**

1. An application for vacation is required to be submitted through the Village Manager's Office for the following rights-of-way:

   a. Haddow Alley right-of-way: this alley was never vacated per Village records; however, several Plats of Survey included in the "PC LegalDesc_Proof Ownership" documents indicate this ROW was vacated. Please verify and provide any documentation demonstrating that this ROW was vacated. If it has not been vacated, an application for vacation will be required.

   **RESPONSE: Noted. The Plat of Vacation has been provided with this submittal.**

**Planned Unit Development: General**

1. Provide a sheet index on the first sheet or add it as a separate cover sheet.

   **RESPONSE: A cover sheet with sheet index has been provided.**

2. There appears to be missing sheets being referenced in this document. For example, plan sheets reference detail sheets "L5._". Please provide these sheets with your next submission

   **RESPONSE: These additional sheets have been provided.**

3. Separate the survey (sheet 8 of the PUD) and upload as a separate document. Note that this is a topographical survey and does not illustrate easements. A full Plat of Survey will be required for the whole site.

   **RESPONSE: The survey, sheet 8, has been uploaded separately. The full Plat of Survey has been provided with this submittal.**

**Planned Unit Development: Site Improvements**

1. Provide a Legal Description for the entire PUD, which includes all of Recreation Park and the AHPD owned land on the east side of N. Douglas Ave.

   **RESPONSE: A legal description has been provided with the submittal.**

2. Provide a brief description of the PUD with the Master Plan document. This description should provide more information on the phasing of the site improvements including the approximate start date of construction, approximate completion of each phase, and a construction phasing plan, and the various private on-site and public off-site improvements that may be required with each phase.

   **RESPONSE: A PUD Description has been provided along with the Master Plan document.**

3. Improvements to the sidewalk along E Northwest Highway are required with Phase I of the PUD. The sidewalk shall be relocated as a 10' sidewalk to provide 10-foot parkway between the curb and walkway. A sidewalk easement may be required depending on the available right-of-way space. A sidewalk easement may be dedicated by separate document along with any other easement dedications required for this application.

   **RESPONSE: Plans have been revised to depict a 10' wide asphalt path along Northwest Highway to be constructed in the future. The path alignment allows a 10'-12' parkway along Northwest Highway. This improvement will**

**be entirely outside of the IDOT ROW and requires an easement for Village maintenance.**

4. It is suggested that replacement trees for the ones removed during construction should be planted within the parkway to provide a buffer and improve the appearance of the park along this major thoroughfare. Update all plan documents to match the parkway and sidewalk.

   **RESPONSE: 9 trees have been relocated along the Northwest Highway frontage. The remaining trees have been maintained interior to the park to provide shade for users.**

5. It is recommended to put wheel stops on all parking spaces or relocate the adjacent sidewalk further east to ensure vehicles do not hang over the walking path.

   **RESPONSE: The parking lot is designed with a 6" curb to act as a wheel stop. Parking blocks are provided in areas where a depressed curb is proposed. This approach protects the proposed sidewalk as designed.**

6. Landscaping, screening, or a low masonry wall shall be proposed adjacent to the new parking areas and the proposed tennis courts.

   **RESPONSE: Evergreen trees have been provided between the new tennis courts. The trees will be installed at 6' height. A mix of evergreen shrubs and shade trees have been provided adjacent to the parking lot. Proposed shrubs will installed at a height of 3'.**

7. Provide area calculations for floor area ratio (maximum 250%) based on phases and final build out. It appears all requirements are met; however, the calculations should be provided and included on the PUD.

   **RESPONSE: A floor area calculation has been provided with this submittal.**

8. Considering the amount of future bicycle parking needed for Phase 3, it is recommended to distribute some additional bicycle parking for Phases 1 and 2 to ensure that bicycle parking is distributed for all the park facilities and amenities.

   **RESPONSE: Noted. 4 additional bike parking spaces have been added to Phase 1 north of the proposed playground. The location for the Phase II and III bicycle parking will be determined in the final design.**

**Site Lighting**

1. The maximum height of light fixtures is 40-feet. Revise the tennis court lighting to comply with this requirement. Is the height of the light fixtures necessary for the use of the tennis courts considering they are immediately adjacent to single-family homes?

   **RESPONSE: The 50′ pole height allows the sports lighting to be directed more efficiently with less spillage than would be possible with the 40′ pole heights. The increased height also reduces glare visible for both tennis players and adjacent residents. This design provides the best playability for court users and extends the use of the courts into the late fall and early spring when daylight hours are shorter.**

   **See below comparison between the 50′ and 40′ poles:**

   **<u>50′ Pole</u>**
   **Park Property Line – 22.4 Footcandles**
   **House Property Line - .03 Footcandles**
   **House Property Line – 1492 Candela (glare)**

   **<u>40′ Pole</u>**
   **Park Property Line – 24.4 Footcandles**
   **House Property Line - .17 Footcandles**
   **House Property Line – 3167 Candela (glare)**

2. Are there any pedestrian scale lighting fixtures along the internal walkways? If so, those fixtures should be identified.

   **RESPONSE: Pedestrian lights are provided along internal walkways. See sheet E1.0 – E3.0 of the electrical plans for light locations.**

3. Include information on lighting timing. Do the proposed light fixtures turn off when the park is closed?

   **RESPONSE: The pedestrian lights and shelter lights are connected to a timer which can be set to turn off when the park is closed**.

4. Provide spot lighting levels at the property boundary of the park. Spot lighting levels may not exceed 0.1 foot candles at adjacent residential property lines

and may not exceed 5 foot candles at the park property line.

**RESPONSE: Reference sheet E1.1 Site Photometric plan that indicates foot candle levels as it affects the neighboring properties for the pedestrian lighting at the new pathways and sports lighting at the tennis court.**

5. Provide fixture details that demonstrate full cut off lighting proposed on the tennis court poles that ensure glare does not occur on adjacent properties.

**RESPONSE: See sheet E1.1 and E6.0 for details and photometrics on the sports lighting fixture.**

**Landscaping**

1. Along Northwest Highway, incorporate additional shade trees as well as additional shrubs and perennials. It is recommended that an abundance of trees be provided along Northwest Highway.

   **RESPONSE: The area along Northwest Highway is intentionally left as open, flexible green space for use during Frontier Days. This area typically includes the main stage and concessions tent for the festival. It is also a priority to maintain open views of the park amenities for pedestrians walking north from the underpass.**
   **Some additional trees have been relocated in clusters along the Northwest Highway Frontage. Additional landscaping may be provided by the Park District following the project's construction.**

2. It is recommended that the location of the sidewalk along Northwest Highway be shifted further from the back of curb to allow for a 10- or 12-foot-wide parkway with turf and shade trees.

   **RESPONSE: A future 10' wide asphalt has been depicted in the plans. Parkway trees have been provided per Village standards.**

3. Per Chapter 28, Section 6.15 a four-inch caliper shade tree is required at the end of each parking row. Please incorporate the code required trees within the islands in the parking area where the tree is absent.In addition, the code required screen between the parking area and Belmont Avenue must be 3 feet high at time of installation.

   **RESPONSE: 2 additional 4" caliper trees have been provided near the parking lot entrance at the end of each row. Evergreen shrubs installed at 3' height have been provided between the parking lot and Belmont Avenue.**

4. It is recommended that additional screening be provided between the tennis courts and the right of way. Increase the height of the Arborvitae so that they are 9-10 feet at time of installation. The Arborvitae must be spaced so that there is a continuous opaque screen when they are installed.

   **RESPONSE: The arborvitae proposed are to be installed at 6' height. This is a standard size that is widely available at nurseries and will provide instant screening to above average eye height. Sizes larger than 6' in height are**

**difficult to source and move. These larger sizes also have a much lower survivability rate.**

**End of Comments**

Enc: Revised plans and exhibits

Cc: Susan Rohner, Arlington Heights Park District;
File – HDG

**PLAN COMMISSION PCA00007-2024**
**Recreation Park Master Plan**
**500 E Miner St**
**Round 2**

31. The petitioner's response to comment nos. 11, 12, 14-18, 20, 24, 26-30 is acceptable.

32. The petitioner's response to comment no. 13 is noted. Provide an update on the status of the MWRD permit submittal as information becomes available. Updates can be provided directly from Eriksson Engineering to Village staff to expedite the MWRD process.

33. The petitioner's response to comment no. 19 is noted. Provide erosion control and construction fencing for the demolition plan.

34. The petitioner's response to comment no. 21 is noted. The Plat of Vacation for Campbell St is not needed. Address the following items for the Plat of Vacation of the Haddow Alley from the Plat of Vacation Checklist:
    a) For the utility signature blocks:
        i. Update the AT&T Signature block to Ameritech.
        ii. Add a signature block for Astound.
    b) Provide the Village signature blocks as shown on the Plat of Vacation Checklist.
    c) Provide the County Clerk Certificate.
    d) Establish an easement for ComEd over the entire vacated area since their pole line will remain at this point. This will require the addition of the ComEd easement provisions, which the surveyor can obtain from ComEd.

35. The petitioner's response to comment no. 22 is noted. Per a conversation with Lamp Inc., the individual demolition permits for the structures along Northwest Highway will complete the demolition up to the public right-of-way. The required improvements within IDOT right-of-way to remove the existing aprons and depressed curb will be addressed as part of the Phase I construction. The pavement shall be repaired a minimum of 2 ft adjacent to the curb. Deficient sidewalk in the aprons may be required to be removed and replaced in the event the requested 10 ft wide multi-use path along Northwest Highway has not been completed.

36. The petitioner's response to comment no. 23 for the 10 ft wide multi-use path is noted.
    a) The multi-use path shall be concrete. In the event any Park District vehicles will be driven on the multi-use path, it is recommended to construct the sidewalk 6" thick.
    b) Provide a dedicated public sidewalk easement from the existing Northwest Highway right-of-way to 1 ft north of the proposed 10 ft wide multi-use path.
    c) The Park District's position that the multi-use path does not serve the intent of the Rec Park improvements is noted. Per the Village's Bicycle and Pedestrian Plan:

        *The Village of Arlington Heights is a bicycle-and-pedestrian-friendly community that strives in all its policies, plans and programs and in the construction, reconstruction, maintenance and operations of all its roadways and related infrastructure, to ensure that residents and visitors of all ages and abilities are able to travel safely and conveniently to all community (in the community and beyond), destinations by walking and bicycling.*

        Recreation Park is identified as a destination in the Plan. The sidewalk along Northwest Highway from Douglas Ave to Belmont Ave is the Village's maintenance responsibility, and the Park District's acquisition of the parcels along Northwest Highway triggers the evaluation of the functionality of the existing sidewalk. The request to remove the existing sidewalk and construct a new multi-use path further away from vehicular

traffic is consistent with all redevelopment that has involved IDOT right-of-way. The addition of this multi-use path would also connect the existing signalized crossing of Northwest Highway at Douglas Ave / Kensington Road.

37. A response to comment no. 25 was not provided. All existing water and sanitary sewer services shall be abandoned at the main.



06-14-2024

Michael L. Pagones, P.E. Date
Village Engineer

ATTACHMENTS:

Plat of Vacation Checklist

# Plat of Vacation Checklist

- Legal description of area being vacated
- Area in square feet of area being vacated
- Surveyor's Certificate
- Utility signature blocks
- Village signature blocks as shown below
- County Clerk Certificate

Village signature blocks:

Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Village Board of Trustees at a meeting held

_____ , 20__

By: _____
Village President

Attest:_____
Village Clerk

APPROVED by the Village Collector on _____, 20__

_____

APPROVED by the Village Engineer on _____, 20__

_____

At permit:

MWRD permit
OUMA
Individual demolition permits for the buildings, include the utility poles for the services
Work within IDOT right-of-way will be part of Phase I and not the demolition permits

PLAN COMMISSION REVIEW
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

**Village of Arlington Heights**

**Interoffice Memorandum**

| | |
|---|---|
| **From:** | **Dan Osoba, Planner I** |
| **Department:** | **Planning & Community Development Department** |
| **File Number:** | **24-007** |
| **Project:** | **Recreation Park – Comp Plan Amdt, Rezone, PUD and SUP** |
| **Review Round:** | **Round 2** |
| **Date:** | **June 14, 2024** |

| | YES | NO |
|---|---|---|
| 1. COMPLIES WITH COMPREHENSIVE PLAN: | ☒ | ☐ |
| 2. COMPLIES WITH THOROUGHFARE PLAN: | ☒ | ☐ |
| 3. VARIAITONS NEEDED FROM ZONING REGULATIONS: | ☒ | ☐ |
| 4. VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS: | ☐ | ☒ |
| 5. SUBDIVISION REQUIRED: | ☐ | ☒ |
| 6. SCHOOL/PARK/LIBRARY CONTRIBUTION REQUIRED: | ☒ | ☐ |

**General**

37. The petitioner's response to #7 is acceptable. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions. Note the petitioner will have to confirm the zoning actions requested:
    a) The petitioner's response to #7a is noted. The parcels to be included in the Comprehensive Plan Amendment have been listed in "Round 2 – Amendment to Comp Plan Properties".
    b) The petitioner's response to #7b is noted. The parcels to be rezoned are listed in "Round 2 – Rec Park PINs for Rezoning.
    c) The petitioner's response to #7c, 7d, 7f & 7g is acceptable.
    d) The petitioner's response to #7e is noted. Variances have been requested per the Round 1 Comment and staff is in general support of the requests and justification provided (including the new request regarding light pole height).
38. The petitioner's response to #8 is noted. A condition of approval will be recommended by staff to limit the park amenity lighting based on the hours described in the response letter: 7:00am – 9:00pm. Extensions for later hours would be allowed for annual special events. This condition would appear on the approval ordinance for the Special Use Permit.
39. The petitioner's response to #9 is acceptable. Please continue all outreach efforts identified in the response letter.

**Comprehensive Plan Amendment**

40. The petitioner's response to #10 & 11 is acceptable.

**Rezoning**

41. The petitioner's response to #12 & 13 is acceptable.

**Vacation of Right-of-Way**

42. The petitioner's response to #14 & 14a is noted. Please provide a documentation for the ComEd easement and provisions (as required by ComEd) to cover the vacated alley. This should be reflected on the Plat of Vacation for the alley. All existing and proposed easements must be shown prior to Village Board approval. Note that the Campbell Street Vacation is not required per comments from Engineering. Refer to the email sent on 6/11/24 for further details.

**Planned Unit Development: General**

43. The petitioner's response to #15, 16 & 17 is acceptable.

**Planned Unit Development: Site Improvements**

44. The petitioner's response to #18 is acceptable.
45. The petitioner's response to #19 is did not fully resolve the comment. Provide a brief description of the PUD on the "1G_PUD_Overall Master Plan" document to be used for a Plan Commission exhibit. Additionally, details for construction timing were provided, but there are no details on public improvement requirements for each phase. Per the construction plans and previous discussion, the demolition of the commercial properties along W Northwest Highway are to be removed from Phase 1 plans; however, this is not reflective on the PUD phasing. Provide an updated phasing plan to show new phase lines (this could be a Phase 1a) for these properties and for required public improvements. The sidewalk construction will be required with the demolition phase of the buildings on W Northwest Highway. See additional Engineering comments for details.
46. The petitioner's response to #20 is noted. The timing of the sidewalk improvements on W Northwest Highway are identified as "to be constructed in the future". Staff will be recommending a condition of approval to require the sidewalk, sidewalk easement and landscape improvements along W Northwest Highway with the demolition of the commercial properties on W Northwest Highway (see #45 above).
    a) New comment based on new pedestrian walk shown: the sidewalk along W Northwest Highway shall be concrete to match existing conditions and typical requirements for parkway sidewalks along arterial streets. A condition of approval will be recommended to require the change.
    b) New comment based on the new pedestrian walk shown: Dedicate a sidewalkl easement per Engineering comments to cover the sidewalk shown on the Park District property.
47. The petitioner's response to #21 is acceptable.

48. The petitioner's response to #22 is noted. The recommendation to put in wheel stops remains to reduce the likelihood that a condition similar to the picture below occurs which will block accessible pedestrian access from the parking lot to the new accessible



playground.
49. The petitioner's response to #23, 24 & 25 is acceptable.

**Site Lighting**

50. The petitioner's response to #26 is noted. Staff is agreeable with the proposed variance for sports court lighting to increase from 40' to 50' to reduce glare on adjacent residential lots; however, the lighting shall turn off when the park is not in use. See the condition of approval recommendation in #38 above.
51. The petitioner's response to #27 is acceptable.
52. The petitioner's response to #28 is noted. Staff will be recommending that the sports court lighting turn off or not be able to be turned on when the park is closed in addition to the pedestrian lighting and shelter lighting. See #38 above.
53. The petitioner's response to #29 & 30 is acceptable.

**Landscaping**

54. Landscaping comments are forthcoming and will be sent under a separate cover.

**Resubmittal**

55. A resubmittal of this petition is not required. The tentative Plan Commission public hearing for this application is scheduled for July 10, 2024. Notice of this hearing must be mailed and posted by Tuesday, June 25, 2024.

Prepared by: Dan Olsen

# Memorandum

Date: June 27, 2024
To: Village of Arlington Heights (VAH)
From: Hitchcock Design Group (HDG)

**RE:** **Recreation Park Phase One**
Permit Number: PCA00007-2024

Please see our responses below in response to the permit review comments provided for the Recreation Park Phase One project. Responses to review comments are provided **in bold**, directly below each. We have also included the updated plan set as noted within each comment below.

Let us know if you have any questions or need additional information from us to receive approval from the Village.

Thank you,

Monica Goshorn-Maroney
Senior Associate
Hitchcock Design Group

22 E. Chicago Avenue
Suite 200 A
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com

**Plan Commission 2nd Review Round –** June 17, 2024:

31. The petitioner's response to comment nos. 11, 12, 14-18, 20, 24, 26-30 is acceptable.

32. The petitioner's response to comment no. 13 is noted. Provide an update on the status of the MWRD permit submittal as information becomes available. Updates can be provided directly from Eriksson Engineering to Village staff to expedite the MWRD process.
**Response: Eriksson Engineering provided the following response to the Village on 6/18/2024:**

**"We received the first round of MWRD review comments on 6/12, and the resubmittal went out the door yesterday.**
**No significant comments leading to design changes outside of their request to minimize/remove references to future improvements, as they are unwilling to review and comment on those improvements until they are being constructed."**

33. The petitioner's response to comment no. 19 is noted. Provide erosion control and construction fencing for the demolition plan.
    **Response: Erosion control and construction fencing have been added to sheets L2.0-L2.2 Site Preparation and Removals Plan.**

34. The petitioner's response to comment no. 21 is noted. The Plat of Vacation for Campbell St is not needed. Address the following items for the Plat of Vacation of the Haddow Alley from the Plat of Vacation Checklist:
    a. For the utility signature blocks:
        i. Update the AT&T Signature block to Ameritech.
        **Response: Signature blocks have been updated.**
        ii. Add a signature block for Astound.
        **Response: Signature block have been added.**
    b. Provide the Village signature blocks as shown on the Plat of Vacation Checklist.
    **Response: The Village signature block has been provided.**
    c. Provide the County Clerk Certificate.
    **Response: Certificate has been provided.**
    d. Establish an easement for ComEd over the entire vacated area since their pole line will remain at this point. This will require the addition of the ComEd easement provisions, which the surveyor can obtain from ComEd.
    **Response: this has been provided. See enclosed '240297-B-PVA ss_Plat of Vacation_Haddow Alley' PDF.**

35. The petitioner's response to comment no. 22 is noted. Per a conversation with Lamp Inc., the individual demolition permits for the structures along Northwest Highway will complete the demolition up to the public right-of-way. The required improvements within IDOT right-of-way to remove the existing aprons and depressed curb will be addressed as part of the Phase I construction. The pavement shall be repaired a minimum of 2 ft adjacent to the curb. Deficient sidewalk in the aprons may be required to be removed and replaced in the event the requested 10 ft wide multi-use path along Northwest Highway has not been completed.
    **Response: Noted. See sheet L2.2 for these removals.**

36. The petitioner's response to comment no. 23 for the 10 ft wide multi-use path is noted.
    a. The multi-use path shall be concrete. In the event any Park District vehicles will be driven on the multi-use path, it is recommended to construct the sidewalk 6" thick.
    **Response: The Park District is reviewing this request with Village Staff.**

b. Provide a dedicated public sidewalk easement from the existing Northwest Highway right-of-way to 1 ft north of the proposed 10 ft wide multi-use path.
**Response: Noted. See enclosed Plat of Survey depicting the proposed easement along Northwest Highway. A separate easement document will be provided for signature once an agreement has been reached between the Village and Park District.**

c. The Park District's position that the multi-use path does not serve the intent of the Rec Park improvements is noted. Per the Village's Bicycle and Pedestrian Plan:
    i. The Village of Arlington Heights is a bicycle-and-pedestrian-friendly community that strives in all its policies, plans and programs and in the construction, reconstruction, maintenance, and operations of all its roadways and related infrastructure, to ensure that residents and visitors of all ages and abilities are able to travel safely and conveniently to all community (in the community and beyond), destinations by walking and bicycling.
    ii. Recreation Park is identified as a destination in the Plan. The sidewalk along Northwest Highway from Douglas Ave to Belmont Ave is the Village's maintenance responsibility, and the Park District's acquisition of the parcels along Northwest Highway triggers the evaluation of the functionality of the existing sidewalk. The request to remove the existing sidewalk and construct a new multi-use path further away from vehicular traffic is consistent with all redevelopment that has involved IDOT right-of-way. The addition of this multi-use path would also connect the existing signalized crossing of Northwest Highway at Douglas Ave / Kensington Road
    **Response: The Park District is reviewing this request with Village Staff.**

37. A response to comment no. 25 was not provided. All existing water and sanitary sewer services shall be abandoned at the main.
**Response: Noted. The existing building demolition and utility disconnects will be included as part of Phase 1A and will be completed independently.**

**MWRD Permit**:

1. OUMA: Individual demolition permits for the buildings include the utility poles for the services. Work within IDOT right-of-way will be part of Phase I and not the demolition permits.
**Response: Noted. See sheets L2.0-L2.2 for demolition work within the IDOT ROW. This work is included in the Phase 1 scope.**

**The building removal work will be included under a separate demolition permit.**

**Planning and Community Development Department 2nd Review Round –** June 14, 2024:

**General**

37. The petitioner's response to #7 is acceptable. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions. Note the petitioner will have to confirm the zoning actions requested:
    a. The petitioner's response to #7a is noted. The parcels to be included in the Comprehensive Plan Amendment have been listed in "Round 2 – Amendment to Comp Plan Properties".
    b. The petitioner's response to #7b is noted. The parcels to be rezoned are listed in "Round 2 – Rec Park PINs for Rezoning.
    c. The petitioner's response to #7c, 7d, 7f & 7g is acceptable.
    d. The petitioner's response to #7e is noted. Variances have been requested per the Round 1 Comment and staff is in general support of the requests and justification provided (including the new request regarding light pole height).

    **Response: Noted.**

38. The petitioner's response to #8 is noted. A condition of approval will be recommended by staff to limit the park amenity lighting based on the hours described in the response letter: 7:00am – 9:00pm. Extensions for later hours would be allowed for annual special events. This condition would appear on the approval ordinance for the Special Use Permit.
    **Response: The pedestrian lights and shelter lights are connected to a timer which can be set to turn off when the park is closed. The sports lighting is also programmable and can be limited to the hours noted above.**

39. The petitioner's response to #9 is acceptable. Please continue all outreach efforts identified in the response letter.
    **Response: Noted.**

**Comprehensive Plan Amendment**

40. The petitioner's response to #10 & 11 is acceptable.

**Rezoning**

41. The petitioner's response to #12 & 13 is acceptable.

**Vacation of Right-of-Way**

42. The petitioner's response to #14 & 14a is noted. Please provide a documentation for the ComEd easement and provisions (as required by ComEd) to cover the vacated alley. This should be reflected on the Plat of Vacation for the alley. All existing and proposed easements must be shown prior to Village Board approval. Note that the Campbell Street Vacation is not required per comments from Engineering. Refer to the email sent on 6/11/24 for further details.
**Response: See enclosed Plat of Vacation for Haddow Alley. The Campbell Street Vacation has been removed from this submittal.**

**Planned Unit Development: General**

43. The petitioner's response to #15, 16 & 17 is acceptable.

**Planned Unit Development: Site Improvements**

44. The petitioner's response to #18 is acceptable.

45. The petitioner's response to #19 did not fully resolve the comment. Provide a brief description of the PUD on the "1G_PUD_Overall Master Plan" document to be used for a Plan Commission exhibit. Additionally, details for construction timing were provided, but there are no details on public improvement requirements for each phase. Per the construction plans and previous discussion, the demolition of the commercial properties along W Northwest Highway are to be removed from Phase 1 plans; however, this is not reflective on the PUD phasing. Provide an updated phasing plan to show new phase lines (this could be a Phase 1a) for these properties and for required public improvements. The sidewalk construction will be required with the demolition phase of the buildings on W Northwest Highway. See additional Engineering comments for details.
**Response: The revised PUD Description includes additional details on construction timing and public improvements by phase. A revised phasing plan has been included with "Phase 1A" outlined.**
**The sidewalk demolition will occur with Phase 1 and will not be removed until the new multi-use path construction can commence.**

46. The petitioner's response to #20 is noted. The timing of the sidewalk improvements on W Northwest Highway are identified as "to be constructed in the future". Staff will be recommending a condition of approval to require the sidewalk, sidewalk

easement and landscape improvements along W Northwest Highway with the demolition of the commercial properties on W Northwest Highway (see #45 above).

a. New comment based on new pedestrian walk shown: the sidewalk along W Northwest Highway shall be concrete to match existing conditions and typical requirements for parkway sidewalks along arterial streets. A condition of approval will be recommended to require the change.
**Response: The Park District is reviewing this request with Village Staff.**
b. New comment based on the new pedestrian walk shown: Dedicate a sidewalk easement per Engineering comments to cover the sidewalk shown on the Park District property.
**Response: An easement has been provided on the revise Plat of Survey.**

47. The petitioner's response to #21 is acceptable.

48. The petitioner's response to #22 is noted. The recommendation to put in wheel stops remains to reduce the likelihood that a condition similar to the picture below occurs which will block accessible pedestrian access from the parking lot to the new accessible playground.



**Response: Noted. Wheel stops will be added to parking stalls adjacent to the proposed sidewalk.**

49. The petitioner's response to #23, 24 & 25 is acceptable.

**Site Lighting**

50. The petitioner's response to #26 is noted. Staff is agreeable with the proposed variance for sports court lighting to increase from 40' to 50' to reduce glare on

adjacent residential lots; however, the lighting shall turn off when the park is not in use. See the condition of approval recommendation in #38 above.
**Response: The sports lighting is programmable and will be turned off when the park is closed.**

51. The petitioner's response to #27 is acceptable.

52. The petitioner's response to #28 is noted. Staff will be recommending that the sports court lighting turn off or not be able to be turned on when the park is closed in addition to the pedestrian lighting and shelter lighting. See #38 above.
**Response: The sports lighting is programmable and will be turned off when the park is closed.**

53. The petitioner's response to #29 & 30 is acceptable.

**Landscaping**

54. Landscaping comments are forthcoming and will be sent under a separate cover.

**Resubmittal**

55. A resubmittal of this petition is not required. The tentative Plan Commission public hearing for this application is scheduled for July 10, 2024. Notice of this hearing must be mailed and posted by Tuesday, June 25, 2024. **Response: Mailers Post Marked June 20th and signs posted on each street on June 25, 2024.**

**Planning and Community Development Department: Landscape 2nd Review Round –** June 17, 2024:

**Comments:**

1. Along Northwest Highway, incorporate additional shade trees as well as additional shrubs and perennials. It is recommended that an abundance of trees be provided along Northwest Highway. It is recommended that additional landscaping be provided along Northwest Highway. Please provide additional shade trees on the perimeter along Northwest Highway on the park side.
**Response: The Park District is reviewing this request with Village Staff. Recreation Park hosts Frontier Days annually and the flexible open space along Northwest Highway is utilized for many of the main festival events.**

2. It is recommended that the location of the sidewalk along Northwest Highway be shifted further from the back of curb to allow for a 10 or 12 foot wide parkway with turf and shade trees. The revised plans and response are noted.

3. Per Chapter 28, Section 6.15 a four inch caliper shade tree is required at the end of each parking row. Please incorporate the code required trees within the islands in the parking area where the tree is absent. In addition, the code required screen between the parking area and Belmont Avenue must be 3 feet high at time of installation. The revised plans and response are noted.

4. It is recommended that additional screening be provided between the tennis courts and the right of way. Increase the height of the Arborvitae so that they are 9-10 feet at time of installation. The Arborvitae must be spaced so that there is a continuous opaque screen when they are installed. Response noted.

**End of Comments**

Enc: Revised Plans and exhibits

Cc: Susan Rohner, Arlington Heights Park District;
File – HDG