Village of Arlington Heights
Plan Commission
Virtual Meeting
May 26, 2021
7:30 PM

I. CALL TO ORDER

A. In response to the COVID-19 pandemic, this meeting is being held virtually which permits the public to fully participate via their computers or using their phones.

To participate in the virtual meeting, please follow these instructions: https://bit.ly/3bp1BuS

Individuals who wish to comment or ask a question on an item on the Agenda may either participate virtually or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the meeting, the email must be received by 3:00 p.m. on May 26, 2021.

II. ROLL CALL

IIIAPPROVAL OF MINUTES

A. Greenbrier Detention Pond - 4/28/21

IV.PUBLIC HEARINGS

A. Timber Ridge School - 201 S. Evanston Ave. - PC#21-005
Special Use Permit for School, Variations

B. Hawkeye Chiropractic - 1650 S. Arlington Heights Rd. - PC#21-006
Planned Unit Development, Rezoning from R-1 to O-T, Variations

V. OTHER BUSINESS

VI.ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.

Plan Commission
5/26/2021

Item: Greenbrier Detention Pond - 4/28/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Greenbrier Detention Pond - 4/28/21	Minutes

DRAFT

PLAN
_____
_____
_____

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

COMMISSION

RE: GREENBRIER DETENTION POND - NE CORNER OF CAMBRIDGE STREET AND YALE AVENUE - PC #21-004, APPROVAL OF FINAL PLAT

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting held virtually in response to the COVID-19 pandemic, which permits the public to fully participate via their computers or using their phones, on the 28th day of April, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS

ALSO PRESENT:

JAKE SCHMIDT, Assistant Planner

CHAIRPERSON DAWSON: Okay, so I will call it to order and somehow read the COVID statement. I can't read that.

I find that the public health concerns related to Corona virus pandemic render in-person attendance at the regular meeting location not feasible.

Is that it?

COMMISSIONER GREEN: That's it.

COMMISSIONER ENNES: Got it.

COMMISSIONER LORENZINI: Very good.

COMMISSIONER SIGALOS: Good job, Susan.

CHAIRPERSON DAWSON: E-mail that to me for the next one.

Okay, so we need the Pledge of Allegiance. Bruce, do you want to --

COMMISSIONER GREEN: If you want me to lead, I have a prop for that.

CHAIRPERSON DAWSON: Perfect. Everyone, yes, Bruce is going to lead us in the pledge.

COMMISSIONER GREEN: So, if you'll follow along with me?

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, Jake, can we have roll call please?

MR. SCHMIDT: Commissioner Cherwin.

(No response.)

MR. SCHMIDT: Commissioner Drost.

(No response.)

MR. SCHMIDT: Commissioner Ennes.

COMMISSIONER ENNES: Yes, present.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. SCHMIDT: Commissioner Jensen.

(No response.)

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. SCHMIDT: Commissioner Warskow.

(No response.)

MR. SCHMIDT: Chairwoman Dawson.

CHAIRPERSON DAWSON: Here.

All right, so have all public notices been made? That's next on my list.

COMMISSIONER GREEN: Approval of minutes.

CHAIRPERSON DAWSON: Probably I would have thought, but it's next on my list so it didn't seem right. Okay, so we have minutes to approve, correct?

COMMISSIONER GREEN: That's it.

CHAIRPERSON DAWSON: All right, so has everyone had a chance to review the minutes?

COMMISSIONER ENNES: Yes, all 52 pages.
CHAIRPERSON DAWSON: Okay, do I have a motion to approve?
COMMISSIONER GREEN: I'll make a motion to approve the minutes of the Arlington 425 from 3/31/21.
COMMISSIONER SIGALOS: I'll second that motion.
CHAIRPERSON DAWSON: Great. Roll call?
MR. SCHMIDT: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. SCHMIDT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. SCHMIDT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: I was not here.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Chairwoman Dawson.
CHAIRPERSON DAWSON: Yes.
All right, so, first on our agenda, or only thing I guess on our agenda is the Greenbrier Detention Pond.
MR. SCHMIDT: Correct.
CHAIRPERSON DAWSON: Do we have a petitioner here?
MR. SCHMIDT: It is the Village as Petitioner.
CHAIRPERSON DAWSON: Oh, that's right, that's right.
MR. SCHMIDT: This is just final plat; this is final plat approval. This had previously gone through.
CHAIRPERSON DAWSON: You gave me an easy one. I was so happy to see that.
MR. SCHMIDT: We do have the final plat, if anyone wants to just have a quick look at it, I can answer any questions. If there's no questions, we can open it up for public comment.
CHAIRPERSON DAWSON: Any questions?
COMMISSIONER LORENZINI: No.
COMMISSIONER GREEN: No questions.
COMMISSIONER SIGALOS: I have no questions.
COMMISSIONER ENNES: No, I don't.
CHAIRPERSON DAWSON: Do we have anyone in the public that wants to comment?
MR. SCHMIDT: I'm seeing one hand raised. Cayer, Melissa fire tablet, you're now able to speak.

QUESTIONS FROM AUDIENCE

MS. CAYER: Okay, I was going to say if you're planning on doing anything with bike paths, you should ask the Bike & Pedestrian Commission about it.
CHAIRPERSON DAWSON: Okay, so I do need you to spell your last

name. Please, could you state and spell your last name please?

MS. CAYER: Cayer, C-a-y-e-r.

CHAIRPERSON DAWSON: Terrific, thank you. So, again, your comment, was it related to the bike paths?

MS. CAYER: Yes. You ought to ask the Bike & Pedestrian Commission about any bike paths you have.

CHAIRPERSON DAWSON: Did this go through the Bike Commission? I don't know if that's a requirement, to go through the Bike Commission.

MR. SCHMIDT: No, it didn't. There isn't anything related to bike paths for this. It's a stormwater detention pond.

CHAIRPERSON DAWSON: Okay. All right, thank you.

Any other comments from the public? I don't see any other hands.

MR. SCHMIDT: I'm seeing no other hands raised.

CHAIRPERSON DAWSON: Close public commentary.

Are there any questions or comments from the Board?

COMMISSIONER ENNES: I have none.

CHAIRPERSON DAWSON: Anybody want to make a motion?

COMMISSIONER GREEN: I'll make that motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of Greenbrier Detention Pond, PC #21-004, Final Plat of Subdivision.

CHAIRPERSON DAWSON: Do I have a second?

COMMISSIONER SIGALOS: I'll second it.

CHAIRPERSON DAWSON: Roll call?

MR. SCHMIDT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER GREEN: Joe?

COMMISSIONER LORENZINI: Yes.

COMMISSIONER GREEN: There you go.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Chairwoman Dawson.

CHAIRPERSON DAWSON: Yes.

All right, so we have unanimous approval on that one.

Do we have anything else from the agenda today?

MR. SCHMIDT: Just one other item to discuss. So, Sue used to be the Vice-Chair, so we do need to elect a new Vice-Chair.

CHAIRPERSON DAWSON: Right. We have such a small amount of people here.

COMMISSIONER ENNES: But we have a quorum, right?

CHAIRPERSON DAWSON: We do have a quorum. I'm just wondering if --
COMMISSIONER ENNES: I would like to nominate Lynn Jensen.
CHAIRPERSON DAWSON: Lynn is not on the call, but he has indicated that he is not interested in the position.
COMMISSIONER ENNES: Oh, okay.
CHAIRPERSON DAWSON: So, that's why I was suggesting can we move this over to the next meeting when we might have more people in attendance, or do we have to do this now?
COMMISSIONER LORENZINI: That would be a good idea, I believe.
MR. SCHMIDT: Yes, we can do that. That's fine.
CHAIRPERSON DAWSON: Yes.
COMMISSIONER ENNES: Also, does it have to get signed for them to start them?
CHAIRPERSON DAWSON: Well, are we changing the Secretary? Because we have a Secretary. Does that have to change?
MR. SCHMIDT: It doesn't have to. Mary Jo can keep her role as Secretary, but if she doesn't want to do it anymore, we can elect someone else as well.
COMMISSIONER GREEN: Sounds like the next meeting.
CHAIRPERSON DAWSON: Yes, I think we should move to the next meeting, because then, because otherwise, John, you're getting it by default because there's no one else here who can do it.
COMMISSIONER ENNES: Well, Jake, how soon, they need this signed and approved to go to the Village Board to get the construction started and bids and stuff, right?
MR. SCHMIDT: Well, final plat does need to be signed by both the Chairperson as well as the Secretary. So, you know, if Mary Jo is still Secretary, that's fine. She can come in and sign it. We're hoping to have this on the agenda for Monday. So, if Mary Jo didn't want to be Secretary anymore, then we wouldn't have one and we wouldn't be able to take it to Village Board.
COMMISSIONER ENNES: Well, but she is still the Secretary, right?
CHAIRPERSON DAWSON: Right. Yes, right. That's my understanding.
COMMISSIONER GREEN: Yes.
COMMISSIONER ENNES: So, that's, yes.
CHAIRPERSON DAWSON: She would still be Secretary until we vote otherwise.
COMMISSIONER GREEN: Right.
CHAIRPERSON DAWSON: So, we can hold, so she can sign this one and then we can vote at the next meeting.
COMMISSIONER ENNES: Right, right. That makes sense.
CHAIRPERSON DAWSON: All right, so if there's no other items on the agenda, do we have a motion to adjourn?
COMMISSIONER GREEN: I'll make a motion to adjourn.
COMMISSIONER LORENZINI: Second.
COMMISSIONER ENNES: I'll second that.
CHAIRPERSON DAWSON: Roll call?

MR. SCHMIDT: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. SCHMIDT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. SCHMIDT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Chairwoman Dawson.
CHAIRPERSON DAWSON: Yes.
MR. SCHMIDT: Meeting adjourned. Congratulations.
COMMISSIONER SIGALOS: Good job, Sue, for your first meeting.
CHAIRPERSON DAWSON: That was an easy one.
COMMISSIONER SIGALOS: Good job.
COMMISSIONER ENNES: Ten minutes.
CHAIRPERSON DAWSON: All right, thanks, everybody.
COMMISSIONER GREEN: Let's hope we can keep them all that short.
CHAIRPERSON DAWSON: Just if you can send me the COVID line, that would be helpful.
MR. SCHMIDT: There will be a copy sent to you.
CHAIRPERSON DAWSON: Thank you. All right, good night, everybody.
COMMISSIONER ENNES: Just a question.
CHAIRPERSON DAWSON: Yes?
COMMISSIONER ENNES: Next month, are we going to be going back in-person? Is that kind of what I understand?
CHAIRPERSON DAWSON: Oh, I hadn't heard that. Are we?
MR. SCHMIDT: I haven't heard anything.
COMMISSIONER ENNES: Okay, there was some talk about doing that a month or so ago.
MR. SCHMIDT: Yes, we had reached out to see what everyone's thoughts were on it, but I haven't been given guidance one way or the other.
COMMISSIONER ENNES: Okay. Okay, thanks.
CHAIRPERSON DAWSON: All right, good night. Thank you, everybody.

(Whereupon, the above-mentioned petitioner was adjourned at 7:41 p.m.)

Plan Commission
5/26/2021

Item: Timber Ridge School - 201 S. Evanston Ave. - PC#21-005

Department: Planning & Community Development

Requested Action

1. A Special Use Permit to allow an Elementary School building addition on the subject property.

Variations Required

1. A Variation to Chapter 28 of the Municipal Code, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 81 space to 75 spaces.

2. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.

3. Variation to Chapter 28 of the Municipal Code, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.

4. Variation to Chapter 28 of the Municipal Code, Section 5.1-3.5, Maximum Height, to allow a 30.5' tall building where code restricts the maximum allowable building height to 25'.

5. Variation to Chapter 28 of the Municipal Code, Section 6.5-2, to allow accessory structures (shed) in a side yard where accessory structures are only allowed within a rear yard.

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

1. The variation to the parking lot landscape islands shall only apply to the western portion of the end islands on each side of the central parking row within the eastern parking lot, which shall allow those landscape islands to be less than the full width of a parking stall and to omit their required shade trees.

2. The petitioner shall relocate the proposed transformer to the eastern side of the building to provide for enhanced screening and shall incorporate landscaping around the transformer.

3. Compliance with the April 27, 2021, Design Commission motion shall be required.

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

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Public Notice	Exhibits
CPRC Minutes - 12/16/20	Minutes
DC Staff Report - 4/13/21	Board or Commission Report
DC Staff Report - 4/27/21	Board or Commission Report
DC Minutes - 4/13/21	Minutes
DC Minutes - 4/27/21	Minutes
Ariel - Timber Ridge	Exhibits
Project Narrative	Correspondence
Justification for SUP & Variations	Correspondence
Transformer Relocation Cost Estimate	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Floor Plans	Exhibits
Fire Truck Turning Exhibit	Exhibits
Landscape Plan	Exhibits
Shed Detail	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence
Public Comments	Correspondence

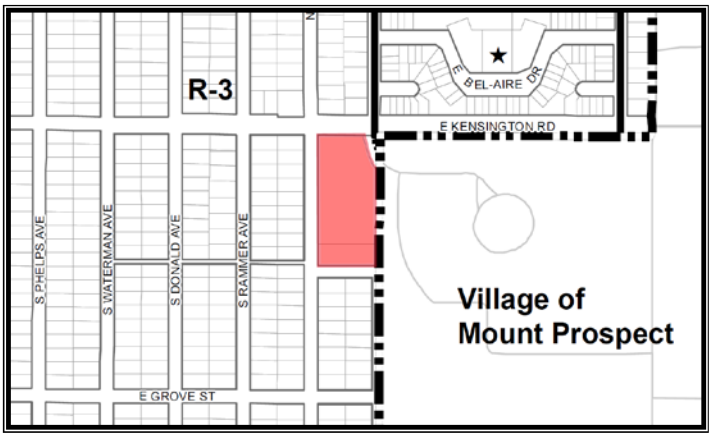
VILLAGE OF ARLINGTON HEIGHTS

STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 20-005*
***Project Title**: Timber Ridge Gym Addition*
***Address**: 201 S. Evanston Avenue*
***PIN**: 03-33-218-004 and -005*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: May 26, 2021*
***Date Prepared**: May 21, 2021*

***Petitioner**: Northwest Suburban Special Ed. Org.*
***Address**: 799 W. Kensington Rd.*
Mount Prospect, IL 60056



***Existing Zoning**: R-3, One-Family Dwelling District*
***Comprehensive Plan**: Schools*

SURROUNDING LAND USES:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
South	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
East	- Village of Mount Prospect -		
West	R-3 One-Family Dwelling District	Single-Family Homes	Single-Family Detached

Requested Action:

1. A Special Use Permit to allow an Elementary School building addition on the subject property.

Variations Required:

1. A Variation to Chapter 28 of the Municipal Code, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 81 space to 75 spaces.
2. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.
3. Variation to Chapter 28 of the Municipal Code, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.
4. Variation to Chapter 28 of the Municipal Code, Section 5.1-3.5, Maximum Height, to allow a 30.5’ tall building where code restricts the maximum allowable building height to 25’.
5. Variation to Chapter 28 of the Municipal Code, Section 6.5-2, to allow accessory structures (shed) in a side yard where accessory structures are only allowed within a rear yard.

Project Background:

The subject property is 177,578 square feet (4.07 acres) and is bounded by Kensington Drive on the north, Evanston Avenue to the west, Mayfair Road to the south, and borders Prospect High School to the east. The site is occupied by a two-story building, parking lot and play fields, and is the home of the Timber Ridge therapeutic day school, which is a Kindergarten through 8th grade elementary school. The Northwest Suburban Special Education Organization (NSSEO), a non-profit entity that is funded by local school districts to provide special education services to their students, owns and operates the site. Children are enrolled in schools such as Timber Ridge when they have special needs and/or a disability to an extent where they may not be able to receive the services they need through their local public school. As such, the population of Timber Ridge is made up of children from several neighboring school districts. Current enrollment at Timber Ridge is approximately 115 students with 70 support staff. Separate of NSSEO, the school also provides a preschool program for approximately 30 students that includes three support staff (total of 145 students and 73 support staff).

The petitioner has proposed an addition to the school, which would create space for a new gymnasium on the north side of the building as well as four new classrooms. Upon completion, the building would include 18 classrooms total, capacity for 170 students (30 of which would be within the early childhood preschool program), and approximately 77 staff members. The drive aisle on the north of the building would be reconstructed to wrap around the addition and lead to the parking area at the east, and the parking that currently exists along this drive aisle would be eliminated. A small expansion to the eastern parking lot would add parking spaces to keep the site total at 75 parking stalls. The proposed improvements would be designed to conform to Village and MWRD stormwater regulations, and interior work involves several accessibility upgrades, including an elevator to the second floor of the building.

All Timber Ridge students have private transportation that pick them up and drop them off at home each school day. In addition, a small portion of the students spend part of the day at Timber Ridge and part of the day at their home school within their respective schooling district, meaning that a small percentage of students may arrive or depart at off peak times. Access to the site comes from two curb cuts along Evanston Avenue; the northernmost access point leads to the circular drop-off/pick-up and parking area at the rear (east) of the building that includes 53 parking stalls. The southern entrance opens directly onto a small parking lot with 22 parking spaces.

Zoning and Comprehensive Plan

The subject property is located within the R-3 Zoning District, which allows schools via the Special Use Permit approval process. Since the Timber Ridge School (formerly known as Kensington School) was never formally granted a Special Use Permit, it is required to obtain one as part of the proposed building addition. Special Use Permit approval shall only be given when projects meet certain criteria as outlined within the Zoning Ordinance. This criteria is summarized 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 petitioner has provided a written response to each criterion outlining how the Timber Ridge School is compliant with the criteria for Special Use Permit approval, which response has been included within the

packet to the Plan Commission. Staff concurs with the petitioner that the necessary criteria for Special Use Permit approval has been met and notes that the school provides special education services to the community when such services cannot be provided at local public schools. Per State and Federal requirements, special education services must be made available to students in the community and this school is necessary for the public convenience at this location. Furthermore, the proposed building addition will include several accessibility upgrades, which will enhance the general health and safety of the student population. Finally, the modified site access has created a longer entry drive that includes additional stacking space for drop-off/pick-up operations, which will help to reduce/eliminate the occasional queue overflow onto Evanston Avenue. The Staff Development Committee is supportive of the requested Special Use Permit.

The Village's Comprehensive Plan designates the future use of the subject property as "Schools". The proposed Special Use is therefore consistent with the Comprehensive Plan. The proposed addition has created the need for several variations, which will be discussed later within this report.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on December 16, 2020. In general, the CPRC was supportive of the project and happy to see that students would have a gymnasium and accessibility improvements. Two of the three CPRC commissioners present encouraged NSSEO to incorporate the code required landscape islands within the eastern parking lot and to apply for a variation to waive the requirement for bike parking should they feel it would be unused.

Design Commission:

On April 13, 2021, the petitioner met with the Design Commission (DC), which continued the project and requested certain revisions to the design and detailing on the precast gymnasium. The petitioner reappeared at the April 27th DC meeting and presented two options to address the concerns from the Design Commissioners. The DC voted unanimously to recommend approval of the "Option A" redesign for the gymnasium, which adequately addressed their previous concerns. The DC noted that the building addition renderings depicted three trees along the eastern elevation of the gym, and they recommended that the petitioner install these trees as part of the project. Staff has verified on the landscape plan that the three trees are part of the project and will be installed during construction. Conformance with the motion from the Design Commission shall be required.

Neighborhood Meeting

At the request of staff, the petitioner held a virtual neighborhood meeting on February 16, 2021 (via Zoom), to introduce the project to the surrounding property owners and understand any concerns that they might have. Per the petitioner, no one attended the meeting, although one individual reached out to NSSEO after the meeting to state that they were interested in the project but had a conflict on the evening of the neighborhood meeting. The petitioner provided them with background information on the project and offered to answer any questions.

Building and Site

The majority of the existing school building is located on the southern side of the site, leaving the northern portion as vacant land. Accordingly, the gymnasium addition has been proposed on the north side of the building and will project out to occupy a part of the vacant land at the north. However, a generous expanse of greenspace on the north side of the site will be preserved; the addition is proposed to be setback over 125 feet from the northern property line.

The proposed development complies with all bulk and setback regulations. However, at it's peak, the gymnasium building will be 30.5 feet tall where code limits the height of structures in the R-3 District to 25 feet. Therefore, the following variation is required:

- ***Variation from Chapter 28, Section 5.1-3.5, to allow a 30.5-foot tall building where building heights are restricted to 25 feet.***

All requested variations should be evaluated in consideration of the following approval standards (summarized below), and no variation shall be approved unless it complies with these standards:

- **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 petitioner has provided a written response explaining how they comply with these standards of approval, which has been included in the packet to the Plan Commission. The Staff Development Committee is supportive of said variation as this building is setback over 39 feet from the closest street and approximately 140 feet away from the closest single-family home. Additionally, for practical purposes, gymnasium structures need additional height to allow for certain sporting activities, and staff notes that in 2016, Thomas Middle School received a similar height variation for a gymnasium addition. Finally, the majority of the building addition will be at 29 feet in height; the 30.5 foot height only comes into play on the eastern side of the gym, where the ground slopes down approximately 1.5 feet.

There are currently four sheds located on the subject property, with one being located on top of a parking space and one constructed in a location where parking lot landscaping is required. The locations of the existing sheds are mostly all non-conforming. As part of the building expansion, staff has asked the petitioner to explore reduction/consolidation of the storage sheds, which would remove the shed from the parking space and landscape area and reduce site clutter. With additional storage space proposed within the building, the petitioner has proposed removal of two sheds and relocation of the shed on top of the parking space to an area on the eastern side of the building. This would reduce the number of sheds from four to two, however, both sheds will be in non-compliant locations and the following variation is required:

- ***Variation to Chapter 28 of the Municipal Code, Section 6.5-2, to allow accessory structures (shed) in a side yard where accessory structures are only allowed within a rear yard***

The Staff Development Committee is supportive of this variation and notes that both sheds will be located behind the building when viewed from Evanston Avenue, which is the practical "front" of the building, although not the technical "front" of the site per Zoning regulations. The site is unique in that it is bordered on three sides with public streets, and given this configuration, the proposed shed location is well concealed as it is toward the interior of the site and mostly screened by the building.

The site plan shows a proposed transformer along Evanston Avenue in front of the school between the building and sidewalk. The Staff Development Committee has asked the petitioner to relocate the proposed

transformer to the eastern side of the building where it would be screened from view. However, the petitioner has stated that this modification would add significant costs and delays to the project, and as an alternative, has proposed nine arborvitae around three sides of the transformer. The Staff Development Committee continues to believe the best location for this element would be behind the building as viewed from Evanston Avenue. A condition of approval has been recommended that would require relocation of the transformer to the eastern side of the building and screened with landscaping.

Landscaping

The gym addition will require the removal of one tree located on the eastern side of the existing building. However, as part of this project, six new shade trees have been proposed, with three located along the eastern side of the building and three located around the detention improvements that will take place in the field just north of the eastern parking lot. There are three existing trees along the western side of the site, which will be preserved and will help to buffer the gymnasium structure. At the base of the structure, several shrubs have been proposed along the western and eastern side of the building to provide foundation plantings. However, the parking lot improvements require the petitioner to update the parking lot to current landscape standards, meaning landscape islands are required. However, these landscape islands have not been included within the scope of the gymnasium addition. Specifically, there is a double row of parking spaces within the center of the eastern parking lot, which requires a double landscape island with two shade trees at its northern terminus and the same at its southern terminus. The petitioner has requested the following variation:

- ***Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.***

The petitioner has stated that this is necessary due to the impact on drainage, snow removal operations, and to maintain safe navigation through the parking lot. The Staff Development Committee notes that the petitioner has submitted a fire truck turning exhibit that shows a fire truck can navigate through the site without driving over the striped area where landscape islands would be installed, and all parking lot drive aisle widths conform or exceed code requirements so navigation through the site should still be adequate even after installation of the landscape islands. All landscape islands have an impact on snow removal and drainage, and this impact is not unique or exceptional to this property. Landscape islands decrease impervious surfaces and help to improve overall stormwater, as well reduce the urban heat island effect. The Staff Development Committee is amenable to a variation that would reduce the size of the western portion of the island to allow a substandard landscape island size without a shade tree. However, the landscape island on the eastern portion of this parking row should be installed at a code compliant size and should include a shade tree. A recommended condition of approval has been added to address this.

Traffic and Parking

As required by code, the petitioner submitted a detailed traffic and parking study from a certified traffic engineer, which analyzed site access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and pick-up and drop-off operations. The study anticipates that the school expansion will result in 18 additional vehicle trips during both the morning and evening peak hours. Given the existing capacity of neighboring intersections, the impact of these additional trips on neighboring intersections was evaluated, and the report concluded that future traffic conditions in these intersections is expected to operate at acceptable levels of service (at LOS D or better). The proposed addition has minimal, if any, impact on traffic in the vicinity.

Staff is aware that vehicle stacking/queuing that overflows off of the school property and onto Evanston Avenue during drop-off and pick-up operations has been an issue in the past. The school has worked with their transportation providers and established a procedure where vehicles approach the school on Evanston from the south to where if queuing is necessary, the queue forms adjacent to the school as opposed to adjacent to the single-family homes on the western side of Evanston. According to the petitioner, this approach has helped to address this issue, however, with increased capacity at the school as a result of the building addition, NSSEO should continue to monitor driver behavior to ensure that all drivers are following the proper procedures (the traffic study observed one instance of queuing adjacent to the single-family homes).

The traffic study evaluated the impact of the anticipated increase in student and faculty population on drop-off and pick-up operations. While the morning drop-off/pick-up operations were contained entirely on the subject property, during afternoon drop-off a total of three cars overflowed onto Evanston Avenue. The overflow cleared within three minutes. With the proposed site modifications, the length of the interior drive aisle will increase, which will add capacity for onsite stacking/queuing (approximately 4-5 vehicles). The increased stacking capacity should be sufficient to accommodate for the additional vehicles that will be generated by the building expansion.

Relative to parking, Elementary Schools are required to provide one parking space per employee plus one parking space per five classrooms. According to the data provided by the petitioner, the proposed building addition will result in a total of 77 staff members and 18 classrooms, which translates to a parking requirement of 81 cars. A total of 75 parking spaces will be provided on the site, which results in a six-space deficit. The following variation is required (see **Table I** for parking calculations):

- ***Variation to Chapter 28 of the Municipal Code, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 81 space to 75 spaces.***

The parking study included a survey of parking usage that occurred on January 13, 2021, to determine existing parking demand. The survey found that peak demand was 53 spaces (71% occupied), resulting in a 22 spaces surplus during the most heavily used time. The study concluded that this surplus can readily accommodate for the parking demand created by the four additional staff members that would result from the building addition. The study also observed street parking along Evanston Avenue and found ample capacity for on-street parking throughout the day. The Staff Development Committee is supportive of this variation.

Table I – Parking Calculations

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Existing Timber Ridge School	Elementary School	73	14	1 space per 5 classrooms plus 1 space per employee	76
				Total Parking Required	76
				Total Parking Provided	75
				Parking Surplus/(Deficit)	1
Proposed Timber Ridge School	Elementary School	77	18	1 space per 5 classrooms plus 1 space per employee	81
				Total Parking Required	81
				Total Parking Provided	75

Parking Surplus/(Deficit)	6

The proposed building addition triggers the requirement to comply with the bike parking regulations. Accordingly, eight bike parking spaces are required. The petitioner has not proposed any bike parking spaces and has requested the following variation:

- ***Variation to Chapter 28 of the Municipal Code, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.***

The petitioner has noted that the student population of the school comes from eight different communities as opposed to children within the traditional neighborhood attendance boundaries. As such, all children arrive via private transportation provided by their home school district. Given the unique characteristics of the Timber Ridge School, the Staff Development Committee is supportive of this variation.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Special Use Permit to allow an Elementary School on the subject property, as well as the following variations to Chapter 28 of the Municipal Code:

- **A Variation to Chapter 28 of the Municipal Code, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 81 space to 75 spaces.**
- **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.**
- **Variation to Chapter 28 of the Municipal Code, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.**
- **Variation to Chapter 28 of the Municipal Code, Section 5.1-3.5, Maximum Height, to allow a 30.5' tall building where code restricts the maximum allowable building height to 25'.**
- **Variation to Chapter 28 of the Municipal Code, Section 6.5-2, to allow accessory structures (shed) in a side yard where accessory structures are only allowed within a rear yard.**

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

1. The variation to the parking lot landscape islands shall only apply to the western portion of the end islands on each side of the central parking row within the eastern parking lot, which shall allow those landscape islands to be less than the full width of a parking stall and to omit their required shade trees.
2. The petitioner shall relocate the proposed transformer to the eastern side of the building to provide for enhanced screening and shall incorporate landscaping around the transformer.
3. Compliance with the April 27, 2021, Design Commission motion shall be required.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ May 21, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON MAY 26, 2021, AT 7:30 P.M. to consider Petition No. 21-005, a request for a Special Use Permit to allow the existing Timber Ridge Elementary School on the subject property to construct a building addition located at 201 South Evanston Avenue, in Arlington Heights, IL. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual Plan Commission hearing via Zoom or their phones. Details on how to access and participate in this online virtual hearing will be available at www.vah.com no later than May 21, 2021.

The legal description for the subject property is as follows:
A Tract of Land described as follows: Commencing at a point on the East line of the West Half (1/2) of the Northeast Quarter (1/4) of Section 33, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois, Fifty (50) feet South of the North line of the Northeast Quarter (1/4) of said Section 33, measured along the said East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33; thence Westerly on a line parallel to the North line of the Northeast Quarter (1/4) of said Section 33, a distance of 296.94 feet; thence Southerly in a straight line a distance of 528.07 feet to a point 296.94 feet West of the East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33 measured along a line parallel to the North line of the Northeast Quarter (1/4) of said Section 33, thence, Easterly along a line parallel to the North line of the Northeast Quarter (1/4) of said Section 33, a distance of 296.97 feet to the East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33; thence Northerly along the East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33 to the Point of Beginning; being the Land described as "Public School Land" in Stoltzners Greenview Estates, Fourth Addition, being A Subdivision of the East Half (1/2) of the East Three Quarters (3/4) of the Northwest Quarter (1/4) of the North East Quarter (1/4) of Section 33, Township 42 North, Range 11, East of the Third Principal Meridian.
P.I.N.: 03-33-218-005-0000
ALSO:
Lot Twenty-seven (27) and Lot Twenty-eight (28) in Stoltzner's Greenview Estates Fourth Addition, being a Subdivision of part of the East Half of the East Three-quarters of the North West Quarter of the North East Quarter of Section Thirty-three (33) Township Forty-two (42) North, Range Eleven (11), East of the Third Principal Meridian, according to plat thereof registered in the office of the Registrar of Titles of Cook County, Illinois, on October 7, 1959, as Document number 1890125
P.I.N.: 03-33-218-004-0000
As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Variation to Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 81 space to 75 spaces.
- Variation to Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.
- Variation to Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.
- Variation to Section 5.1-3.5, Maximum Height, to allow a 30.5' tall building where code restricts the maximum allowable building height to 25'.
- Variation to Section 6.5-2, to allow an accessory structure (shed) in a side yard where accessory structures are only allowed within a rear yard.
- Any additional variations as determined necessary by the Plan Commission to allow for this project.

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.

Terrence Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald on May 11, 2021 (4563439)

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 and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

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

I further certify that the 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 5/11/21
in said Northwest Suburbs DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Designee of the Publisher and Officer of the Daily Herald

Control # 4563439

NOTIFICATION AFFIDAVIT

I, Julie Jilek hereby certify as follows:

1. That on the 6 day of May, 20 21, affiant caused to be mailed in the Post Office of Mt. Prospect, Illinois, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..

2. That the parties to whom said notice was mailed are set forth on the attached list.

3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Julie Jilek
Signature

Subscribed and Sworn to before me
this 6th day of May, 2021.

Marcia T. Guiffre
Notary Public

OFFICIAL SEAL
MARCIA T GUIFFRE
NOTARY PUBLIC, STATE OF ILLINOIS
COOK COUNTY
MY COMMISSION EXPIRES 03/29/2022

NSSEO
Building a Promising Future for Students

Northwest Suburban Special Education Organization
799 W. Kensington Rd., Mount Prospect, IL 60056
t: 847-463-8100 | f: 847-463-8114

May 6, 2021

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for a Special Use Permit to allow a building addition to the Timber Ridge School, as well as the following variations from the Municipal Code:

- Variation to Chapter 28, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 81 space to 75 spaces.
- Variation to Chapter 28, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.
- Variation to Chapter 28, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.
- Variation to Chapter 28, Section 5.1-3.5, Maximum Height, to allow a 30.5' tall building where code restricts the maximum allowable building height to 25'.
- Variation to Chapter 28, Section 6.5-2, to allow an accessory structure (shed) in a side yard where accessory structures are only allowed within a rear yard
- Any other variation as determined necessary by the Plan Commission.

The location of the subject property is 201 S. Evanston Avenue, in Arlington Heights, Illinois. The subject property is more commonly known as the Timber Ridge School.

Northwest Suburban Special Education Organization (NSSEO), Cook County School District No. 805 is the beneficial owner of the property.

A Plan Commission public hearing on this petition will take place at 7:30pm on Wednesday, May 26, 2021. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual hearing via Zoom. Individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 2:00 p.m. on May 26th. Specific details on how to access and participate in this online hearing will be available at www.vah.com no later than May 21, 2021

Julie Jilek, Assistant Superintendent

Any individual who would like to participate in this meeting, but, because of a disability, needs some accommodation to participate, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, IL 60005, (847) 368-5793 or TDD # (847) 368-5794.

Mailed 5-6-21

PIN	NAME	ADDRESS	CITY	STATE	ZIP			
03284040130000	IRUII SHANIUK	9 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03284040140000	DENA ATTED	914 W PALM DR	MT PROSPPECT	IL	60056			
03284040150000	JAMESON JUSTIN	21 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03284040280000	GARY KOSTKA	10 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03284040290000	THOMAS MCQUILLAN	16 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03284040300000	MATTHEW SCHULTZ	2420 E KENSINGTON RD	ARLINGTON HTS	IL	60004			
03284040310000	A & H GORRIE	2414 E KENSINGTON RD	ARLINGTON HTS	IL	60004			
03284050190000	J SARKEY	5 S EVANSTON	ARLINGTON HTS	IL	60004			
03284050200000	JEREMIAH RIORDAN	11 S EVANSTON	ARLINGTON HTS	IL	60004			
03284050210000	TIMOTHY BONNEY	15 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03284050220000	G DOUGLAS DONOHO	21 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03284050370000	SCOTT & JULIE MCDERMOT	14 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284050380000	JOSEPH DANGELO	18 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284050390000	ILENE SIEGEL	22 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284050400000	MICHAEL MATTHEWS	28 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284070090000	REGENT PARK POA	1251 N PLUM GROVE RD #140	SCHAUMBURG	IL	60173			
03284070190000	DAVID PEISTRUP	17 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070200000	CATHRYN LEFF	15 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070210000	CAROLL PANCZYK	9 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070220000	VICTORIA MAXWELL	11 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070590000	MARY WOOD	979 WILMA LANE	ELK GROVE VLG	IL	60007			
03284070600000	EVA HOLZER	21 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070610000	TYLER MERTES	23 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070620000	EMMANUEL CARMONA	25 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070630000	MARTIN A SIRVATKA	27 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070640000	SUSANNA S MUI	29 REGENCY CT WEST	ARLINGTON HTS	IL	60004			
03284070670000	LI KUO RAU &SHULING YU	5 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284070680000	PANDELL & ZANA REMBECI	7 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03332170010000	VIET & NGAN TRAN	2405 E KENSINGTON RD	ARLINGTON HTS	IL	60004			
03332170020000	ROBERT J SCHULTZ	107 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170030000	GEORGI PARAPITEV	115 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170040000	HOMEOWNER	119 S RAMMER AVE	ARLINGTON HTS	IL	60004			

03332170050000	W J ACCURSO	203 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170060000	TOM&PATRICIA HEIN	207 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170070000	JEFFREY BOLDT	215 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170080000	MARK T ALLISON	221 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170090000	LAUREEN KACZMAREK	225 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332170100000	M STEVEN KRUPNICK	2415 E KENSINGTON RD	ARLINGTON HTS	IL	60004			
03332170110000	KYLE W SCHMIDT	108 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170120000	MICHAEL STARK	116 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170130000	ANTHONY DERICCO	120 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170140000	MARK A CAVAIANI	204 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170150000	PETER A NAPOLEON	208 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170160000	CRAIG SCHUESLER	216 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170170000	SAM & FABIOLA DELGADO	222 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332170180000	BRUCE & J THOMAS	226 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332180040000	HOMEOWNER	2516 E MAYFAIR RD	ARLINGTON HTS	IL	60004			
03332180050000	TIMBER RIDGE SCHOOL	201 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332180060000	HOMEOWNER	801 W KENSINGTON RD	ARLINGTON HTS	IL	60004			
03332200010000	PAUL NICHOLAS	303 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332200020000	JOSHUA DUPLANTIER	307 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332200030000	JOHN & REGINA TOURTELO	315 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332200040000	BRIAN LASKOWSKI	319 S RAMMER AVE	ARLINGTON HTS	IL	60004			
03332200100000	BETTY DIETRICH	304 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332200110000	RICHARD GRABOWY	308 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332200120000	CHRISTINE A ROMANOFF	316 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332200130000	DENNIS & LINDA BELL	320 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332210010000	WILLIAM PIOTROWSKI	2505 E MAYFAIR RD	ARLINGTON HTS	IL	60004			
03332210020000	ART AND VICKI SELLAS	315 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332210030000	SABRINA PRZYTULA	319 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332210040000	J WINTER A SCHMIDT	323 S EVANSTON AVE	ARLINGTON HTS	IL	60004			
03332210090000	DARIUSZ SALATA	2515 E MAYFAIR RD	ARLINGTON HTS	IL	60004			
03332210100000	EDWARD N BURKE	316 S DALE AVE	ARLINGTON HTS	IL	60004			
03332210110000	ELLEN M JANDA	320 S DALE AVE	ARLINGTON HTS	IL	60004			
03332210120000	ALEANNA & DINO TRINH	324 S DALE AVE	ARLINGTON HTS	IL	60004			

03332010030000	PROSPECT HIGH SCHOOL	801 E Kensington RD	MOUNT PROSPECT	IL	60056			
03284070650000	LINDA NIKIFORAK	1 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284070660000	STEPHEN RUSSELL	3 S REGENCY DR WEST	ARLINGTON HTS	IL	60004			
03284070230000	CHRISTINE ALSPAUGH	2605 E BEL-AIRE DR	ARLINGTON HTS	IL	60004			
03284070240000	ANNETTE SMITH	2609 E BEL-AIRE DR	ARLINGTON HTS	IL	60004			
03284070250000	AMY GARSTKI	2617 E BEL-AIRE DR	ARLINGTON HTS	IL	60004			
03284070260000	SUSAN FITZPATRICK	2619 E BEL-AIRE DR	ARLINGTON HTS	IL	60004			


NOTICE OF PUBLIC HEARING
HEARING FOR:SPECIAL USE PERMIT TO ALLOW A BUILDING ADDITION AT TIMBER RIDGE SCHOOL AND VARIATIONS TO THE MUNICIPAL CODE HEARING
HEARING LOCATION: THIS WILL BE A "VIRTUAL" MEETING THAT CAN BE ACCESSED ONLINE ONLY. DETAILS ON HOW TO ACCESS AND PARTICIPATE IN THIS ONLINE "VIRTUAL" MEETING WILL BE AVAILABLE AT WWW.VAH.COM NO LATER THAN MAY 21 , 2021.
DATE: MAY 26 , 2021
TIME: 7:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
JULIE JILEK
847-463-8103
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200


NOTICE OF PUBLIC HEARING
HEARING FOR:SPECIAL USE PERMIT TO ALLOW A BUILDING ADDITION AT TIMBER RIDGE SCHOOL AND VARIATIONS TO THE MUNICIPAL CODE HEARING
HEARING LOCATION: THIS WILL BE A "VIRTUAL" MEETING THAT CAN BE ACCESSED ONLINE ONLY. DETAILS ON HOW TO ACCESS AND PARTICIPATE IN THIS ONLINE "VIRTUAL" MEETING WILL BE AVAILABLE AT WWW.VAH.COM NO LATER THAN MAY 21 , 2021.
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COMMUNITY DEVELOPMENT
PHONE: 847.368.5200

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON: December 16, 2020

Project Title: Timber Ridge Gym Addition

Address: 201 S. Evanston Ave.

Petitioner: Jonathan Kuzynowski
Address: Wold Architects & Engineers
220 N. Smith Street, Suite 310
Palatine, Illinois 60067

Requested Action:

1. A Special Use Permit to allow an existing Elementary School to include a new gym addition within the R-3 District.

Variations Required:

- Variation from Chapter 28, Section 5.1-3.5, to allow a 29.5 foot tall building where building heights are restricted to 25 feet.
- Variation from Chapter 28, Section 6.15-1.2b, to waive the requirement for landscape islands at the ends of certain parking rows.
- Variation to Chapter 28, Section 10.4-4, to reduce the required off-street parking from 81 spaces to 75 spaces
- Additional Variations may be identified when formal plans have been submitted.

Attendees: Jonathan Kuzynowski, Wold Architects & Engineers
Julie Jilek, North Suburban Special Education Organization (NSSEO)
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 177,313 square feet (4.07 acres) and is bounded by Kensington Drive on the north, Evanston Avenue to the west, Mayfair Road to the south, and borders Prospect High School to the east. The site is occupied by a two-story building, parking lot and play fields, and is the home of the Timber Ridge therapeutic day school, which is a Kindergarten through 8th grade elementary school. The Northwest Suburban Special Education Organization (NSSEO), a non-profit entity that is funded by local school districts to provide special education services to their students, owns and operates the site. Children are enrolled in schools such as Timber Ridge when they have special needs and/or a disability to an extent to where they may not be able to receive the services they need through their local public school. As such, the population of Timber Ridge is made up of children from several neighboring school districts. Current enrollment at Timber Ridge is approximately 115 students with 70 support staff. The school also provides a preschool program for approximately 30 students that includes three support staff (total of 145 students and 73 support staff).

The petitioner has proposed an addition to the school, which would create space for a new gymnasium on the north side of the building as well as four new classrooms. Upon completion, the building would include 16 classrooms total, 170 students, and approximately 77 staff members. The drive aisle on the north of the building would be reconstructed to wrap around the addition and lead to the parking area at the east, and the parking that currently exists along this drive aisle would be eliminated. In total, the site would go from 76 parking stalls to 75 parking stalls. The proposed improvements would be designed to conform to Village and MWRD stormwater regulations, and interior work involves several

accessibility upgrades, including an elevator to the second floor of the building.

Meeting Discussion:

Mr. Kuzynowski introduced himself and explained that they had been working on the proposed project for several years and were excited to see it moving forward. He explained that that project entailed an addition to the Timber Ridge School. The proposed addition would include a gym and would provide ADA accessibility to the second floor of the school. The school does not currently have a gym, so the addition of a gymnasium is needed.

Mr. Hubbard explained that the property was zoned R-3, which was the appropriate zoning district for schools. However, all schools are required to receive Special Use Permit approval, and the current school had never received a Special Use Permit. Due to the proposed addition, Special Use Permit approval is required. As part of the approval process, the petitioner would need to provide a written response justifying compliance with the Special Use Permit approval criteria. The need for three variations has also been identified; relative to parking, building height, and landscape islands. Justification for each variation would be required. The school use on the property was compliant with the Comprehensive Plan, which designated the use of the property as appropriate for "Schools".

The Staff Development Committee was supportive of the gymnasium height variation. A similar variation was granted to the Thomas Middle School recently, and the extra height made sense to enable certain athletic activities. The petitioner was proposing to omit landscape islands within the modified rear parking lot. Currently, the rear parking lot did not include the landscape islands, however the parking lot modifications kicked in the requirement for the missing islands. The Staff Development Committee was asking the petitioner to explore the addition of the require landscape islands, and would work with them to balance the needs of their parking with the code requirements.

There were several accessory structures on the site, some of which appeared to be in non-compliant locations, and with the additional building space staff was asking the petitioner to explore consolidation of the storage sheds to a more appropriate location. A Design Commission application will be required for this project. Staff recommends that NSSEO hold a virtual neighborhood meeting prior to their appearance before the Plan Commission in order to introduce the project to the neighborhood and address any preliminary feedback. Staff would provide assistance to the petitioner on the neighborhood meeting if they would like.

Anytime a special use permit application moves forward, a traffic and parking study is required by code. It is believed that all learning was currently done remotely at NSSEO, so a traffic and parking study may not be possible at this time. Staff would need to work with the petitioner on ways to quantify and evaluate parking and traffic impact. The site was proposed at a small parking deficit relative to code requirements and staff encouraged the petitioner to comply without the need for the variation if possible. If strong justification to vary the parking regulations could be provided, staff was open to a variation if it was warranted.

Commissioner Jensen asked about NSSEO.

Ms. Jilek introduced herself as the Assistant Superintendent for Business Services at the NSSEO, which was a public school district. They were classified as a special education cooperative and functioned like an umbrella for their member districts. They provided specialized educational services to the 1% of students from the pool of public school districts within their "umbrella" that need intensive programing for children with unique special needs and disabilities. They operate three schools, two of which are located in Arlington Heights (Miner School and Timber Ridge School) and receive students from eight member districts and several non-member students.

Timber Ridge provided schooling for students that tended to have special behavioral or emotional needs. The school is great, it just needed a gym and physical activities were an important part of the learning curriculum. NSSEO purchased the building from District 25 many years ago, and have been planning and saving for the gym for around five to six years. The building was not fully accessible, and they run programming for students with disabilities, so they were very excited to be moving forward.

Over the years, enrollment had been very stable, although it was slightly down currently due to the Coronavirus. However, the additional classrooms constructed with the gym addition would free up other spaces within the building that could be converted to other uses. They are currently planning to come back with a hybrid in-person/at-home learning model in January. NSSEO would be happy to hold a neighborhood meeting. Previously, there had been problems with some of the NSSEO busses parking in front of people's driveways along the west side of Evanston Avenue. To address this, they changed the traffic flow of their busses to where they now approach from the eastern side of Evanston and they stage alongside the school if necessary.

Commissioner Jensen asked about bike parking and students riding bikes to school.

Ms. Jilek explained that no children would be riding a bike to school, however, she was aware of one staff member that rode a bike to school.

Commissioner Jensen stated that code required they install eight bike parking spaces, so if they did not need eight spaces he would be supportive of a variation.

Mr. Hubbard said that this could be an instance where the petitioner could make a strong case for a variation to waive the requirement given the unique population that the school served.

Commissioner Jensen said he thought a variation made a lot of sense and he was going to encourage the petitioner to request a variation since he didn't think bike parking should be required in this instance. He thought this was a good project and that activity space for children was a good thing.

Commissioner Sigalos echoed Commissioner Jensen's point that eight bike parking spaces seemed unnecessary. He asked about the overall number of classrooms.

Mr. Kuzynowski clarified that they would be constructing two new classrooms and converting an existing space into a third new classroom, resulting in a total of 16 classrooms.

Commissioner Sigalos encouraged the petitioner to add the code required landscape islands. He thought it was a great project.

Commissioner Green said that he also thought they should incorporate the landscape islands within the parking lot. He thought ADA accessibility would be a great benefit to the school.

Commissioner Jensen asked about the storage sheds.

Mr. Hubbard responded that the sheds were not a big issue, staff was just looking for further information on how these structures would be handled given the sitework and building addition.

Ms. Jilek replied that she would look into what the plan was for the storage sheds.

Commissioner Green encouraged the petitioner to move forward and opened up the floor for public comment.

No public raised their hands to comment.

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.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name:	Timber Ridge School
Project Address:	201 S Evanston Avenue
Prepared By:	Steve Hautzinger
Date Prepared:	April 2, 2021

PETITIONER INFORMATION:

DC Number:	21-023
Petitioner Name:	Julie Jilek
Petitioner Address:	NSSEO 799 W Kensington Rd Arlington Heights, IL 60004
Meeting Date:	April 13, 2021

Requested Action(s):
Approval of the proposed architectural design for a gymnasium and classroom addition to an existing school.

Design Commission Responsibility for Projects Reviewed by the Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for Special Use approval to allow an existing elementary school with the proposed addition within the R-3, One-Family Dwelling District. Variations are also required for parking and to allow a 30.5 foot tall building where 25 feet is the maximum allowed. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is proposing a new gymnasium and classroom addition to the existing Timber Ridge School. Timber Ridge School is a therapeutic day school serving kindergarten through eighth grade students with special needs or disabilities. The school is owned and operated by the Northwest Suburban Special Education Organization (NSSEO), which is a non-profit entity funded by local school districts to provide special education services to their students. The proposed two-story addition includes a new gymnasium, elevator, stairway, toilets, fitness room, two classrooms, three offices, a positive sensory lounge, and additional support spaces.

Architectural Design:
Overall, the proposed design is nicely done with materials, colors, and massing to match or complement the existing building. The red brick, cast window sills, and clear anodized aluminum windows have been selected to match the existing building, and the punched window openings align horizontally with the existing classroom windows. The gymnasium is proposed to be constructed with vertical precast concrete panels painted to match the existing limestone wall panels, with a horizontal blue accent stripe, which is the school's theme color.

The precast concrete gymnasium will be a prominent feature of the new addition since it will be highly visible from Kensington Road. The blue accent stripe is a nice idea to emphasize the school's theme color. However, the blue stripe is quite large and bold and it intersects the single-story brick portion on the west elevation in an awkward way that obstructs the view of the stripe at the front (west elevation) of the building. Additionally, the remaining "tan" portion of the precast walls are lacking detail.

Further design development of the precast concrete gymnasium exterior is recommended. Additional horizontal reveals are recommended to be added to break up the large tan walls and create a panelized look. Additionally, alternative layouts for the blue accent stripe should be studied. Consider a smaller accent stripe or stripes. For additional interest and refinement, consider

adding horizontal reveals in the brick walls to align with horizontal reveals in the precast concrete and window openings/mullions.

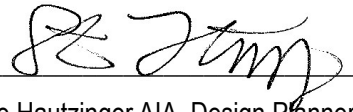
Mechanical Equipment Screening:

There will be one new rooftop mechanical unit on the new addition which will be partially screened by the building's parapet walls. The remaining portion above the parapet will be screened with a separate screen attached to the unit.

RECOMMENDATION:

It is recommended that the Design Commission **require further design development** of the architectural design for the addition to Timber Ridge School at 201 S. Evanston Avenue. This recommendation is based on the architectural plans received 3/12/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Further design development of the precast concrete gymnasium exterior is recommended. Additional horizontal reveals are recommended to be added to break up the large tan walls and create a panelized look. Additionally, alternative layouts for the blue accent stripe should be studied. Consider a smaller accent stripe or stripes.
2. For additional interest and refinement, consider adding horizontal reveals in the brick walls to align with horizontal reveals in the precast concrete and window openings/mullions.
3. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
4. All signage must meet code, Chapter 30, or approved variations.



April 2, 2021

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 21-023

STAFF DESIGN COMMISSION REPORT

RE-REVIEW

PROJECT INFORMATION:

Project Name:	Timber Ridge School
Project Address:	201 S Evanston Avenue
Prepared By:	Steve Hautzinger
Date Prepared:	April 2, 2021
Date Revised:	April 21, 2021

PETITIONER INFORMATION:

DC Number:	21-023
Petitioner Name:	Julie Jilek
Petitioner Address:	NSSEO 799 W Kensington Rd Arlington Heights, IL 60004
Meeting Date:	April 13, 2021
Re-Review Meeting Date:	April 27, 2021

Requested Action(s):
Approval of the proposed architectural design for a gymnasium and classroom addition to an existing school.

Design Commission Responsibility for Projects Reviewed by the Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for Special Use approval to allow an existing elementary school with the proposed addition within the R-3, One-Family Dwelling District. Variations are also required for parking and to allow a 30.5 foot tall building where 25 feet is the maximum allowed. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is proposing a new gymnasium and classroom addition to the existing Timber Ridge School. Timber Ridge School is a therapeutic day school serving kindergarten through eighth grade students with special needs or disabilities. The school is owned and operated by the Northwest Suburban Special Education Organization (NSSEO), which is a non-profit entity funded by local school districts to provide special education services to their students. The proposed two-story addition includes a new gymnasium, elevator, stairway, toilets, fitness room, two classrooms, three offices, a positive sensory lounge, and additional support spaces.

Continuation from 4/13/21:
This project was previously reviewed by the Design Commission on April 13, 2021, at which time the project was **CONTINUED** to allow the petitioner to address design concerns raised by Staff and the Design Commission.

Staff Comments from 4/13/21:
Overall, the proposed design is nicely done with materials, colors, and massing to match or complement the existing building. The red brick, cast window sills, and clear anodized aluminum windows have been selected to match the existing building, and the punched window openings align horizontally with the existing classroom windows. The gymnasium is proposed to be constructed with vertical precast concrete panels painted to match the existing limestone wall panels, with a horizontal blue accent stripe, which is the school's theme color.

The precast concrete gymnasium will be a prominent feature of the new addition since it will be highly visible from Kensington

Road. The blue accent stripe is a nice idea to emphasize the school's theme color. However, the blue stripe is quite large and bold and it intersects the single-story brick portion on the west elevation in an awkward way that obstructs the view of the stripe at the front (west elevation) of the building. Additionally, the remaining "tan" portion of the precast walls are lacking detail.

Further design development of the precast concrete gymnasium exterior is recommended. Additional horizontal reveals are recommended to be added to break up the large tan walls and create a panelized look. Additionally, alternative layouts for the blue accent stripe should be studied. Consider a smaller accent stripe or stripes. For additional interest and refinement, consider adding horizontal reveals in the brick walls to align with horizontal reveals in the precast concrete and window openings/mullions.

Design Commission Comments from 4/13/21:

The Design Commission agreed with Staff's concerns about the design and detailing of the precast concrete gymnasium. The following is a summary of comments from the April 13 meeting:

1. The north and east elevations will be very visible and they need further design development.
2. The recently completed addition to the Arlington Ridge Center has a similar precast concrete gymnasium. Design cues could be taken from that building with respect to adding horizontal reveals and possibly additional windows.
3. The north and east elevations do not tie into any part of the original building. Consider adding materials from the original building onto the gymnasium addition, or maybe more of the new blue color onto the original building.
4. There was some concern about how the blue stripe wrapped onto the west elevation. It was suggested to possibly raise the blue stripe, or raise the single-story brick wall to align with the top of the stripe. It was suggested to possibly change the brick wall coping color to blue to match the stripe.

Project Update:

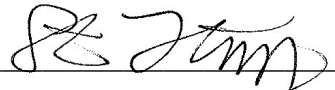
In response to the comments from the April 13 Design Commission meeting, the petitioner has enhanced the gymnasium design by adding horizontal reveals and additional accent striping. Two options are provided for consideration. Both options include a new gray painted reveal in the middle of the blue band, and Option A includes additional small gray painted horizontal accent stripes towards the top and bottom of the walls. Option B includes new horizontal reveals without the additional gray stripes.

The gray painted reveal in the middle of the blue band works well to break up the size of the blue band as well as to tie it in with the single-story brick wall on the west elevation. The new horizontal reveals work well to give the precast walls a panelized appearance, and they align with the curtain wall mullions on the east elevation. The additional gray stripes towards the top and bottom of the walls in Option A make the design look too busy. Option B works best to provide the needed additional detail, without looking too busy.

RECOMMENDATION:

It is recommended that the Design Commission **approve Option B** for the addition to Timber Ridge School at 201 S. Evanston Avenue. This recommendation is based on the architectural plans received 3/12/21, revised elevations and renderings received 4/20/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
2. All signage must meet code, Chapter 30, or approved variations.



April 21, 2021

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 21-023

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

APRIL 13, 2021

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

Members Present:	John Fitzgerald, Chair Kirsten Kingsley Ted Eckhardt Jonathan Kubow
Members Absent:	Scott Seyer
Also Present:	John Anstadt, JMB Architects Ltd. For *735 N. Dunton Ave.* Natalie LaPorta, Owner of *735 N. Dunton Ave.* Keith Ginnodo, Kingsley/Ginnodo Architects for *216 N. Haddow Ave.* Jonathan Kuzynowski & John Mauer, Wold Architects for *Timber Ridge School* Julie Jilek, NSSEO for *Timber Ridge School* Steve Hautzinger, Staff Liaison

Chair Fitzgerald read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

Chair Fitzgerald also reminded those speaking tonight to state their names before speaking. Mr. Hautzinger added instructions for public attendees that want to speak tonight, as well as muting when not speaking.

REVIEW OF MEETING MINUTES FOR MARCH 30, 2021

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF MARCH 30, 2021. COMMISSIONER KUBOW ABSTAINED. MOTION CARRIED.

ITEM 3. SCHOOL REVIEW

DC#21-023 – Timber Ridge School – 201 S. Evanston Ave.

Commissioner Kingsley rejoined the meeting at this time.

Jonathan Kuzynowski and John Mayer, representing *Wold Architects and Engineers,* and Julie Jilek, representing *NSSEO,* were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is proposing a new gymnasium and classroom addition to the existing Timber Ridge School. This project requires Plan Commission review and Village Board approval for Special Use approval to allow an existing elementary school with the proposed addition within the R-3, One-Family Dwelling District. Variations are also required for parking and to allow a 30.5-foot-tall building where 25 feet is the maximum allowed. Because this project is going to the Plan Commission, the role of the Design Commission tonight is limited to building architecture/design and signage only.

Timber Ridge School is a therapeutic day school serving kindergarten through eighth grade students with special needs or disabilities. The school is owned and operated by the Northwest Suburban Special Education Organization (NSSEO), which is a non-profit entity funded by local school districts to provide special education services to their students. The proposed two-story addition includes a new gymnasium, elevator, stairway, toilets, fitness room, two classrooms, three offices, a positive sensory lounge, and additional support spaces.

Overall, the proposed design is nicely done with materials, colors, and massing to match or complement the existing building. The red brick, cast windowsills and clear anodized aluminum windows have been selected to match the existing building, and the punched window openings align horizontally with the existing classroom windows. The gymnasium is proposed to be constructed with vertical precast concrete panels painted to match the existing limestone wall panels, with a horizontal blue accent stripe, which is the school's theme color.

The precast concrete gymnasium will be a prominent feature of the new addition since it will be highly visible from Kensington Road. The blue accent stripe is a nice idea to emphasize the school's theme color. However, the blue stripe is quite large and bold, and it intersects the single-story brick portion on the west elevation in an awkward way that obstructs the view of the stripe at the front (west elevation) of the building. Additionally, the remaining "tan" portion of the precast walls are lacking detail.

Further design development of the precast concrete gymnasium exterior is recommended. Additional horizontal reveals are recommended to be added to break up the large tan walls and create a panelized look. Additionally, alternative layouts for the blue accent stripe should be studied. Consider a smaller accent stripe or stripes. For additional interest and refinement, consider adding horizontal reveals in the brick walls to align with horizontal reveals in the precast concrete and window openings/mullions.

With regards to the mechanical equipment, there will be one new rooftop mechanical unit on the new addition which will be partially screened by the building's parapet walls. The remaining portion above the parapet will be screened with a separate screen attached to the unit.

Staff recommends further design development of the gymnasium portion of the addition.

Mr. Kuzynowski said their intent with the blue accent stripe is to bring some of the character, color, and pride within the school to the exterior of the building; the school has a unique group of students. He appreciated the comments and understood the concerns about the blue color; it is a very distinct color, and they have looked at a more muted color that would match the brick color.

Chair Fitzgerald asked if there was any public comment on the project and Mr. Hautzinger said there was none at this time.

The commissioners summarized their comments. Commissioner Kingsley commended the petitioner for proposing such a bold design that is not just an extension of the existing building, but rather it shows some flare and personality. She liked that there is some brick in the addition because it extends the look of the existing building, which will bring in some harmony. She concurred with Staff's comments regarding the pre-cast concrete areas and the blue stripe; a little more development in these areas would help. With regards to the blue stripe, she said the location of it could maybe be at the top of the wall, or maybe it could be a different color. While the west elevation is being highlighted in the rendering, the north and east elevations will be very visible, which are 2 sections of the gymnasium that are somewhat blank; she wanted to see further development on that. Commissioner Kingsley also asked about the materials for the RTU screening, and Mr. Hautzinger said the screening would be a unit screen attached to the unit, intended to match the silver metal panels at the entrance, which Commissioner Kingsley appreciated. She had no further comments at this time.

Commissioner Kubow agreed with Staff's comments, which were very comprehensive. He loved what the petitioner is doing with the existing building, and felt these designs can sometimes be challenging, especially with a strict budget. He referenced a similar project, although different use, of the new addition at the Arlington Ridge Center. He felt that design cues could be taken from that building, with respect to some of the pre-cast portions of the building, some of the reveals, some of the horizontality, the vertical reveals, and maybe even the introduction of some windows. Although this adds cost, he felt this type of fenestration could go a long way because this building has a lot of exposure with people walking and driving past, and although he liked the direction so far, he felt some improvements were still needed.

Commissioner Eckhardt agreed with both Staff and the other commissioner's comments about the lack of details of the pre-cast walls. In general, the east elevation is a very strong elevation and quite resolved; however, he agreed with Staff that when it turns the corner it falls apart on the west elevation. This could be resolved by raising the parapet wall up to the height of the single-story building; it looks a little squashed as currently shown and it could be raised up to match and align with the blue line. He also suggested making the roof cap blue. The very strong horizontal line being seen on the east elevation makes perfect sense, but it stumbles when it gets around to the west elevation. Commissioner Eckhardt also said that additional horizontal lines in the pre-cast will help break up the big, flat panel look; there needs to be at least a 1-footer at the top to create a little cap. Commissioner Eckhardt had no further comments.

Chair Fitzgerald agreed with Staff's comments. He was okay with the west elevation as shown and felt the brick ties it in beautifully. He was okay with the blue color, the size of the blue stripe and how it incorporates with what is already there. To him, the north and east elevations do not tie into any part of the original building, and there is no question that this is an addition because the colors and materials do not match. He also agreed with Commissioner Kingsley's comment that the main view of this building will be from the north and the east. He was also concerned about the color of the concrete to match the limestone and wanted Staff to be sure that the color coordinates. Chair Fitzgerald was also open to adding some of the blue color as a coping on the top of the building, and he reiterated his main concern that some part of the addition belongs to the original building, versus just a complete add-on, especially the east elevation.

Mr. Hautzinger had no additional comments at this time.

Chair Fitzgerald asked the commissioners for any additional comments, or whether a motion could be made tonight. Commissioner Eckhardt did not want to hold up a project and felt the current design was very close. He pointed out that the blue stripe on the west elevation would not actually be seen from the sidewalk level, it would be visible from farther away, and if the blue stripe is raised up, the same visual condition would happen. He was unsure if he was making more of this then it really is. He was comfortable with Staff reviewing the addition of reveals to the pre-cast to help break up the large, flat areas, and Staff could determine if it should come back to this commission or not.

Commissioner Kingsley also did not want to delay a project, but she felt there was quite a number of comments tonight from the commissioners that needed to be worked on by the petitioner, especially hearing Chair Fitzgerald's comments that the east elevation does not tie directly into the existing building, which she agreed with, and concerns about the coloring of the concrete. She agreed with Commissioner Kubow's suggestion to look at the new pool building at the Arlington Ridge Center for inspiration and how to integrate the addition with the existing school building. Commissioner Kingsley wanted to see the project come back for another review and giving a specific date would help the petitioner move the project forward quicker.

Commissioner Kubow agreed that there were many concerns and comments given tonight, as well as the exposure of this building on Kensington; he felt the project should come back for another review. Chair Fitzgerald agreed and asked the petitioner how much time they needed to address the concerns given tonight.

Ms. Jilek said she was not strongly tied to the blue stripe and was very open to the suggestions given tonight; however, she was very concerned about delaying approval of the project because of the short timeframe they are under. When looking at the north elevation, she agreed with the comments made, and she suggested painting the bottom half of the pre-cast to match the brick color. She also agreed that the color of the stripe could be different, possibly the color of the brick. She asked the commissioners for feedback and direction tonight on her suggestions.

Commissioner Eckhardt was okay with the three colors being proposed for the building and said that painting the bottom pre-cast to match the brick on the north elevation might be too much of the brick-colored paint color. Commissioner Kingsley agreed that painting the bottom pre-cast to match the brick was not the solution. Painting it a different color might help, but she was unsure if it should just be the bottom half; it would have to be in its entirety with the blue stripe and evaluating the cream color might also be important. Commissioner Kubow said it was hard for him to visualize the impact of painting the bottom pre-cast on the north elevation, although it could be an improvement. He also wanted to see some windows introduced on that elevation. Chair Fitzgerald was unsure how painting the concrete pre-cast to match the brick on the north elevation would wear and whether it would remain in good appearance over time. He wanted to see more of the materials from the original building brought onto the gymnasium addition, or maybe more of the new blue color onto the original building; tie the two buildings together a little more so they feel like they belong together. Chair Fitzgerald also said that he was okay with the blue color being proposed.

Mr. Kuzynowski asked what the earliest date for a re-review with the commission would be, and Mr. Hautzinger said the next Design Commission meeting is on April 27, 2021, but revisions would need to be submitted to Staff no later than the beginning of next week. The next meeting after that will be on May 11th. Mr. Hautzinger said that either meeting date will work with the Plan Commission review which is scheduled on April 28th; however, the Design Commission review must be completed prior to the Village Board's review of the project. Mr. Kuzynowski said they can make the schedule work for April 27. Mr. Mauer said they will do whatever they need to do for their client, however, they are under a very strong time constraint. This project has already been bid and everything awarded, and shop drawings have been processed on pre-cast because of the very long lead time, which makes it very difficult to introduce form windows into the pre-cast, but they can look into the status of fabrication. They will try to make the next meeting on April 27th.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO CONTINUE THE REVIEW OF THE TIMBER RIDGE SCHOOL AT 201 S. EVANSTON AVENUE, DC#21-023, TO DESIGN COMMISSION MEETING ON APRIL 27, 2021.

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

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

APRIL 27, 2021

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

Members Present:	Jonathan Kubow, Chair Kirsten Kingsley Ted Eckhardt John Fitzgerald
Members Absent:	Scott Seyer
Also Present:	John Kuzynowski & John Mauer, Wold Architects & Engineers for *Timber Ridge School* Julie Jilek, NSSEO for *Timber Ridge School* Steve Hautzinger, Staff Liaison

Chair Kubow read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

REVIEW OF MEETING MINUTES FOR APRIL 13, 2021

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE MEETING MINUTES OF APRIL 13, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. SCHOOL RE-REVIEW

DC#21-023 – Timber Ridge School – 201 S. Evanston Ave.

Jonathan Kuzynowski & John Mauer, representing *Wold Architects & Engineers,* and Julie Jilek, representing *NSSEO,* were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is proposing a new gymnasium and classroom addition to the existing Timber Ridge School. Timber Ridge School is a therapeutic day school serving kindergarten through eighth grade students with special needs or disabilities. The school is owned and operated by the Northwest Suburban Special Education Organization (NSSEO), which is a non-profit entity funded by local school districts to provide special education services to their students. The proposed two-story addition includes a new gymnasium, elevator, stairway, toilets, fitness room, two classrooms, three offices, a positive sensory lounge, and additional support spaces.

This project requires Plan Commission review and Village Board approval for Special Use approval to allow an existing elementary school with the proposed addition within the R-3, One-Family Dwelling District. Variations are also required for parking and to allow a 30.5 foot tall building where 25 feet is the maximum allowed. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The project was previously reviewed by the Design Commission on April 13, 2021, at which time the project was continued primarily based on the commissioners' concerns about the design of the pre-cast concrete gymnasium portion of the addition.

Previously, Staff recommended further design development of the precast concrete gymnasium exterior. Additional horizontal reveals were recommended to be added to break up the large tan walls and create a panelized look. Additionally, alternative layouts for the blue accent stripe should be studied. Consider a smaller accent stripe or stripes. For additional interest and refinement, consider adding horizontal reveals in the brick walls to align with horizontal reveals in the precast concrete and window openings/mullions.

The following is a summary of the commissioners' comments from the April 13 meeting:

1. The north and east elevations will be very visible and they need further design development.
2. The recently completed addition to the Arlington Ridge Center has a similar precast concrete gymnasium. Design cues could be taken from that building with respect to adding horizontal reveals and possibly additional windows.
3. The north and east elevations do not tie into any part of the original building. Consider adding materials from the original building onto the gymnasium addition, or maybe more of the new blue color onto the original building.
4. There was some concern about how the blue stripe wrapped onto the west elevation. It was suggested to possibly raise the blue stripe, or raise the single-story brick wall to align with the top of the stripe. It was suggested to possibly change the brick wall coping color to blue to match the stripe.

In response to the comments from the April 13 Design Commission meeting, the petitioner has enhanced the gymnasium design by adding horizontal reveals and additional accent striping. Two options are provided for consideration. Both options include a new gray painted reveal in the middle of the blue band, and Option A includes additional small gray painted horizontal accent stripes towards the top and bottom of the walls. Option B includes new horizontal reveals without the additional gray stripes.

Staff comments on the two options are as follows: The gray painted reveal in the middle of the blue band works well to break up the size of the blue band as well as to tie it in with the single-story brick wall on the west elevation. The new horizontal reveals work well to give the precast walls a panelized appearance, and they align with the curtain wall mullions on the east elevation. The additional gray stripes towards the top and bottom of the walls in Option A make the design look too busy. Option B works best to provide the needed additional detail, without looking too busy. Staff

recommends approval of Option B for the addition to Timber Ridge School, based on the revised architectural plans received 3/12/21, and revised elevations and renderings received on 4/20/21.

Chair Kubow asked if the petitioner had any comments at this time.

Mr. Kuzynowski thanked the commissioners for allowing them to present this project which they are very excited about. In response to Staff's comment about the blue stripe, he said that the blue stripe is intended to be the same color in both renderings, with the lighter grey color that starts to speak to the colors that are occurring with the aluminum storefront at the entrance.

Chair Kubow asked the commissioners for their comments, prior to public comment.

Commissioner Fitzgerald said that the revisions were nice, although he wished it could have gone further; however, he was okay with the revised design being shown tonight. He preferred Option A because the detailing being shown is needed, and he liked the way the horizontal bands match up with the south end of the building; how it pulls the windows and everything from the other side of the building and gives it a lot more detail, because the other parts of the building have a lot of details. He also liked the 3 grey stripes, which pulls in the grey from the rest of the building. He added a recommendation that the trees shown in the exhibit on the east side of the building be planted as shown because it will help soften the building both during the growing season and the winter.

Commissioner Eckhardt said he was leaning more towards Option A because he liked the activity of the 3 sections and colors. Although he appreciated the 'corporate' look of Option B with just the reveals, he felt it started to look too corporate for a building that is a school and a fun place. Commissioner Eckhardt also agreed with Commissioner Fitzgerald's suggestion about the trees shown in the exhibit, and he was curious to know which design option the petitioner preferred.

Commissioner Kingsley acknowledged the petitioner's quick turnaround of the revisions being presented tonight. She really liked the scoring or the additional reveals put into the concrete that breaks down the thickness of the exterior of the building as well as bring it more to a pedestrian scale. She was a little torn between the two options being shown. She was unsure if she liked the top-to-bottom symmetry, and she preferred to see the blue color in a different location, such as under all the windows, lower down on the building. She liked a portion of Option A and a portion of Option B; she suggested Option A without the bottom grey reveal, or Option A without the top grey. She also said that the base of the building could be the blue color, from the windows down or from the windows up; a coping or a base. Commissioner Kingsley had no further comments at this time.

Chair Kubow agreed with the comments made by the commissioners. He was leaning more towards Option B because of its simplicity; however, he felt Commissioner Kingsley's comments were interesting, specifically about moving the blue stripe either up or down on the building. He was fine with either option, with a preference for Option B because of its simplicity.

Chair Kubow asked if there was any public comment on the project and Mr. Hautzinger said there was no public in attendance at this time.

Chair Kubow asked if the petitioner had a specific direction their wanted to move forward with between the two options. Mr. Kuzynowski said his team gravitated toward Option A, just to give a little more diversity and make it a bit more playful. Option A also ties in to some of the massing that occurs on the existing building in the horizontal lines; it carries the horizontal nature across the building and starts to pick up on that detail. He appreciated the interesting comments about the blue and the base, and said that they looked at doing a portion of the blue color at the bottom and using a brick tone color to ground the base; however, they were concerned about it looking too busy and not being able to get the right match for the brick.

Chair Kubow asked if the commissioners had any further comments to add. Commissioner Fitzgerald reiterated that he liked Option A, and he was open to moving the blue band if the other commissioners felt strongly about doing so; he liked the idea of playfulness on the building. Commissioner Eckhardt reiterated his preference for Option A. Although he was intrigued by the suggestion to move the blue band, he felt the band was important where it is currently shown between the two windows and tying it into the canopy. He liked the half/half proportion being shown because if the band is moved down, the top part will have too much of the tan/buff color. He liked what the petitioner put together in Option A and he was in support of it. Commissioner Kingsley suggested making the bottom band of the building the grey color so there is a base to the building; she asked if the petitioner considered this. She also appreciated that the petitioner said that they looked at different places for the blue color. Mr. Kuzynowski stated that they had not looked at the grey specifically, just trying to pull the brick color across the base below it, which Commissioner Kingsley acknowledged could result in it being too busy. Commissioner Kingsley could see the preference for Option A, but she also liked the simplicity of Option B.

Mr. Hautzinger said there is now public in attendance with a hand being raised to speak at this time.

PUBLIC COMMENT

Melissa Cayer asked why she was not allowed to join this virtual meeting until 6:46 pm. Mr. Hautzinger apologized and said there was a technical issue. He offered to review the Design Commissioners comments, and he asked if she had any questions about the project. Ms. Cayer had no comments.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO RECOMMEND APPROVAL OF 'OPTION A' FOR THE ADDITION TO THE *TIMBER RIDGE SCHOOL* LOCATED AT 201 S. EVANSTON AVENUE. THIS RECOMMENDATION IS BASED ON THE ARCHITECTURAL PLANS RECEIVED 3/12/21, REVISED ELEVATIONS AND RENDERINGS RECEIVED 4/20/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A RECOMMENDATION THAT THE THREE TREES AS DEPICTED IN THE RENDERING BE STRONGLY CONSIDERED BECAUSE THEY ARE A KEY ELEMENT TO THE EAST ELEVATION.
2. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
3. ALL SIGNAGE MUST MEET CODE, CHAPTER 30, OR APPROVED VARIATIONS.

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

GIS consortium MapOffice™

Aerial



Map created on **December 11, 2020.**

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PLANNERS
ARCHITECTS
ENGINEERS

Project Description

Plan Commission Application

Petitioner Name: Jonathan Kuzynowski, Wold Architects & Engineers on behalf of NSSEO

Date: March 1, 2021 **– (*Updated 3.26.2021 per Round 1 review comments.)***

Project: Timber Ridge School Gymnasium Addition – NSSEO

Location: 201 S. Evanston Ave, Arlington Heights, IL 60004

Thank you for taking the time to review this project. The Northwest Suburban Special Education Organization (NSSEO) Public School District 805 strives to help students with special needs to be actively engaged citizens through dynamic family, school and community partnerships. NSSEO is excited about the opportunity to provide a new gymnasium to its students and its community.

The project at the Timber Ridge School will include the addition of a new gymnasium, an elevator to improve accessibility, new stair, toilets, fitness room, two new 2nd floor classrooms, three offices, a positive sensory lounge, and additional support spaces. Renovations include a new accessible connection on the north side of the existing building and will include renovation of two existing classrooms. The addition will be two stories high and slightly taller than the adjacent existing two story portion of the building. The design of the addition will include similar materials to the existing building which include red brick and anodized aluminum windows along with the use of some painted precast that will match the existing building color palette.

NSSEO primary funding comes from its member districts. Each member district has a number of students which are provided educational services at one of 8 facilities (some shared). The project received construction bids fall on February 19, 2021 and a construction start is planned for June 1. Project completion is anticipated to be at the end of 2021.

Currently the Timber Ridge School serves approximately 115 students. There are about 70 staff who support those students. The school also provides a preschool program with 30 students and 3 staff. With the proposed gymnasium addition and the two additional classrooms, the school anticipates the ability to offer services to approximately 25 additional students and 4 additional staff.

The proposed addition will create new opportunities for the school to better serve its students, allow for expanded curriculum and create a possibility to offer new programs to the local community. Currently physical education takes place in the school's undersized multi-purpose space. The addition will provide facilities that are both designed for the program and more appropriately sized for the curriculum. This will also allow the shift of some other spaces within the interior of the existing building and provide some much needed space for programs and storage. The addition will allow the cafeteria function, currently accommodated in a classroom, to return to the multipurpose room which was designed for this function.

Proposed site modifications provide improved traffic flow, better site drainage and improved access for visitors, staff, students and their families. The northeast parking lot will change from fifty-two standard and 2 accessible parking stalls to fifty standard and 3 accessible parking stalls. All existing street side parking on Evanston Ave. is maintained. The site modifications have been designed to conform to village and MWRD storm water management requirements.

The building design shall include several green features that include intelligent lighting systems (sense occupancy and daylight harvest), high efficiency mechanical systems for cooling and heating, provide natural daylight in all occupied spaces and provide a thermal efficient building envelope. The site shall see improvements both visual and functional. Landscaping improvements shall be provided on Evanston as well as the east parking lot side of the building.

A summary of the floor area ratio, building lot coverage, and height/stories is as follows:

Maximum Floor Area Ratio

Allowed	Existing	Proposed	Comment
50%	19.49% (34,567/177,313)	26.45% (46,899/177,313)	**Complies** with Max. Floor Area

Maximum Building Lot Coverage

Allowed	Existing	Proposed	Comment
35%	13.82% (24,508/177,313)	19.14% (33,930/177,313)	**Complies** with Bldg. Lot Coverage

Maximum Height and Stories

Allowed	Existing	Proposed	Comment
25 ft. 2 1/2 Stories	23'-10" 2 stories	30'-5" 2 stories	Height Requires a Variance Due to Site Topography & Functional Need

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PLANNERS
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Written Justification

Special Use Permit & Variations

Petitioner Name: Jonathan Kuzynowski, Wold Architects & Engineers on behalf of NSSEO

Date: March 1, 2021 **(*Updated 4.14.2021 per Round 2 review comments.*)**

Project: Timber Ridge School Gymnasium Addition – NSSEO

Location: 201 S. Evanston Ave, Arlington Heights, IL 60004

Thank you for taking the time to review the Northwest Suburban Special Education Organizations request for special use permit and variances to the Village of Arlington Heights Municipal Code.

- A Special Use Permit is requested for a Public K-8 School in the R-3 One Family Dwelling District. This request is to allow an addition to the existing school

Upon review of conceptual plans presented to the Village Planning and Community Development, the Village code requires that all Special Use Permits conform to the approval criteria as called out below. To demonstrate conformance, please find the following responses to the four criteria outlined in comments received from the Village Department of Planning and Community Development.

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

> The Timber Ridge School provides education to school age children with special needs in the surrounding area as well as multiple member districts that are made up of several neighboring communities. An addition will allow a much needed means of accessibility for their students and staff as well as provide improved learning environments to support school curriculum. NSSEO has operated the Timber Ridge School as a therapeutic day school since XXXX (insert year). NSSEO serves the needs of students from eight member public school districts in the surrounding area. Prior to ownership by NSSEO, the site was a public school owned and operated by Arlington Heights School District 25, originally constructed in the 1960's.

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.

Proposed additions shall comply with the School Code of Illinois, including all related and current building, life safety and ADA accessibility codes. The school is regularly inspected for health and life safety in accordance with Illinois State Board of Education requirements. The addition, in particular, will support the health, performance, and wellness needs of the student population. The use of the gymnasium and fitness space will support physical education, and athletic competition as a part of daily education, and community use during non-school hours.

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 proposed building addition shall not change the use of the building to any other classification. Elementary Schools are a permitted Special Use in an R-3 district per Chapter 28, section 5.5-1 Permitted Use Table as being similar and compatible uses.

- A Variation is requested from Chapter 28, Section 5.1-3.5, to allow a 30.5 foot tall building where building heights are restricted to 25 feet. **Note: Total building height has been revised since the conceptual review submittal to accommodate additional drop off of the site. The overall roof line height with relation to the existing building remains the same.*

• 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 building function will not change as a result of the building addition. The intent of the addition is to provide similar functions to those already in the building that are currently inadequately sized for their function and users.

• 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.

Maintaining or providing a lesser building height than proposed restricts the floor to floor height for the building addition as prescribed in section 5.1-3.5 would limit the owners options and potentially have impacts on efficiency and the buildings operational systems. The height would also prevent the owner from being able to provide the height in the gymnasium that is required to accommodate normal competitive activities such as basketball and volleyball.

• The proposed variation is in harmony with the spirit and intent of this Chapter.

The Proposed variation requested is necessary in order to provide the interior vertical clearance required for the functions inside the building, while maintaining as similar an elevation to the existing building as possible.

• The variance requested is the minimum variance necessary to allow reasonable use of the property.

The proposed height variance is the minimum height needed to provide the structure and building envelope while also providing the interior height needed for the functions inside the building.

- **A variation is requested from Chapter 28, Section 6.15-1.2b, to waive the requirement for landscape islands at the ends of certain parking rows.**

• The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.

Only minor alterations are being proposed to the existing parking area. The modifications proposed are in order to provide additional parking at the east parking lot with the lowest impact to the existing conditions. The project consists primarily of re-striping without replacement of the existing lot.

• 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 existing parking area on the east side of the building is proposed to have only minor modifications to its arrangement and would require significant alterations in order to comply with needed parking islands and landscaping. The parking islands could also adversely affect drainage patterns and limit the school's ability to adequately remove snow during the winter months.

• The proposed variation is in harmony with the spirit and intent of this Chapter.

The intent of the proposed parking arrangement is to provide potential visitors with additional spaces with minimal impact to the existing off street parking in that area.

• The variance requested is the minimum variance necessary to allow reasonable use of the property.

The variance requested is intended to provide as much available parking as possible and safe navigation while also creating the best situation possible to maintain said parking area over time and keep the area safe for visitors.

- A variation is requested to Chapter 28, Section 10.4-4, to reduce the required off-street parking from 81 spaces to *75* spaces. **Note: Parking arrangement has been revised since the conceptual review submittal to accommodate 2 additional parking spaces.*

• The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.

Proposed parking allows for the added footprint of a building addition while maintaining as much outdoor space for students and staff as possible. Although the aggregate number of spaces has been reduced, the number of accessible spaces has been increased by one to meet current code.

• 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.

Section 10.4-4 requires parking calculations based on quantity of classrooms. For this particular school, the situation is unique in that class sizes are 40-50% smaller than found in typical elementary schools.

• The proposed variation is in harmony with the spirit and intent of this Chapter.

Proposed parking is intended to meet actual need vs the prescribed need. Section 10.5-9 does allow accommodations for existing developed parcels to be within substantial compliance if the deficit in parking is less than 10 spaces or no more than 5 percent less than the number of required parking spaces.

• The variance requested is the minimum variance necessary to allow reasonable use of the property.

Maintaining a similar parking count to existing will allow the school to continue use of the property. A traffic and parking study supports the reduction in the number of required off-street parking spaces.

- A variation is requested to Chapter 28, Section 10.8-4, to reduce the number of bicycle parking from a total of eight bike parking spaces to zero.

• 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 existing use of the facilities are not being altered by the proposed building addition.

• 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.

A significant majority of students from each of the eight member school districts, and staff travel from distances that make it difficult to bike to the site. Although there is no current need for on-site bicycle parking, the owner has committed to providing bicycle parking in the future, especially should a need arise for a staff member or student.

• The proposed variation is in harmony with the spirit and intent of this Chapter.

The spirit and intent of this chapter is provide bicycle parking for those who would use it. The owner is committed to providing such at such time as a need becomes apparent.

• The variance requested is the minimum variance necessary to allow reasonable use of the property.

The variance requested is based upon current and anticipated future need. It does not change or reduce the number of existing on-site bicycle parking spaces.

- A variation is requested to Chapter 28, Section 6.5-2, to allow an accessory structure (shed) in a side yard where accessory structures are only allowed within a rear yard.

• The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.

Neither the use nor the character of the locality shall change as a result of the indicated accessory structure relocation.

• 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 school district manages their own property maintenance and upkeep. Pieces of necessary equipment for maintaining the property are stored in the accessory structures. A letter received from the Village of Arlington Heights dated November 13, 2020 has cited four accessory structures (sheds)on the site, two of which are in non-compliant locations (with one located in a parking space). The owner has committed to reducing the total number of on-site accessory structures from four to a total of 2 in order to address the two non-compliant structures as well as provide an additional parking stall.

• The proposed variation is in harmony with the spirit and intent of this Chapter.

The spirit and intent of this chapter is to locate any accessory structure in a rear yard. The Timber Ridge School site is bordered on three sides by Kensington Rd, Evanston Ave, and E Mayfair Rd. The proposed relocation of an existing shed would maintain a location that would be considered "rear yard" placement.

• The variance requested is the minimum variance necessary to allow reasonable use of the property.

The variance requested is based upon current and anticipated future need. In response to comments from the village, the owner has consolidated the number of sheds from four to two in order to remove two non-compliant accessory structures.

Thank you very much for your consideration.

Timber Ridge Transformer

Per recent information provided by ComEd engineers, the proposed location of the transformer for the Timber Ridge Gymnasium Addition is the most economical and advantageous location. The cost of a ComEd transformer installation is largely affected by the length of the run of the high voltage primary (supply line to transformer) feeder cable, and the secondary (transformer to electrical service panel) feeder cable. If the transformer location were to be moved to the rear (east side) of the building, the increase in cost for the additional length of primary feeder is estimated by ComEd to be $20,000.

The electrical room was located on the west side of the addition to maximize the efficiency and provide the shortest runs of both the primary and secondary electrical feeders. Without a total re-design of the building to move the electrical room to the east side of the building, which is impossible at this point, the secondary feeder must be run from the transformer back to the electrical room and service entrance. The minimum cost of this work is at least an additional $20,000. Therefore NSSEO would experience a financial hardship of a minimum of $40,000 to relocate the transformer.

As an expense not budgeted for this project, an additional expense in excess of $40,000 would represent a significant loss of critical funds needed to support the students of NSSEO and Timber Ridge. Based on the extreme financial hardship, unacceptable potential delays, and NSSEO's willingness and intention to mitigate the issue by fully screening the transformer with landscaping, NSSEO, with all due respect to the Village's preferences, feels that it is essential to maintain the current transformer location.

GRAPHIC SCALE

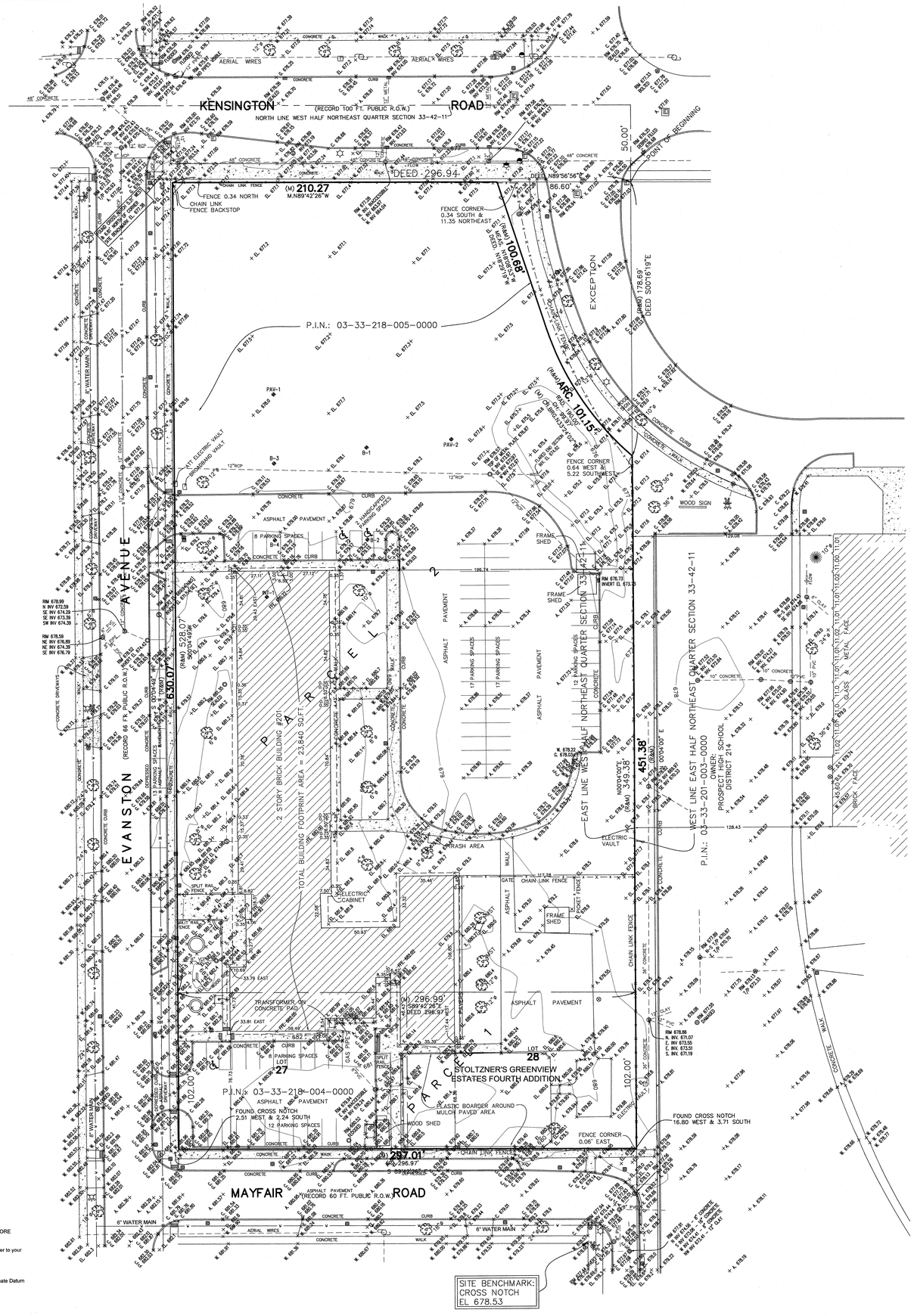
30 0 15 30

(IN FEET)
1" = 30'

LEGEND

- Storm MH
- Storm CB
- Storm Inlet
- San MH
- San Clean Out
- Water MH
- Water Buffalo Box
- Water Fire Hydrant
- Telephone MH
- Telephone Pedestal
- Utility Pole
- Guy Anchor
- Electric Vault
- Electric Meter
- Electric Light Pole
- Electric Traffic Signal
- Electric Light Pole with Traffic Signal
- Electric Traffic Control Box
- Gas Buffalo Box
- Tree – Deciduous
- Tree – Evergreen
- Parking Pay Box
- Sign Post
- Mail Box
- Bumper Post
- Unclassified Manhole
- Auto Sprinkler
- Cut Cross
- Bike Rack
- Flag Pole
- Soil Boring

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
X.=CONCRETE ELEVATION
TOE.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION
D.S. =DOOR SILL



GREMLEY & BIEDERMANN

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Plat of Survey

Parcel 1:

Lot Twenty-seven (27) and Lot Twenty-eight (28) in Stoltzner's Greenview Estates Fourth Addition, being a Subdivision of part of the East Half of the East Three-quarters of the North West Quarter of the North East Quarter of Section Thirty-three (33), Township Forty-two (42) North, Range Eleven (11), East of the Third Principal Meridian, according to plat thereof registered in the Office of the Registrar of Titles of Cook County, Illinois, on October 7, 1959, as Document number 1890125;

Parcel 2:

A Tract of Land described as follows: Commencing at a point on the East line of the West Half (1/2) of the Northeast (quarter (1/4) of Section 33, Township 42 North, Range II, East of the Third Principal Meridian, in Cook County, Illinois. Fifty (50) feet South of the North line of the Northeast Quarter (1/4) of said Section 33, measured along the said East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33; thence Westerly on a line parallel to the North line of the Northeast Quarter (1/4) of said Section 33, a distance of 296.94 feet; thence Southerly in a straight line a distance of 528.07 feet to a point 296.97 feet West of the East line of the West Half (1/2) of the Northeast Quarter (1/4)) of said Section 33 measured along a line parallel to the North line of the Northeast Quarter (1/4) of said Section 33; thence Easterly along a line parallel to the North line of the Northeast Quarter (1/4) of said Section 33, a distance of 296.97 feet to the East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33; thene Northerly along the East line of the West Half (1/2) of the Northeast Quarter (1/4) of said Section 33 to the Point of Beginning; being the Land described as "Public School Land" in Stoltzners Greenview Estates, Fourth Addition, being a Subdivision of the East Half (1/2) of the East Three Quarters (3/4) of the Northwest Quarter (1/4) of the North East Quarter (1/4) of Section 33. Township 42 North, Range 11, East of the Third Principal Meridian. Except therefrom the following described property:

That part of the West 1/2 of the Northeast 1/4 of Section 33, Township 42 North, Range 11 East of the Third Principal Meridian, Cook County, Illinois, described as follows:

Beginning at a point on the east line of the West 1/2 of the Northeast 1/4 of Section 33, 50.00 feet south of the north line of the Northeast 1/4 of said Section 33 (measured along said east line of the West 1/2 of the Northeast 1/4 of Section 33); thence on an assumed bearing of South 0 degrees 16 minutes 19 seconds East along said east line of the West 1/2 of the Northeast 1/4, 178.69 feet to a point on a 190.00 foot radius curve, the center of circle of said curve bears North 41 degrees 00 minutes 28 seconds East from said point; thence northwesterly along said curve, having a central angle of30 degrees 30 minutes 13 seconds, 101.15 feet; thence North 18 degrees 29 minutes 19 seconds West, 100.68 feet to a line that is 50.00 feet south of and parallel to the north line of the Northeast 1/4 of said Section 33; thence North 89 degrees 56 minutes 56 seconds East, on said line parallel to the north line of the Northeast 1/4 of said Section 33, 86.60 feet to the point of beginning, in Cook County, Illinois.

AREA OF PROPERTY = 177,583 SQ. FT. OR 4.07 ACRES MORE OR LESS

SURVEY NOTES:

BENCHMARK:
STATION: GIBBONS
ILLINOIS STATE PLANE COORDINATES
1973587.59 N
1085349.66 E.
ELEVATION: 671.29
DESCRIPTION: MONUMENT IS A 3" DIA. BRONZE DISK, PLACED IN CONCRETE STAMPED "+"
LOCATED AT THE SOUTHEAST CORNER OF GIBBONS AVENUE AND MINER AVENUE

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

SOIL BORING LOCATIONS AND NUMBERS SHOWN HEREON ARE SHOWN AS PER SITE PLAN FROM WOLD RUCK RATE COMM: 173230 DATED JULY 11, 2017.

THE ZONING CLASSIFICATION OF THE PROPERTY SHOWN HEREON IS R-3 AS DELINEATED ON THE VILLAGE OF ARLINGTON HEIGHTS , DEPARTMENT OF ZONING WEBSITE .

THE SURVEYOR HAS NOT RESEARCHED THE APPLICABLE ZONING, BUILDING CODES, SETBACKS OR SPECIFIC USES ALLOWED WITHIN THIS ZONING CLASSIFICATION. CONTACT THE VILLAGE OF ARLINGTON HEIGHTS.

REVISED APRIL 1, 2021 #2021-28705 (BB)
ADDITIONAL WORK ADDED OCTOBER 26, 2017 [RL]
ADDITIONAL WORK ADDED SEPTEMBER 26, 2017 [RL]

ORDERED BY: NORTHWEST SUBURBAN SPECIAL EDUCATION ORGANIZATION	CHECKED:	DRAWN: BB/RL
ADDRESS:		

GREMLEY & BIEDERMANN
A DIVISION OF PLCS, CORPORATION
LICENSE NO. 184-005322
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ORDER NO.	DATE: SEPTEMBER 12, 2017	PAGE NO.
2017-24359-001	SCALE: 1 INCH = 30 FEET	1 OF 1

G:\CAD\2017\2017-24359\2017-24359-001.dwg

SURVEY NOTES:

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

COPYRIGHT GREMLEY & BIEDERMANN, INC. 2021 "All Rights Reserved"

State of Illinois)
County of Cook)ss

We, GREMLEY & BIEDERMANN, INC. hereby certify that we have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey corrected to a temperature of 62° Fahrenheit.

Field measurements completed on September 12, 2017.

Signed on April 1, 2021.

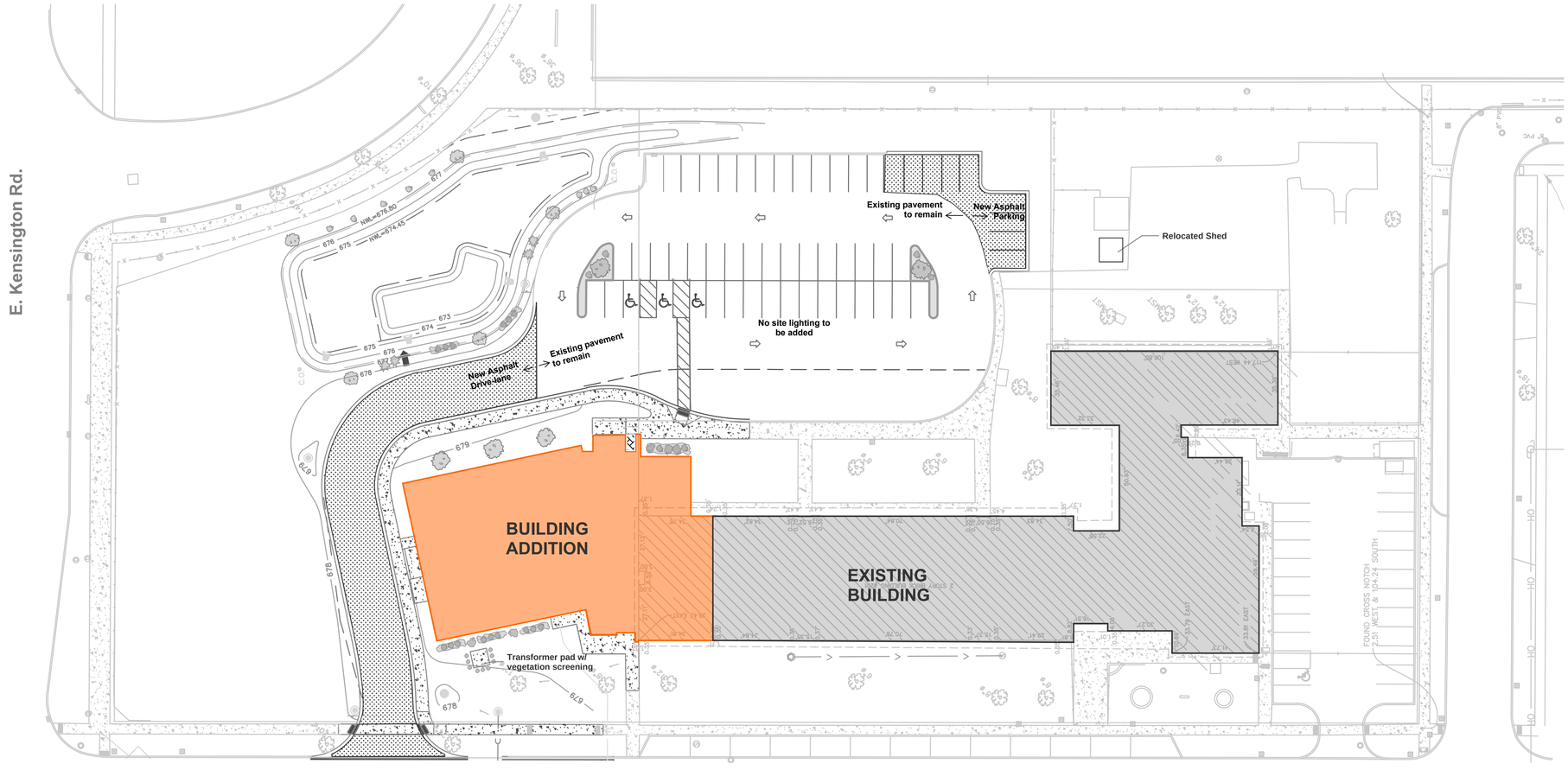
By:

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

Professional Illinois Land Surveyor No. 2802
My license expires November 30, 2022
This professional service conforms to the current Illinois minimum standards for a boundary survey.

NSSEO

TIMBER RIDGE SCHOOL GYMNASIUM ADDITION



1 SITE PLAN
1" = 30'-0"
0 22'-6" 45'

N

Site Data

Floor Area:
Existing - 22,399 SF
Addition - 12,332 SF
Total : 46,899 SF

Building Area (Footprint):
Existing - 33,567 SF
Addition - 10,955 SF
Total : 33,354 SF

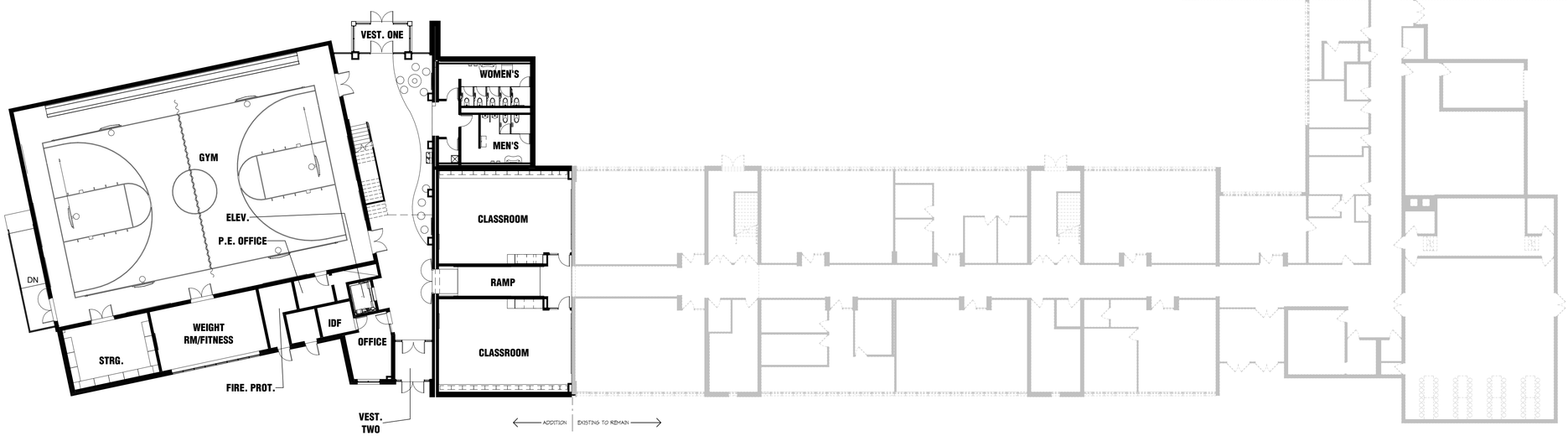
Site Area (Gross): 4.08 Acres

FAR (Floor Area Ratio):
46,899/177,538 *(FA/SA)* **= .26**

Parking Space Counts:
Re-configured East lot: 52 + 3 ADA
Existing South lot: 21 + 1 ADA

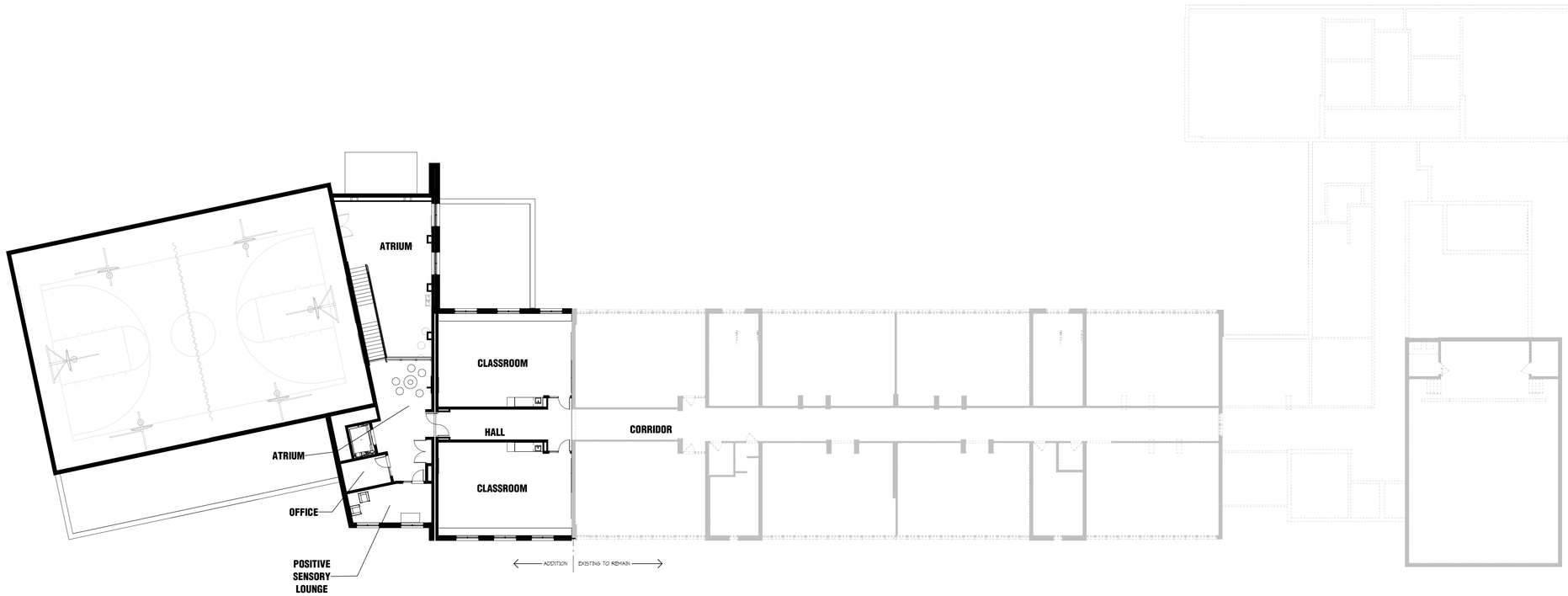
OVERALL SITE
SITE PLAN

ROUND 1 COMMENT REVISIONS - 3.26.2021
Comm No: 173230



1 GROUND FLOOR PLAN - OVERALL
1/16" = 1'-0"
0 12' 24'

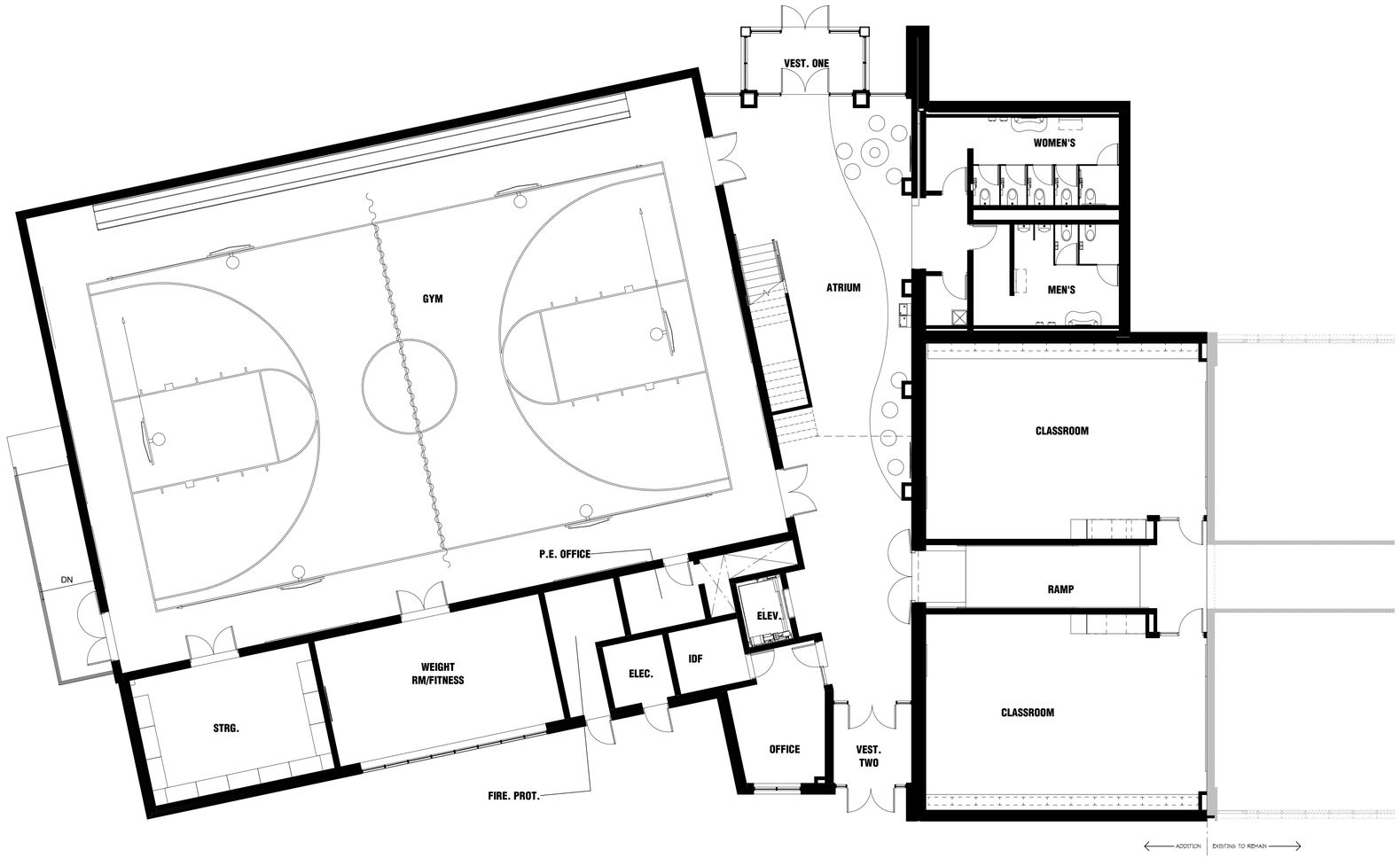
OVERALL FLOOR PLAN
GROUND FLOOR



1 UPPER LEVEL PLAN - OVERALL
1/16" = 1'-0"
0 12' 24'

OVERALL FLOOR PLAN
UPPER FLOOR

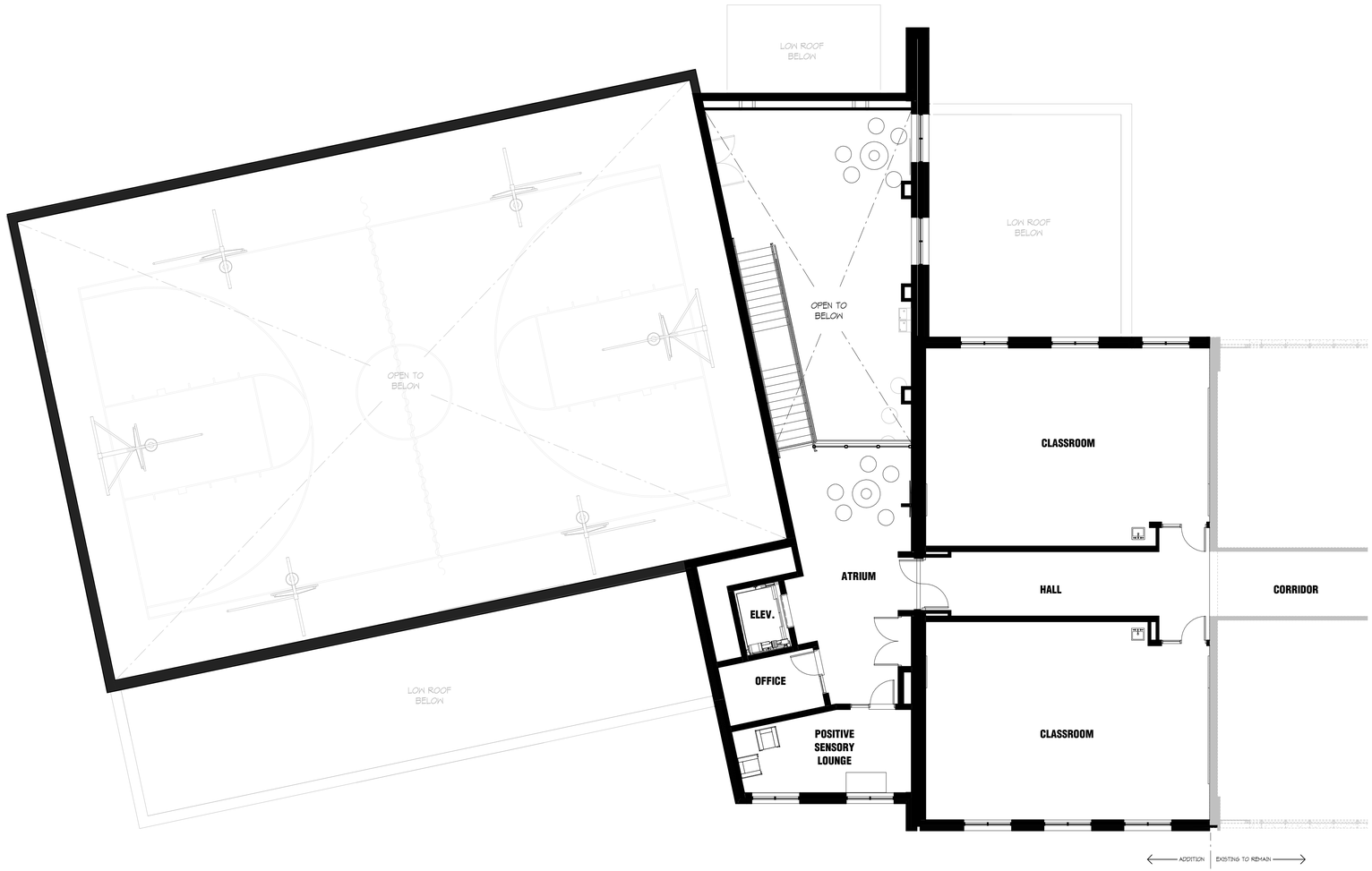
Comm No: 173230



1 GROUND LEVEL PLAN
1/8" = 1'-0"
0 6' 12'

ENLARGED FLOOR PLAN
GROUND FLOOR

Comm No: 173230

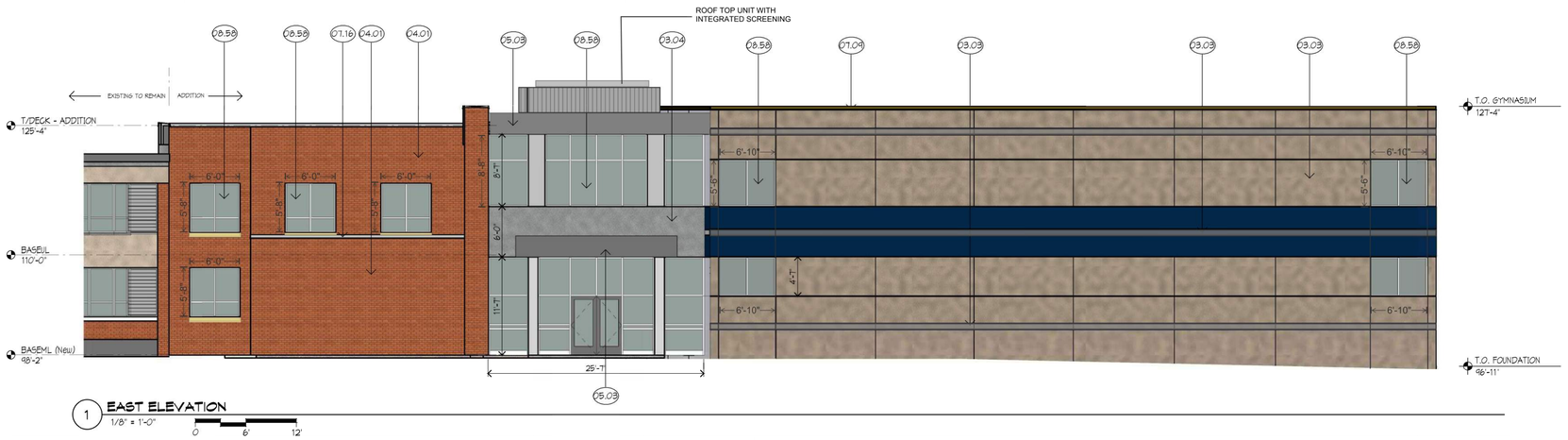


1 UPPER LEVEL PLAN
1/8" = 1'-0"
0 6' 12'

ENLARGED FLOOR PLAN
UPPER FLOOR

Comm No: 173230

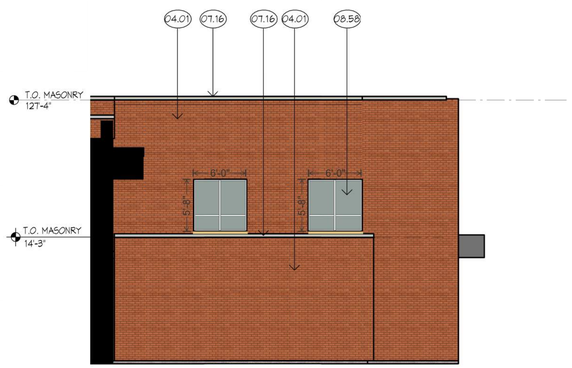
NSSEO
TIMBER RIDGE SCHOOL GYMNASIUM ADDITION



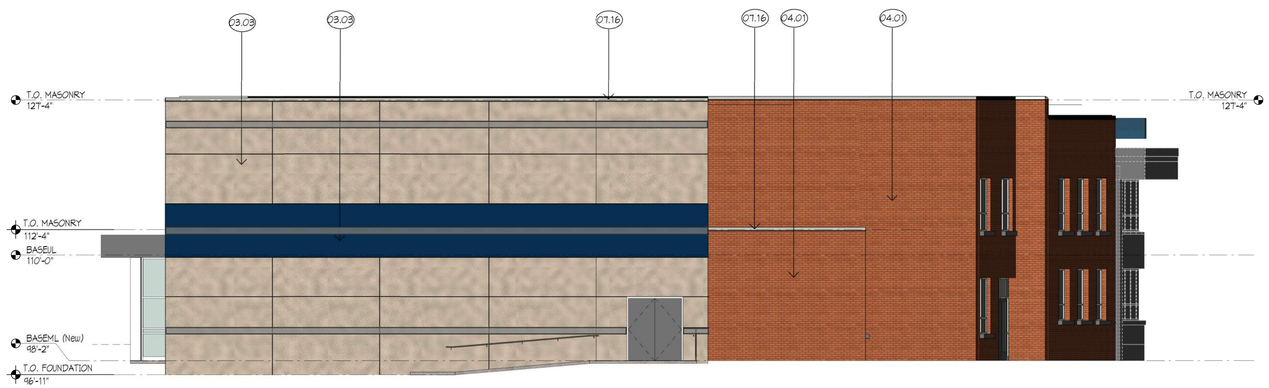
1 EAST ELEVATION
1/8" = 1'-0"
0 6' 12'



2 WEST ELEVATION
1/8" = 1'-0"
0 6' 12'



3 SOUTH ELEVATION
1/8" = 1'-0"
0 6' 12'



4 NORTH ELEVATION
1/8" = 1'-0"
0 6' 12'

MATERIALS KEY	
KEY	MATERIAL
03.03	ARCHITECTURAL PRECAST STRUCTURAL CONCRETE
03.04	ARCHITECTURAL PRECAST STRUCTURAL CONCRETE
04.01	BRICK 1
05.03	PREFINISHED RAINSCREEN PANEL
07.04	SHEET METAL TRIM
07.16	SHEET METAL FLASHING AND TRIM
08.01	HOLLOW METAL FRAME
08.05	HOLLOW METAL DOOR
08.58	EXTERIOR GLAZING

EXTERIOR ELEVATIONS
ENLARGED ADDITION ELEV

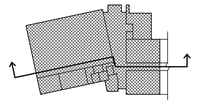
N A

Comm No: 173230

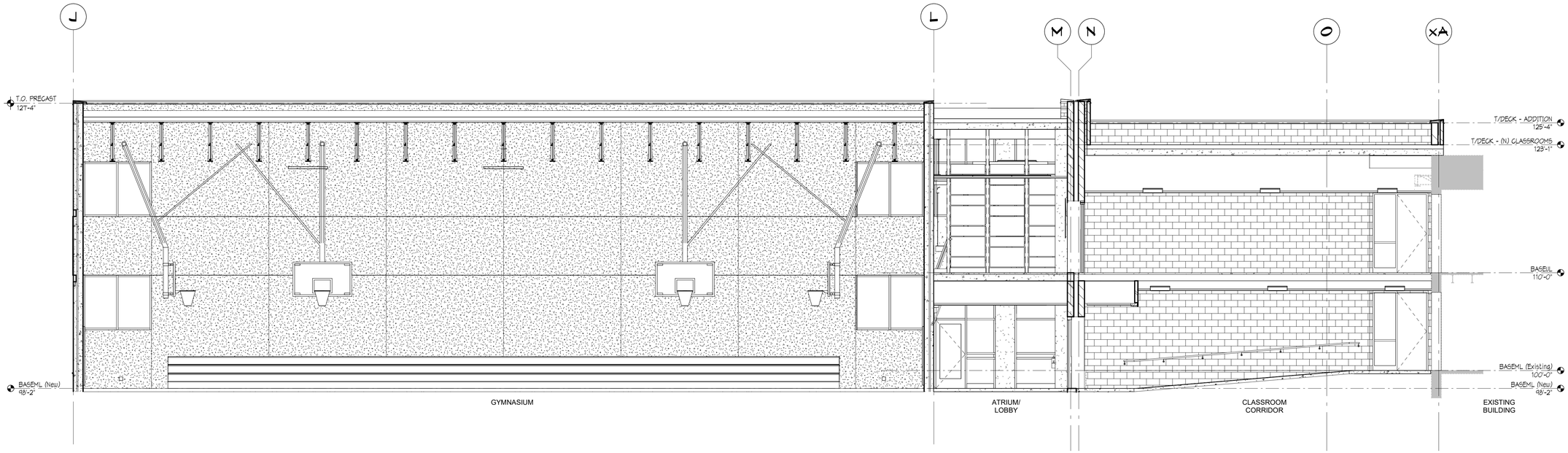


1 **WEST ELEVATION**
NOT TO SCALE

NSSEO
TIMBER RIDGE SCHOOL GYMNASIUM ADDITION



KEY PLAN



1 GYM - EAST ELEVATION Copy 1
3/16" = 1'-0" 0 4' 8'

BUILDING SECTION
NORTH/SOUTH SECTION

Comm No: 173230

TIMBER RIDGE SCHOOL ADDITION & RENOVATION

NSSEO

FINAL ENGINEERING PLANS

201 S. EVANSTON AVENUE, ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS

MASTER NOTES

1. ALL ITEMS OF THIS PROJECT SHALL BE GOVERNED BY SPECIFICATIONS INCLUDED IN THE DOCUMENTS LISTED BELOW:

A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED BY SAID DEPARTMENT (LATEST REVISION*) AND HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS".
B. "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
C. "ILLINOIS URBAN MANUAL" (LATEST REVISION*) BY ASSOCIATION OF ILLINOIS SOIL & WATER CONSERVATION DISTRICTS.
D. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
E. "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
F. "ILLINOIS ACCESSIBILITY CODE", (LATEST EDITION*).
G. "WATERSHED MANAGEMENT ORDINANCE" (LATEST EDITION*), BY MWRDGC.
H. "A MANUAL OF PRACTICE FOR DESIGN OF PUBLIC AND PRIVATE IMPROVEMENTS" (LATEST EDITION*) BY VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS ENGINEERING DIVISION.

*LATEST REVISION IN EFFECT AT THE DATE ON THESE PLANS

2. PRIOR TO BID, THE CONTRACTOR SHALL VERIFY CONFORMANCE BETWEEN PLANS AND THE ABOVE REFERENCED CODES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO BID.

3. IN THE EVENT OF A CONFLICT BETWEEN THESE VARIOUS STANDARDS, MUNICIPAL STANDARDS SHALL APPLY.

4. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 107 OF THE STANDARD SPECIFICATIONS.

5. ALL WORK PERFORMED SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF OSHA.

6. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING JULIE 1-800-892-0123 AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS. ALL UTILITIES MUST BE STAKED/LOCATED BEFORE CONSTRUCTION.

7. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE MUNICIPALITY PUBLIC WORKS DEPARTMENT 847.368.5800 A MINIMUM OF 48 HOURS BEFORE CONSTRUCTION ACTIVITIES. A 48-HOUR NOTICE MUST BE PROVIDED FOR INSPECTIONS AND TESTS. VILLAGE STAFF MUST OPERATE ALL WATERMAIN VALVES AND HYDRANTS ONLY.

8. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SURVEYING MONUMENTS UNTIL THE OWNER, THEIR AGENT OR A LICENSED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

9. THE CONTRACTOR SHALL BE AWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS MAY BE INDICATED ON THE PLANS. THESE AREAS SHALL BE EXCAVATED TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.

10. SAWING OF REMOVAL ITEMS AS NOTED IN THE PLANS OR AS REQUIRED BY THE ENGINEER SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT OF THE ITEM BEING REMOVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

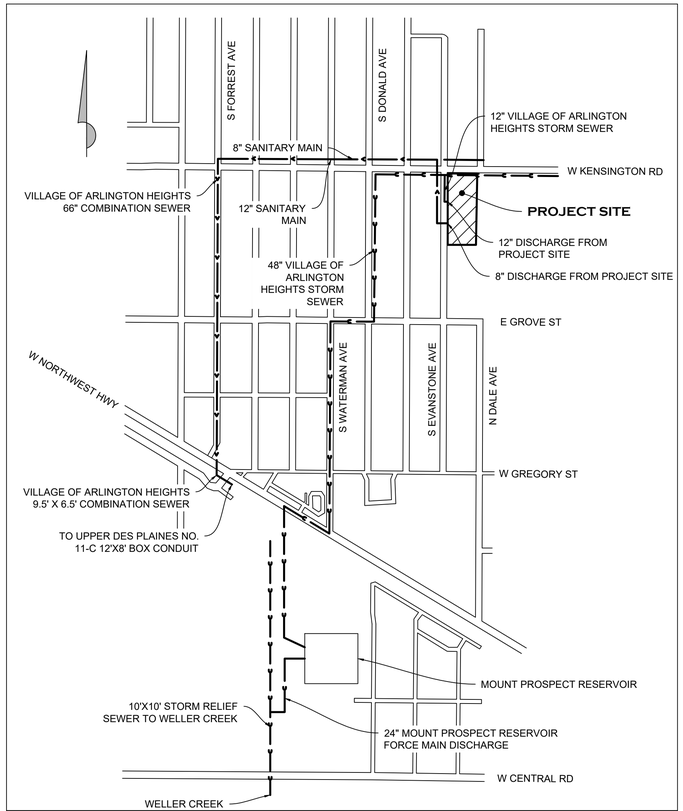
11. ALL ROAD SIGNS, STREET SIGNS AND TRAFFIC SIGNS WHICH NEED TO BE RELOCATED OR MOVED DUE TO CONSTRUCTION SHALL BE TAKEN DOWN AND STORED BY THE CONTRACTOR AT HIS OWN EXPENSE EXCEPT THOSE WHICH THE PERMIT AGENCY SHALL REQUIRE TO BE TEMPORARILY RESET UNTIL COMPLETION OF CONSTRUCTION OPERATIONS. AFTER COMPLETION OF THE WORK, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, RESET ALL SAID SIGNS AT THE LOCATIONS DESIGNATED BY THE PERMIT AGENCY ENGINEER.

12. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE OWNER'S ENGINEER AT A COST TO BE BORNE BY THE CONTRACTOR THAT DESTROYED THE STAKES.

13. CONTRACTOR SHALL USE CARE NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED OR MODIFIED. ANY DAMAGE DONE TO THESE ITEMS BY CONTRACTORS OPERATIONS SHALL BE REPAIRED AND/OR RESTORED BY THE CONTRACTOR AT THE CONTRACTORS OWN EXPENSE. CONTRACTOR SHALL RECORD THE CONDITION OF THE EXISTING WALKWAYS FRONTING THE SITE PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE OR INADEQUATE DRAINAGE SHALL BE REPLACED PRIOR TO THE COMPLETION O THE PROJECT.

14. THE CONTRACTOR SHALL INDEMNIFY AND SAVE HARMLESS THE OWNER, THE PERMIT AGENCY AND ITS OFFICERS, EMPLOYEES, AND AGENTS, AND THE OWNER'S ENGINEERS, FROM AND AGAINST ALL LOSSES, CLAIMS, DEMANDS, PAYMENTS, SUITS, ACTIONS, RECOVERIES AND JUDGMENT OF EVERY NATURE AND DESCRIPTION BROUGHT OR RECOVERED AGAINST THEM, BY REASON OF ANY ACT OR OMISSION OF SAID CONTRACTOR, HIS AGENTS OR EMPLOYEES, IN THE EXECUTION OF THE WORK OR IN THE GUARDING OF IT.

15. BURNING ON THE SITE IS NOT PERMITTED.



VICINITY /ROUTING MAP

(NOT TO SCALE)

LEGEND

STORM SEWER
SANITARY SEWER

SYMBOL LEGEND

PROPOSED		EXISTING
	PROPERTY LINE	
	BUILDING SETBACK LINE	
	EASEMENT LINE	
	DEPRESSED CURB	
C	STORM SEWER	C
S	SANITARY SEWER	S
W	WATER MAIN	W
G	GAS LINE	G
E	ELECTRIC LINE	E
T	TELEPHONE LINE	T
OH	OVERHEAD WIRES	OH
	FENCE LINE	
SF	SILT FENCE	
720	GRADING CONTOUR	721
	MANHOLE	
	STORM CURB FRAME & GRATE	
	STORM MANHOLE	
	STORM CATCH BASIN	
	STORM FLARED END SECTION	
	SANITARY MANHOLE	
	VALVE VAULT	
	FIRE HYDRANT	
B	BUFFALO BOX	B
G	GAS VALVE	G
E	ELECTRIC STRUCTURE	E
E	TRANSFORMER	E
	POWER POLE	
	PEDESTAL	
	TRAFFIC SIGNAL MANHOLE	
	DRAINAGE FLOW ARROW	
	OVERFLOW ROUTE	
A/C	AIR CONDITIONER	A/C
	SINGLE POLE SIGN	
	DOUBLE POLE SIGN	
	STREET LIGHT	
BOL	BOLLARD	BOL
C.O.	CLEAN OUT	C.O.
D.S.	DOWN SPOUT	D.S.
	TREE	
	EROSION CONTROL BLANKET (SEE SHEET 4)	
	FINAL STABILIZATION (SEED) (SEE SHEET 4)	
	CONCRETE SIDEWALK	
	NEW HEAVY DUTY ASPHALT PAVEMENT (SEE SHEET 5)	
	STANDARD DUTY ASPHALT PAVEMENT (SEE SHEET 5)	
	DETECTABLE WARNINGS (SEE DETAIL SHEET)	

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C1.000	COVER SHEET
C2.000	EXISTING CONDITIONS PLAN
C3.000	EROSION CONTROL PLAN
C3.001	EROSION CONTROL NOTES & DETAILS
C4.000	DEMOLITION PLAN
C5.000	GEOMETRIC PLAN
C6.000	GRADING PLAN
C7.000	STORM SEWER PLAN
C8.000	UTILITY PLAN
C9.000	STANDARD CONSTRUCTION NOTES
C10.000	STANDARD CONSTRUCTION DETAILS
C11.000	STANDARD CONSTRUCTION DETAILS
C12.000	MWRD EXHIBIT

PROJECT TEAM

OWNER
NORTHWEST SUBURBAN SPECIAL EDUCATION ORGANIZATION
799 W. KENSINGTON ROAD,
MT. PROSPECT, IL 60056
Ph.(847)463.8100

ARCHITECT
WOLD ARCHITECTS & ENGINEERS
220 NORTH SMITH STREET, SUITE 310
PALATINE, IL 60067
Ph.(847)241.6100

CIVIL ENGINEER
MeritCorp Group, LLC
3697 DARLENE COURT
AURORA, ILLINOIS 60504
Ph.(630)554.6655

NOTE

1. DETAILS AND NOTES WITHIN THESE PLANS, ALONG WITH NOTATIONS TO SUPPLEMENT SAME ARE CRUCIAL TO THE PROPER CONSTRUCTION OF THE DESIGN CONTAINED HEREIN.

2. CONTRACTOR SHALL VISIT THE SITE TO FAMILIARIZE HIMSELF WITH ALL CONDITIONS PRIOR TO ENGAGING IN A CONTRACT TO PERFORM WORK AS PROPOSED HEREIN.

3. PLANS ARE NOT VALID WITHOUT ORIGINAL SIGNATURE AND SEAL OF THE ENGINEER.

SITE BENCHMARKS

AS PROVIDED FROM A TOPOGRAPHIC SURVEY COMPLETED BY GREMLEY & BIEDERMAN A DIVISION OF PLCS, CORPORATION, DATED 09/12/2017 AS SHOWN ON SHEET C2.000.

ABBREVIATIONS

AGG.	AGGREGATE GRAVEL	F-F	FACE TO FACE	R	RADIUS
ALT	ALTERNATE	FES	FLARED END SECTION	RCP	REINFORCED CONCRETE PIPE
B-A.M.	BIT. AGG. MIXTURE	F/F	FINISHED FLOOR	R.O.W	RIGHT OF WAY
B-B	BACK TO BACK	FL	FLOW LINE	R.D.	ROOF DRAIN
BB	BUFFALO BOX	FG	FINISHED GRADE	SAN	SANITARY
BC	BACK OF CURB	HDWL	HEADWALL	STMH	STORM MANHOLE
BIT.	BITUMINOUS CONCRETE	HH	HAND HOLE	STM	STORM
BM	BENCHMARK	H.W.L.	HIGH WATER LEVEL	STA.	STATION
B.O.	BY OTHERS	HYD	HYDRANT	SF	SQUARE FEET
B/P	BOTTOM OF PIPE	INL	INLET	SY	SQUARE YARD
B/W	BOTTOM OF WALL	INV	INVERT	TBR	TO BE REMOVED
CB	CATCH BASIN	I.P.	IRON PIPE	T/C	TOP OF CURB
CATV	CABLE TELEVISION	MAX	MAXIMUM	T/F	TOP OF FOUNDATION
CE	COMM. ED.	M.E.	MATCH EXISTING	T/P	TOP OF PIPE
CL	CENTER LINE	MH	MANHOLE	T/W	TOP OF WALL
CMP	CORRUGATED METAL PIPE	MIN	MINIMUM	TRANS	TRANSFORMER
CS	CENTER OF STRIPE	N.W.L.	NORMAL WATER LEVEL	VV	VALVE VAULT
C.O.	CLEAN OUT	PED	PEDESTAL	W.M.	WATER MAIN
CONC.	CONCRETE	PC	POINT OF CURVE		
DIA.	DIAMETER	PCC	POINT OF COMPOUND CURVE		
D.I.W.M.	DUCTILE IRON WATER MAIN	PI	POINT OF INTERSECTION		
D.S.	DOWN SPOUT	PRC	POINT OF REVERSE CURVE		
E/P	EDGE OF PAVEMENT	PT	POINT OF TANGENCY		
E-E	EDGE TO EDGE	PVC	POINT OF VERTICAL CURVE		
ELEV.	ELEVATION	PVI	POINT OF VERTICAL INTERSECTION		
ES	EDGE OF STRIPE	PVT	POINT OF VERTICAL TANGENCY		
EW	EDGE OF WALK	PL	PROPERTY LINE		
EX.	EXISTING	PP	POWER POLE		
		PVC	POLYVINYL CHLORIDE PIPE		

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DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
03-06-2020	ISSUED FOR 75% COMPLETE
03-20-2020	ISSUED FOR 95% COMPLETE
03-23-2020	ISSUED FOR REVIEW
04-29-2020	REVISED PER VILLAGE COMMENTS
04-30-2020	100% COMPLETE PLANS
06-15-2020	REVISED PER VILLAGE COMMENTS
01-29-2021	ISSUED FOR BID
02-09-2021	ADDENDUM #1
03-26-2021	ROUND 1 COMMENT REVISIONS

MeritCorp
ENGINEERING - PLANNING - SURVEYING - ENVIRONMENTAL
4222 Meridian Park, Ste. 112 Grayslake, IL
Aurora, IL 60504 www.meritcorp.com
Office 630.554.6655
www.meritcorp.com

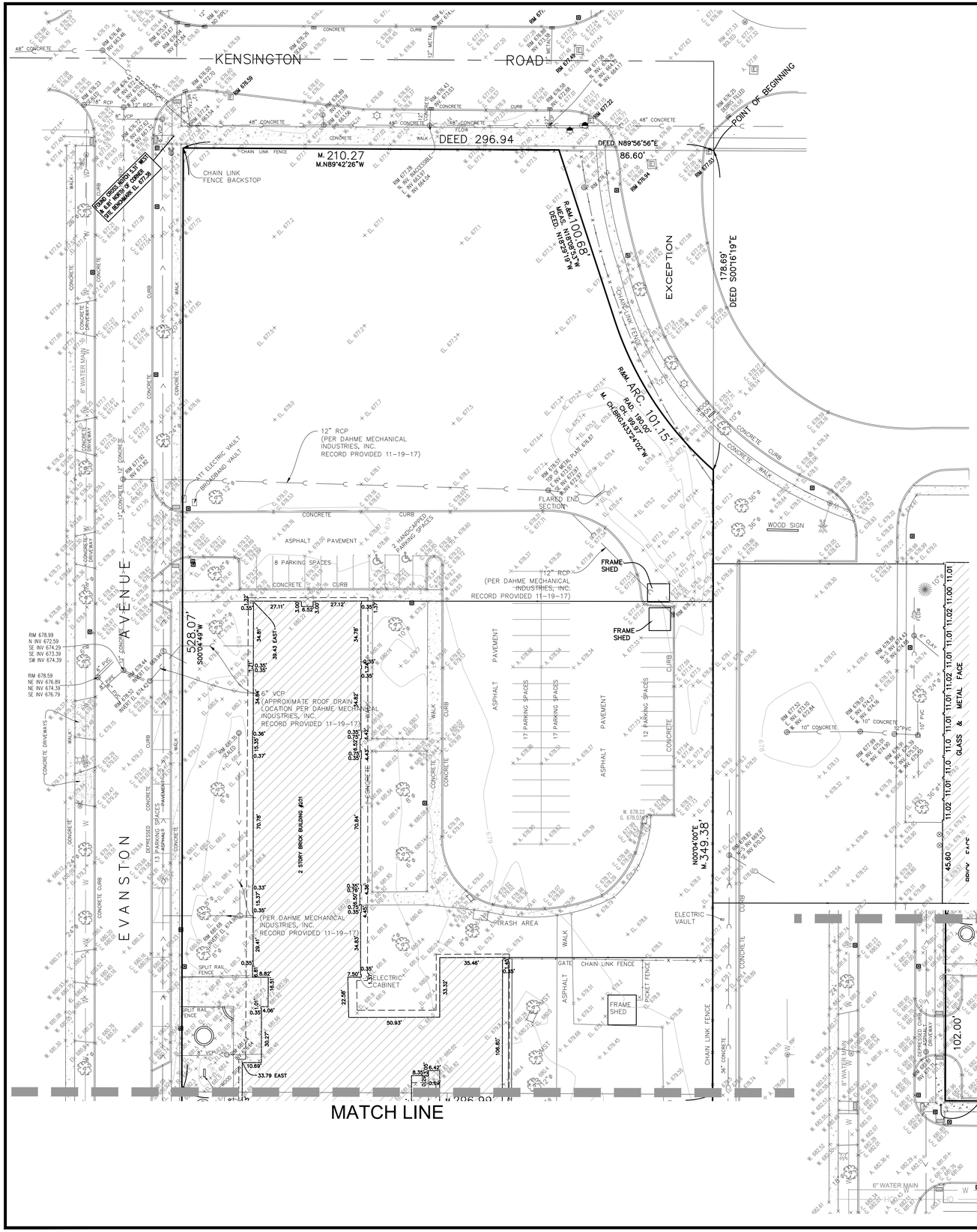
TIMBER RIDGE SCHOOL ADDITION & RENOVATION
NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
COVER SHEET

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C1.000



NORTH

30 0 15 30

1" = 30'
GRAPHIC SCALE

SITE BENCHMARKS

AS PROVIDED BY GREMLEY & BIEDERMAN, A DIVISION OF PLCS, CORPORATION, AS SHOWN HEREON.

BENCHMARK:
STATION: GIBBONS
ILLINOIS STATE PLANE COORDINATES
1973587.59 N
1085349.66 E.
ELEVATION: 671.29
DESCRIPTION: MONUMENT IS A 3" DIA. BRONZE DISK, PLACED IN CONCRETE STAMPED "+" LOCATED AT THE SOUTHEAST CORNER OF GIBBONS AVENUE AND MINER AVENUE

NOTES

1. SURVEY COMPLETED BY GREMLEY & BIEDERMAN, A DIVISION OF PLCS, CORPORATION, DATED 09/12/2017.

2. SUPPLEMENTAL UTILITY INFORMATION PROVIDED BY DAHME MECHANICAL INDUSTRIES, INC. DATED NOVEMBER 19, 2017 AND NOTED HEREON.

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DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
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ENGINEERING · PLANNING · SURVEYING · ENVIRONMENTAL
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Aurora, IL 60504
Office 630.554.6655
Grayslake, IL
www.meritcorp.com
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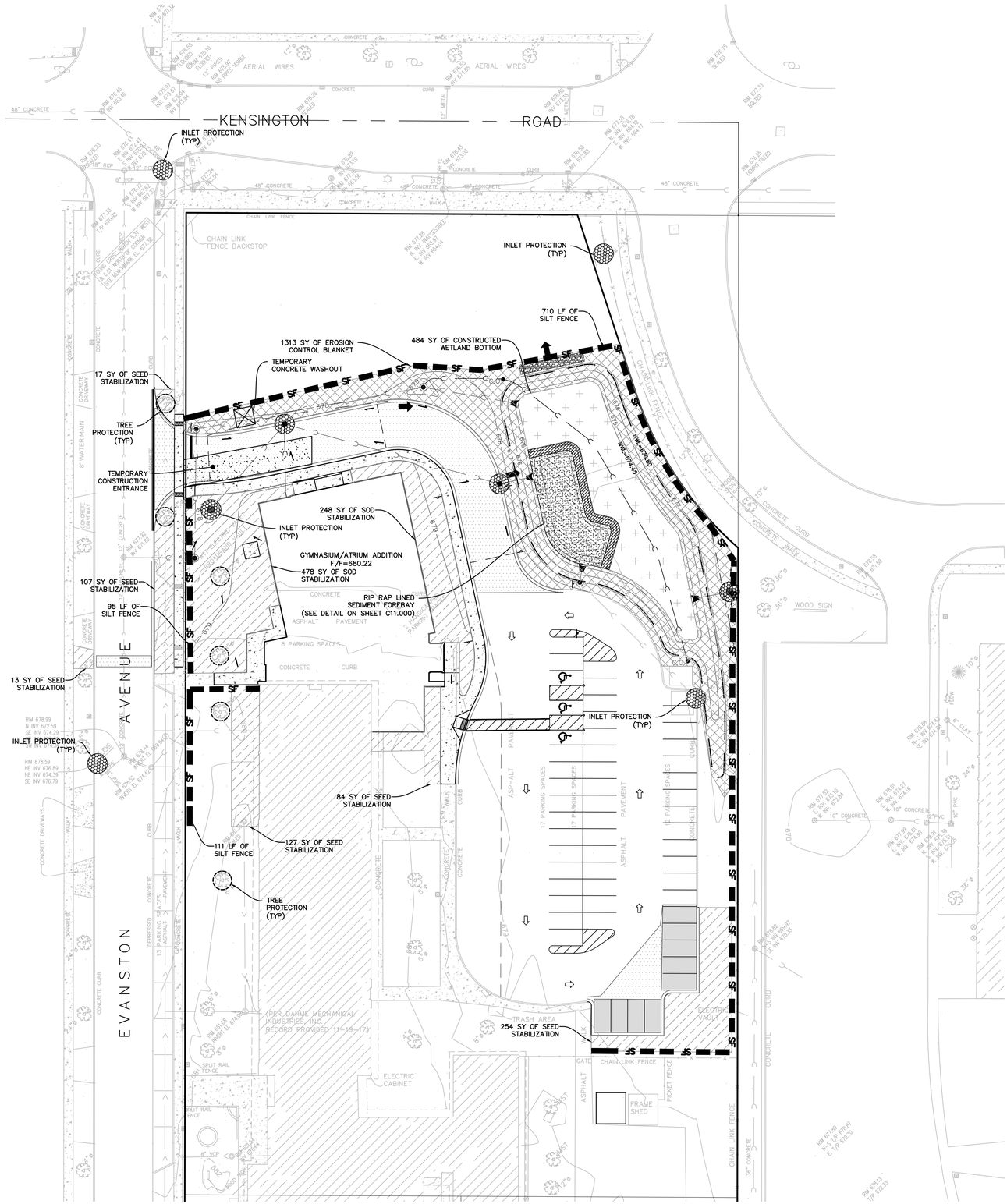
TIMBER RIDGE SCHOOL ADDITION & RENOVATION NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
EXISTING CONDITIONS PLAN

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C2.000



LEGEND

- SF — SILT FENCE
- TREE PROTECTION
- APPROXIMATE LIMITS OF DISTURBANCE
- CONSTRUCTION ENTRANCE
- MIN. 6" TOPSOIL W/ EROSION CONTROL BLANKET W/IDOT CLASS 1 SEED (NA GREEN S75 BLANKET)
- FINAL STABILIZATION - MIN. 6" TOPSOIL W/ SOD & FERTILIZER (SEE NOTE #3 BELOW)
- CONSTRUCTED WETLAND BOTTOM POND
- CHECK DAM
- INLET PROTECTION (SEE SHEET 4.000)
- END SECTION RIP RAP

NORTH

30 0 15 30

1" = 30'
GRAPHIC SCALE

NOTES

1. SEE SHEET C3.001 FOR EROSION CONTROL NOTES AND DETAILS.

2. ALL FINAL STABILIZATION SHOWN IS THE MINIMUM REQUIRED FOR EACH AREA. ALL EXPOSED AND DISTURBED EARTH SHALL RECEIVE THE MINIMUM REQUIRED OR AS SHOWN ON A LANDSCAPE PLAN.

3. ALL SOD SHALL BE PER IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. ALL SOD ADJACENT TO OR DOWNSTREAM OF PAVED SURFACES THAT WILL BE SALTED SHALL RECEIVE SALT TOLERATE SOD PER IDOT SPECIFICATIONS. CONTRACTOR SHALL WATER SOD PER IDOT SPECIFICATIONS AND AS NEEDED FOR ESTABLISHMENT.

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DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
03-06-2020	ISSUED FOR 75% COMPLETE
03-20-2020	ISSUED FOR 95% COMPLETE
03-23-2020	ISSUED FOR REVIEW
04-29-2020	REVISED PER VILLAGE COMMENTS
04-30-2020	100% COMPLETE PLANS
06-15-2020	REVISED PER VILLAGE COMMENTS
01-29-2021	ISSUED FOR BID
02-09-2021	ADDENDUM #1
03-26-2021	ROUND 1 COMMENT REVISIONS

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TIMBER RIDGE SCHOOL ADDITION & RENOVATION NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
EROSION CONTROL PLAN

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C3.000

EARTHWORK / EROSION & SEDIMENTATION CONTROL

1. ALL CONSTRUCTION ACTIVITIES THAT INVOLVES EARTHWORK SHALL MEET THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM AND ILR10 GENERAL PERMIT REQUIREMENTS:

A) SUBMITTAL OF A NOTICE OF INTENT (NOI) TO IEPA.
B) POSSESSION OF A COMPLETED AND SIGNED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND A GRAPHIC EROSION AND SEDIMENT CONTROL (ESC) PLAN.
C) IMPLEMENTATION OF THE SWPPP.
D) SUBMITTAL OF AN INCIDENCE OF NONCOMPLIANCE (ION) IF AN EVENT OCCURS.
E) WEEKLY REPORTS AFTER ½" RAINFALL OR 5" SNOWFALL.
F) DOCUMENTATION OF CHANGES TO ESC PLAN
G) SUBMITTAL OF A NOTICE OF TERMINATION (NOT) WHEN FINAL STABILIZATION IS ACHIEVED.

2. ANY WETLAND MITIGATION SHALL BEGIN PRIOR TO ANY GRADING WORK AND SHALL BE IN ACCORDANCE WITH THE APPROVED MITIGATION PERMIT PLAN AND REQUIREMENTS.

3. IN ORDER TO PROTECT AND ENSURE AGAINST FLOODING, ALL TOP OF FOUNDATIONS SHALL BE SET A MINIMUM OF ONE (1) FOOT ABOVE THE HIGH WATER LEVEL OF ADJACENT STORMWATER MANAGEMENT FACILITIES SUCH AS RETENTION/DETENTION PONDS.

4. THE CONTRACTOR SHALL MAINTAIN EXISTING POSITIVE DRAINAGE FROM OFF-SITE AT ALL TIMES DURING CONSTRUCTION.

5. WITHIN THE LIMITS OF PROPOSED GRADING THE SOIL SHALL BE COMPACTED TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MODIFIED PROCTOR DRY DENSITY IN ACCORDANCE WITH ASTM D 1557-78:

UNDER STRUCTURES. BUILDING SLABS, STEPS AND PAVEMENTS. COMPACT 6 INCH MAXIMUM LIFTS OF SUBGRADE. BACKFILL OR FILL MATERIAL AT 95% MODIFIED PROCTOR DRY DENSITY.

UNDER WALKWAYS. COMPACT 6 INCH MAXIMUM LIFTS OF DRY SUBGRADE, BACKFILL, OR FILL MATERIAL AT 95% MODIFIED PROCTOR DRY DENSITY.

UNDER LAWN OR UNPAVED AREAS. COMPACT 6 INCH MAXIMUM LIFTS OF SUBGRADE, BACKFILL, OR FILL MATERIAL AT 85% MODIFIED PROCTOR DRY DENSITY.

6. THE CONTRACTOR SHALL TAKE PRECAUTIONARY MEASURES TO MINIMIZE EARTHWORK IN AREAS WHERE TREES ARE TO BE SAVED AS SHOWN ON THE PLANS OR DETERMINED IN THE FIELD.

7. THE EXTENT OF THE AREA WHICH IS EXPOSED AND FREE OF VEGETATION AND THE DURATION OF ITS EXPOSURE SHALL BE KEPT WITHIN PRACTICAL LIMITS AS DIRECTED BY THE CITY.

8. SEDIMENTATION SHALL BE RETAINED ON SITE. SEDIMENT FENCE SHALL BE INSTALLED ALONG THE PERIMETER OF ALL REGRADED AREAS OR AS REQUIRED TO PREVENT SEDIMENT FROM ENTERING AND/OR LEAVING THE SITE.

9. DUST PRODUCED FROM THE SITE SHALL BE KEPT TO A MINIMUM DURING DRY PERIODS BY SPRAYING WATER AS REQUIRED TO THE CITY'S SATISFACTION AND IS TO BE CONSIDERED INCIDENTAL.

10. ALL MUD SHALL BE REMOVED FROM ALL TIRES BEFORE LEAVING THE SITE AND THE ROADS SHALL BE KEPT CLEAN AND CLEAR OF MUD AND DEBRIS AT ALL TIMES.

11. CULVERTS AND DRAINAGE DITCHES SHALL BE KEPT CLEAN AND CLEAR OF OBSTRUCTIONS DURING THE CONSTRUCTION PERIOD.

12. SILT FENCES SHALL BE INSPECTED FREQUENTLY AND MAINTAINED OR REPLACED AS REQUIRED TO MAINTAIN BOTH THEIR EFFECTIVENESS AND INTEGRITY.

13. WATER COURSES AND DRAINAGE SWALES ADJACENT TO CONSTRUCTION ACTIVITIES SHALL BE MONITORED AS NECESSARY, FOR EVIDENCE OF SILT INTRUSION AND OTHER ADVERSE ENVIRONMENTAL IMPACTS. ANY PROBLEMS OR DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY UPON THEIR DISCOVERY.

14. THE CONTRACTOR SHALL INSTALL TEMPORARY ORANGE FENCE AROUND ALL TREES TO REMAIN AND WETLAND AREAS TO BE MITIGATED.

15. ALL DROP INLETS ON AND ADJACENT TO THE SITE MUST HAVE A SEDIMENT TRAPPING OR CONTAINMENT DEVICE INSTALLED DURING CONSTRUCTION ACTIVITIES. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD. A MANUFACTURER'S SPECIFICATION SHOULD BE USED FOR PREFABRICATED DROP INLET PROTECTION AND SHOULD BE AS RESTRICTIVE AS THE ILLINOIS URBAN MANUAL STANDARD 861 FOR INLET PROTECTION.

16. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES, NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

17. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

CONSTRUCTION SEQUENCE

	2021											
	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
INSTALL TEMPORARY EROSION CONTROL PROTECTION												
ROUGH GRADE SITE												
UTILITY CONSTRUCTION AND BUILDING SERVICE LEADS												
INSTALL NEW PAVEMENT & CONCRETE CURB AND GUTTERS												
CONSTRUCTION OF BUILDINGS												
FINAL GRADING												
FINAL STABILIZATION & PERMANENT EROSION CONTROL PROTECTION												
REMOVE TEMPORARY EROSION CONTROL SEC MEASURES												

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
CEREAL RYE OR WHEAT													TEMPORARY SEEDING DATES
OATS													
PERENNIAL RYEGRASS													
NON IRRIGATED													PERMANENT SEEDING DATES
IRRIGATED													
DORMANT SEEDING													

OPTIMAL SEEDING DATES

Species	Lbs./Acre	Lbs./1000 ft.2	Seeding Dates
Oats	90	2	Early spring – July 1
Cereal Rye	90	2	Early spring – Sept. 30
Wheat	90	2	Early spring – Sept. 30
Perennial Ryegrass	25	0.6	Early spring – Sept. 30

CONTRACTOR CERTIFICATION STATEMENT

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT (ILR 10) THAT AUTHORIZES THE STORMWATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

Dated this _____ day of _____, AD 20___

BY: _____

Title: _____

Company: _____

Address: _____

_____

Phone: _____

MWRD GENERAL NOTES
E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE
b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

12. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

13. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

14. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

15. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

16. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

17. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

18. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

19. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

20. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

21. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

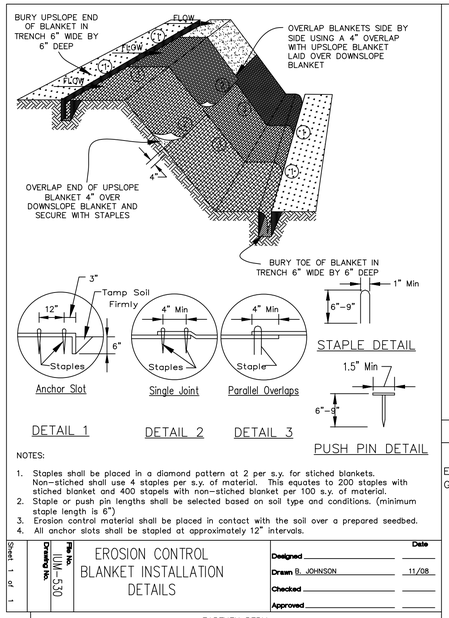
22. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

23. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

24. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

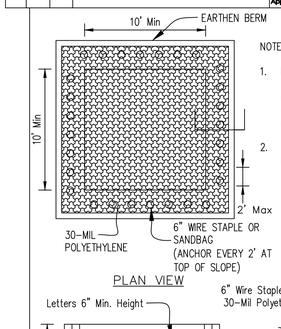
INSPECTION SCHEDULE

1. DIVERSION AND STRUCTURAL MEASURES - WILL BE INSPECTED WEEKLY OR AFTER EVERY RAINSTORM PRODUCING RUNOFF.
2. SEDIMENT BASINS AND PONDS - WILL BE CHECKED AFTER EACH MAJOR PHASE OF THE DEVELOPMENT FOR SEDIMENT ACCUMULATION.
3. VEGETATIVE PLANTINGS - SPRING PLANTINGS WILL BE CHECKED DURING SUMMER OR EARLY FALL.
4. REPAIRS - ANY EROSION CONTROL MEASURES, STRUCTURAL MEASURES OR OTHER RELATED ITEMS IN NEED OF REPAIR WILL BE MADE WITHIN 24 HOURS.
5. MOWING - DRAINAGE WAYS, DITCHES, AND OTHER AREAS THAT SUPPORT A DESIGNATED FLOW OF WATER WILL BE MOWED REGULARLY TO MAINTAIN THAT FLOW.
6. FERTILIZATION - SEEDED AREAS WHERE THE SEED HAS NOT PRODUCED A GOOD COVER WILL BE INSPECTED AND FERTILIZED IF NECESSARY.

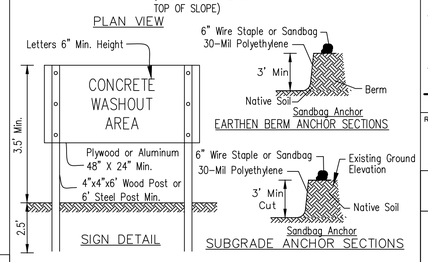


NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

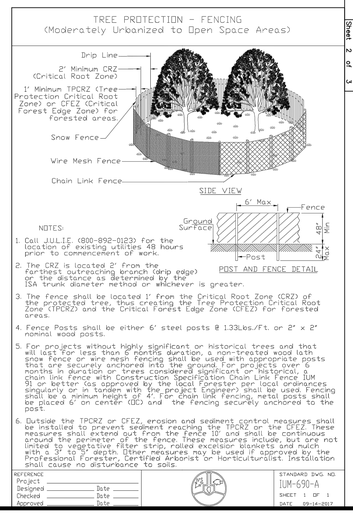
Sheet 1 of 1	Drawing No. IUM-630	File No.	EROSION CONTROL BLANKET INSTALLATION DETAILS	Date
			Designed	
			Drawn B. JOHNSON	11/08
			Checked	
			Approved	



NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

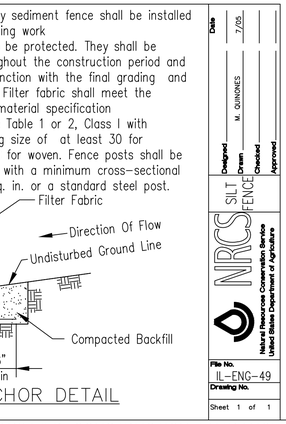


Sheet 2 of 3	Drawing No. IUM-636-SHEET	File No.	TEMPORARY CONCRETE WASHOUT FACILITY – EARTHEN TYPE	Date
			Designed	
			Drawn B. JOHNSON	6/08
			Checked	
			Approved	

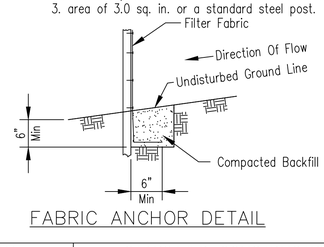


NOTES:
1. Call JULIE (800-892-0123) for the location of existing utilities 48 hours prior to commencement of work.
2. The CRZ is located 2' From the farthest outreaching branch (drip edge) or the distance as determined by the ISA trunk diameter method or whichever is greater.
3. The fence shall be located 1' from the Critical Root Zone (CRZ) of the protected tree, thus creating the Tree Protection Critical Root Zone (TPCRZ) and the Critical Forest Edge Zone (CFEZ) for forested areas.
4. Fence Posts shall be either 6' steel posts @ 1.33lbs/Ft. or 2" x 2" nominal wood posts.
5. For projects without highly significant or historical trees and that will last for less than 6 months duration, a non-treated wood lath, snow fence or wire mesh fencing shall be used with appropriate posts that are securely anchored into the ground. For projects over 6 months in duration or trees considered significant or historical, a chain link fence with Construction Specification Chain Link Fence IUM 91 or better (as approved by the local Forester per local ordinances singularly or in tandem with the project Engineer) shall be used. Fencing shall be a minimum height of 4' For chain link fencing, metal posts shall be placed 6' on center (OC) and the fencing securely anchored to the posts.
6. Outside the TPCRZ or CFEZ, erosion and sediment control measures shall be installed to prevent sediment reaching the TPCRZ or the CFEZ. These measures shall extend out from the fence 10' and shall be continuous around the perimeter of the fence. These measures include, but are not limited to vegetative filter strip, rolled excelsior blankets and mulch with a 4" to 6" depth. Other measures may be used if approved by the professional forester, Certified Arborist or Horticulturalist. Installation shall cause no disturbance to soils.

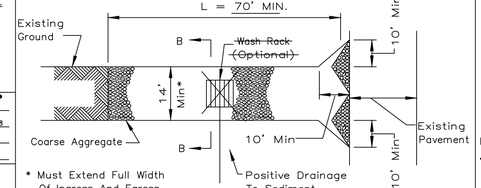
REFERENCE		STANDARD DWG. NO.
Project		IUM-690-A
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 09-14-2017
Approved ____ Date ____		



NOTES: Temporary sediment fence shall be installed prior to any grading work
1. in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Filter fabric shall meet the requirements of material specification
2. 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven. Fence posts shall be either wood post with a minimum cross-sectional
3. area of 3.0 sq. in. or a standard steel post.



STABILIZED CONSTRUCTION ENTRANCE PLAN

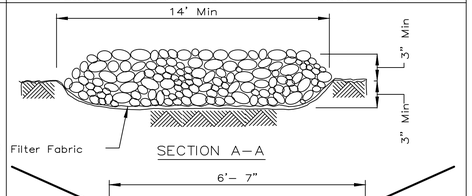


* Must Extend Full Width Of Ingress And Egress Operation.

NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II orIV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA–1, CA–2, CA–3 or CA–4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

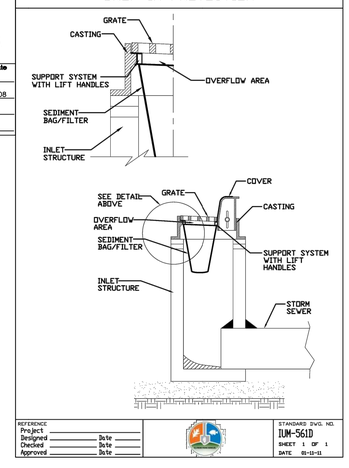
REFERENCE		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked ____ Date ____		DATE 8-18-94
Approved ____ Date ____		

STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked ____ Date ____		DATE 8-18-94
Approved ____ Date ____		

INLET PROTECTION – PAVED AREAS
DROP-IN PROTECTION



REFERENCE		STANDARD DWG. NO.
Project		IUM-561D
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 03-13-13
Approved ____ Date ____		

OWNER CERTIFICATION

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

_____ _____
OWNER DATE

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DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
03-06-2020	ISSUED FOR 75% COMPLETE
03-20-2020	ISSUED FOR 95% COMPLETE
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02-09-2021	ADDENDUM #1
03-26-2021	ROUND 1 COMMENT REVISIONS

Date 7/05 | Designed | Drawn M. QUINONES | Checked | Approved

NRCS Natural Resources Conservation Service, United States Department of Agriculture

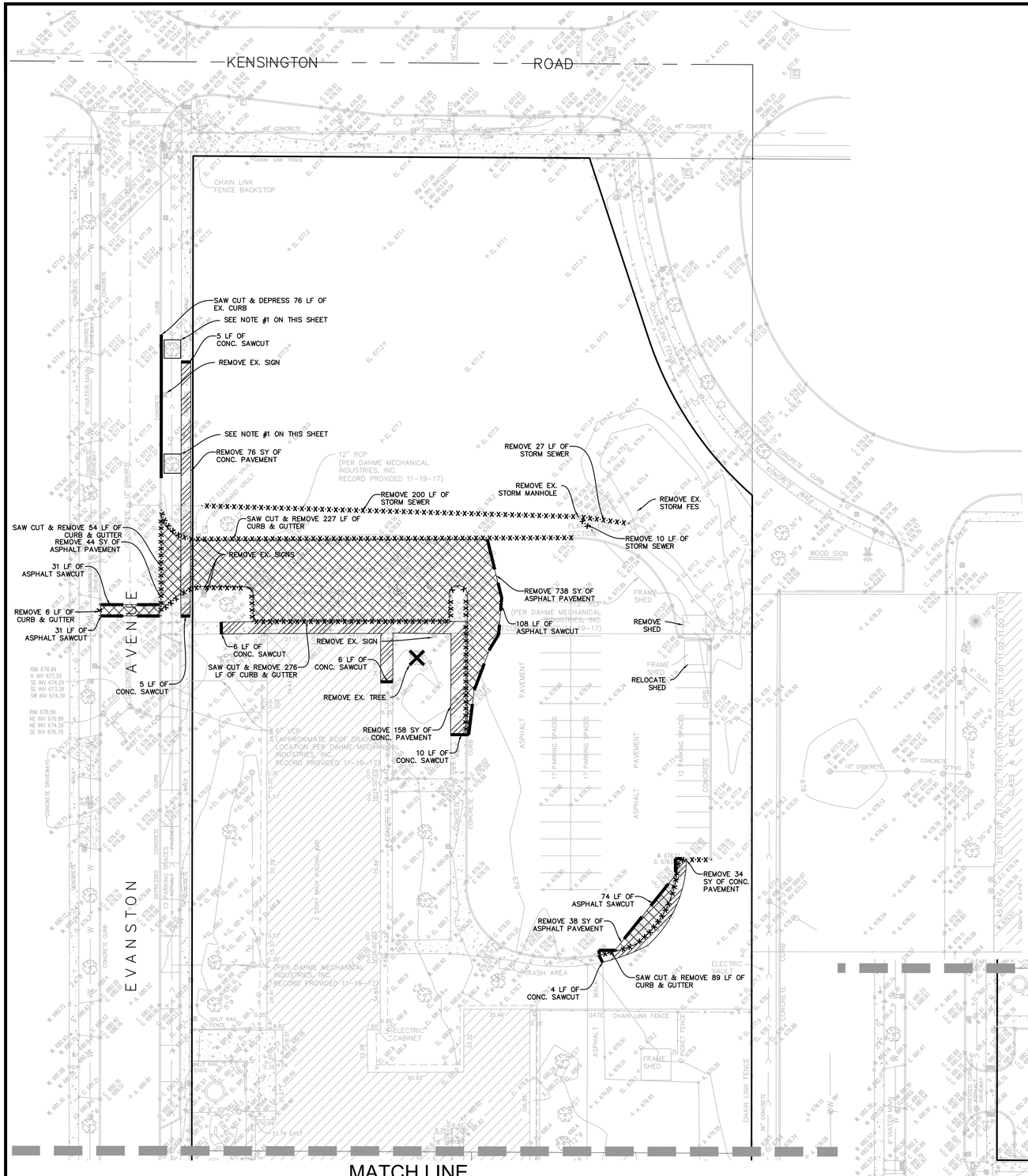
SILT FENCE

File No. IL-ENG-49
Drawing No.
Sheet 1 of 1

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TIMBER RIDGE SCHOOL ADDITION & RENOVATION
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FINAL ENGINEERING PLANS
SOIL EROSION CONTROL NOTE & DETAILS

PROJECT NO. M17096
DRAWN BY: CS
CHECKED BY: CS
SHEET NO. C3.001



LEGEND

- REMOVE ITEM
- SAWCUT BACK OF CURB
- FULL DEPTH SAWCUT PAVEMENT
- REMOVE ASPHALT PAVEMENT
- REMOVE CONC. PAVEMENT
- REMOVE TREE

NORTH

30 0 15 30

1" = 30'
GRAPHIC SCALE

NOTE:

1. PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY ANY IMPACT WITH THE EXISTING TREE AND ROOTS IN THE PARKWAY. THIS SHALL BE COORDINATED WITH THE VILLAGE AND OWNER TO DETERMINE IF REMOVAL IS NECESSARY.

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02-09-2021	ADDENDUM #1
03-26-2021	ROUND 1 COMMENT REVISIONS

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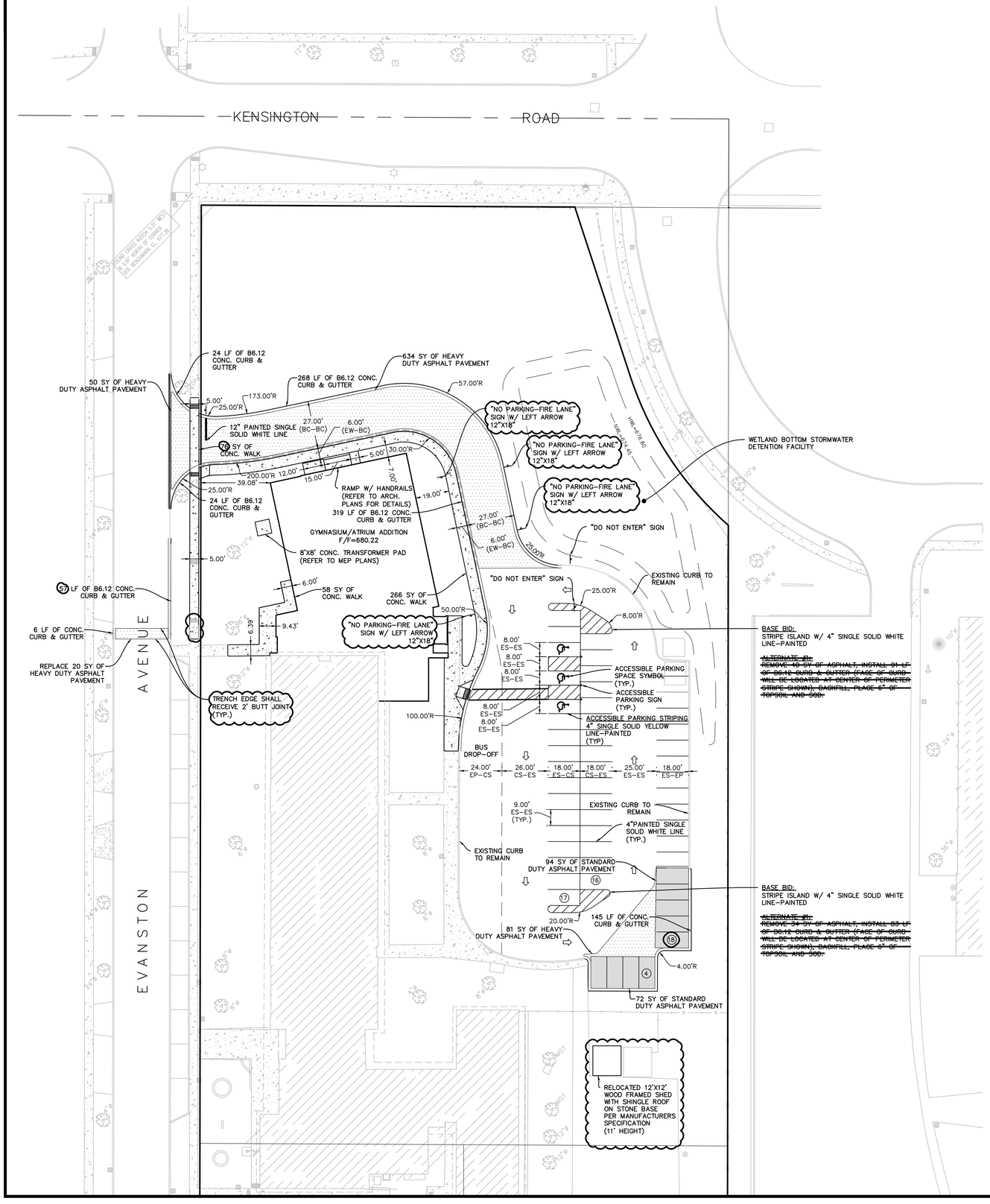
TIMBER RIDGE SCHOOL ADDITION & RENOVATION NSSEO
201 S. EVANSTON AVENUE ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
DEMOLITION PLAN

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C4.000



BASE BID:
STRIPE ISLAND W/ 4" SINGLE SOLID WHITE LINE-PAINTED

~~ALTERNATE #1:~~
~~REMOVE 16 SY OF ASPHALT, INSTALL 91 LF OF B6.12 CURB & GUTTER (FACE OF CURB WILL BE LOCATED AT CENTER OF PERIMETER STRIPE SHOWN); BACKFILL, PLACE 6" OF TOPSOIL AND SOD.~~

BASE BID:
STRIPE ISLAND W/ 4" SINGLE SOLID WHITE LINE-PAINTED

~~ALTERNATE #1:~~
~~REMOVE 34 SY OF ASPHALT, INSTALL 83 LF OF B6.12 CURB & GUTTER (FACE OF CURB WILL BE LOCATED AT CENTER OF PERIMETER STRIPE SHOWN); BACKFILL, PLACE 6" OF TOPSOIL AND SOD.~~

LEGEND

- DEPRESSED CURB AND GUTTER (SEE DETAILS ON SHEET 10.000)
- REVERSE PITCH CURB AND GUTTER
- HEAVY DUTY ASPHALT PAVEMENT (SEE DETAILS ON THIS SHEET)
- STANDARD DUTY ASPHALT PAVEMENT (SEE DETAILS ON THIS SHEET)
- CONCRETE PAVEMENT (SEE DETAILS ON SHEET 10.000)
- PL — PROPERTY LINE
- ES — EDGE OF STRIPE
- CS — CENTER OF STRIPE
- B — BUILDING
- BC — BACK OF CURB
- EW — EDGE OF WALK
- R — RADIUS
- LIGHTPOLE

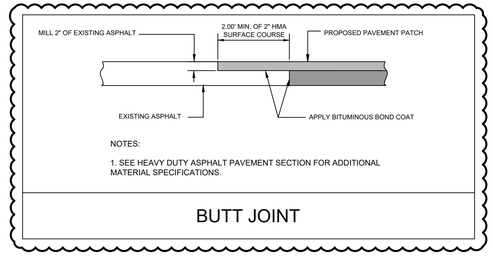
NORTH
30 0 15 30
1" = 30'
GRAPHIC SCALE

NOTES:

1. FOR ALL BUILDING AND DIRECTIONAL SIGNAGE, REFER TO SIGN PLAN BY ARCH. FOR DETAILS.

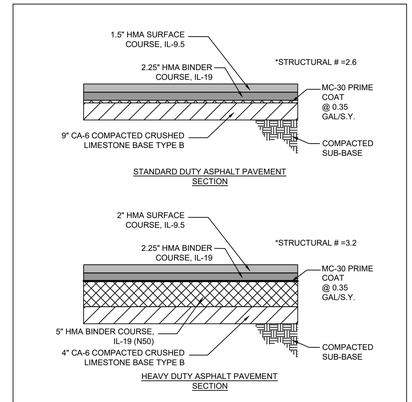
2. ANY VILLAGE ROADWAY DAMAGE DUE TO CONSTRUCTION IS THE RESPONSIBILITY OF THE APPLICANT AND/OR CONTRACTOR. ALL REPAIR LOCATIONS AND REQUIREMENTS WILL BE AT THE DISCRETION OF THE VILLAGE. THE MINIMUM PATCH WIDTH IS TO THE NEXT MAJOR SEAM IN THE ROADWAY. CONTRACTORS SHALL USE CAUTION AND PROTECT THE ROADWAY ONCE THE EXISTING CURB AND GUTTER IS REMOVED.

3. NO PARKING FIRE LANE SIGNS SHALL BE WHITE WITH RED 3" LETTERS. THE TOP OF THE SIGN SHALL BE 6' ABOVE GRADE.



NOTES:
1. SEE HEAVY DUTY ASPHALT PAVEMENT SECTION FOR ADDITIONAL MATERIAL SPECIFICATIONS.

BUTT JOINT



ASPHALT PAVEMENT SECTIONS

MC - SITES
REVISED: 10/2016

SITE DATA TABLE

DEVELOPER/OWNER	NORTHWEST SUBURBAN SPECIAL EDUCATION ORGANIZATION 799 W. KENSINGTON ROAD MOUNT PROSPECT, ILLINOIS 60056
SITE PLAN DESIGNER/ CIVIL ENGINEER	MERITCORP GROUP, LLC. 4222 Meridian Park, Suite 112 AURORA, IL 60504
ADDRESS	201 S. EVANSTON AVENUE MOUNT PROSPECT, ILLINOIS 60004
CURRENT/PROPOSED ZONING	R-3 - ONE FAMILY DWELLING DISTRICT
PROPOSED BUILDINGS	BUILDING ADDITION - 10,955 SQUARE FEET
PROPOSED BUILDING HEIGHT	20 FEET (EXCLUDING PARAPETS & MECHANICAL)
PARKING SPACES REQUIRED	1 SPACE PER EMPLOYEE PLUS 1 SPACE FOR EACH 10 LICENSED CAPACITY SLOTS (INCLUDES 3 ACCESSIBLE SPACES)
PARKING PROVIDED	55 SPACES (INCLUDES 3 ACCESSIBLE SPACES)

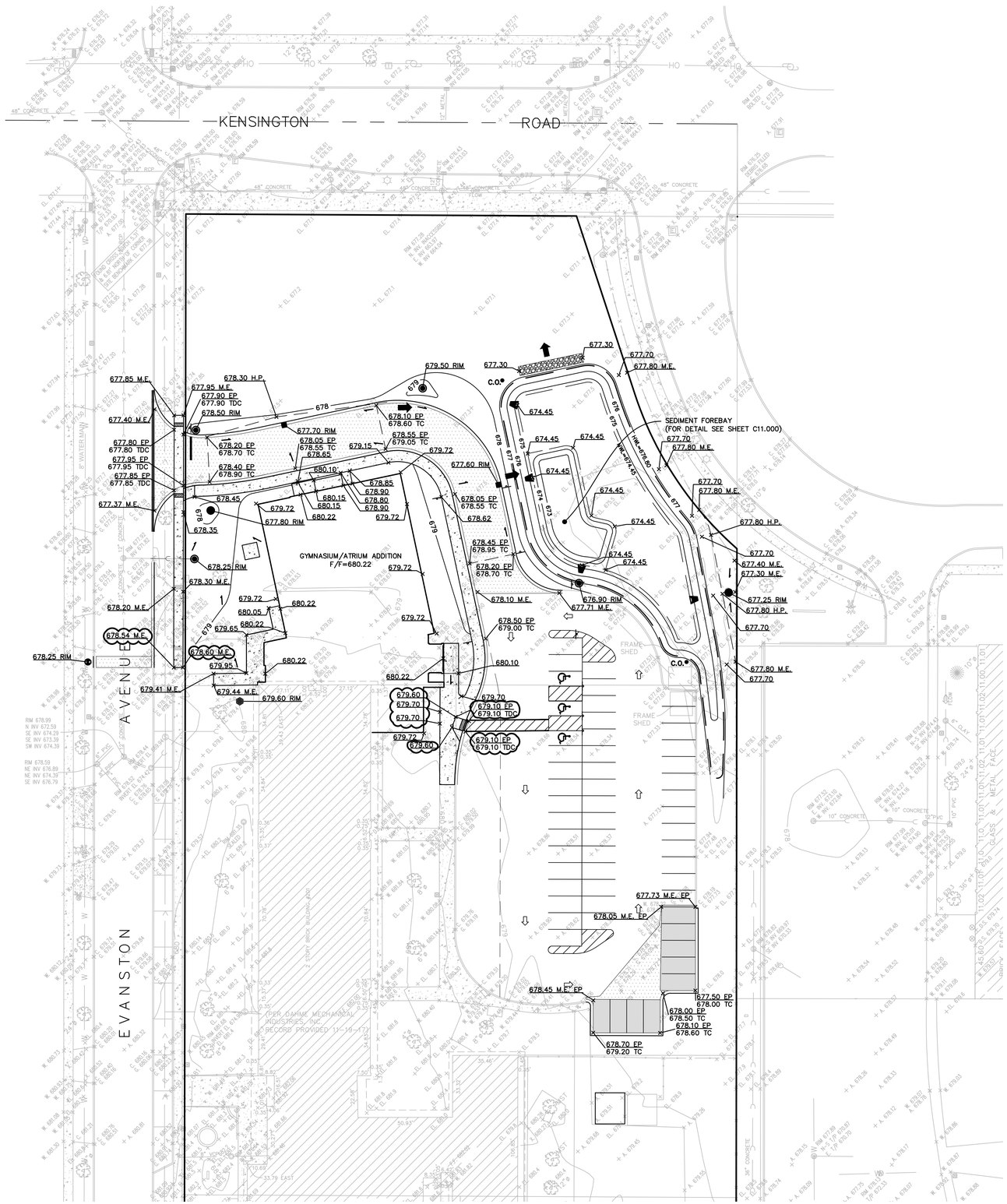
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TIMBER RIDGE SCHOOL ADDITION & RENOVATION
NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
GEOMETRIC PLAN

PROJECT NO. M17096
DRAWN BY: CS
CHECKED BY: CS
SHEET NO. C5.000



LEGEND

	DEPRESSED CURB AND GUTTER (SEE DETAILS ON SHEET 12)
	REVERSE PITCH CURB AND GUTTER
720	GRADING CONTOUR
	EMERGENCY OVERLAND FLOOD ROUTE
	DRAINAGE FLOW ARROW
T/F	TOP OF FOUNDATION
G/F	GARAGE FLOOR
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
TDC	TOP OF DEPRESSED CURB
M.E.	MATCH EXISTING
T/W	TOP OF WALL
B/W	BOTTOM OF WALL
HWL	HIGH WATER LEVEL
NWL	NORMAL WATER LEVEL

NORTH

30 0 15 30

1" = 30'
GRAPHIC SCALE

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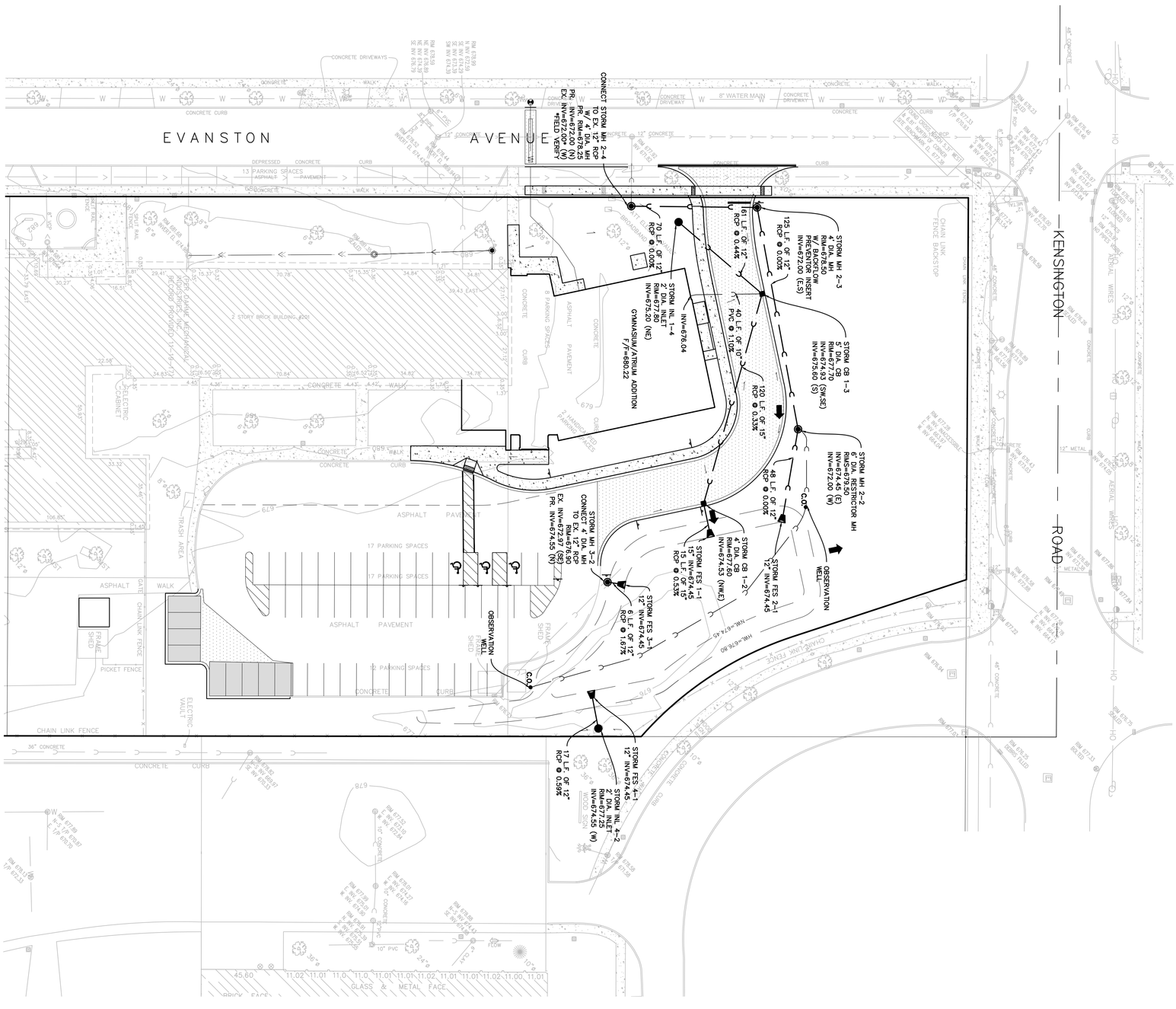
TIMBER RIDGE SCHOOL ADDITION & RENOVATION NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
GRADING PLAN

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C6.000



LEGEND

WATER LINE
SANITARY LINE
STORM SEWER
SANITARY MANHOLE
VALVE VAULT
FIRE HYDRANT
STORM CURB FRAME & GRATE
STORM MANHOLE
STORM CATCH BASIN
STORM FLARED END SECTION

NORTH

1" = 30'
GRAPHIC SCALE

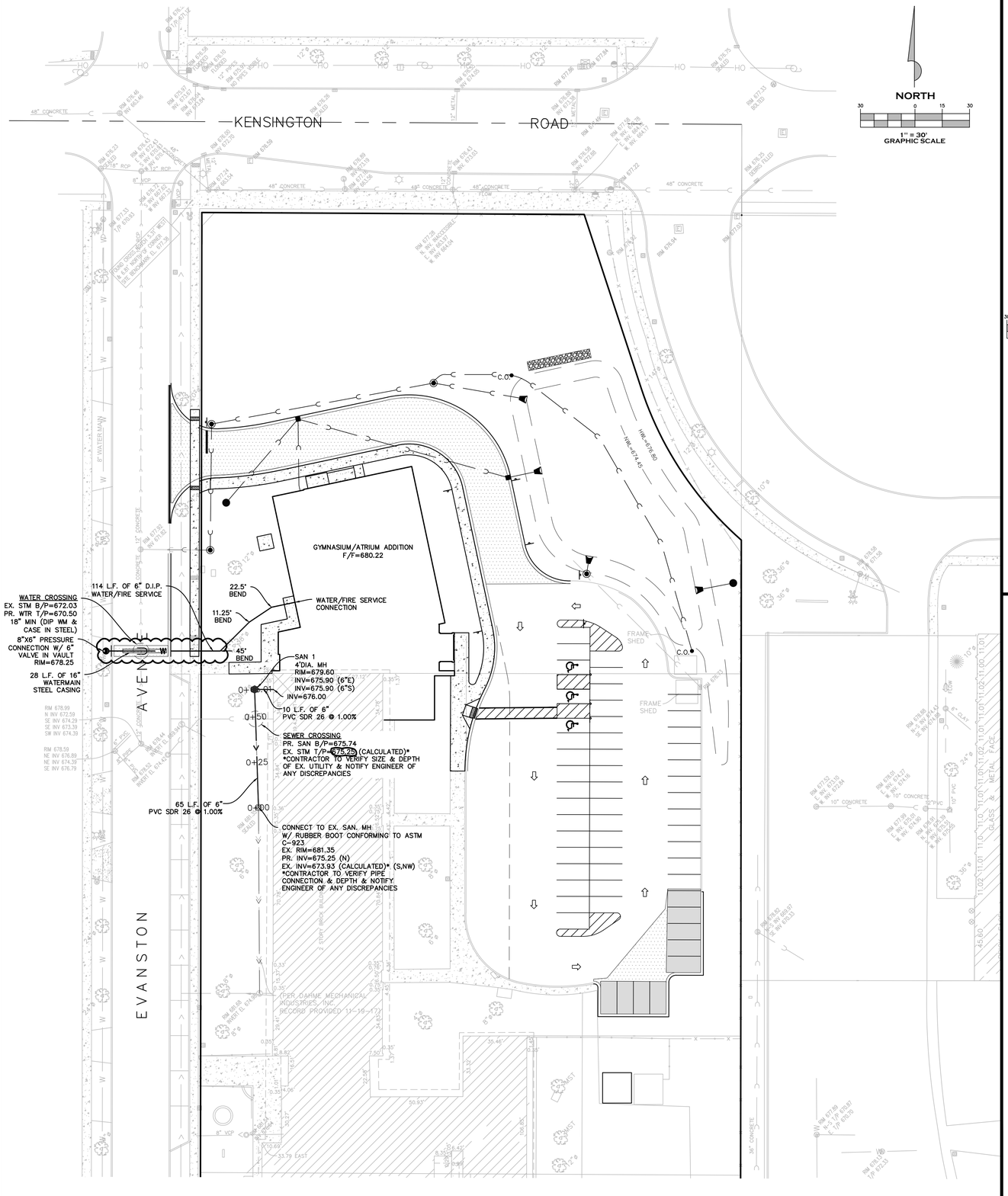
TIMBER RIDGE SCHOOL ADDITION & RENOVATION
NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
STORM SEWER PLAN

SHEET NO. C7.000
CHECKED BY: CS
DRAWN BY: CS
PROJECT NO. M17096

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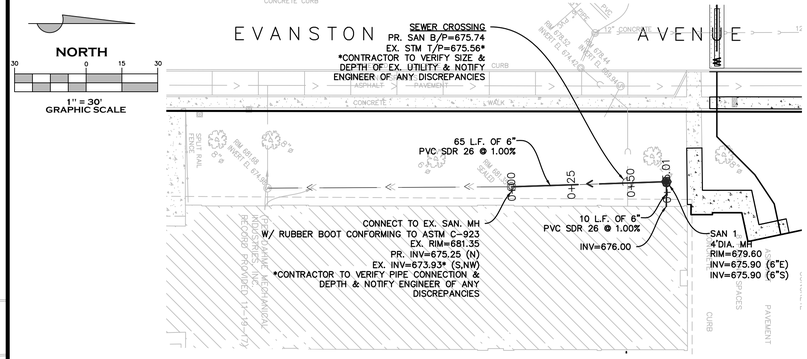
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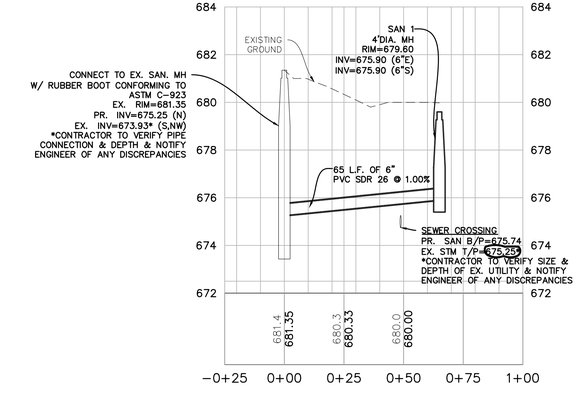
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LEGEND

- WATER LINE
- SANITARY LINE
- STORM SEWER
- SANITARY MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- STORM CURB FRAME & GRATE
- STORM MANHOLE
- STORM CATCH BASIN
- STORM FLARED END SECTION





SANITARY PLAN & PROFILE

SCALE:
V: 1" = 3'
H: 1" = 30'

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TIMBER RIDGE SCHOOL ADDITION & RENOVATION NSSEO
201 S. EVANSTON AVENUE ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
UTILITY PLAN

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C8.000

GENERAL SITE IMPROVEMENTS

1. COPIES OF THE REFERENCED STANDARD SPECIFICATIONS, CONSTRUCTION PLANS AND DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

2. THE GENERAL PROVISIONS OF THE CONTRACT, INCLUDING GENERAL AND SUPPLEMENTARY CONDITIONS AND GENERAL REQUIREMENTS (IF ANY) APPLY TO THE WORK SPECIFIED IN THE PLANS.

3. EASEMENTS FOR EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION AVAILABLE IN THE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE UTILITY LINES IN THE FIELD AND FOR THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DEVELOPER'S REPRESENTATIVE SO THE CONFLICT MAY BE RESOLVED. THE CONTRACTOR SHALL CALL 811 OR J.U.L.I.E. (800-892-0123) PRIOR TO CONSTRUCTION.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE, TO THE SATISFACTION OF THE UTILITY OWNER.

5. RELOCATING UTILITIES SHALL BE THE RESPONSIBILITY OF THE OWNERS EXCEPT WHEN NOTED IN THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THESE OWNERS WHEN MOVING IS NECESSARY.

6. EXPENSE IN CONNECTING PROPOSED UTILITIES TO EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.

7. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY OWNERS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS PRIOR TO CONSTRUCTION.

8. ALL UTILITY WORK WHERE THE INNER EDGE OF THE TRENCH IS WITHIN 2 FEET OF ANY EDGE OF PAVEMENT, CURB, GUTTER, CURB AND GUTTER, STABILIZED SHOULDER OR SIDEWALK SHALL RECEIVE TRENCH BACKFILL. TRENCH BACKFILL SHALL BE INSTALLED PER LOCAL MUNICIPAL REQUIREMENTS OR AT A MINIMUM FOLLOW IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 208 FOR TRENCH BACKFILL.

9. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE SWALE. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE MUNICIPALITY UPON COMPLETION OF THE PROJECT.

10. WHENEVER ANY LOOSE MATERIAL IS DISPOSED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES OR DITCHES SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

11. REMOVED DRIVEWAY PAVEMENT, SIDEWALK AND CURBS AND CURB AND GUTTER SHALL BE DISPOSED OF OFF-SITE AT LOCATIONS PROVIDED BY THE CONTRACTOR AT HIS OWN EXPENSE.

12. BEFORE APPROPRIATE ACCEPTANCE BY THE OWNER AND/OR THE MUNICIPALITIES AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE MUNICIPALITIES AND THE OWNER OR HIS REPRESENTATIVES. FINAL PAYMENT WILL BE MADE AFTER ALL OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED. THE CONTRACTOR SHALL GUARANTEE HIS WORK FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE AND SHALL BE HELD RESPONSIBLE FOR ANY DEFECTS IN MATERIAL OR WORKMANSHIP OF THIS WORK DURING THAT PERIOD.

13. TRAFFIC CONTROL DEVICES IN CONFORMANCE WITH I.D.O.T. STANDARDS SHALL BE INSTALLED AND PROVIDED WHENEVER CONSTRUCTION FOR UTILITIES IS WITHIN A PUBLIC RIGHT OF WAY AREA. ORDINANCES OF THE MUNICIPALITY MAY ALSO GOVERN TRAFFIC CONTROL. THE COST OF PROVIDING, INSTALLING AND MAINTAINING NECESSARY TRAFFIC CONTROL DEVICES SHALL BE INCIDENTAL TO THE CONTRACT.

14. ALL PROPOSED ELEVATIONS SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS UNLESS OTHERWISE SPECIFIED.

15. UPON AWARDING OF THE CONTRACT AND WHEN REQUIRED BY THE MUNICIPALITY, THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED BY THE MUNICIPALITY TO GUARANTEE COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY. THE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL ALL REQUIRED INSURANCE IS OBTAINED AND ACCEPTED.

16. ALL PERMITS, BONDS AND EVIDENCE OF INSURANCE AS REQUIRED BY UTILITY COMPANIES AND THE MUNICIPALITY SHALL BE OBTAINED BY THE CONTRACTOR AND THE COST OF THESE PERMITS AND BONDS SHALL BE BORNE BY THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE CONTRACT.

17. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH ARE PRESENT UPON COMPLETION OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE MUNICIPALITY OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

18. NO CONSTRUCTION PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED FOR CONSTRUCTION. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY ALL LINE AND GRADE STAKES PROVIDED BY THE OWNER. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT TO THE OWNER BEFORE DOING ANY WORK OR ASSUME FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE OWNER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE OWNER SHALL BE FINAL.

19. NOTIFICATION OF COMMENCING CONSTRUCTION: A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO CONSTRUCTION. B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. THE COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.

20. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR EMPLOYEES AND EMERGENCY VEHICLES. AT NO TIME SHALL ACCESS BE DENIED TO EMPLOYEES OF THE SITE.

21. THE CONTRACTOR SHALL PROVIDE ELECTRONIC COPIES AND 2 SETS OF COPIES OF "RECORD" DRAWINGS TO THE MUNICIPALITIES AND OWNER PRIOR TO ANY REQUEST FOR FINAL INSPECTION. SAID PLANS SHALL INDICATE THE FINAL LOCATIONS AND LAYOUT OF ALL IMPROVEMENTS AND SHALL INCLUDE VERIFICATION OF ALL BUILDING PADS, INVERTS, RIMS AND SPOT GRADE ELEVATIONS AND INCORPORATE ALL FIELD DESIGN CHANGES APPROVED BY THE MUNICIPALITY. MYLAR DRAWINGS SHALL BE PROVIDED WHEN THE COPIES ARE APPROVED BY THE MUNICIPALITY.

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

23. CONTRACTOR SHALL USE CARE NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED OR MODIFIED. ANY DAMAGE DONE TO THESE ITEMS BY CONTRACTORS OPERATIONS SHALL BE REPAIRED AND/OR RESTORED BY THE CONTRACTOR AT THE CONTRACTORS OWN EXPENSE. CONTRACTOR SHALL RECORD THE CONDITION OF THE EXISTING WALKWAYS FRONTING THE SITE PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGE OR INADEQUATE DRAINAGE SHALL BE REPLACED PRIOR TO THE COMPLETION O THE PROJECT.

EARTHWORK

1. ALL SITE WORK, GRADING AND EMBANKMENT CONSTRUCTION WITHIN THE LIMITS OF THIS PROJECT SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS" (STANDARD SPECIFICATIONS), THE MOST RECENT EDITION.

2. EARTH EXCAVATION SHALL INCLUDE CLEARING, STRIPPING AND STOCKPILING TOPSOIL, REMOVING UNSUITABLE MATERIALS, THE CONSTRUCTION OF EMBANKMENTS, NON-STRUCTURAL FILLS, FINAL SHAPING AND TRIMMING TO THE LINES, GRADES AND CROSS-SECTIONS SHOWN ON THE PLANS. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECTION 200 OF THE STANDARD SPECIFICATIONS. ALL UNSUITABLE OR EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR.

3. TOPSOIL EXCAVATED SHALL BE STOCKPILED ON THE SITE OR IN AREAS DESIGNATED BY THE OWNER UNTIL SUCH TIME THAT THIS TOPSOIL CAN BE USED FOR FINAL GRADING.

4. THE CONTRACTOR IS REFERRED TO SOILS INVESTIGATION FOR THE SITE AND ALL ADDENDA THERETO, SHOWING THE RESULTS OF SUBSURFACE INVESTIGATION MADE ON THIS SITE. COPIES OF SAID SOILS REPORTS ARE ON FILE WITH THE OWNER AND ARE AVAILABLE FOR INSPECTION. THE RECOMMENDATIONS OF SOIL INVESTIGATIONS AS STATED IN SAID REPORT ARE HEREBY INCORPORATED INTO THESE CONSTRUCTION NOTES BY REFERENCE AND SHALL BE FOLLOWED BY THE CONTRACTORS. THE GRADING OPERATIONS ARE TO BE CLOSELY SUPERVISED AND INSPECTED, PARTICULARLY DURING THE REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS, BY THE SOILS ENGINEER OR HIS REPRESENTATIVE.

5. THE GRADING AND CONSTRUCTION OF THE IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE.

6. ALL TESTING, INSPECTION AND SUPERVISION OF SOILS QUALITY, UNSUITABLE REMOVAL AND ITS REPLACEMENT AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER AND THE OWNER.

7. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF SIX (6) INCHES OF TOPSOIL IS TO BE PLACED IN OPEN AREAS BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED.

8. THE CONTRACTOR WILL USE CARE WHEN GRADING NEAR TREES, SHRUBS AND BUSHES WHICH ARE NOT TO BE REMOVED SO AS NOT TO CAUSE INJURY TO ROOTS OR TRUNKS. SHOULD THE EXISTING BECOME DAMAGE OR DIE, CONTRACTOR SHALL REPLACE IN KIND AT THE CONTRACTOR'S OWN EXPENSE AND SHALL BE INCIDENTAL TO THE CONTRACT. SEE LANDSCAPE PLANS FOR TREES THAT ARE NOT TO BE REMOVED.

9. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO THESE EXISTING ITEMS BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE.

10. UNSUITABLE MATERIAL ENCOUNTERED IN EXCAVATING FOR PAVEMENT SUBGRADES SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL TO THE LIMITS APPROVED BY THE OWNER. UNSUITABLE MATERIAL THAT IS EXCAVATED, AS DIRECTED BY THE SOILS ENGINEER AND OWNER, SHALL BE DISPOSED OF AT THE CONTRACTOR'S OWN EXPENSE AND SHALL BE INCIDENTAL TO THE CONTRACT.

11. THE EARTHWORK CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILLING OF ALL CURBS, AS SOON AS THE CONCRETE HAS SET SUFFICIENTLY, TO THE REQUIRED ELEVATION WITH SUITABLE MATERIAL WHICH SHALL BE COMPACTED UNTIL FIRM AND SOLID, AND NEATLY GRADED.

12. THE PAVEMENT SUBGRADE SHALL BE GRADED WITHIN +/- 0.10' (AVERAGING ZERO) OF PROPOSED SUBGRADE AS SHOWN ON THE PLANS AND SET BY THE ENGINEER IN THE FIELD. ALL FILL DEPOSITED IN THE AREAS SHALL BE CLEAN CLAY COMPACTED TO 95% OF THE MAXIMUM DENSITY SHOWN ON THE DRY WEIGHT CURVES DETERMINED BY THE MODIFIED PROCTOR ANALYSIS.

13. WASTE EXCAVATION SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE AND AT A LOCATION PROVIDED BY THE CONTRACTOR WHICH LOCATION BE APPROVED BY OWNER.

14. SUITABLE EXCAVATION IS CLASSIFIED AS EXCAVATION CAPABLE OF 3,000 PSF BEARING WHEN COMPACTED TO 95% MODIFIED PROCTOR.

15. SUITABLE EMBANKMENT IS CLASSIFIED AS EMBANKMENT CAPABLE OF 3,000 PSF BEARING WHEN COMPACTED TO 95% MODIFIED PROCTOR, TO BE USED WITHIN PAVEMENT AREAS. SUITABLE EMBANKMENT CONTAINS 15% COMPACTION FACTOR.

16. UNCLASSIFIED EXCAVATION IS CLASSIFIED AS EXCAVATION NOT NECESSARILY CAPABLE OF A 3,000 PSF BEARING WHEN COMPACTED.

17. UNCLASSIFIED EMBANKMENT IS CLASSIFIED AS EMBANKMENT NOT REQUIRING 3,000 PSF BEARING WHEN COMPACTED. THIS FILL IS TO BE USED IN AREAS OUTSIDE ROADWAY LIMITS AND PAD AREAS.

18. UNCLASSIFIED EMBANKMENT SHALL BE COMPACTED TO NATURAL COMPACTION. SUITABLE EMBANKMENT SHALL BE COMPACTED TO 95% MODIFIED PROCTOR.

19. EARTHWORK QUANTITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO BIDDING. ANY DISCREPANCIES IN QUANTITIES SHALL BE REPORTED TO OWNER.

20. ALL UNDERCUTTING SHALL BE DONE AT THE DIRECTION OF THE OWNER OR HIS REPRESENTATIVE. THE UNDERCUT SHALL BE CROSS-SECTIONED BY THE OWNER'S REPRESENTATIVE AFTER THE UNDERCUTTING HAS BEEN DONE TO DETERMINE QUANTITY.

21. ALL UTILITY SPOIL PILES SHALL BE CLEANED UP BY THE UTILITY CONTRACTOR. MATERIAL SHALL NOT BE REMOVED FROM THE SITE WITHOUT THE APPROVAL OF THE OWNER AND LOCATION OF DISPOSAL ON THE SITE SHALL BE APPROVED BY OWNER.

22. EXCAVATION BELOW TOPSOIL FOR PAVEMENT SHALL BE TO 2' BEHIND CURB OR PAVEMENT EDGE IN CUT AREA. EXCAVATION BELOW TOPSOIL FOR PADS SHALL BE 5' BEYOND BUILDING LIMITS.

23. TOPSOIL PRESENT IN CUT AREAS SHALL BE STOCKPILED OR USED AS UNCLASSIFIED EMBANKMENT ON SITE OR DISPOSED OF AT THE DIRECTION OF THE OWNER. STOCKPILE LOCATIONS SHALL BE APPROVED BY OWNER OR AS SHOWN ON THE PLANS.

24. IF REQUIRED, BORROW EXCAVATION SHALL BE OBTAINED OFF-SITE. ON-SITE BORROW AREAS SHALL BE DETERMINED BY THE OWNER PRIOR TO BORROW EXCAVATION, THE CONTRACTOR SHALL HAVE THE AREA CROSS-SECTIONED BY AN AUTHORIZED AGENT OF THE OWNER AND SHALL HAVE THE AREA CROSS-SECTIONED BY THE SAME AFTER THE BORROW AREA HAS BEEN EXCAVATED. IF BORROW MATERIAL IS REQUIRED, THE COST OF OBTAINING, TRANSPORTING, AND PLACEMENT OF THE BORROW MATERIAL ALONG WITH ANY FILLING OF BORROW PITS, IF REQUIRED, SHALL BE AGREED UPON BETWEEN OWNER AND CONTRACTOR PRIOR TO COMMENCEMENT OF BORROW WORK.

25. BERMING FOR LANDSCAPING SHALL BE ROUGH GRADED TO WITHIN 8" OF FINISHED GRADES AS SHOWN ON LANDSCAPE PLANS.

GENERAL PAVING AND SURFACING

1. ALL PAVING OPERATIONS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS" (STANDARD SPECIFICATIONS), LATEST EDITION AND WITH THE REQUIREMENTS OF THE MUNICIPALITY.

2. FINE GRADING: A. PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE STREETS SHALL BE FINE GRADED TO WITHIN 0.1 FOOT OF FINAL SUBGRADE ELEVATION, TO A LIMIT OF TWO (2) FEET BEYOND THE BACK OF CURB.

3. THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE AND BASE BEFORE PAVEMENT CONSTRUCTION PROCEEDS. THE SUBGRADE AND BASE WILL NOT BE APPROVED AND ACCEPTED BY THE MUNICIPALITY OR APPROVED FOR PAYMENT WITHOUT PROOF ROLLING. PROOF ROLLING SHALL BE DONE WITH A RUBBER TIRED VEHICLE HAVING A GROSS WEIGHT OF NOT LESS THAN 30,000 POUNDS (15 TONS). IF THE SUBGRADE OR BASE HAS FAILURES OR PUMPING AS INDICATED BY PROOF ROLLING, THE SUBGRADE OR BASE SHALL EITHER REMOVED AND REPLACED WITH GRANULAR MATERIAL TO A DEPTH AS DIRECTED BY THE OWNER OR OTHER CORRECTIVE MEASURES AS DIRECTED BY THE OWNER.

4. THE FOLLOWING APPLICATION RATES ARE TO BE USED DURING PAVING: A. BITUMINOUS MATERIAL (TACK COAT) ON EXISTING BITUMINOUS CONCRETE SURFACES (PRIME TO BE RC-70) = 0.10 GAL./SQ.YD. B. BITUMINOUS MATERIAL (PRIME COAT) ON AGGREGATE BASE (PRIME TO BE MC-30) = 0.50 GAL./SQ.YD. C. BITUMINOUS CONCRETE SURFACE AND BINDER COURSES. (BINDER COURSE SHALL BE B MIXTURE), (SURFACE COURSE SHALL BE C MIXTURE) = 115 LBS./SQ.YD. ALL MATERIAL SHALL BE CLASS I BITUMINOUS AND SHALL BE VIRGIN MATERIAL. RECYCLED MATERIALS FOR BINDER MAY BE PERMITTED OUTSIDE PUBLIC RIGHT OF WAY UPON APPROVAL OF THE OWNER.

5. PAVEMENT: THE PAVEMENT MATERIALS SHALL BE DETAILED ON THE ENGINEERING PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS.

6. GENERAL: THE PAVING CONTRACTOR SHALL: A. REPAIR ANY BASE COURSE AND BINDER COURSE FAILURES PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE. B. SWEEP THE BINDER COURSE PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE.

7. ACCEPTANCE: A. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE APPROVED BY THE OWNER. B. PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE CONTRACTOR, WHEN REQUIRED, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION.

8. WHEN REQUESTED BY THE OWNER, DOCUMENTATION FOR THICKNESS AND AREAS OF PLACEMENT FOR THE BASE COURSE AND BITUMINOUS CONCRETE SHALL BE SUBMITTED FOR VERIFICATION.

9. ALL NOTES AND CONDITIONS SHOWN ON THE PLANS SHALL APPLY.

STORMWATER DISTRIBUTION SYSTEM

1. ALL STORM DRAIN CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS" (STANDARD SPECIFICATIONS), LATEST EDITION AND TO THE REQUIREMENTS OF I.E.P.A., O.S.H.A. AND THE MUNICIPALITY.

2. STORM SEWER WITH LESS THAN 3' OF COVER SHALL BE CLASS V RCP CONFORMING TO ASTM C-76, STORM SEWER WITH MORE THAN 3' OF COVER SHALL BE CLASS III RCP CONFORMING TO ASTM C-76, "O" RING JOINTS CONFORMING TO ASTM C443 SHALL BE USED FOR ALL R.C.P. STORM SEWER PIPE. STORM SEWER DENOTED AS DUCTILE IRON PIPE (DIP) SHALL CONFORM TO ANSI A21.51 WITH JOINTS CONFORMING TO ANSI 21.11.

3. ALL STORM DRAINS WHICH FALL WITHIN PAVED AREAS SHALL BE BACKFILLED WITH GRANULAR TRENCH BACKFILL ACCORDING TO THE STANDARD SPECIFICATIONS AND THE DETAILS HEREIN.

4. ALL STORM PIPE, JOINTS AND FITTINGS SHALL BE INSTALLED AND BACKFILLED PER THE CORRESPONDING MANUFACTURER SPECIFICATIONS. SHOULD THERE BE ANY DISCREPANCIES BETWEEN MANUFACTURERS SPECIFICATIONS AND FEDERAL, STATE, OR LOCAL CODES, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO BIDDING AND ORDERING THE MATERIAL.

5. ALL NOTES AND CONDITIONS SHOWN ON THE PLANS SHALL APPLY.

SANITARY DISTRIBUTION SYSTEM NOTES

1. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE I.E.P.A., O.S.H.A. AND THE MUNICIPALITY.

2. THE CONTRACTOR SHALL NOTIFY PUBLIC WORKS A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO THE CONSTRUCTION OF THE SEWER.

3. ALL SANITARY SEWERS SHALL BE DEFLECTION TESTED AND LOW-PRESSURE AIR TESTED IN ACCORDANCE WITH SECTION 31-1.11 OF THE STANDARD SPECIFICATIONS. ALL MANHOLES SHALL BE VACUUM TESTED AS PER ASTM C-1244-02.

4. TELEVISION TESTING ALL SANITARY SEWERS SHALL BE TELEVISED WITH DVD EQUIPMENT AND A WRITTEN REPORT SUBMITTED BEFORE ACCEPTANCE. TESTING SHALL BE WITNESSED AND APPROVED BY THE MUNICIPALITY.

5. IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED, THE CONTRACTOR SHALL DETERMINE THE CAUSE OR CAUSES OF THE DEFECT AND SHALL, AT HIS OWN EXPENSE, REPAIR OR REPLACE ALL MATERIALS AND WORKMANSHIP AS MAY BE NECESSARY TO COMPLY WITH THE REQUIREMENTS.

6. SANITARY SEWER MANHOLES SHALL HAVE REINFORCED CONCRETE SECTIONS MEETING ASTM C-478 AND AN ECCENTRIC CONE INSTALLED TO LINE UP WITH THE MANHOLE STEPS. ALL MANHOLE STEPS SHALL BE IN CONFORMANCE WITH MUNICIPAL STANDARDS.

7. ALL MANHOLE JOINTS SHALL BE SEALED WITH BITUMINOUS MASTIC.

8. NOT MORE THAN 2 RINGS OF 2 INCH MINIMUM SIZE UP TO A MAXIMUM OF 12 INCHES OF PRECAST ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS.

9. ALL MANHOLE LIDS MUST BE SET WITH PREFORMED BUTYL MASTIC.

10. ALL MANHOLES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS AND ALL VISIBLE LEAKAGE ELIMINATED BEFORE FINAL INSPECTION AND ACCEPTANCE.

11. ANY UNSUITABLE MATERIAL ENCOUNTERED SHALL BE REMOVED AND REPLACED WITH COMPACTED CA-6 CRUSHED GRAVEL OR STONE.

12. WATERMAINS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH I.E.P.A. REQUIREMENTS AS SPECIFIED IN "WATER DISTRIBUTION SYSTEM" SECTION.

13. THE CONTRACTOR SHALL FURNISH "AS-BUILT" DRAWINGS OF SANITARY SEWERS AND SERVICES AT THE COMPLETION OF THE CONSTRUCTION.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEWATERING NECESSARY TO CONSTRUCT TRENCHES AND TO INSTALL THE SANITARY SEWER. ANY DEWATERING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

15. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING ANY CONSTRUCTION DEWATERING SHALL BE FILTERED AND DIRECTED TO THE STORM SEWER IF POSSIBLE.

16. CERTIFICATION: IT SHALL BE THE RESPONSIBILITY OF THE PIPE MANUFACTURERS TO CERTIFY THAT PIPE AND JOINT MATERIALS FURNISHED ARE CAPABLE OF MEETING THE LOWER PRESSURE AIR TEST, INFILTRATION TEST, AND EXFILTRATION TEST, ARE MANUFACTURED IN CONFORMANCE WITH THE A.S.T.M., A.N.S.I., A.W.W.A., OR A.A.S.H.O. TEST(S) SPECIFIED.

17. ALL SANITARY PIPE, JOINTS AND FITTINGS SHALL BE INSTALLED AND BACKFILLED PER THE CORRESPONDING MANUFACTURER SPECIFICATIONS. SHOULD THERE BE ANY DISCREPANCIES BETWEEN MANUFACTURERS SPECIFICATIONS AND FEDERAL, STATE, OR LOCAL CODES, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO BIDDING AND ORDERING THE MATERIAL.

18. ALL NOTES AND CONDITIONS SHOWN ON THE PLANS SHALL APPLY.

WATER DISTRIBUTION SYSTEM

1. ALL WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" (STANDARD SPECIFICATIONS), LATEST EDITION, AND THE REQUIREMENTS OF THE I.E.P.A., O.S.H.A. AND THE MUNICIPALITY.

2. ALL WATER MAIN SHALL BE DUCTILE IRON CLASS 52, WITH MECHANICAL JOINTS AS SHOWN ON THE PLANS. ALL WATER SERVICES LEADS SHALL BE TYPE "K" COPPER UNLESS OTHERWISE SPECIFIED ON THE PLANS.

3. ALL TEES, BENDS, VALVES, AND FIRE HYDRANTS SHALL BE ADEQUATELY SUPPORTED WITH A CONCRETE BASE, AND SUPPORTED LATERALLY WITH POURED IN PLACE THRUST BLOCKING AGAINST UNDISTURBED EARTH.

4. DISINFECTION OF THE WATER MAINS - UPON COMPLETION OF THE NEWLY LAID WATER MAINS, THE WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH THE AMERICAN WATER WORKS ASSOCIATION PROCEDURE DESIGNATION AWWA C-651-99, LATEST EDITION. THE CONTRACTOR IS RESPONSIBLE FOR COLLECTING SAMPLES AND HAVING BACTERIOLOGICAL TESTING PERFORMED AS REQUIRED BY THE I.E.P.A., THE CONTRACTOR SHALL FURNISH TO THE MUNICIPALITY THE REQUIRED DOCUMENTATION, TEST RESULTS, ETC., REQUIRED BY THE I.E.P.A. FOR PLACING THE WATER MAINS OR SERVICE LINES IN SERVICE AND/OR SECURING AN OPERATING PERMIT.

5. WATER MAINS AND WATER SERVICE LINES SHALL BE PROTECTED FROM SANITARY SEWERS, STORM SEWERS, COMBINED SEWERS, HOUSE SEWER SERVICE CONNECTIONS AND DRAINS IN ACCORDANCE WITH "TITLE 35: ENVIRONMENTAL PROTECTION AGENCY SUBTITLE F: PUBLIC WATER SUPPLIES, CHAPTER II: ENVIRONMENTAL PROTECTION AGENCY, PARTS 651-654 TECHNICAL POLICY STATEMENTS, SECTION 653.119."

6. WHENEVER POSSIBLE, A WATER MAIN MUST BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN OR SEWER LINE. SHOULD LOCAL CONDITIONS EXIST WHICH WOULD PREVENT A LATERAL SEPARATION OF TEN FEET, A WATER MAIN MAY BE LAID CLOSER THAN TEN FEET TO A STORM OR SANITARY SEWER PROVIDED THAT THE WATER MAIN INVERT IS AT LEAST EIGHTEEN INCHES ABOVE THE CROWN OF THE SEWER, AND IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER. IF IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL OR VERTICAL SEPARATION AS DESCRIBED ABOVE, THEN THE SEWER MUST ALSO BE CONSTRUCTED OF WATER MAIN TYPE MATERIAL (DUCTILE IRON PIPE WITH SLIP-ON OR MECHANICAL JOINTS, ETC.) AND PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD TO ASSURE WATER TIGHTNESS BEFORE BACKFILLING.

7. WATER VALVES AND FIRE HYDRANTS SHALL BE OPERATED BY MUNICIPAL PERSONNEL, ONLY.

8. ALL WATERMAIN PIPE, JOINTS AND FITTINGS SHALL BE INSTALLED AND BACKFILLED PER THE CORRESPONDING MANUFACTURER SPECIFICATIONS. SHOULD THERE BE ANY DISCREPANCIES BETWEEN MANUFACTURERS SPECIFICATIONS AND FEDERAL, STATE, OR LOCAL CODES, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO BIDDING AND ORDERING THE MATERIAL.

9. ALL NOTES AND CONDITIONS SHOWN ON THE PLANS SHALL APPLY.

MWRD NOTES:

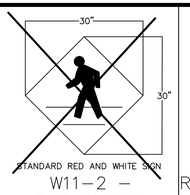
A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCOR



STANDARD RED AND WHITE SIGN

R1-2 – YIELD



STANDARD RED AND WHITE SIGN

W11-2 – PEDESTRIAN CROSSING WARNING



ACCESSIBLE SPACE SIGNAGE

NOTES:

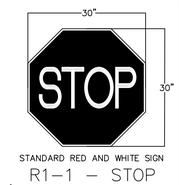
1. ALL SIGNS SHALL FOLLOW THE MUTCD, MOST RECENT EDITION, UNLESS OTHERWISE SPECIFIED BY THE LOCAL DEPARTMENT OF TRANSPORTATION OR MUNICIPALITY STANDARDS.
2. ALL SIGNS SHALL BE MOUNTED AT A HEIGHT AND LOCATION AS SPECIFIED BY THE MUTCD, LOCAL D.O.T. OR LOCAL MUNICIPALITY STANDARDS.

MC - SITE2
REVISED: 7/2012



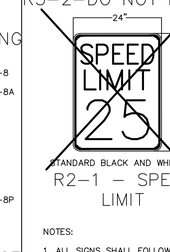
STANDARD RED AND WHITE SIGN

R5-2-DO NOT ENTER



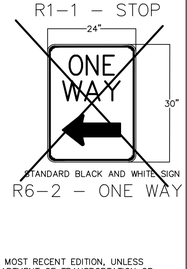
STANDARD RED AND WHITE SIGN

R1-1 – STOP



STANDARD BLACK AND WHITE SIGN

R2-1 – SPEED LIMIT



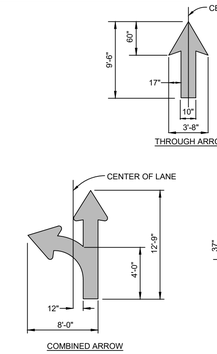
STANDARD BLACK AND WHITE SIGN

R6-2 – ONE WAY

NOTES:

1. ALL SIGNS SHALL FOLLOW THE MUTCD, MOST RECENT EDITION, UNLESS OTHERWISE SPECIFIED BY THE LOCAL DEPARTMENT OF TRANSPORTATION OR MUNICIPALITY STANDARDS.
2. ALL SIGNS SHALL BE MOUNTED AT A HEIGHT AND LOCATION AS SPECIFIED BY THE MUTCD, LOCAL D.O.T. OR LOCAL MUNICIPALITY STANDARDS.

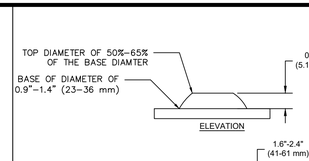
MC - SITE1
REVISED: 7/2012



NOTES:
1. ON-SITE MARKINGS SHALL BE WHITE PAINT WITH REFLECTIVE SURFACES.

TRAFFIC DIRECTION ARROW DETAILS

MC - SITE7
REVISED: 7/2012

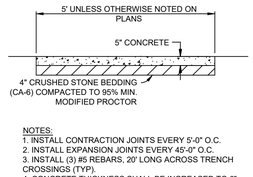


NOTES:

1. ALL DETECTABLE WARNINGS SHALL COMPLY WITH ADA STANDARDS FOR ACCESSIBLE DESIGN AND THE ILLINOIS ACCESSIBILITY CODE.
2. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT–ON–DARK, OR DARK–ON–LIGHT.
3. DETECTABLE WARNING SURFACES SHALL HAVE A MINIMUM DEPTH OF 2'.
4. DETECTABLE WARNING TILES SHALL BE PLASTIC REPLACEABLE PADS WITH EMBEDDED ANCHORS AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

DETECTABLE WARNINGS

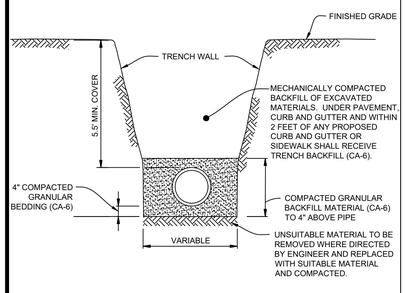
MC - SITE12
REVISED: 6/2013



NOTES:
1. INSTALL CONTRACTION JOINTS EVERY 5'-0" O.C.
2. INSTALL EXPANSION JOINTS EVERY 45'-0" O.C.
3. INSTALL (3) #5 REBARS, 20' LONG ACROSS TRENCH CROSSINGS (TYP).
4. CONCRETE THICKNESS SHALL BE INCREASED TO 6" AT ALL DRIVEWAYS.
5. P.C.C. SHALL BE CLASS SI, 3500 PSI @ 14 DAYS, SIX BAG MIX.
6. SIDEWALK SHALL HAVE A BROOM FINISH.

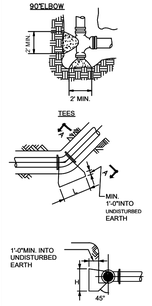
PCC SIDEWALK

MC - SITE3
REVISED: 7/2012



WATER MAIN/SERVICE TRENCH DETAIL

MC - W9
REVISED: 7/2012



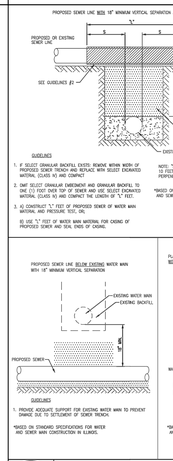
NOTES:

1. PROVIDE THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS, AND AT POINTS SPECIFIED BY THE ENGINEER.
2. ALL BLOCKING SHALL BE WITH POURED CLASS SI (3000 PSI) CONCRETE A MINIMUM OF 12" THICK PLACED AGAINST UNDISTURBED EARTH SURFACE AND FITTING.
3. DIMENSIONS OF THRUST BLOCKS ARE BASED ON 2000PSF SOIL BEARING CAPACITY, WORKING PRESSURE OF 100 PSIG AND A SAFETY FACTOR OF 1.5.
4. ALL BLOCKING SHALL BE POURED INTO UNDISTURBED EARTH.
5. ALL BENDS OR ELBOWS OF 11 1/4° OR GREATER SHALL HAVE THRUST BLOCKING.
6. 9' ADEQUATE UNDISTURBED BEARING AREA CANNOT BE OBTAINED, USE CONCRETE THRUST BLOCKS IN COMBINATION WITH RESTRAINED AND/OR TIED JOINTS.
7. THRUST BLOCKS SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTINGS WILL BE ACCESSIBLE FOR REPAIRS.

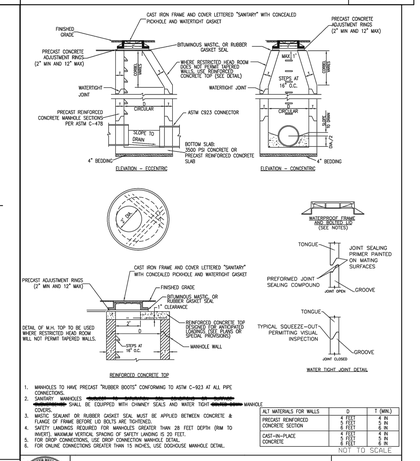
PIPE SIZE INCHES	DEGREE OF BEND	MINIMUM CONCRETE BEARING AREA (SQUARE FEET)							
		CLASS 150		CLASS 200		CLASS 250		CLASS 300	
		TEE OR DEAD END	BEND	TEE OR DEAD END	BEND	TEE OR DEAD END	BEND	TEE OR DEAD END	BEND
6"	90	2.5	1.5	2.5	1.5	2.5	1.5	2.5	1.5
	45	1.5	1.0	2.0	1.0	2.0	1.0	2.5	1.5
	22.5	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0
	11.25	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
8"	90	2.5	2.0	2.5	2.0	2.5	2.0	2.5	2.0
	45	2.5	1.5	2.5	1.5	2.5	1.5	2.5	2.0
	22.5	1.5	1.0	1.5	1.0	2.0	1.0	2.0	1.5
	11.25	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
10"	90	3.5	3.0	4.0	3.0	5.0	3.0	5.0	4.0
	45	2.5	2.0	3.0	2.0	3.5	2.0	4.0	3.0
	22.5	2.0	1.5	2.5	1.5	3.0	1.5	3.5	2.5
	11.25	1.5	1.0	1.5	1.0	2.0	1.0	2.5	2.0
12"	90	5.0	4.0	6.0	4.0	7.0	4.0	8.0	5.5
	45	3.5	2.5	4.5	2.5	5.5	2.5	6.5	4.5
	22.5	2.5	2.0	3.5	2.0	4.5	2.0	5.0	3.5
	11.25	2.0	1.5	2.5	1.5	3.0	1.5	3.5	2.5
16"	90	8.5	7.0	11.0	7.0	13.0	7.0	15.0	10.0
	45	6.0	4.5	7.5	4.5	9.5	4.5	11.0	7.5
	22.5	3.5	3.0	4.5	3.0	5.5	3.0	6.5	4.5
	11.25	3.0	2.0	3.5	2.0	4.5	2.0	5.0	3.5
20"	90	12.5	10.0	16.0	10.0	19.5	10.0	23.0	15.0
	45	8.5	6.0	11.0	6.0	13.5	6.0	16.0	10.5
	22.5	4.5	4.0	5.5	4.0	7.0	4.0	8.0	5.5
	11.25	4.0	3.0	5.0	3.0	6.0	3.0	7.0	5.0
24"	90	17.0	14.0	22.0	14.0	27.0	14.0	32.0	21.0
	45	12.0	8.5	15.5	8.5	19.0	8.5	22.5	15.0
	22.5	6.5	5.5	8.0	5.5	10.0	5.5	12.0	8.0
	11.25	5.5	4.0	7.0	4.0	8.5	4.0	10.0	7.0
30"	90	25.5	21.0	33.0	21.0	41.0	21.0	48.0	32.0
	45	18.0	13.0	23.0	13.0	28.5	13.0	33.5	22.5
	22.5	9.5	8.0	12.0	8.0	15.0	8.0	17.5	12.0
	11.25	8.0	6.0	10.5	6.0	13.0	6.0	15.0	10.5
36"	90	36.0	29.5	46.5	29.5	57.5	29.5	68.0	45.0
	45	25.5	18.5	32.5	18.5	40.0	18.5	47.5	32.0
	22.5	13.5	11.5	17.0	11.5	21.0	11.5	25.0	17.0
	11.25	11.5	8.5	14.5	8.5	18.0	8.5	21.5	14.5

THRUST BLOCK DETAIL

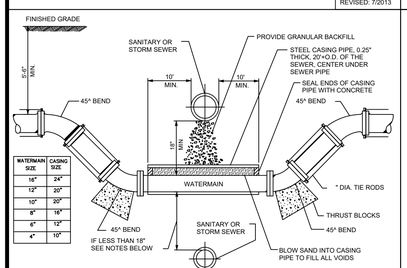
MC - W4
REVISED: 7/2012



TECHNICAL GUIDANCE MANUAL	7/1/15
WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)	STD. DWG. NO. 41
	PAGE NO. 42



TECHNICAL GUIDANCE MANUAL	7/1/15
TYPICAL SANITARY MANHOLE "A" AND "B" DETAIL	STD. DWG. NO.39
	PAGE NO. 48



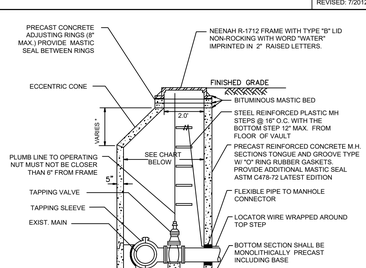
WATERMAIN SIZE	CASING SIZE
16"	24"
12"	20"
10"	20"
8"	16"
6"	12"
4"	10"

EPA REQUIREMENTS

WHERE A WATERMAIN CROSSES BELOW A SANITARY OR STORM SEWER, REGARDLESS OF THE VERTICAL SEPARATION, BOTH THE WATERMAIN AND THIS SEWER MUST BE CONSTRUCTED OF WATERMAIN TYPE MATERIALS, AND CONSTRUCTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER IS AT LEAST 10 FEET. THE SEWER MUST BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST IRON OR DUCTILE IRON PIPE, ASBESTOS CEMENT PRESSURE PIPE, PRE-STRESSED CONCRETE PIPE OR PVC PIPE MEETING WATERMAIN STANDARDS. AS AN ALTERNATE, EITHER THE WATERMAIN OR THE SEWER CAN BE INSTALLED INSIDE A CASING PIPE WHICH EXTENDS AT LEAST 10 FEET ON EACH SIDE OF THE CROSSING. THE PRECEDING REQUIREMENT ALSO APPLIES WHERE THE BOTTOM OF THE WATERMAIN IS LESS THAN 18" ABOVE THE TOP OF THE SANITARY OR STORM SEWER AND WHERE THE HORIZONTAL DISTANCE BETWEEN THE WATERMAIN AND THE SANITARY OR STORM SEWER IS LESS THAN 10'.
**ALSO SEE "IEPA WATER AND SEWER SEPARATION REQUIREMENTS" FOR ADDITIONAL REQUIREMENTS

WATERMAIN CASING PIPE AND SEWER SEPARATION

MC - W1
REVISED: 7/2012

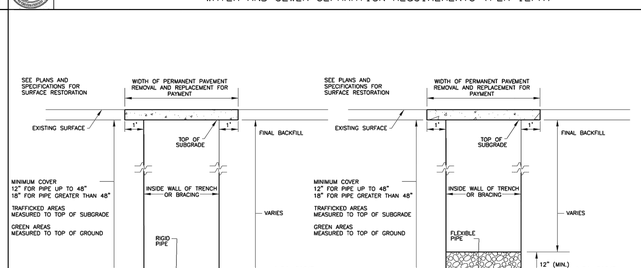


Diameter of Main	D	C	T, Min.
12" and Under	6'-0"	3'-0"	5"
14" and Over	6'-0"	3'-6"	6"

* For Optional Precast Reinforced Concrete Flat Top Slab, Refer to IDOT Standard #2354

PRESSURE CONNECTION VAULT DETAIL

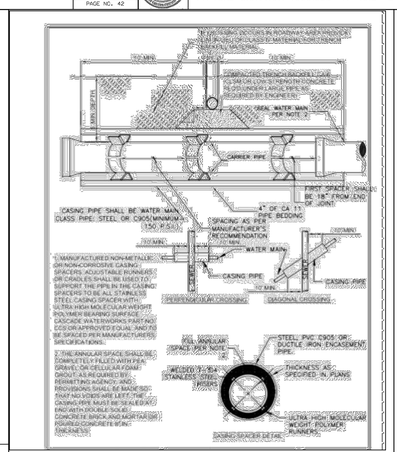
MC - W2
REVISED: 7/2012



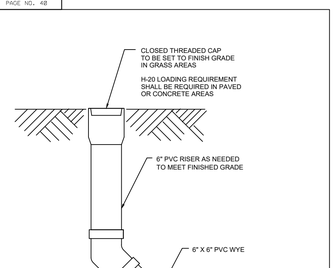
NOTES:
1. FOR QUALIFIED SEWER CONSTRUCTION ONLY.
2. SHORING, OR EQUIVALENT PROTECTIVE SYSTEM, REQUIRED FOR TRENCHES OF 5' DEPTH OR GREATER, OR AS REQUIRED BY MUNICIPALITY.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
RIGID AND FLEXIBLE PIPE INSTALLATION DETAIL	STD. DWG. NO. 34
	PAGE NO. 35



WATERMAIN CASING DETAIL



CLEANOUT DETAIL

MC - SAN6
REVISED: 7/2012

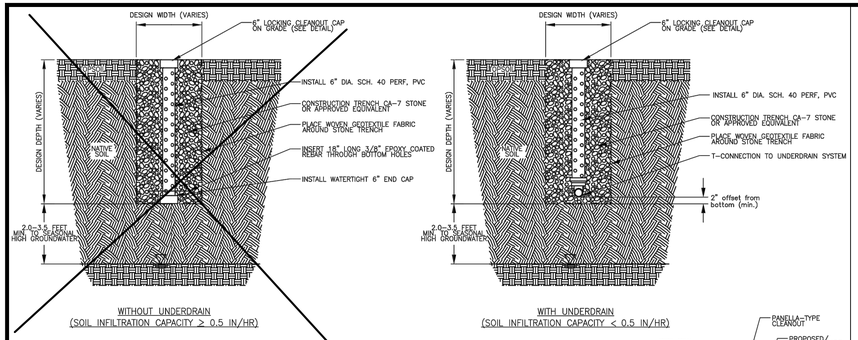
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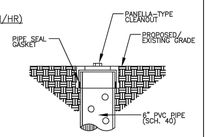
DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
03-06-2020	ISSUED FOR 75% COMPLETE
03-20-2020	ISSUED FOR 95% COMPLETE
03-23-2020	ISSUED FOR REVIEW
04-29-2020	REVISED PER VILLAGE COMMENTS
04-30-2020	100% COMPLETE PLANS
06-15-2020	REVISED PER VILLAGE COMMENTS
01-29-2021	ISSUED FOR BID
02-09-2021	ADDENDUM #1
03-26-2021	ROUND 1 COMMENT REVISIONS

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ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
STANDARD CONSTRUCTION DETAILS

PROJECT NO. M17096
DRAWN BY: CS
CHECKED BY: CS
SHEET NO. C10.000



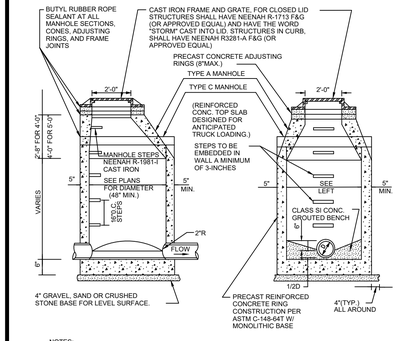


OBSERVATION WELL CLEANOUT CAP DETAIL

NOTES:
1) ONE OBSERVATION WELL SHALL BE INSTALLED PER 6,000 SQ. FT. OF SURFACE AREA.
2) PERFORATIONS SHALL BE 3/8" CIRCULAR HOLES, 4" ON CENTER, 90° AROUND PIPE.
3) OBSERVATION WELL FOR BIORETENTION FACILITIES SHALL EXTEND 6"–12" ABOVE GRADE AND CONTAIN AN OVERFLOW GRATE INSTEAD OF LOCKING CAP.
4) PIPES/FITTINGS SHALL BE SCHEDULE 40 PVC OR HIGHER QUALITY, 6" DIAMETER MINIMUM.

NOT TO SCALE

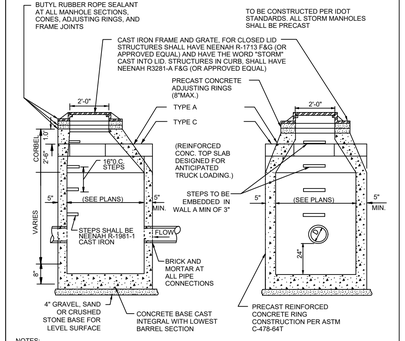
TECHNICAL GUIDANCE MANUAL	10/11/18
TYPICAL OBSERVATION WELL DETAIL	STD. DWG. NO.8
	PAGE NO. 9



NOTES:
1. TYPE A MANHOLES SHALL HAVE ECCENTRIC CONES, TYPE C MANHOLES SHALL HAVE FLAT TOP SLABS.
2. REFER TO PLANS FOR SIZE, ORIENTATION, AND ELEVATION OF ALL PIPE OPENINGS.
3. CONE OPENING AND STEPS SHALL BE LOCATED SO NOT TO BE DIRECTLY OVER PIPE OPENING BUT GENERALLY PERPENDICULAR TO THE WATER FLOW LINE.
4. ALL STRUCTURE SECTIONS AND ADJUSTING RINGS SHALL BE WATER TIGHT BY USE OF RESILIENT, FLEXIBLE, NON-HARDENING, PREFORMED BITUMINOUS MASTIC(RAM-NEK OR APPROVED EQUAL).
5. THE MANHOLE BENCH FOR STORM SEWER MANHOLES SHALL BE IN ACCORDANCE WITH I.D.O.T. REQUIREMENTS. THE BENCH SHALL BEGIN AT THE SPRINGLINE OF THE PIPE.
6. PROVIDE MOLDED INVERT CHANNEL.

STORM MANHOLE TYPE A OR C

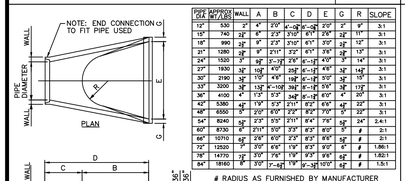
MC - STM6
REVISED: 7/2012



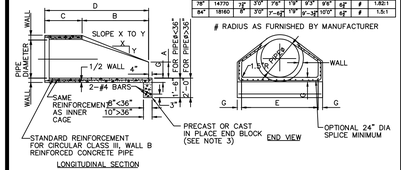
NOTES:
1. TYPE A MANHOLES SHALL HAVE ECCENTRIC CONES, TYPE C MANHOLES SHALL HAVE FLAT TOP SLABS.
2. REFER TO PLANS FOR SIZE, ORIENTATION, AND ELEVATION OF ALL PIPE OPENINGS.
3. STEPS SHALL BE NEENAH R-1981-I CAST IRON.
4. CONE OPENING AND STEPS SHALL BE LOCATED SO AS NOT TO BE DIRECTLY OVER PIPE OPENING BUT GENERALLY PERPENDICULAR TO THE WATER FLOW LINE.
5. ALL STRUCTURE SECTIONS AND ADJUSTING RINGS SHALL BE WATER TIGHT BY USE OF RESILIENT, FLEXIBLE, NON-HARDENING, PREFORMED BITUMINOUS MASTIC(RAM-NEK OR APPROVED EQUAL).

STORM CATCH BASIN TYPE A OR C

MC - STM9
REVISED: 7/2012



PIPE DIAMETER (IN.)	WEIGHT (LBS)	WALL	A	B	C	D	E	G	R	SLOPE
12"	530	2"	4"	2'-0"	1'-0"	2'-8"	2'-0"	2"	9"	3:1
15"	740	2"	6"	2'-3"	1'-0"	3'-0"	2'-3"	2"	11"	3:1
18"	990	2"	6"	2'-3"	1'-0"	3'-3"	2'-3"	2"	12"	3:1
21"	1280	2"	8"	2'-11"	2'-2"	3'-7"	2'-9"	2"	13"	3:1
24"	1530	2"	8"	2'-11"	2'-2"	3'-11"	2'-9"	2"	14"	3:1
27"	1930	2"	10"	3'-0"	2'-2"	4'-3"	3'-0"	2"	14"	3:1
30"	2190	2"	10"	3'-0"	2'-8"	4'-6"	3'-0"	2"	15"	3:1
33"	3200	2"	12"	3'-6"	2'-8"	4'-10"	3'-6"	2"	15"	3:1
36"	4100	4"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	20"	3:1
42"	5380	4"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	22"	3:1
48"	6500	5"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	22"	3:1
54"	8240	5"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	24"	2.4:1
60"	8130	5"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	#	2:1
66"	10710	5"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	#	2:1
72"	12520	7"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	#	1.86:1
78"	14370	7"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	#	1.82:1
84"	18160	8"	12"	3'-6"	3'-3"	5'-2"	3'-6"	2"	#	1.5:1



DESIGN NOTES:

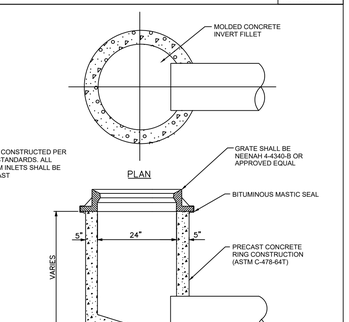
1. CONCRETE FLARED END SECTIONS SHOULD BE CONSIDERED FOR USE WITH CONCRETE PIPE CULVERTS HAVING SKEWS NO GREATER THAN 15°.

2. STANDARDS 2364 AND 2379 (GRATING FOR CONCRETE FLARED END SECTIONS) SHOULD BE CONSIDERED FOR USE WITH THIS STANDARD WHENEVER FLARED END SECTIONS FOR 24" THRU 54"DIAMETER ACROSS ROAD CULVERTS ARE, OR WILL BE, LOCATED WITHIN THE CLEAR ZONE OF THE ROADWAY.

3. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION.

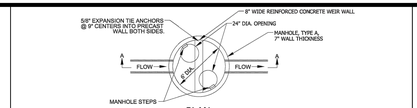
PRECAST RCP FLARED END SECTION

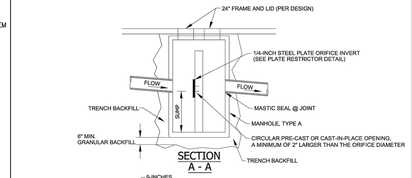
MC - STM12
REVISED: 7/2012

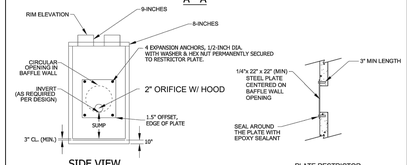


STORM INLET, TYPE A

MC - STM4
REVISED: 7/2012



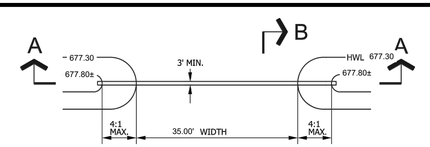


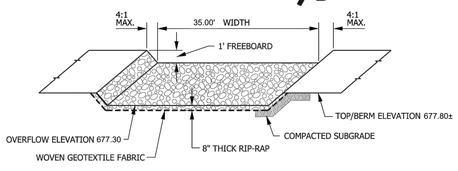


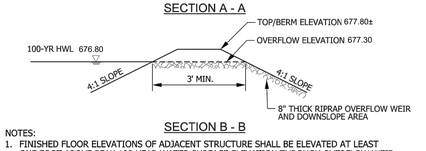
NOTES:
1. STRUCTURE AND BAFFLE WALL FABRICATED USING REINFORCED PORTLAND CEMENT CONCRETE.
2. RESTRICTORS LESS THAN 4" IN DIAMETER PROVIDE HOOD/SNOUT OR WIRE MESH
3. BAFFLE WALL PERMANENTLY INSTALLED AS PRECAST OR CAST-IN-PLACE
4. PIPE TO STRUCTURE CONNECTIONS SHALL BE ASTM C923 IN COMBINED SEWER AREAS.
5. CAUTION: 1/4-INCH STEEL PLATE DIMENSIONS TO BEST FIT PROPOSED STRUCTURE.
6. ANCHOR EMBEDMENT SHALL BE 3-INCHES MINIMUM.
7. SEE STRUCTURAL PLANS FOR REINFORCEMENT DETAILS.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	10/04/2019
TYPICAL OUTLET CONTROL STRUCTURE (WALL) DETAIL	STD. DWG. NO.25
	PAGE NO. 24



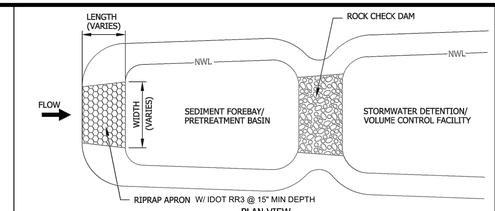


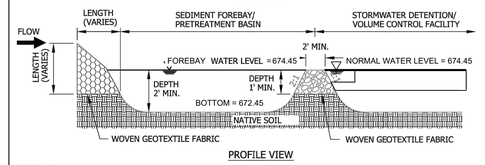


NOTES:
1. FINISHED FLOOR ELEVATIONS OF ADJACENT STRUCTURE SHALL BE ELEVATED AT LEAST ONE FOOT ABOVE PEAK 100-YEAR WATER SURFACE ELEVATION THROUGH OVERFLOW WEIR.
2. WOVEN GEOTEXTILE FABRIC SHALL MEET OR EXCEED STANDARDS OF IUM MATERIAL SPECIFICATION 592, TABLE 1, CLASS I, II, OR III.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
TYPICAL EMERGENCY OVERFLOW WEIR	STD. DWG. NO.22
	PAGE NO. 23



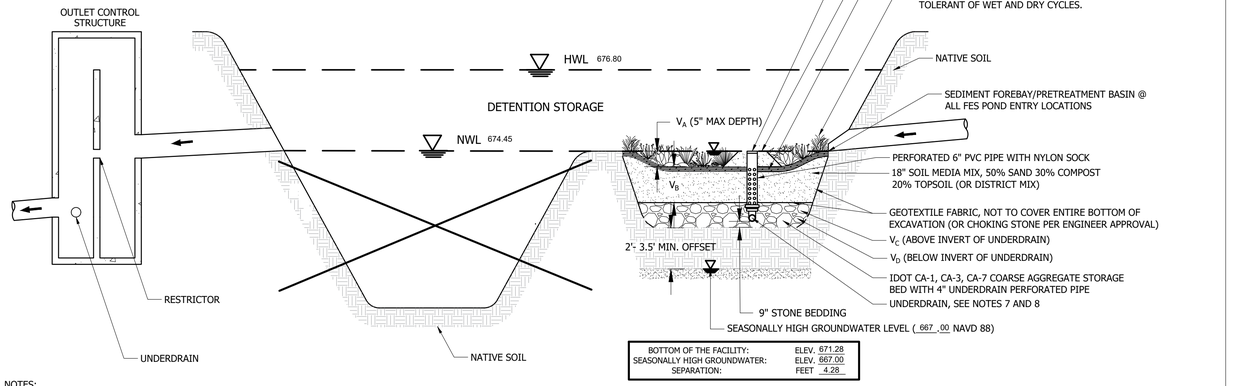


NOTES:
1) RIPRAP APRON DIMENSIONS AND GRADATIONS SHALL BE DETERMINED ACCORDING TO IUM PRACTICE STANDARD 910, TABLES 1 AND 2.
2) WOVEN GEOTEXTILE FABRIC SHALL MEET OR EXCEED REQUIREMENTS IN ILLINOIS URBAN MANUAL MATERIAL SPECIFICATION 592, TABLE 1, CLASS I, II, OR III.
3) SEDIMENT FOREBAY/PRETREATMENT BASIN VOLUME SHALL BE A MINIMUM OF 10% OF THE STORMWATER DETENTION/VOLUME CONTROL STORAGE.
4) ROCK CHECK DAM DESIGNED IN ACCORDANCE WITH IUM PRACTICE STANDARD FOR ROCK CHECK DAM (905).
5) CONCRETE OVERFLOW SPILLWAY OR GABION BASKETS MAY BE USED IN PLACE OF ROCK CHECK DAM.
6) DEPTH IN SEDIMENT FOREBAY/PRETREATMENT BASIN SHALL BE A MINIMUM OF 2 FEET AND A MAXIMUM OF 6 FEET.
7) SIDE SLOPES OF OF FACILITY SHALL NOT EXCEED 3:1.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
SEDIMENT FOREBAY/ PRETREATMENT BASIN TYPICAL DETAIL	STD. DWG. NO.12
	PAGE NO. 13

VOLUME TYPE	DEPTH	POROSITY	STORAGE VOLUME	VOLUME PROVIDED
V_A : SURFACE STORAGE	5"	1.00	1.00 X V_A	0.039 AC-FT
V_B : SURFACE STORAGE	18"	0.25	0.50 X 0.25 X V_B	0.019 AC-FT
V_C : COARSE AGGREGATE (ABOVE INVERT)	6"	0.36	0.50 X 0.36 X V_C	0.009 AC-FT
V_D : COARSE AGGREGATE (BELOW INVERT)	9"	0.36	0.36 X V_D	0.027 AC-FT
			TOTAL	0.094 AC-FT



BOTTOM OF THE FACILITY:	ELEV. 671.28
SEASONALLY HIGH GROUNDWATER:	ELEV. 667.00
SEPARATION:	FEET 4.28

NOTES:

1. THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10 FEET FROM FOUNDATIONS, UNLESS WATERPROOFED; 20 FEET FROM ROADWAY GRAVEL SHOULDER; AND 100 FEET FROM POTABLE WATER WELLS, SEPTIC TANKS/FIELDS, OR OTHER UNDERGROUND TANKS.
2. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS PREVENT THE SEWER FROM BEING LOCATED OUTSIDE THE FOOTPRINT OF THE FACILITY THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, AND IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN THE BOTTOM OF THE VOLUME CONTROL FACILITY AND SEASONALLY HIGH GROUNDWATER LEVEL IS REQUIRED.
4. STONE STORAGE OPTIONS ARE IDOT CA-1, CA-3, CA-7, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
5. BOTTOM OF VOLUME CONTROL FACILITY SHALL BE AS FLAT AS POSSIBLE. BOTTOM SLOPES SHALL NOT EXCEED 20:1. DETENTION BASIN SIDE SLOPES SHALL BE 3:1 MINIMUM.
6. THE DEPTH BELOW OUTLET SHALL NOT EXCEED 12 INCHES AND SHALL BE DEWATERED IN 72 HOURS OR LESS.
7. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. UNDERDRAIN SHOULD BE NO LARGER THAN 4 INCHES IN DIAMETER TO ENCOURAGE RETENTION, HAVE AN OBSERVATION WELL INSTALLED AT THE TERMINAL END AND BE SPACED NO MORE THAN 30 FEET ON CENTER ACROSS A RETENTION FIELD. ONE OBSERVATION WELL REQUIRED PER 6,000 SQUARE FEET OF SURFACE AREA.
8. VOLUME CONTROL FACILITY UNDERDRAIN SYSTEM SHALL BE CONNECTED TO A DOWNSTREAM STRUCTURE, DOWNSTREAM OF THE RESTRICTOR AND BAFFLE WALL IN THE RESTRICTOR STRUCTURE.

NOT TO SCALE

.\mwrd logo.jpg	TECHNICAL GUIDANCE MANUAL	10/04/2019
	TYPICAL VOLUME CONTROL STORAGE BELOW DETENTION BASIN OUTLET	STD. DWG. NO.XX
		PAGE NO.XX

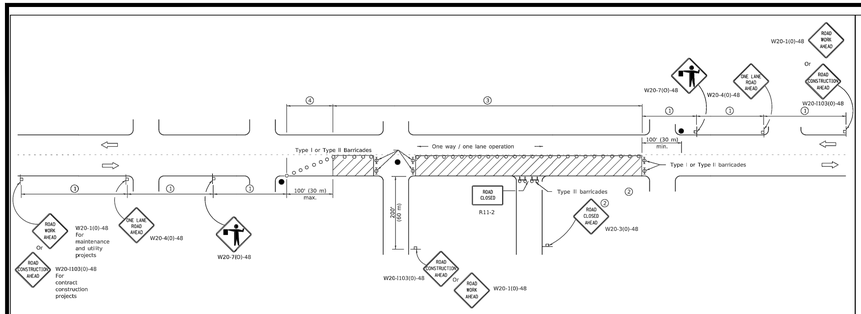
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DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
03-06-2020	ISSUED FOR 75% COMPLETE
03-20-2020	ISSUED FOR 95% COMPLETE
03-23-2020	ISSUED FOR REVIEW
04-29-2020	REVISED PER VILLAGE COMMENTS
04-30-2020	100% COMPLETE PLANS
06-15-2020	REVISED PER VILLAGE COMMENTS
01-29-2021	ISSUED FOR BID
02-09-2021	ADDENDUM #1
03-26-2021	ROUND 1 COMMENT REVISIONS

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TIMBER RIDGE SCHOOL ADDITION & RENOVATION
NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
STANDARD CONSTRUCTION DETAILS

PROJECT NO. M17096
DRAWN BY: CS
CHECKED BY: CS
SHEET NO. C11.000



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sliderad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where, at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

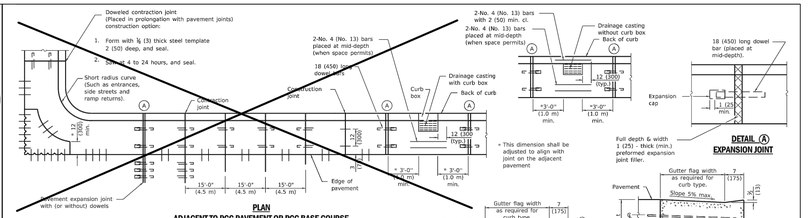
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 1, 2011 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2011 — ENGINEER OF DESIGN AND ENVIRONMENT
BSM15 (1-1-11)

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



BARRIER CURB

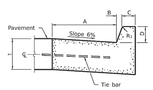


TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 ★ (B-15.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)
B-6.12 (B-15.3)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)
B-6.18 (B-15.45)	18 (450)	2 (50)	4 (100)	2 (50)	3 (75)
B-12.06 (B-22.45)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)
B-12.12 (B-22.60)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)
B-12.18 (B-22.75)	18 (450)	2 (50)	4 (100)	2 (50)	3 (75)

★ For corner islands only.

MOUNTABLE CURB

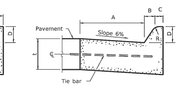


TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2	4	2	3	2
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4	4 (100)	2 (50)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	4 (100)	2 (50)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	4 (100)	2 (50)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	4 (100)	2 (50)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	4 (100)	2 (50)	3 (75)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	4 (100)	2 (50)	3 (75)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	4 (100)	2 (50)	3 (75)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	4 (100)	2 (50)	3 (75)	NA

ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

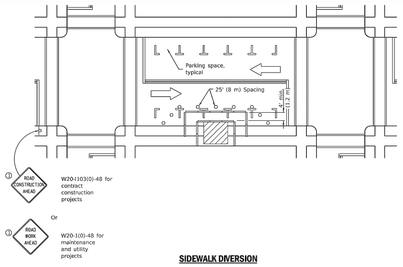
See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) ctrs.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER (Sheet 1 of 2)

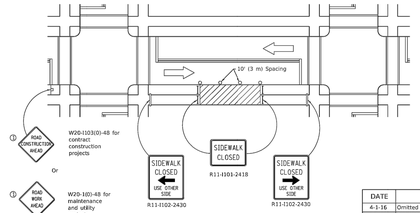
STANDARD 606001-07



SIDEWALK DIVERSION

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade



SIDEWALK CLOSURE

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

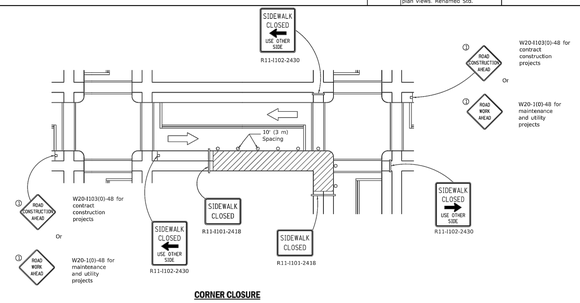
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	from standard as this is
	covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION
	Modified appearance of
	plan views. Renamed Std.

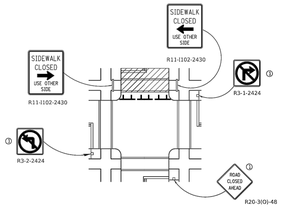
SIDEWALK, CORNER OR CROSSWALK CLOSURE (Sheet 1 of 2)

STANDARD 701801-06

Illinois Department of Transportation
PASSED January 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
BSM15 (1-1-11)



CORNER CLOSURE

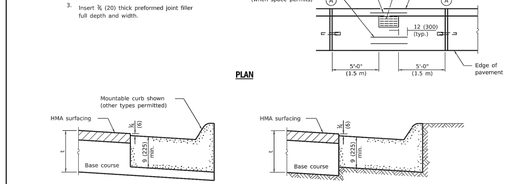


CROSSWALK CLOSURE

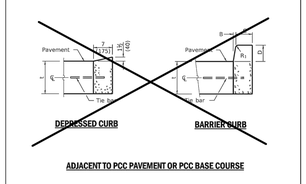
Illinois Department of Transportation
PASSED April 1, 2016 — ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016 — ENGINEER OF DESIGN AND ENVIRONMENT
BSM15 (1-1-11)

SIDEWALK, CORNER OR CROSSWALK CLOSURE (Sheet 2 of 2)

STANDARD 701801-06



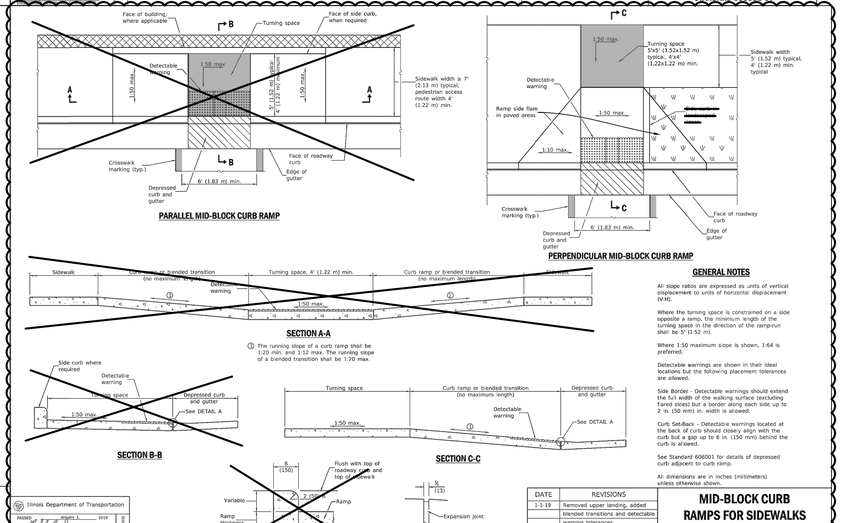
Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF ROAD AND BRIDGES
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT
BSM09 (1-1-18)



CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER (Sheet 2 of 2)

STANDARD 606001-07

Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF ROAD AND BRIDGES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BSM09 (1-1-18)



GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is comprised on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Setback - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

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DATE:	DESCRIPTION:
02-21-2020	ISSUED FOR REVIEW
03-06-2020	ISSUED FOR 75% COMPLETE
03-20-2020	ISSUED FOR 95% COMPLETE
03-23-2020	ISSUED FOR REVIEW
04-29-2020	REVISED PER VILLAGE COMMENTS
04-30-2020	100% COMPLETE PLANS
06-15-2020	REVISED PER VILLAGE COMMENTS
01-29-2021	ISSUED FOR BID
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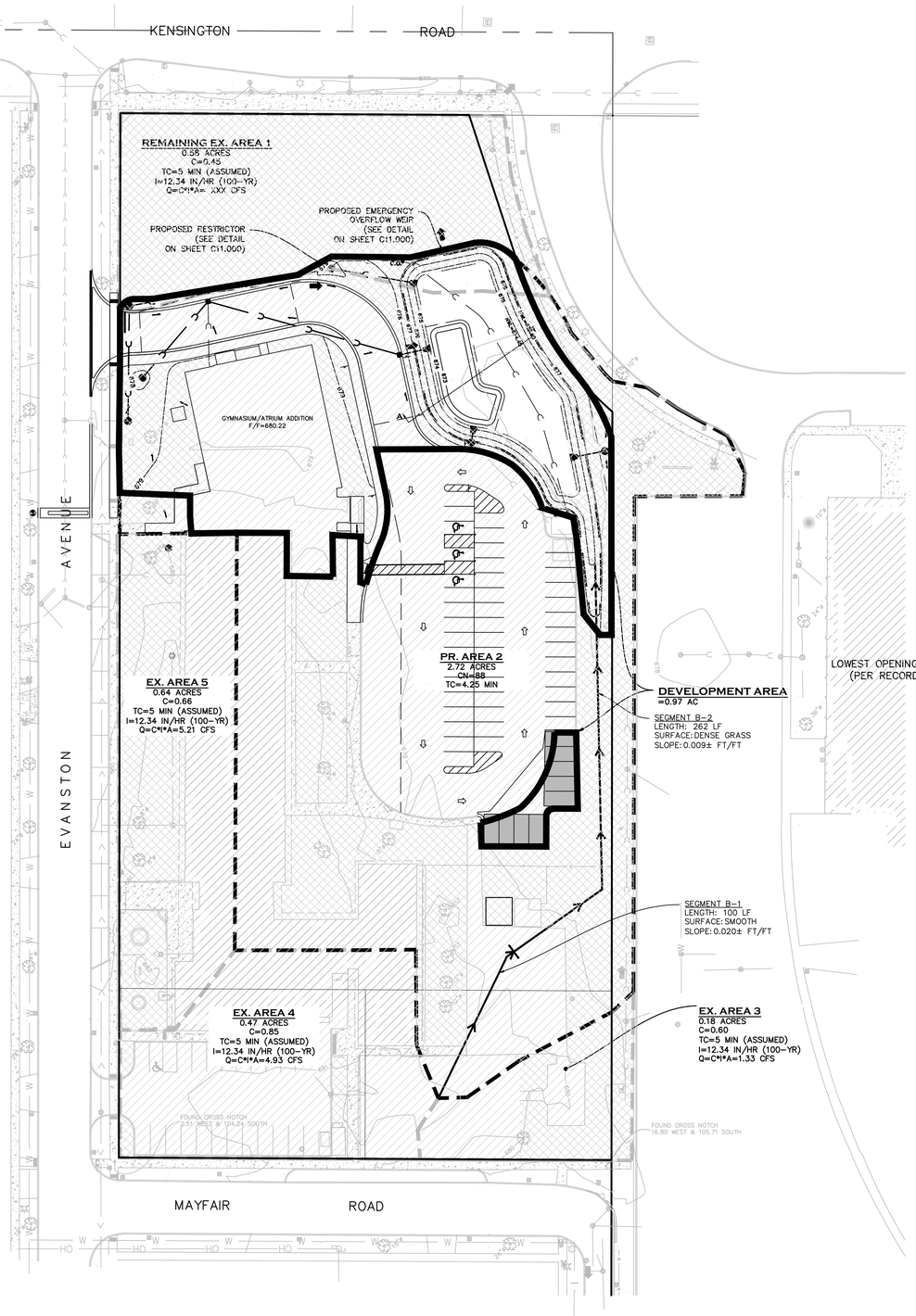
TIMBER RIDGE SCHOOL ADDITION & RENOVATION
NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
STANDARD CONSTRUCTION DETAILS

PROJECT NO. M17096

DRAWN BY: CS

CHECKED BY: CS

SHEET NO. C12.000



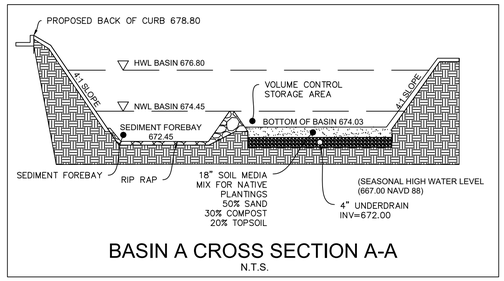
LEGEND

- PR. DRAINAGE AREA PERIMETER
- EX. DRAINAGE AREA PERIMETER
- DEVELOPMENT AREA
- TIME OF CONCENTRATION
- PERVIOUS AREA
- IMPERVIOUS AREA
- EX. OVERLAND FLOOD ROUTE
- PR. OVERLAND FLOOD ROUTE

NORTH

40 0 20 40

1" = 40'
GRAPHIC SCALE



BASIN A CROSS SECTION A-A
N.T.S.

SUMMARY

TOTAL PROPERTY OWNERSHIP	= 3.38 AC
TOTAL DEVELOPMENT AREA	= 0.97 AC
PROPOSED PERVIOUS AREA	= 0.37 AC
PROPOSED IMPERVIOUS AREA	= 0.46 AC
PROPOSED POND AREA	= 0.14 AC

(100 YEAR 24 HR EVENT SUBTRACTED FROM ALLOWABLE RELEASE)

PR. AREA A	= 2.72 AC
PROPOSED PERVIOUS AREA	= 1.09 AC
PROPOSED IMPERVIOUS AREA	= 1.49 AC
PROPOSED POND AREA	= 0.14 AC

CURVE NUMBER CALCULATIONS

BASIN A
CN TRIBUTARY TO BASIN A = 89.13
ADJUSTED CN = 79.49

TIME OF CONCENTRATION CALCULATIONS

BASIN A
MAX FLOW LENGTH USED = 362 FT
TC = 4.25 MIN (ASSUME 5 MIN)

DEVELOPMENT AND RETENTION SUMMARY

BASIN A
TOTAL DEVELOPMENT AREA = 0.97 AC
HWL = 676.80
NWL = 674.45
BOTTOM = 671.28
DETENTION REQUIRED = 0.32 AC-FT
EX. DETENTION PROVIDED = 0.12 AC-FT
DETENTION PROVIDED = 0.44 AC-FT
VOLUME CONTROL REQUIRED = 0.050 AC-FT
VOLUME CONTROL PROVIDED = 0.094 AC-FT

FOR REFERENCE ONLY

CONTRACTOR SHALL NOT USE THIS SHEET FOR THE PURPOSE OF CONSTRUCTION OR BIDDING.

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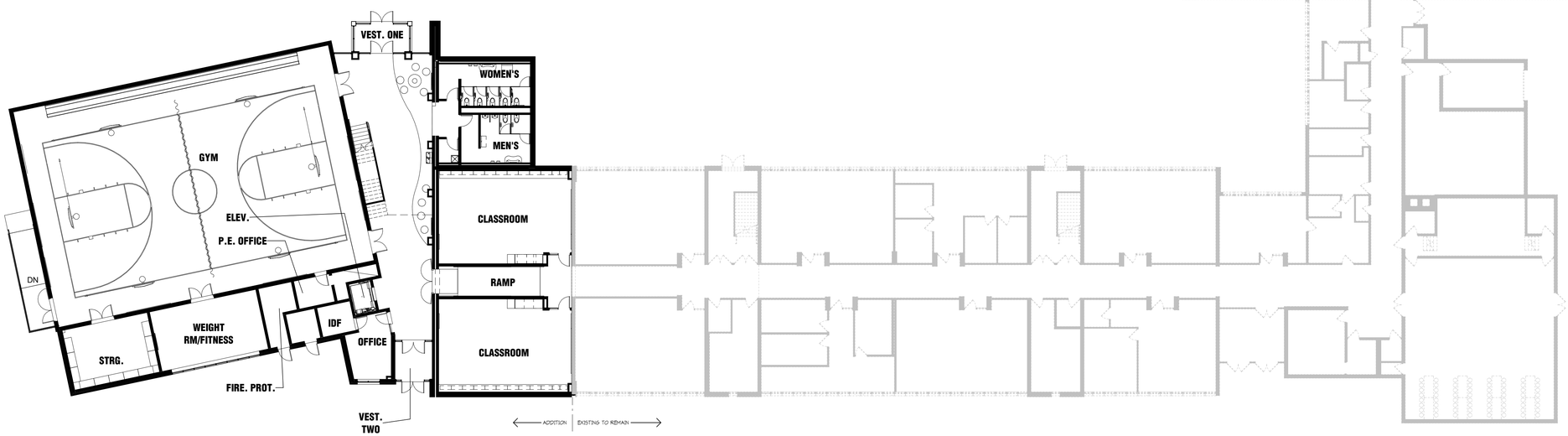
TIMBER RIDGE SCHOOL ADDITION
& RENOVATION
NSSEO
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS
FINAL ENGINEERING PLANS
MWRD EXHIBIT

PROJECT NO. M17096

DRAWN BY: CS

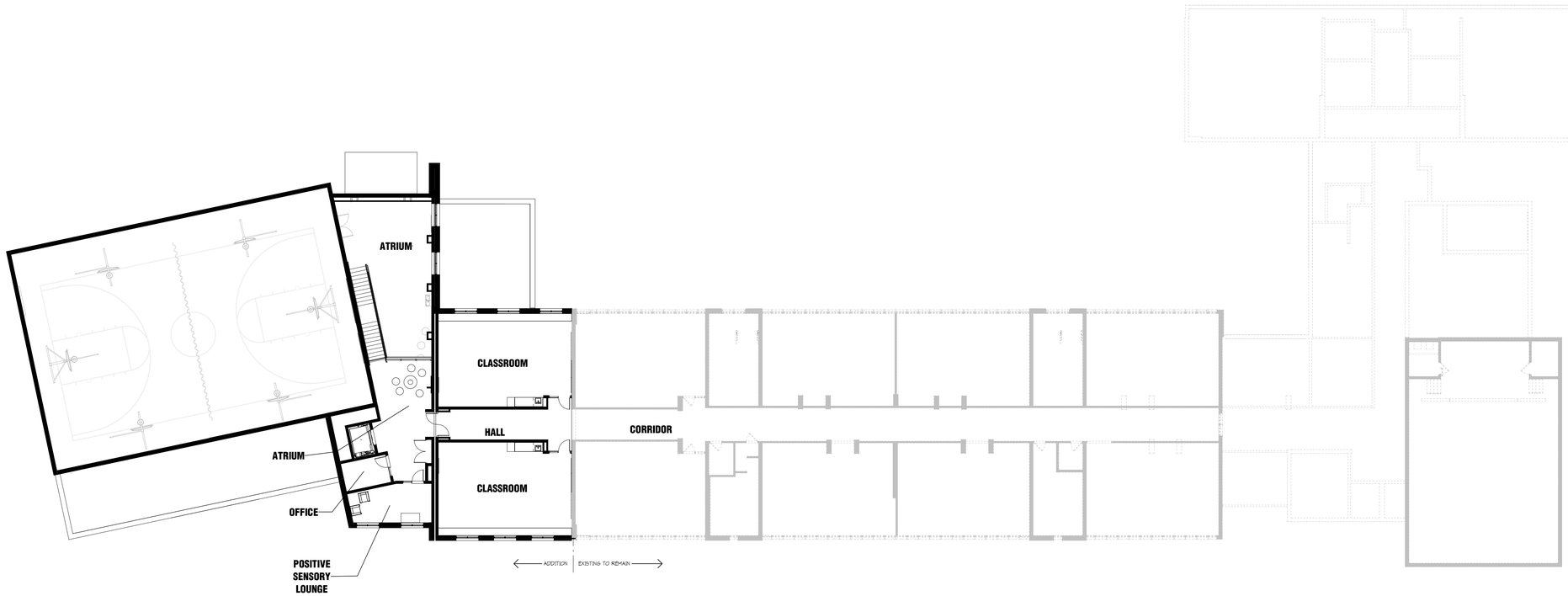
CHECKED BY: CS

SHEET NO. C13.000



1 GROUND FLOOR PLAN - OVERALL
1/16" = 1'-0"
0 12' 24'

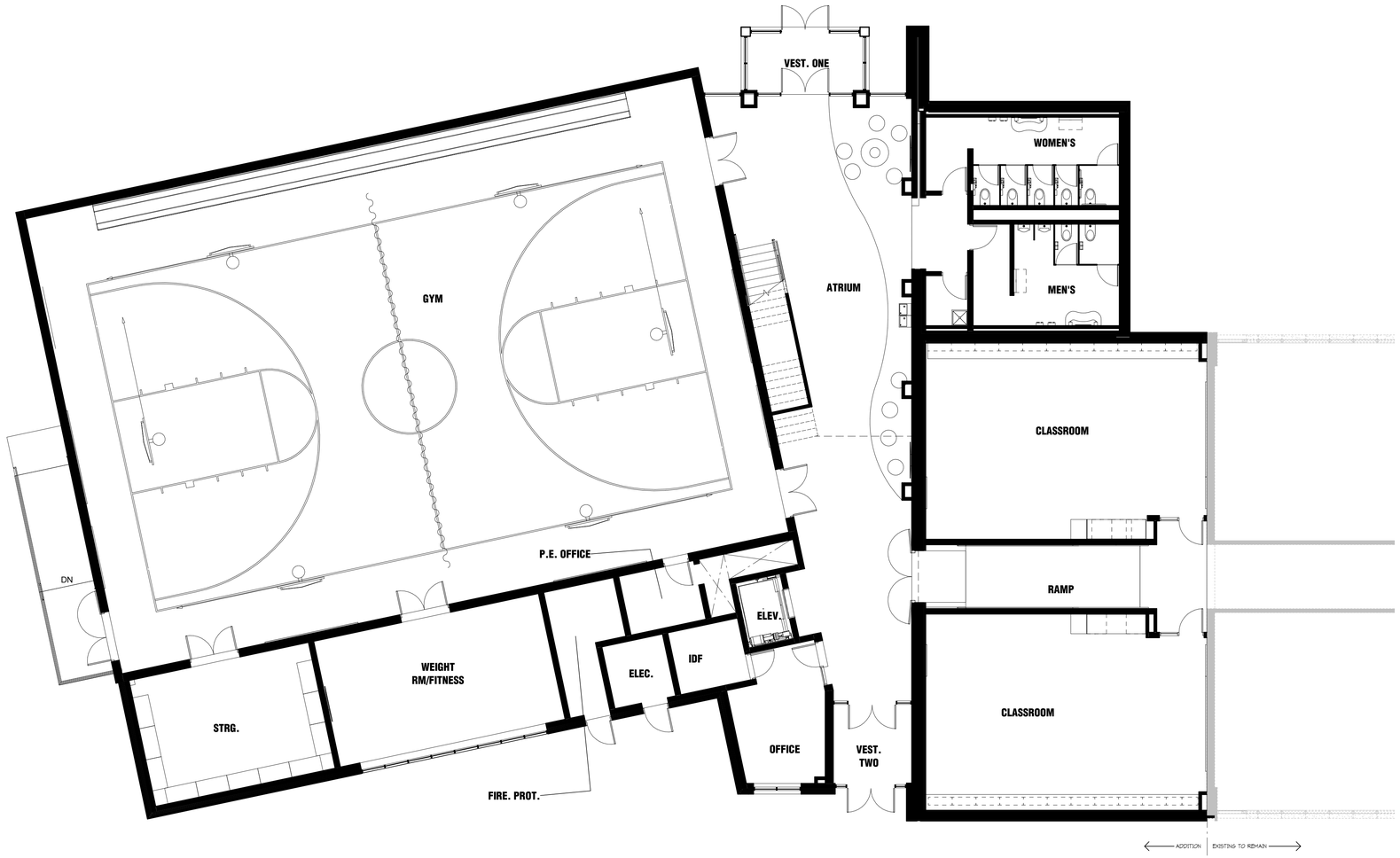
OVERALL FLOOR PLAN
GROUND FLOOR



1 UPPER LEVEL PLAN - OVERALL
1/16" = 1'-0"
0 12' 24'

OVERALL FLOOR PLAN
UPPER FLOOR

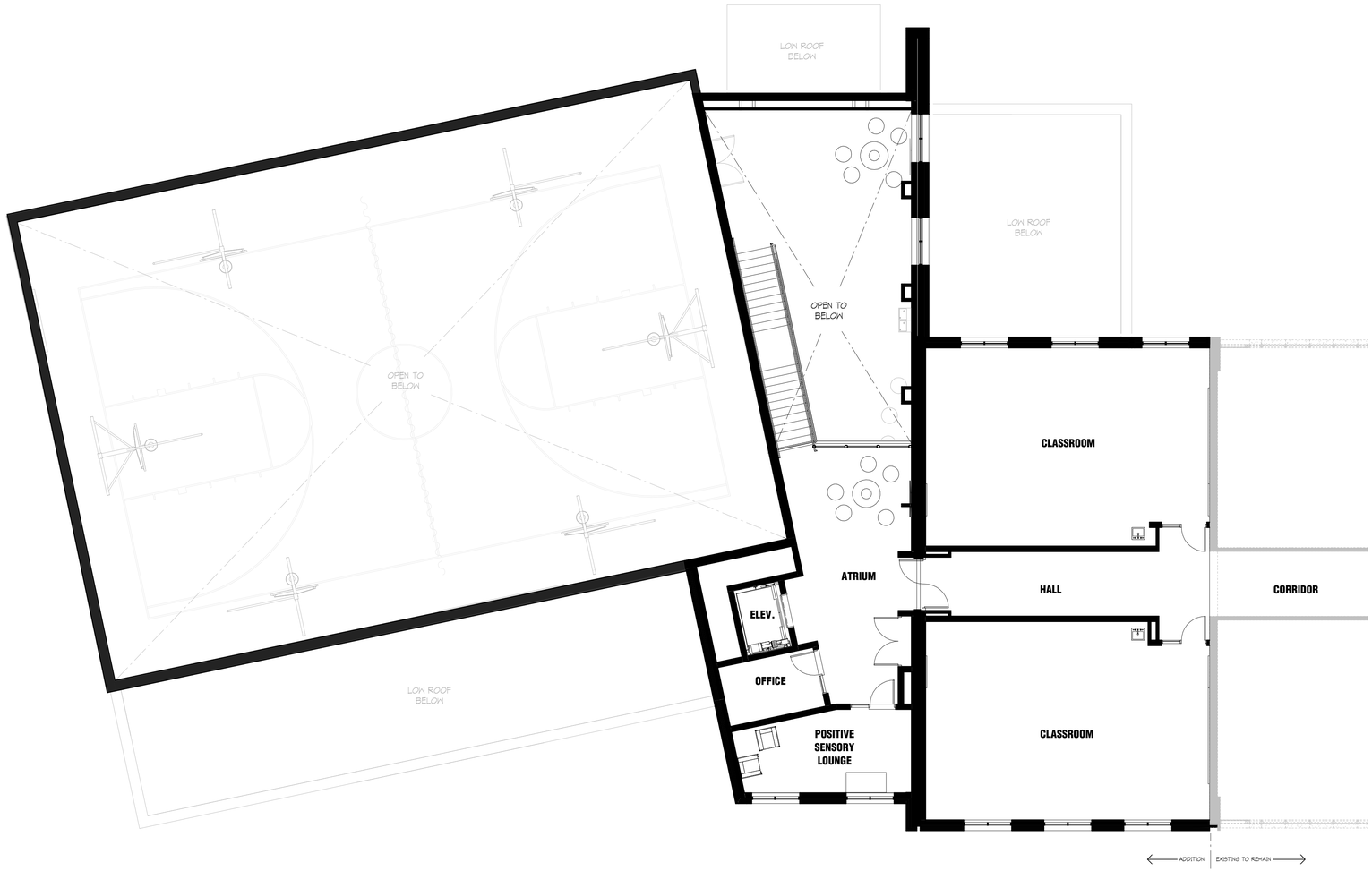
Comm No: 173230



1 GROUND LEVEL PLAN
1/8" = 1'-0"
0 6' 12'

ENLARGED FLOOR PLAN
GROUND FLOOR

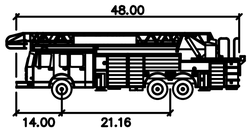
Comm No: 173230



1 UPPER LEVEL PLAN
1/8" = 1'-0"
0 6' 12'

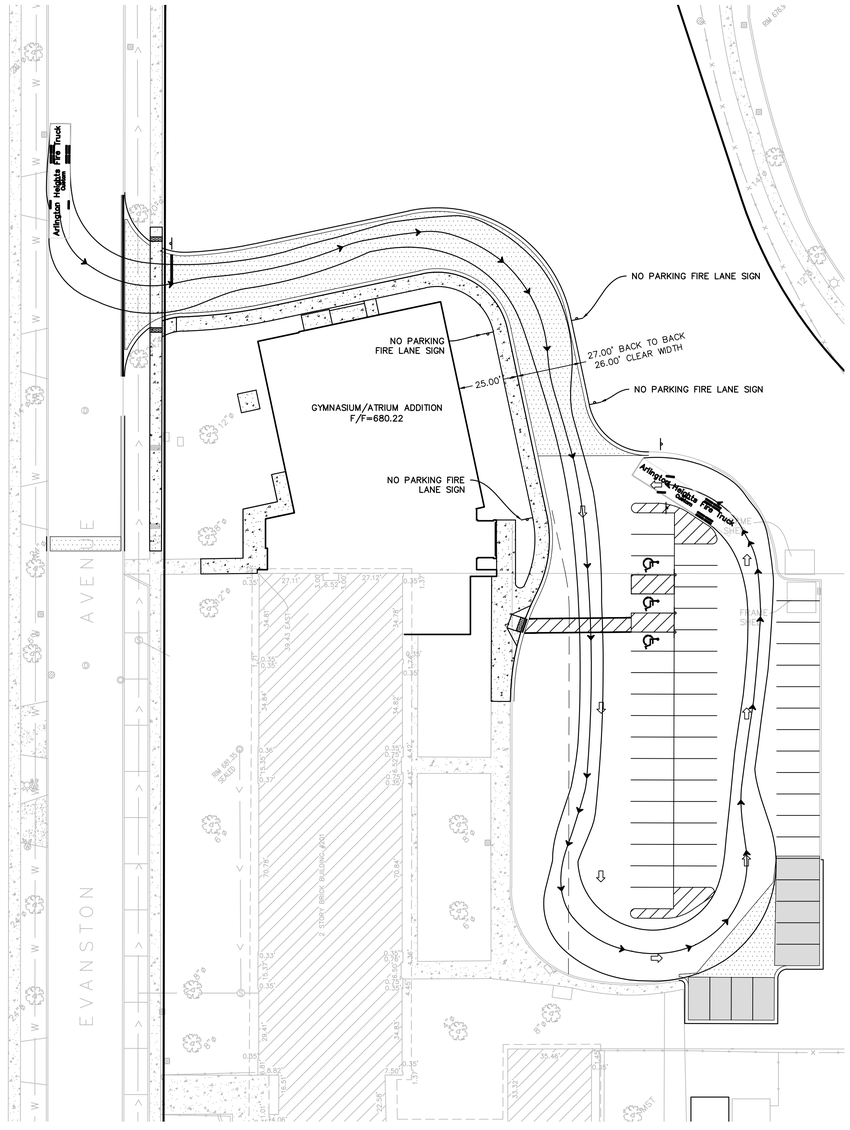
ENLARGED FLOOR PLAN
UPPER FLOOR

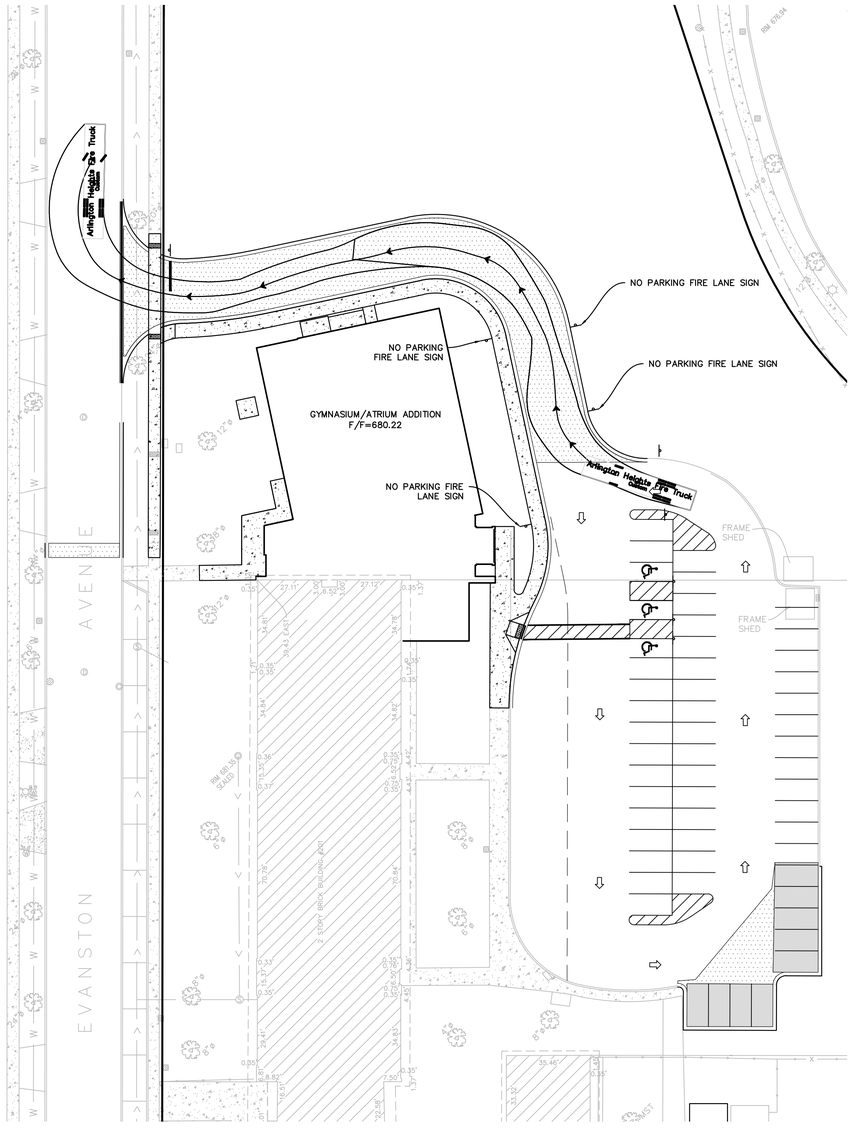
Comm No: 173230



Arlington Heights Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3





30 0 15 30

1" = 30'
GRAPHIC SCALE

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DATE:	DESCRIPTION:
4/21/2020	ISSUED FOR REVIEW
3/26/2021	REVISED PER COMMENTS

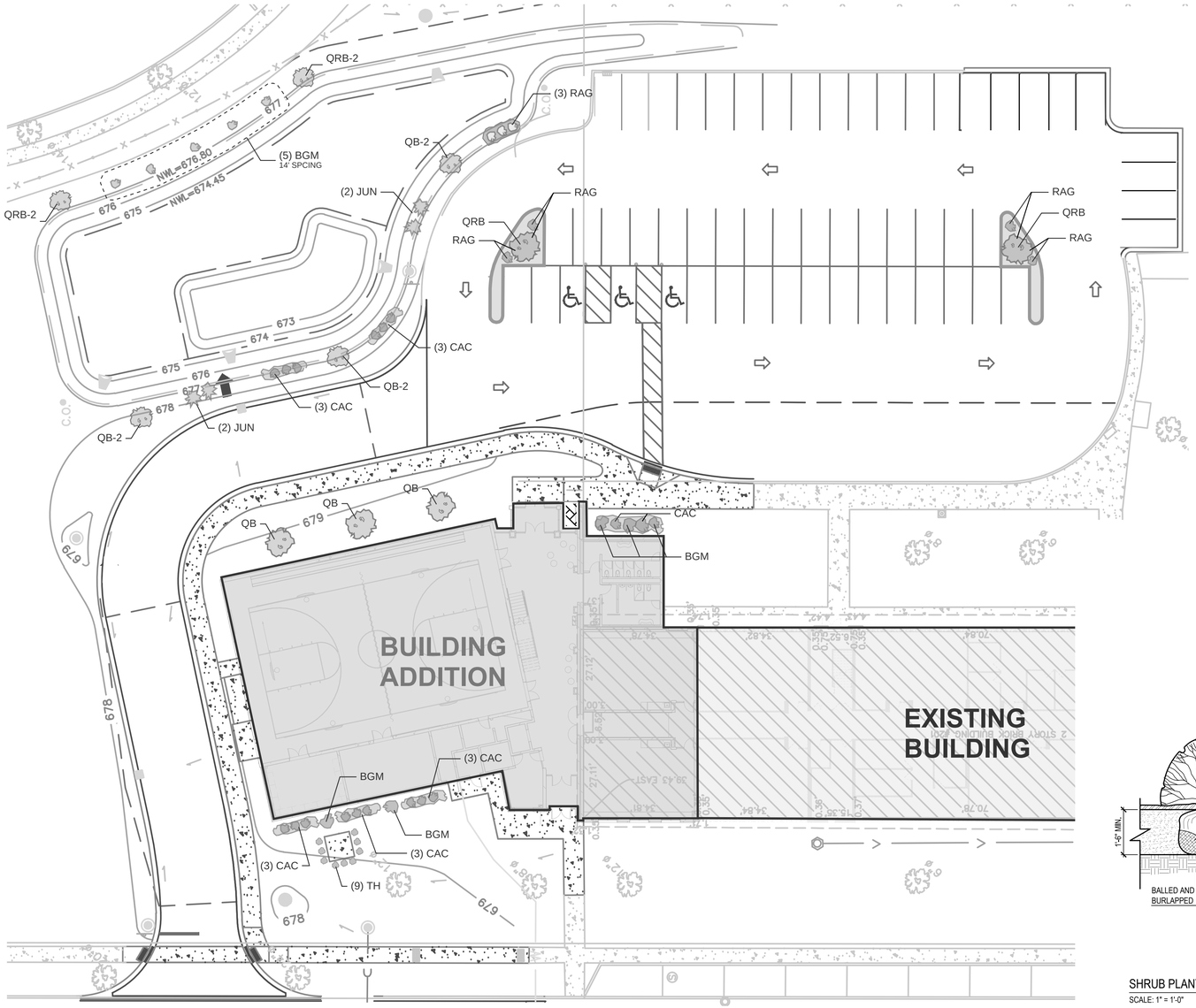
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TIMBER RIDGE SCHOOL
201 S. EVANSTON AVENUE
ARLINGTON HEIGHTS, IL

AUTOTURN

PROJECT NO. M17096	
DRAWN BY:	TCH
CHECKED BY:	CLS
SHEET NO.	1 / 1

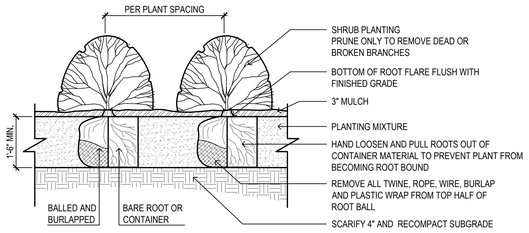
NSSEO
TIMBER RIDGE SCHOOL GYMNASIUM ADDITION



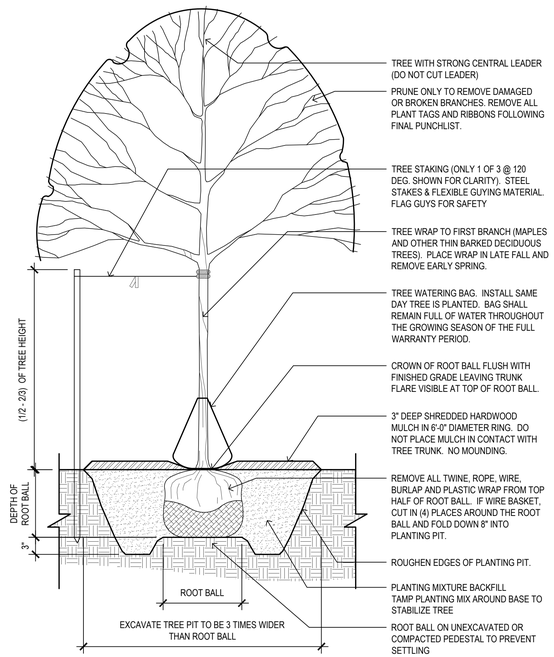
1 LANDSCAPE PLAN
1" = 20'-0"
0 15' 30'

N

PLANTING SCHEDULE					
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
CANOPY TREES					
QB	3	QUERCUS ROBAR x BICOLOR 'NADLER'	KINDERED SPIRIT OAK	4" CAL.	
QB-2	3	QUERCUS ROBAR x BICOLOR 'NADLER'	KINDERED SPIRIT OAK	2" CAL.	
ORNAMENTAL TREES					
QRB	2	QUERCUS ROBAR x BICOLOR 'NADLER'	KINDERED SPIRIT OAK	4" CAL.	
QRB-2	2	QUERCUS ROBAR x BICOLOR 'NADLER'	KINDERED SPIRIT OAK	2" CAL.	
SHRUBS					
BGM	10	BUXUS 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD	#5 CONT.	36" O.C. - U.N.O.
CAC	17	CLETHRA ALNIFOLIA 'CALEB'	VANILLA SPICE SUMMERSWEET	#5 CONT.	36" O.C.
RAG	7	RHUS ARMOATICA 'GRO-LO'	GRO LO SUMAC	#5 CONT.	36" O.C.
JUN	4	JUNIPER CHINENSIS	SEA GREEN JUNIPER	#5 CONT.	48" O.C.
TH	9	THUJA OCCIDENTALIS	AMERICAN ARBORVITAE	#5 CONT.	36" O.C.



SHRUB PLANTING
SCALE: 1" = 1'-0"



TREE PLANTING
SCALE: 1/2" = 1'-0"

LANDSCAPE PLAN
ENLARGED PLAN AND DETAILS

ROUND 1 COMMENT REVISIONS - 3.26.2021
Comm No: 173230



Exhibit 1.A

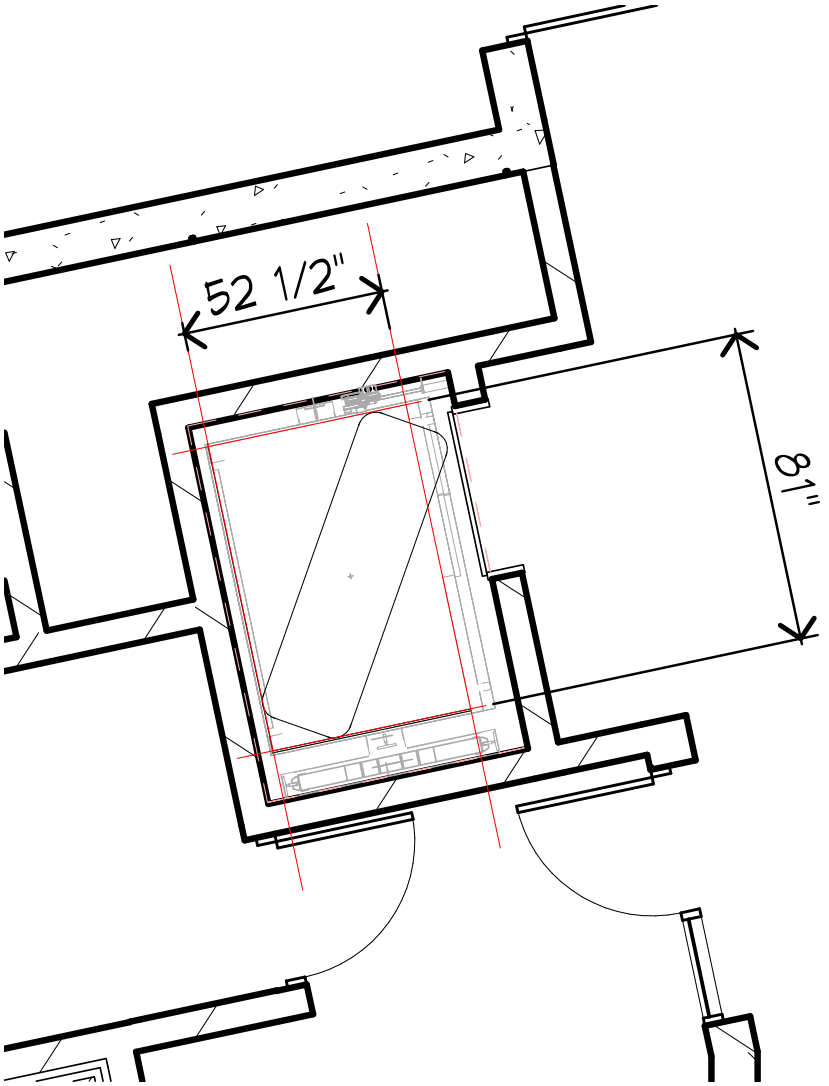


Exhibit 1.B

Traffic Impact and Parking Study

Timber Ridge School - NSSEO

Arlington Heights, Illinois

February 5, 2021

Prepared for:

Timber Ridge School
201 S. Evanston Avenue, Arlington Heights IL 60004-6832
Ph. 847.463.8300 Fax. 847.818.8923

Prepared by:
Lynn M. Means, P.E., PTOE
Senior Transportation Engineer

GHA



Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study for an addition to the existing North Suburban Special Education Organization (NSSEO) Timber Ridge School (School). The School is located at 201 S. Evanston Avenue in Arlington Heights, Illinois. It is currently served by approximately 100 students (kindergarten through 8th grade) and 70 school staff. The School also provides a pre-school program, served by 30 students and 3 staff. Access to the site is provided via two driveways on Evanston Avenue. The site is served by 73 off-street parking spaces, including 3 accessible spaces; visitor on-street parking is also provided along the east side of Kensington Road adjacent to the School.

As currently proposed, the development will include the construction of a gymnasium addition, weight/fitness room, boys/girls' bathrooms, site accessibility improvements (including an elevator), three offices, positive sensory lounge, additional support space, gym storage room and two additional classrooms, which will provide the ability to serve 25 additional students and 4 staff. Access to the site will be maintained via two driveways on Evanston Avenue; however, the northern access will be relocated approximately 80 feet to the north, towards Kensington Road.

This Traffic Impact Study evaluates traffic access, safety and parking. The following summarizes our findings and provides various recommendations for your consideration. *Appendices* referenced are in the Technical Addendum at the end of this document.

Part II. Background Information

Site Location Map and Roadway Inventory

Exhibit 1 provides a site location map. The existing traffic, parking and circulation operations in the site area are illustrated on ***Exhibits 2A, 2B and 2C***, respectively.

Appendix A provides a photo inventory of the site vicinity. Pertinent comments on the area land use, street network operations and pedestrian mobility include:

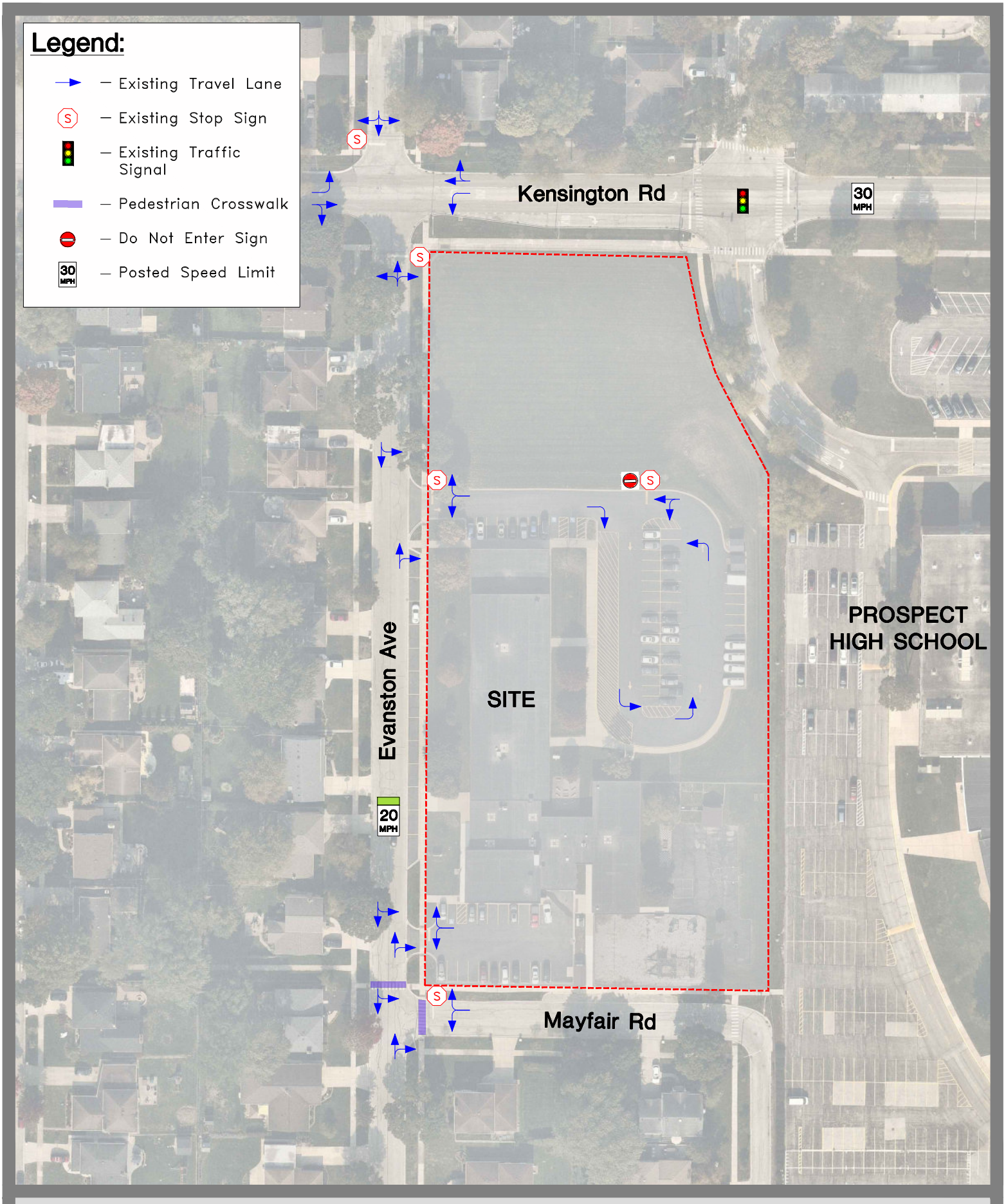
- Land uses surrounding the site are predominately residential. Prospect High School is located to the east of the School.
- Kensington Road is an east-west local roadway, under the jurisdiction of the Village of Arlington Heights in the site vicinity. It provides a three-lane cross-section (one through lane in each direction and a center lane for turns at intersections). On-street parking is prohibited along both the north and south sides of the roadway. The posted speed limit on Kensington Road is 30 miles per hour (mph). It has an annual average daily traffic (AADT) volume of 7,750 vehicles, year 2018.
- Evanston Avenue is a north-south local roadway, under the jurisdiction of the Village of Arlington Heights in the site vicinity. It provides a two-lane cross-section (one travel lane in each direction. On-street parking is restricted on both sides of the roadway on school days between the hours of 8AM and 4PM except the east side of Evanston Avenue adjacent to the site, where School visitor parking is permitted. The posted speed limit on Evanston Avenue is 25 mph. A 20-mph speed limit is posted adjacent to the site, on school days when pedestrians are present.
- Sidewalks are provided in the site vicinity along both sides of the roads.



Exhibit 1 - Location Map

Timber Ridge School
Arlington Heights, IL

Map Center: 87.95309°W 42.07902°N

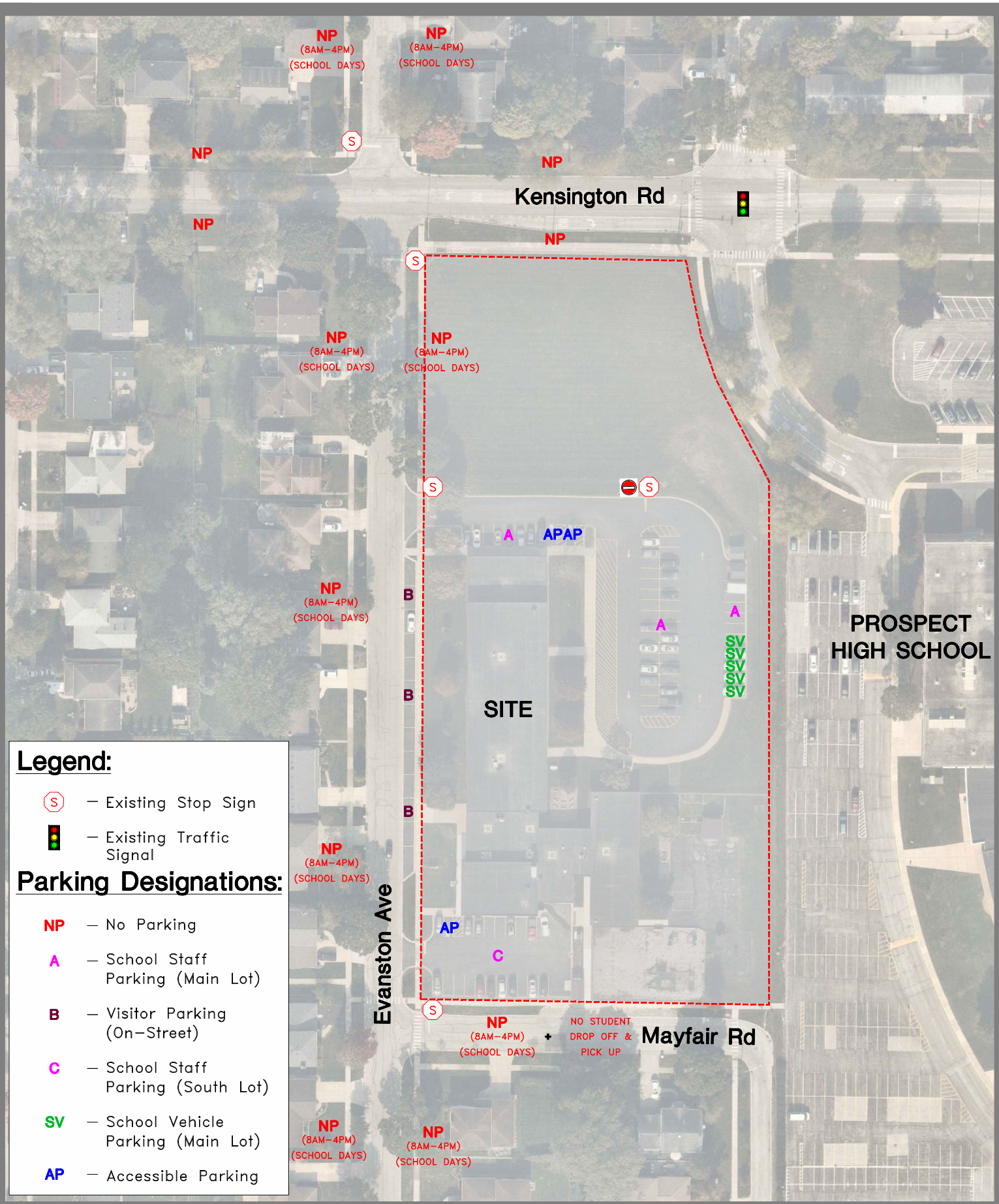


GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 2A
Existing Traffic Operations



Legend:

- S — Existing Stop Sign
- — Existing Traffic Signal

Parking Designations:

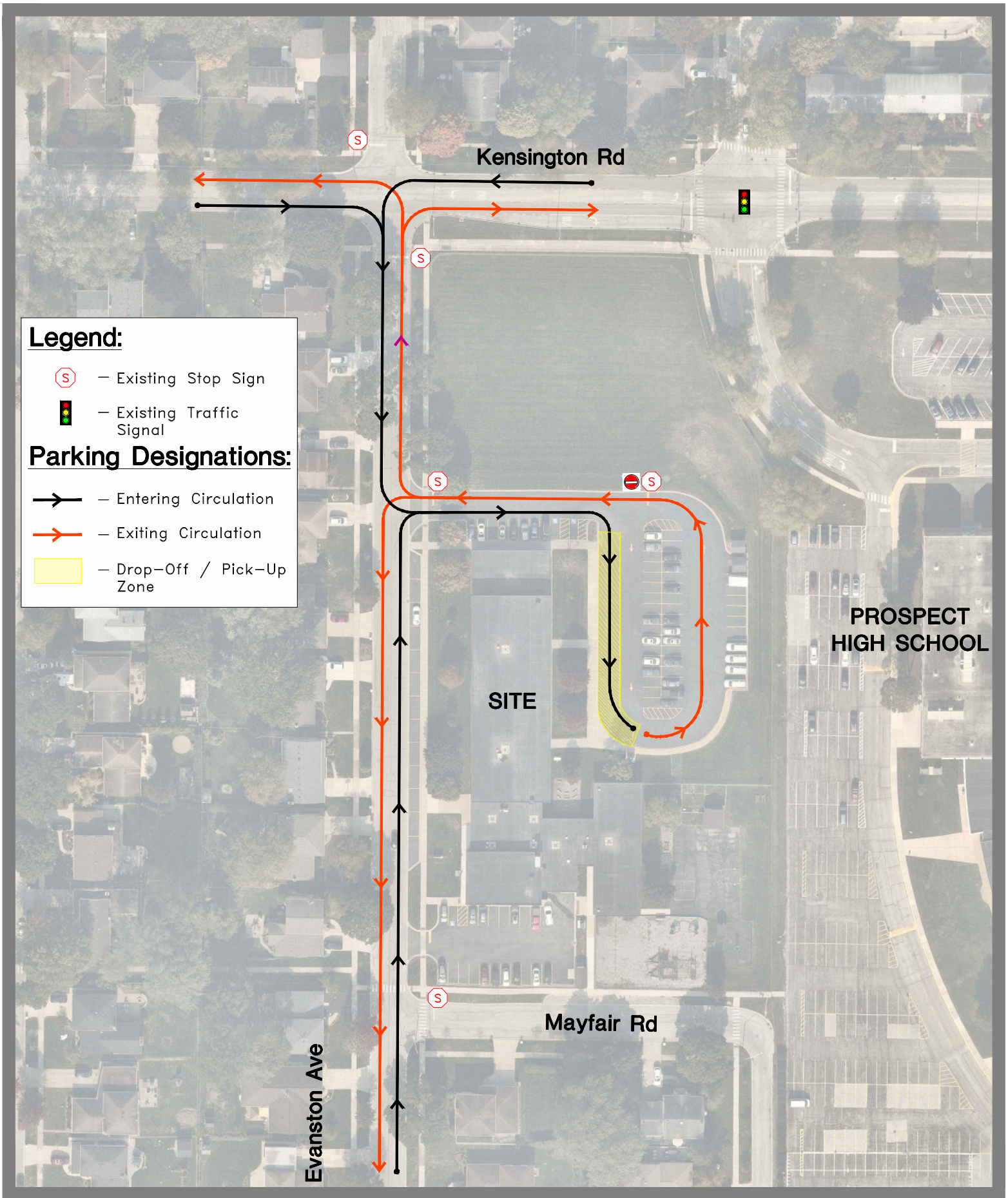
- NP — No Parking
- A — School Staff Parking (Main Lot)
- B — Visitor Parking (On-Street)
- C — School Staff Parking (South Lot)
- SV — School Vehicle Parking (Main Lot)
- AP — Accessible Parking

GHA GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 2B
Existing Parking Operations



GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 2C
Drop-Off / Pick-Up Circulation

Existing School Characteristics

- School hours are from 9:00 AM to 3:00 PM. *The School is currently operating on a hybrid model, with a morning program from 9:00 to 11:15 AM and an afternoon program from 12:45 to 3:00 PM.*
- The student enrollment at NSSEO Timber Ridge School is approximately 100 students. *Enrollment is currently down by 10 students (to 90 students) due to the COVID-19 pandemic. Approximately 1/3 of the student population (30 students) are currently remote learning. Students are equally split between the morning and afternoon programs: 30 students per session.*
- The School is supported by approximately 70 staff members, with start and end times of approximately 8:00AM and 4:00 PM, respectively.
- The School also provides a pre-school program, served by 30 students and 3 staff. Staff hours for this program are 8:15 AM to 2:15 PM and student hours are 8:30 AM to 2:00 PM. *Enrollment is current half (15 students) due to the COVID-19 pandemic.*
- Students are transported to the School via van, bus and taxi; there are no walkers/bikers, as well as minimal students dropped-off/picked-up by parents (less than 5%).
- Average student occupancy per vehicle is 3.8: 4 students per van, 6 students per bus and 1 student per taxi. *Due to the COVID-19 pandemic, to provide adequate student separation, the average student occupancy per vehicle is 2: 4 students per bus and 1 student per van/taxi.*

Existing Operational Observations

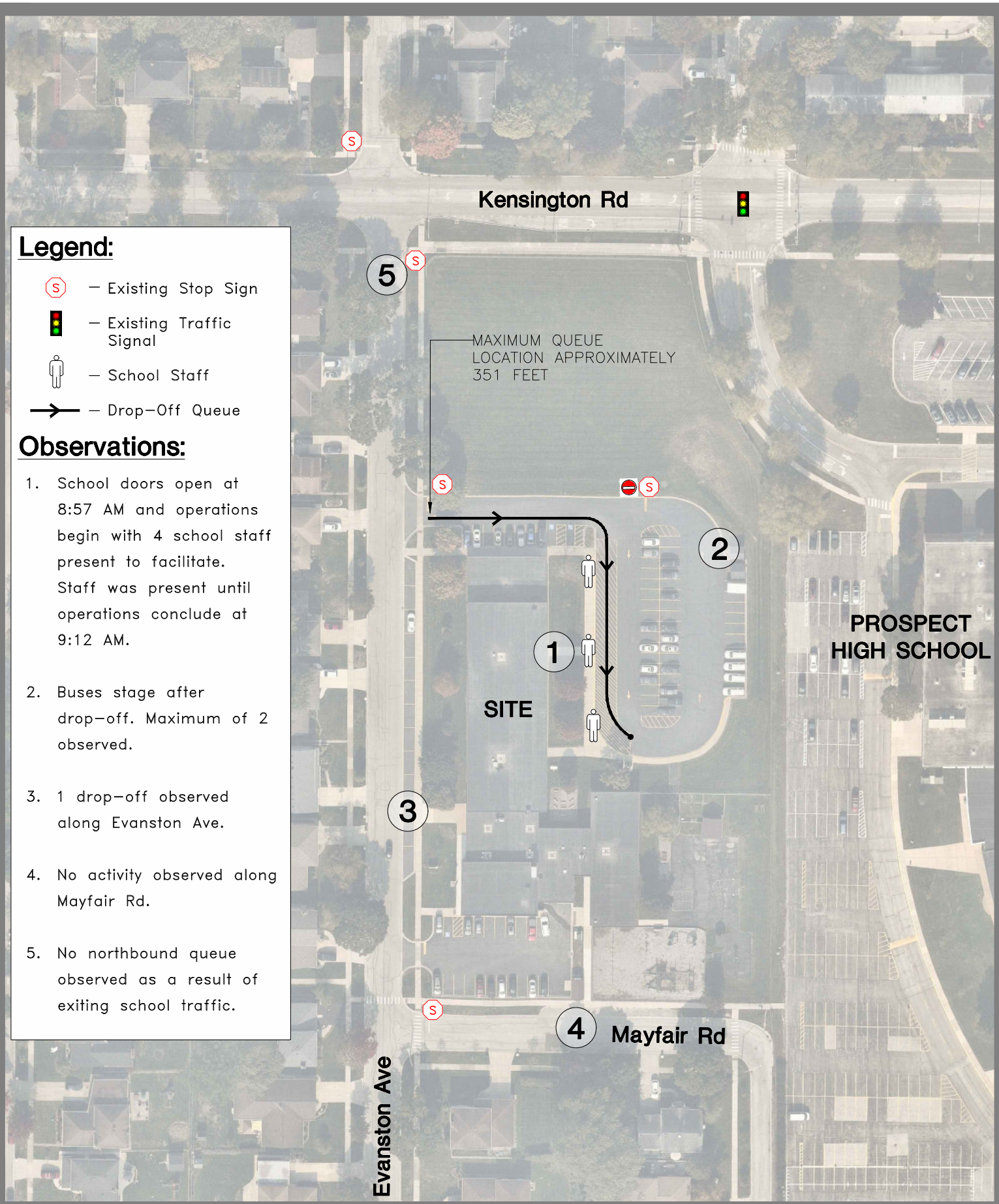
Observations were conducted of the NSSEO Timber Ridge School drop-off and pick-up activities. Separate morning and afternoon observations were conducted due to the current hybrid model. Some of these observations, which are depicted on ***Exhibits 3A – 3D***, include the following:

Drop-Off (see *Exhibits 3A & 3C*)

- School staff is present along the drop-off lane at the main entrance to facilitate student drop-offs.
- School doors do not open until 8:57 AM. *For the afternoon session doors open at 12:45 PM.*
- Buses stage briefly in the northeast area of the main parking lot after dropping off students; a maximum stacking (queueing) of 3 buses was observed.
- Bus/taxi/van drop-off activity was contained within the main parking lot. *For the afternoon session, the queue extended onto Evanston Avenue (3 vehicles); however, the vehicle queue was quickly cleared, within 2 minutes of doors opening.*
- One student was dropped off on Evanston Avenue at the School entrance.
- No School activity was observed along Mayfair Road, located to the south of the School.
- No northbound vehicle queuing / issues were observed on northbound Evanston Avenue at Kensington Road, resulting from School drop-off activity.

Pick-Up (see *Exhibits 3B & 3D*)

- Similar to drop-off operations, staff is present along the pick-up lane at the main entrance to facilitate student pick-ups.
- Bus/taxi/van drop-off activity was contained within the main parking lot.
- One student was dropped off on Evanston Avenue at the School entrance.
- No northbound vehicle queuing / issues were observed on northbound Evanston Avenue at Kensington Road, resulting from School pick-off activity.



Legend:

- S — Existing Stop Sign
- — Existing Traffic Signal
- — School Staff
- — Drop-Off Queue

Observations:

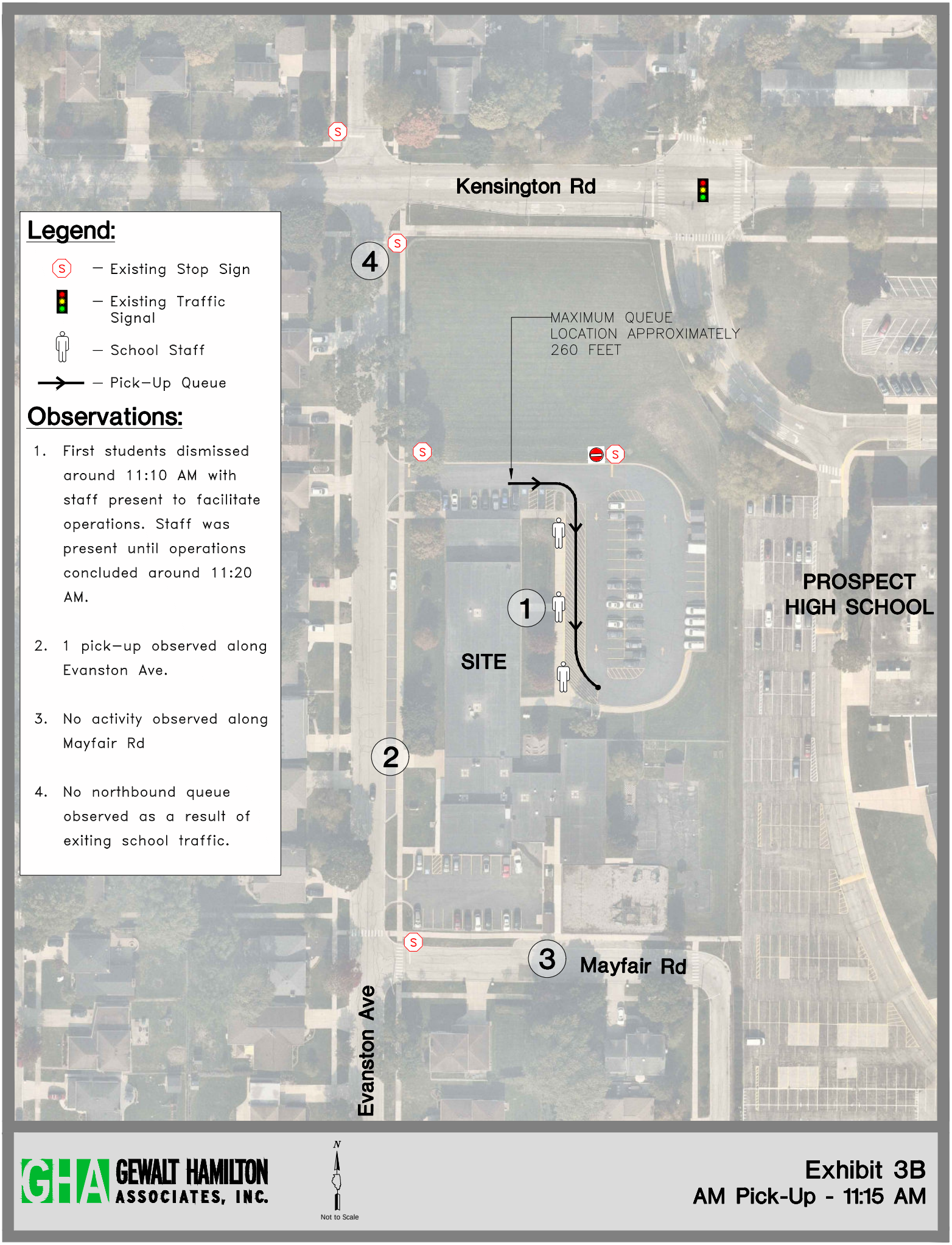
1. School doors open at 8:57 AM and operations begin with 4 school staff present to facilitate. Staff was present until operations conclude at 9:12 AM.
2. Buses stage after drop-off. Maximum of 2 observed.
3. 1 drop-off observed along Evanston Ave.
4. No activity observed along Mayfair Rd.
5. No northbound queue observed as a result of exiting school traffic.

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Not to Scale

Exhibit 3A
AM Drop-Off - 9:00 AM



Legend:

- S — Existing Stop Sign
- — Existing Traffic Signal
- — School Staff
- — Pick-Up Queue

Observations:

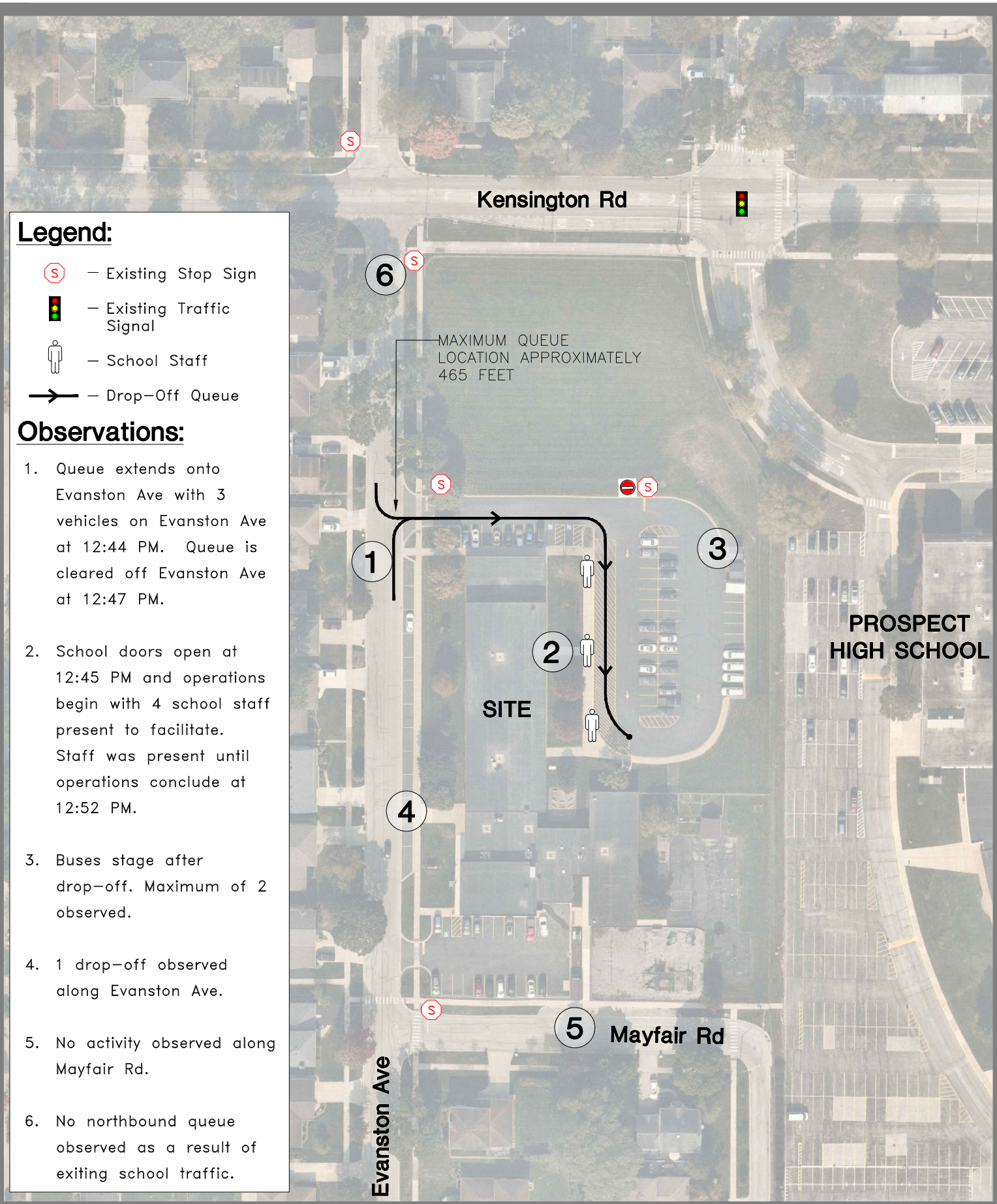
1. First students dismissed around 11:10 AM with staff present to facilitate operations. Staff was present until operations concluded around 11:20 AM.
2. 1 pick-up observed along Evanston Ave.
3. No activity observed along Mayfair Rd
4. No northbound queue observed as a result of exiting school traffic.

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Not to Scale

Exhibit 3B
AM Pick-Up - 11:15 AM



Legend:

- S — Existing Stop Sign
- — Existing Traffic Signal
- — School Staff
- — Drop-Off Queue

Observations:

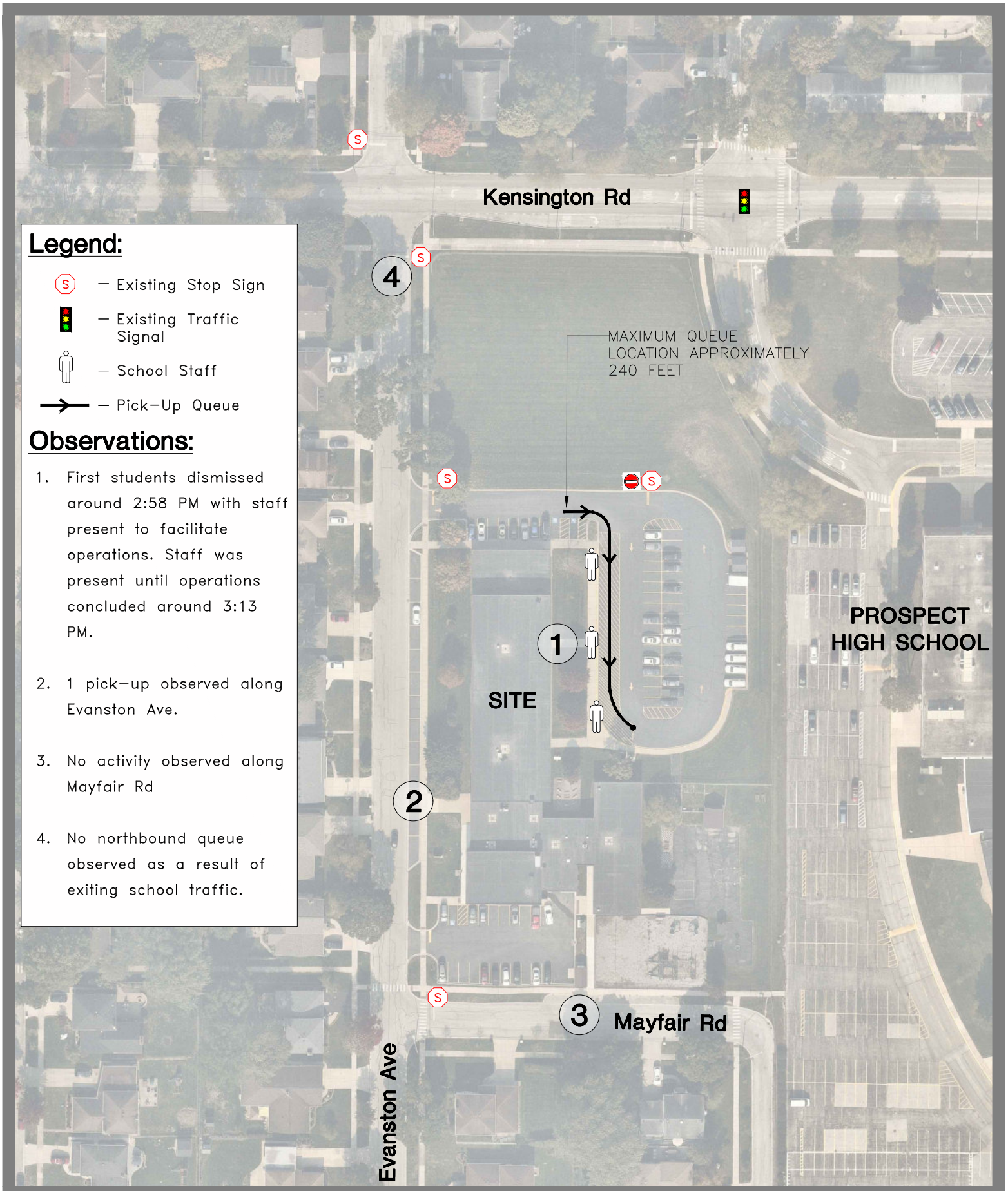
1. Queue extends onto Evanston Ave with 3 vehicles on Evanston Ave at 12:44 PM. Queue is cleared off Evanston Ave at 12:47 PM.
2. School doors open at 12:45 PM and operations begin with 4 school staff present to facilitate. Staff was present until operations conclude at 12:52 PM.
3. Buses stage after drop-off. Maximum of 2 observed.
4. 1 drop-off observed along Evanston Ave.
5. No activity observed along Mayfair Rd.
6. No northbound queue observed as a result of exiting school traffic.

GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 3C
PM Drop-Off - 12:45 PM



Legend:

- S — Existing Stop Sign
- — Existing Traffic Signal
- — School Staff
- — Pick-Up Queue

Observations:

1. First students dismissed around 2:58 PM with staff present to facilitate operations. Staff was present until operations concluded around 3:13 PM.
2. 1 pick-up observed along Evanston Ave.
3. No activity observed along Mayfair Rd
4. No northbound queue observed as a result of exiting school traffic.

GHA GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 3D
PM Pick-Up - 3:00 PM

Existing Traffic

Peak period traffic turning movement and pedestrian counts were conducted by GHA on Wednesday, January 13, 2021 from 7:30 to 9:30 AM and 2:30 to 4:30 PM. ***Exhibit 4*** summarizes the existing weekday morning and afternoon school peak hour traffic volumes. The observed weekday morning school peak hour occurred from 8:30 to 9:30 AM, the weekday afternoon school peak hour occurred from 2:45 to 3:45 PM.

Exhibit 4 also provides the AADT (24-hour volume) along Kensington Road as published by IDOT on their website www.gettingaroundillinois.com. Summaries of the existing GHA and IDOT traffic counts can be found in ***Appendix B***.

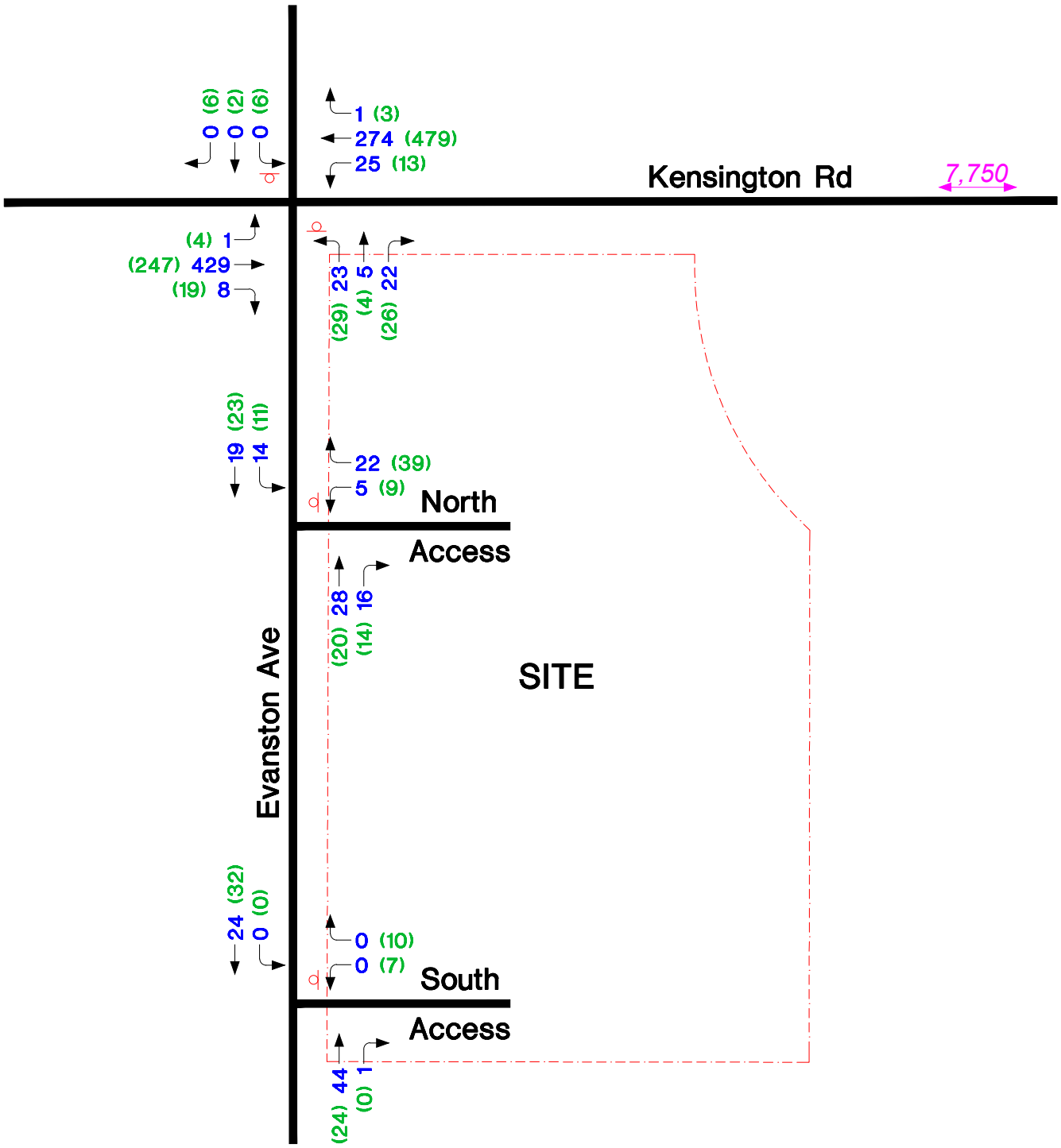
Notes: 1. The 2021 intersection volumes were approximately 3 to 28 percent higher than historical Illinois Department of Transportation (IDOT) roadway segment peak hour volumes during the weekday morning and afternoon school peak hours along Kensington Road to account for abnormal traffic conditions associated with business and school closures in connection with the COVID-19 pandemic.

2. *The IDOT roadway volumes were performed in July 2018 when area schools were not in session. Accordingly, to provide a conservative analysis scenario, traffic associated with reduced student attendance at the nearby Prospect High School, as well as incremental difference at the Timber Ridge School (less students, however lower vehicle occupancy) was estimated and assigned to the adjacent roadway network. A summary of additional site and background traffic is provided in* ***Table 1*** and associated Institute of Transportation Engineers (ITE),10th Edition *Trip Generation* worksheets used in the calculations are provided in ***Appendix C***.

Table 1: Estimated Trip Generation – Background Traffic

Land Use / Size	ITE Land Use Code	AM School Peak Hour			PM School Peak Hour		
		In	Out	Total	In	Out	Total
Prospect High School							
Pre-Covid / 2,150 Students	530	649	305	954	186	395	581
Less Current In-Person / 550 Students (25%)		*-260*	*-123*	*-383*	*-73*	*-154*	*-227*
Total		**389**	**182**	**571**	**113**	**241**	**354**
Timber Ridge - Preschool							
Pre-Covid / 30 Students	565	15	13	28	--	--	--[1]
Less Current In-Person / 15 Students (50%)		*-9*	*-9*	*-18*			
Total		**6**	**4**	**10**			
Timber Ridge – K-8 School							
Pre-Covid / 100 Students[2]	--	26	26	52	26	26	52
Less Current In-Person / 30 Students[3]		*-15*	*-15*	*-15*	*-15*	*-15*	*-15*
Total		**11**	**11**	**22**	**11**	**11**	**22**

[1] Preschool dismissal (2:00 PM) does not coincide with School afternoon peak hour (2:45 – 3:45 PM).
[2] Average student occupancy per vehicle: 3.8.
[3] Average student occupancy per vehicle: 2.0.



Legend:

XX – Weekday AM School Peak Hour (8:30–9:30 AM)
(XX) – Weekday PM School Peak Hour (2:45–3:45 PM)
XX – Annual Average Daily Traffic (AADT)
– Existing Stop Sign

GEWALT HAMILTON ASSOCIATES, INC.

Not to Scale

Exhibit 4
Existing Traffic

Sources: 1) GHA January, 2021 2) IDOT 2018 AADT

Existing Parking

In order to determine the existing parking demand in the study area, GHA conducted a parking inventory and parking occupancy surveys for the off-street and on-street vehicular parking areas, serving the NSSEO Timber Ridge School. parking surveys were conducted hourly on Wednesday, January 13, 2021 between 8:00 and 10:00 AM, 11:00 AM and 12:00 PM and 1:00 and 3:00 PM. These times were chosen as they represent the peak hours of occupancy based on predicted usage during the day for the existing School use.

The results of the parking survey, as summarized in ***Table 2***, indicate the following key findings and observations:

- The peak parking demand within the School parking lots did not exceed 73 percent (53 of 73 spaces occupied). There was a minimum of 17 spaces available, including 2 accessible spaces. *This can readily accommodate the additional staff (4) associated with the proposed addition.*
- There was ample on-street visitor parking available throughout the day, along the east side of Kensington Road adjacent to the School.
- As previously identified, there is ample capacity to accommodate the peak school drop-off and pick-up demand.

Table 2: Parking Inventory and Occupancy Survey: Wednesday, January 13, 2021

Parking			Timeframe / Spaces Occupied					
Description	**Type**	**Supply**	**8:00 AM**	**8:30 AM**	**9:30 AM**	**11:30 AM**	**1:00 PM**	**2:00 PM**
Off-Street Parking								
Main Parking Lot	Reserved (NW)	8	8	8	8	7	8	8
	ADA (NW)	2	0	0	0	0	0	0
	Reserved (Center)	34	22	22	22	18	20	20
	School Vehicle	5	4	4	4	2	4	4
	Reserved (East) [A]	2	0	0	0	0	0	0
South Parking Lot	Reserved	21	15	16	16	16	19	20
	ADA	1	0	1	1	1	1	1
Total Parking Spaces (Off-Street)		***73***	***49***	***51***	***51***	***44***	***52***	***53***
Percent Occupied		***--***	***67.1%***	***69.9%***	***69.9%***	***60.3%***	***71.2%***	***72.6%***
On-Street Parking								
Evanston Ave (Kensington Rd – Mayfair Rd)	East Side	13	0	0	0	0	0	0
	West Side [B]	19	0	1	1	0	0	0
Total On-Street		***32***	***0***	***1***	***1***	***0***	***0***	***0***
Percent Occupied		--	***0.0%***	***3.1%***	***3.1%***	***0.0%***	***0.0%***	***0.0%***

Key

85%-100% Occupied
60%-85% Occupied
0%-60% Occupied

Notes

[A] Main Parking Lot "Reserved (East)" had 3 sapces blocked by portable storage units. Those units are holding furniture not used during COVID due to the need for increased social distancing in classrooms, and the storage units will be removed after COVID once the furniture can be moved back into the classrooms. At that time, the parking spaces will no longer be blocked.

[B] No Parking from 8:00 AM - 4:00 PM

Small bus parked along Mayfair Road around 1:55 PM.

A storage shed is located in the northeast corner of the parking lot that will be relocated, which would permit 2 additional parking spaces.

Part III. Traffic Evaluation

Future Site Characteristics

Proposed Development Plan

The Site Plan prepared by Wold Architects & Engineers is provided in ***Appendix D***. The development will include a gymnasium addition, weight/fitness room, boys/girls' bathrooms, site accessibility improvements (including an elevator), three offices, positive sensory lounge, additional support space, gym storage room and two additional classrooms. The addition will provide capacity for an additional 25 students and 4 staff. The School will be served by an additional 2 off-street parking spaces, for a total of 75 spaces, including 4 accessible. Visitor parking will also be maintained along the east side of Kensington Road adjacent to the School.

Access to the site will be maintained via two driveways on Evanston Avenue; however, the northern access will be relocated approximately 80 feet to the north, towards Kensington Road. This will also provide for additional on-site stacking space of approximately 100 feet (4 to 5 vehicles) for drop-off and pick-up activities. Additional site circulation improvements also include a widened drop-off/pick-up lane (expanded from approximately 18 to 25 feet), as well as widened adjacent drive aisle (also expanded from approximately 19 to 25 feet).

Trip Generation

Trip generation rates based on the existing site characteristics were used to determine the anticipated traffic from the proposed addition. The estimated vehicular trip generation for the proposed development is summarized in ***Table 3.***

Table 3: Estimated Trip Generation – Additional Site Traffic

Land Use / Size	ITE Land Use Code	AM School Peak Hour			PM School Peak Hour		
		In	Out	Total	In	Out	Total
Timber Ridge – K-8 School							
25 Students[1]	--	7	7	14	7	7	14
4 Staff		4	0	4	0	4	4
Total		**11**	**7**	**18**	**7**	**11**	**18**

[1] Average student occupancy per vehicle: 3.8.

Directional Distribution

The anticipated trip distribution of site traffic is summarized in ***Table 4***. This was based on current travel patterns, the operational characteristics of the street system and site access.

Table 4: Trip Distribution

Route & Direction	Percent Route	
	Arrive From	Depart To
Kensington Road		
West of Evanston Avenue	20%	40%
East of Evanston Avenue	25%	35%
Evanston Avenue		
North of Kensington Road	--	5%
South of the Site	55%	20%
Total	**100%**	

-- = less than 5%.

Site and Total Traffic Assignments

Exhibit 5 illustrates the site traffic assignment for the *new* school trips, which is based on the traffic characteristics summarized in *Tables 3 and 4* (traffic generation and trip distribution) and assigned to the area roadways. The site traffic and Existing traffic (see *Exhibits 5* and *4,* respectively) were combined to produce the Total traffic, which is illustrated on ***Exhibit 6***.

Capacity Analysis

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of level of service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. However, due to the traffic characteristics of dense urban areas, such as Chicago, it is not uncommon to have intersections operating at LOS E or LOS F during peak periods.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, it may operate at a wide range of levels of service, depending on the time of day or day of the week. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Sixth Edition, is provided in ***Table 5***.

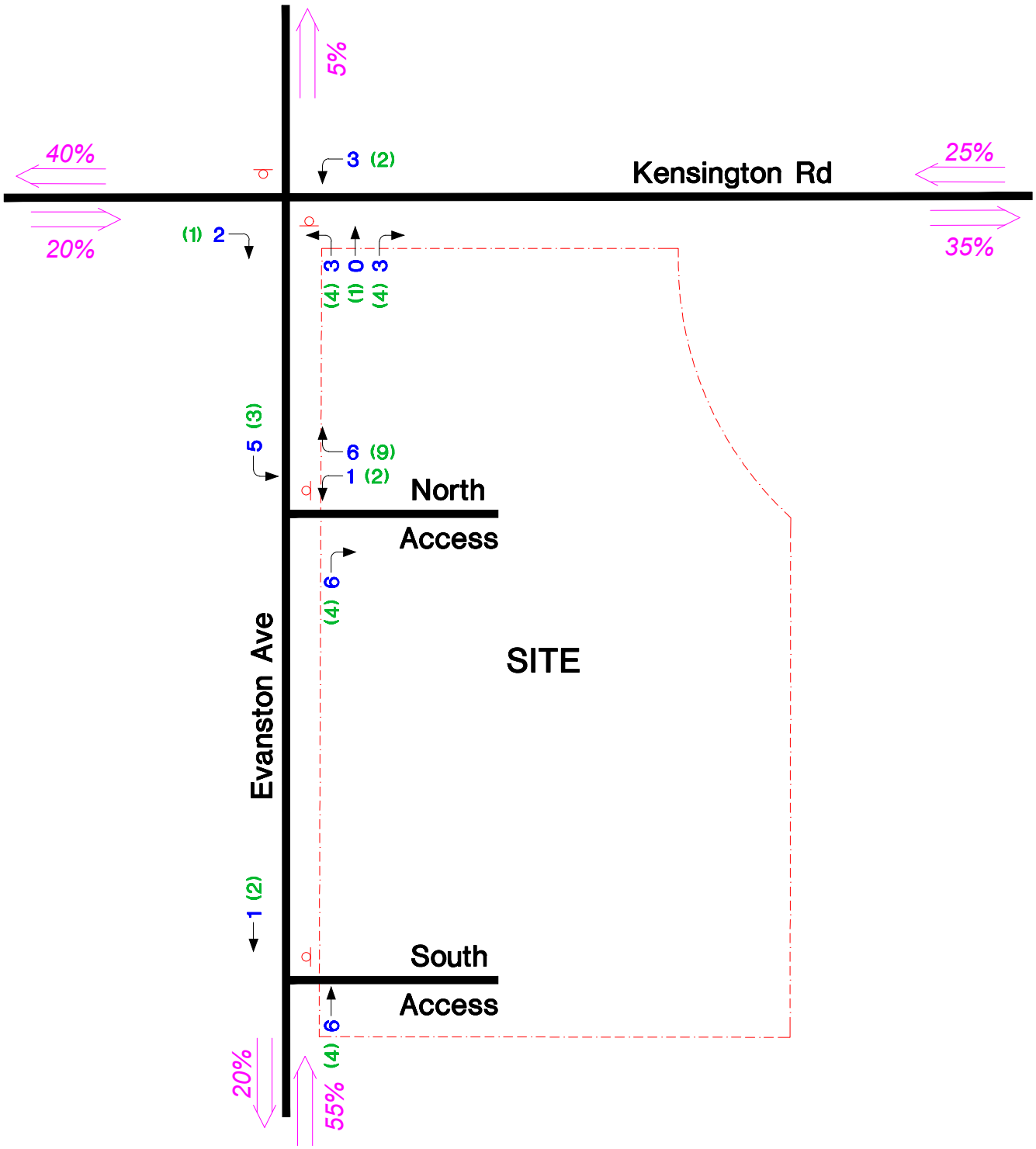
Table 5: Level of Service (LOS) Summary

LOS	Description	Delay (sec/veh)	
		Traffic Signal	Stop Sign
A	Describes conditions with little to no delay to motorists.	<10	< 10
B	Represents a desirable level with relatively low delay to motorists.	>10 and < 20	>10 and < 15
C	Describes conditions with average delays to motorists.	>20 and < 35	>15 and < 25
D	Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.	>35 and < 55	>25 and < 35
E	Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay.	>55 and < 80	>35 and < 50
F	Is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.	>80	>50

An intersection capacity analysis was used to analyze the intersections for the weekday morning and afternoon school peak hours using the methodologies outlined in the HCM using Synchro v10 software, for the following scenarios:

- *Existing Traffic* - Existing traffic (year 2021, adjusted to pre-COVID pandemic conditions),
- *Total Traffic* – Existing traffic plus the addition of site generated traffic.

Table 6 summarizes the intersection capacity analysis results and calculated 95th-percentile queues. Capacity analysis summary printouts are provided in ***Appendix E***.

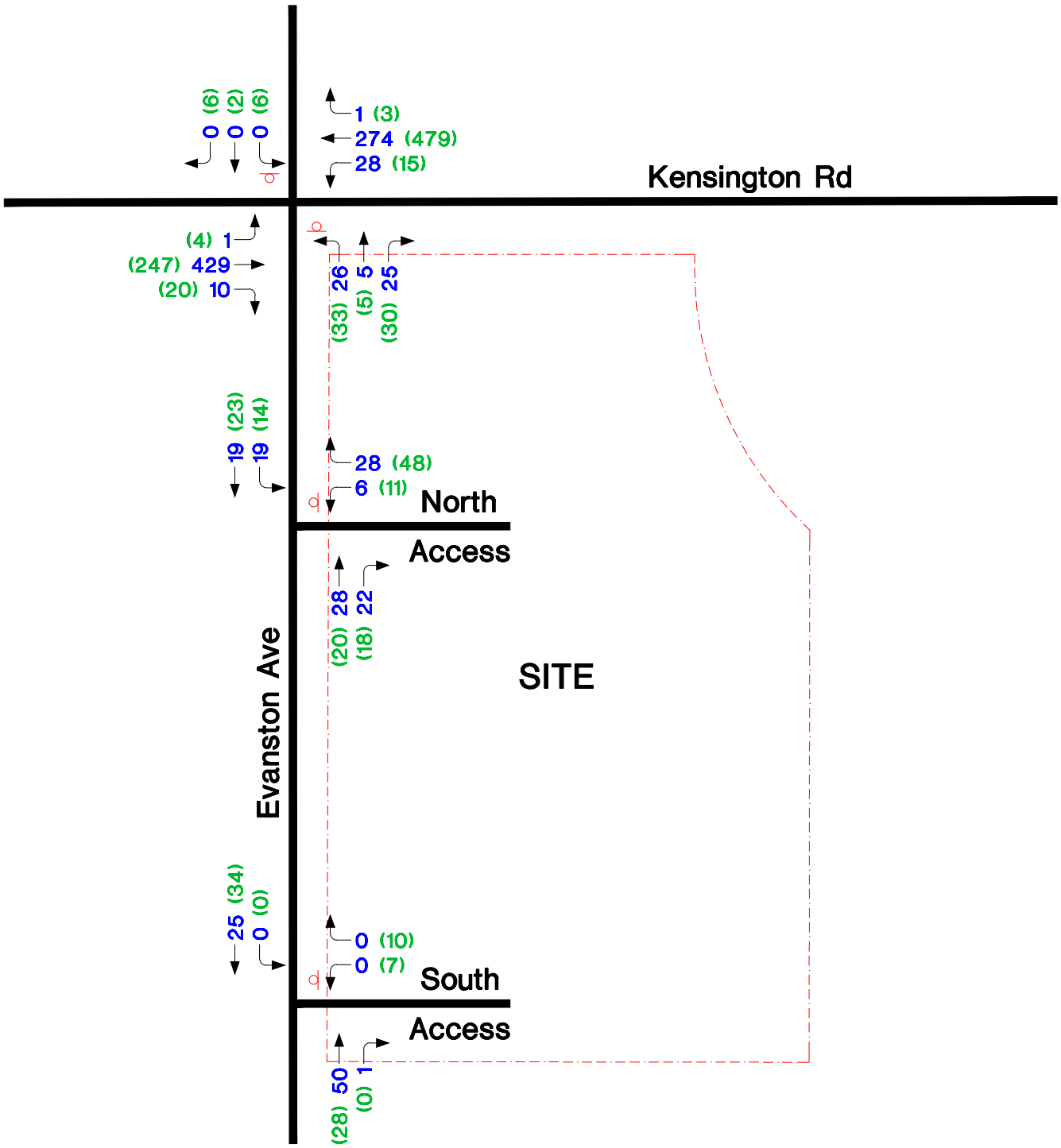


GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 5
Site Traffic



Legend:

XX – Weekday AM School Peak Hour (8:30–9:30 AM)
(XX) – Weekday PM School Peak Hour (2:45–3:45 PM)
– Existing Stop Sign

GEWALT HAMILTON ASSOCIATES, INC.

Not to Scale

Exhibit 6
Total Traffic

Table 6: Level-of-Service Summary

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or not Allowed Movement											
			Eastbound			Westbound			Northbound			Southbound		
1. Kensington Rd at Evanston Ave		**TWSC - NB/SB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM School Peak	**A.Existing (See Exhibit 4)**	• LOS	**A**	**-**	**-**	**A**	**-**	**-**	**>**	**C**	**<**	**>**	**A**	**<**
		• Delay	7.9	-	-	8.7	-	-	-	19.1	-	-	0.0	-
		• 95th Queue Length (ft)	-	-	-	3	-	-	-	18	-	-	-	-
		• Approach LOS (Delay)		**-**			**-**			**C (19.1)**			**A (0.0)**	
	B. Total (See Exhibit 6)	• LOS	**A**	**-**	**-**	**A**	**-**	**-**	**>**	**C**	**<**	**>**	**A**	**<**
		• Delay	7.9	-	-	8.7	-	-	-	19.6	-	-	0.0	-
		• 95th Queue Length (ft)	-	-	-	3	-	-	-	20	-	-	-	-
		• Approach LOS (Delay)		**-**			**-**			**C (19.6)**			**A (0.0)**	
PM School Peak	**A.Existing (See Exhibit 4)**	• LOS	**A**	**-**	**-**	**A**	**-**	**-**	**>**	**D**	**<**	**>**	**C**	**<**
		• Delay	8.9	-	-	8.2	-	-	-	25.0	-	-	22.2	-
		• 95th Queue Length (ft)	-	-	-	-	-	-	-	32	-	-	8	-
		• Approach LOS (Delay)		**-**			**-**			**D (25.0)**			**C (22.2)**	
	B. Total (See Exhibit 6)	• LOS	**A**	**-**	**-**	**A**	**-**	**-**	**>**	**D**	**<**	**>**	**C**	**<**
		• Delay	8.9	-	-	8.2	-	-	-	26.7	-	-	22.6	-
		• 95th Queue Length (ft)	-	-	-	3	-	-	-	40	-	-	8	-
		• Approach LOS (Delay)		**-**			**-**			**D (26.7)**			**C (22.6)**	
2. Evanston Ave at North Site Access		**TWSC - WB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM School Peak	**A.Existing (See Exhibit 4)**	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**<**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	9.1	-	7.5	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	3	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (9.1)**			**-**			**-**	
	B. Total (See Exhibit 6)	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**>**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	9.2	-	7.6	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	5	-	3	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (9.2)**			**-**			**-**	
PM School Peak	**A.Existing (See Exhibit 4)**	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**<**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	9.1	-	7.5	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	5	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (9.1)**			**-**			**-**	
	B. Total (See Exhibit 6)	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**>**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	9.2	-	7.5	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	8	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (9.2)**			**-**			**-**	
3. Evanston Ave at South Site Access		**TWSC - WB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM School Peak	**A.Existing (See Exhibit 4)**	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**<**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	0	-	0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (0.0)**			**-**			**-**	
	B. Total (See Exhibit 6)	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**<**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	0	-	0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (0.0)**			**-**			**-**	
PM School Peak	**A.Existing (See Exhibit 4)**	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**<**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	8.7	-	0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	3	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (8.7)**			**-**			**-**	
	B. Total (See Exhibit 6)	• LOS	**-**	**-**	**-**	**>**	**A**	**<**	**<**	**A**	**-**	**-**	**-**	**-**
		• Delay	-	-	-	-	8.7	-	0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	-	3	-	-	-	-	-	-	-
		• Approach LOS (Delay)		**-**			**A (8.7)**			**-**			**-**	

As shown in Table 6, under both existing and future (total) traffic conditions, all study intersections and approaches are anticipated to operate at acceptable levels of service (at LOS D or better). The proposed addition has minimal, if any, impact on intersection operations (delay and/or queuing).

Part IV. Conclusions and Recommendations

A traffic impact study was performed for the proposed addition to the NSSEO Timber Ridge School in Arlington Heights, Illinois. Existing and future conditions in the study area have been described, analyzed and evaluated with respect to traffic operations and the impact of the planned development. Conclusions and recommendations of this effort are presented below:

1. The proposed development includes a gymnasium addition, weight/fitness room, boys/girls' bathrooms, site accessibility improvements (including an elevator), three offices, positive sensory lounge, additional support space, gym storage room and two additional classrooms.
2. The annex is anticipated to serve an additional student enrollment of 25 students, served by 4 staff.
3. Improvements to on-site circulation will also be provided, including a widened drop-off/pick-up lane, widened adjacent drive aisle and additional on-site stacking (queuing) capacity.
4. The site will be served by an additional 2 off-street parking spaces, for a total of 75 spaces, including 4 accessible spaces. Visitor parking will be maintained along the east side of Kensington Road adjacent to the School.
5. Trip generation for the increase in Pre-K student population was quantified for the weekday morning and afternoon school peak periods using industry standard (ITE Trip Generation).
6. Analyses have been conducted for all study intersections to determine the impact from the planned development. The capacity analysis results indicate that the increase in projected site-generated traffic has little effect upon the operations of the area roadway network.
7. Site improvements, including accessible walkways, will be provided to safely accommodate pedestrians to/from the proposed addition and the existing sidewalk network.
8. Based on the project volume of additional student drop-off/pick-up and staff traffic, it is anticipated that these vehicles can be accommodated within the available spaces and parking lot.

Part V. Technical Addendum

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

Appendices

A. Photo Inventory
B. Traffic Count Summaries
C. ITE Trip Generation Excerpts
D. Site Plan
E. Intersection Capacity Analyses

Reviewed By:



License Expires November 30, 2021

Technical Addendum

GHA GEWALT HAMILTON ASSOCIATES, INC.

Appendices

GHA GEWALT HAMILTON ASSOCIATES, INC.

Appendix A
Photo Inventory

GHA GEWALT HAMILTON ASSOCIATES, INC.



Looking west along Mayfair Rd at Evanston Ave



Looking east along Mayfair Rd at Dale Ave



Looking north along Evanston Ave at Mayfair Rd



Looking north along Evanston Ave at South Parking Lot Access



Looking west along South Parking Lot Access at Evanston Ave



Looking south along Evanston Ave at South Parking Lot Access



Looking north along Evanston Ave near west School Entrance



Looking north along Evanston Ave at North Parking Lot Access



Looking west along North Parking Lot Access at Evanston Ave



Looking east along North Parking Lot Access into Parking Lot



Looking south in North Parking Lot at Drop-Off/Pick-Up Lane



Looking south along Evanston Ave at North Parking Lot Access



Looking north along Evanston Ave at Kensington Rd



Looking east along Kensington Rd at Evanston Ave



Looking south along Evanston Ave at Kensington Rd



Looking west along Kensington Rd at Evanston Ave

Appendix B
Traffic Count Summaries

GHA GEWALT HAMILTON ASSOCIATES, INC.

South Evanston Avenue & East Kensington Road - TMC

Wed Jan 13, 2021
Full Length (7:30 AM-9:30 AM, 2:30 PM-4:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808236, Location: 42.080839, -87.952611

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Kensington Eastbound						Kensington Westbound						Evanston Northbound						Evanston Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-01-13 7:30AM	0	51	17	0	**68**	1	8	47	1	0	**56**	0	2	0	2	0	**4**	0	0	0	2	0	**2**	1	**130**
7:45AM	1	53	8	0	**62**	1	3	37	0	0	**40**	8	2	2	4	0	**8**	2	0	0	0	0	**0**	0	**110**
Hourly Total	1	104	25	0	**130**	2	11	84	1	0	**96**	8	4	2	6	0	**12**	2	0	0	2	0	**2**	1	**240**
8:00AM	0	51	3	0	**54**	3	2	40	1	0	**43**	9	0	0	3	0	**3**	1	1	0	0	0	**1**	9	**101**
8:15AM	1	44	0	0	**45**	1	3	45	0	0	**48**	1	4	0	1	0	**5**	1	1	0	0	0	**1**	1	**99**
8:30AM	0	37	1	0	**38**	0	2	27	0	0	**29**	0	3	0	3	0	**6**	0	0	0	0	0	**0**	1	**73**
8:45AM	0	43	3	0	**46**	0	8	42	0	0	**50**	0	3	3	4	0	**10**	1	0	0	0	0	**0**	0	**106**
Hourly Total	1	175	7	0	**183**	4	15	154	1	0	**170**	10	10	3	11	0	**24**	3	2	0	0	0	**2**	11	**379**
9:00AM	0	46	2	0	**48**	0	5	42	1	0	**48**	1	7	1	7	0	**15**	1	0	0	0	0	**0**	2	**111**
9:15AM	1	31	0	0	**32**	0	3	36	0	0	**39**	1	4	0	3	0	**7**	3	0	0	0	0	**0**	0	**78**
Hourly Total	1	77	2	0	**80**	0	8	78	1	0	**87**	2	11	1	10	0	**22**	4	0	0	0	0	**0**	2	**189**
2:30PM	2	40	1	0	**43**	1	5	60	0	0	**65**	0	1	0	0	0	**1**	3	1	1	2	0	**4**	0	**113**
2:45PM	1	40	5	0	**46**	0	3	63	0	0	**66**	2	0	0	0	0	**0**	0	2	0	0	0	**2**	5	**114**
Hourly Total	3	80	6	0	**89**	1	8	123	0	0	**131**	2	1	0	0	0	**1**	3	3	1	2	0	**6**	5	**227**
3:00PM	1	34	4	0	**39**	0	2	48	1	0	**51**	0	7	1	12	0	**20**	0	1	1	1	0	**3**	1	**113**
3:15PM	1	36	4	0	**41**	0	2	79	1	0	**82**	0	11	1	7	0	**19**	1	0	1	4	0	**5**	0	**147**
3:30PM	1	58	2	0	**61**	0	4	120	1	0	**125**	0	7	1	3	0	**11**	0	3	0	1	0	**4**	1	**201**
3:45PM	3	57	4	0	**64**	1	4	88	2	0	**94**	2	2	0	1	0	**3**	0	0	0	6	0	**6**	0	**167**
Hourly Total	6	185	14	0	**205**	1	12	335	5	0	**352**	2	27	3	23	0	**53**	1	4	2	12	0	**18**	2	**628**
4:00PM	4	54	3	0	**61**	2	3	64	1	0	**68**	0	5	2	2	0	**9**	0	1	1	1	0	**3**	3	**141**
4:15PM	1	41	2	0	**44**	0	1	72	1	0	**74**	0	2	0	3	0	**5**	3	1	1	0	0	**2**	0	**125**
Hourly Total	5	95	5	0	**105**	2	4	136	2	0	**142**	0	7	2	5	0	**14**	3	2	2	1	0	**5**	3	**266**
Total	17	716	59	0	**792**	10	58	910	10	0	**978**	24	60	11	55	0	**126**	16	11	5	17	0	**33**	24	**1929**
% Approach	2.1%	90.4%	7.4%	0%	**-**	-	5.9%	93.0%	1.0%	0%	**-**	-	47.6%	8.7%	43.7%	0%	**-**	-	33.3%	15.2%	51.5%	0%	**-**	-	**-**
% Total	0.9%	37.1%	3.1%	0%	**41.1%**	-	3.0%	47.2%	0.5%	0%	**50.7%**	-	3.1%	0.6%	2.9%	0%	**6.5%**	-	0.6%	0.3%	0.9%	0%	**1.7%**	-	-
Lights	17	702	59	0	**778**	-	54	893	10	0	**957**	-	53	11	51	0	**115**	-	10	5	16	0	**31**	-	1881
% Lights	100%	98.0%	100%	0%	**98.2%**	-	93.1%	98.1%	100%	0%	**97.9%**	-	88.3%	100%	92.7%	0%	**91.3%**	-	90.9%	100%	94.1%	0%	**93.9%**	-	97.5%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	14	0	0	**14**	-	4	15	0	0	**19**	-	7	0	4	0	**11**	-	1	0	1	0	**2**	-	46
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	**1.8%**	-	6.9%	1.6%	0%	0%	**1.9%**	-	11.7%	0%	7.3%	0%	**8.7%**	-	9.1%	0%	5.9%	0%	**6.1%**	-	2.4%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	24	-	-	-	-	-	16	-	-	-	-	-	24	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Evanston Avenue & East Kensington Road - TMC

Wed Jan 13, 2021
Forced Peak (8:30 AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808236, Location: 42.080839, -87.952611

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Kensington Eastbound						Kensington Westbound						Evanston Northbound						Evanston Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-01-13 8:30AM	0	37	1	0	**38**	0	2	27	0	0	**29**	0	3	0	3	0	**6**	0	0	0	0	0	**0**	1	**73**
8:45AM	0	43	3	0	**46**	0	8	42	0	0	**50**	0	3	3	4	0	**10**	1	0	0	0	0	**0**	0	**106**
9:00AM	0	46	2	0	**48**	0	5	42	1	0	**48**	1	7	1	7	0	**15**	1	0	0	0	0	**0**	2	**111**
9:15AM	1	31	0	0	**32**	0	3	36	0	0	**39**	1	4	0	3	0	**7**	3	0	0	0	0	**0**	0	**78**
Total	1	157	6	0	**164**	0	18	147	1	0	**166**	2	17	4	17	0	**38**	5	0	0	0	0	**0**	3	**368**
% Approach	0.6%	95.7%	3.7%	0%	**-**	-	10.8%	88.6%	0.6%	0%	**-**	-	44.7%	10.5%	44.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0.3%	42.7%	1.6%	0%	**44.6%**	-	4.9%	39.9%	0.3%	0%	**45.1%**	-	4.6%	1.1%	4.6%	0%	**10.3%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.250	0.853	0.500	-	**0.854**	-	0.563	0.875	0.250	-	**0.830**	-	0.607	0.333	0.607	-	**0.633**	-	-	-	-	-	**-**	-	0.829
Lights	1	153	6	0	**160**	-	17	146	1	0	**164**	-	15	4	16	0	**35**	-	0	0	0	0	**0**	-	359
% Lights	100%	97.5%	100%	0%	**97.6%**	-	94.4%	99.3%	100%	0%	**98.8%**	-	88.2%	100%	94.1%	0%	**92.1%**	-	0%	0%	0%	0%	**-**	-	97.6%
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%	0%	0%	0%	**-**	-	0%
Buses and Single-Unit Trucks	0	4	0	0	**4**	-	1	1	0	0	**2**	-	2	0	1	0	**3**	-	0	0	0	0	**0**	-	9
% Buses and Single-Unit Trucks	0%	2.5%	0%	0%	**2.4%**	-	5.6%	0.7%	0%	0%	**1.2%**	-	11.8%	0%	5.9%	0%	**7.9%**	-	0%	0%	0%	0%	**-**	-	2.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

South Evanston Avenue & East Kensington Road - TMC

Wed Jan 13, 2021
Forced Peak (2:45 PM - 3:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808236, Location: 42.080839, -87.952611

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Kensington Eastbound						Kensington Westbound						Evanston Northbound						Evanston Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-01-13 2:45PM	1	40	5	0	**46**	0	3	63	0	0	**66**	2	0	0	0	0	**0**	0	2	0	0	0	**2**	5	**114**
3:00PM	1	34	4	0	**39**	0	2	48	1	0	**51**	0	7	1	12	0	**20**	0	1	1	1	0	**3**	1	**113**
3:15PM	1	36	4	0	**41**	0	2	79	1	0	**82**	0	11	1	7	0	**19**	1	0	1	4	0	**5**	0	**147**
3:30PM	1	58	2	0	**61**	0	4	120	1	0	**125**	0	7	1	3	0	**11**	0	3	0	1	0	**4**	1	**201**
Total	4	168	15	0	**187**	0	11	310	3	0	**324**	2	25	3	22	0	**50**	1	6	2	6	0	**14**	7	**575**
% Approach	2.1%	89.8%	8.0%	0%	**-**	-	3.4%	95.7%	0.9%	0%	**-**	-	50.0%	6.0%	44.0%	0%	**-**	-	42.9%	14.3%	42.9%	0%	**-**	-	-
% Total	0.7%	29.2%	2.6%	0%	**32.5%**	-	1.9%	53.9%	0.5%	0%	**56.3%**	-	4.3%	0.5%	3.8%	0%	**8.7%**	-	1.0%	0.3%	1.0%	0%	**2.4%**	-	-
PHF	1.000	0.724	0.750	-	**0.766**	-	0.688	0.646	0.750	-	**0.648**	-	0.568	0.750	0.458	-	**0.625**	-	0.500	0.500	0.375	-	**0.700**	-	0.715
Lights	4	163	15	0	**182**	-	10	302	3	0	**315**	-	20	3	20	0	**43**	-	5	2	5	0	**12**	-	552
% Lights	100%	97.0%	100%	0%	**97.3%**	-	90.9%	97.4%	100%	0%	**97.2%**	-	80.0%	100%	90.9%	0%	**86.0%**	-	83.3%	100%	83.3%	0%	**85.7%**	-	96.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	5	0	0	**5**	-	1	8	0	0	**9**	-	5	0	2	0	**7**	-	1	0	1	0	**2**	-	23
% Buses and Single-Unit Trucks	0%	3.0%	0%	0%	**2.7%**	-	9.1%	2.6%	0%	0%	**2.8%**	-	20.0%	0%	9.1%	0%	**14.0%**	-	16.7%	0%	16.7%	0%	**14.3%**	-	4.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Evanston/North Site Access - TMC

Wed Jan 13, 2021
Full Length (7:30 AM-9:30 AM, 2:30 PM-4:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808237, Location: 42.080084, -87.952598

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Driveway						Access						Evanston						Evanston						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-01-13 7:30AM	0	0	0	0	**0**	1	0	0	0	0	**0**	2	0	2	2	0	**4**	0	16	9	0	0	**25**	1	**29**
7:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	11	0	9	4	0	**13**	0	6	5	0	0	**11**	0	**24**
Hourly Total	0	0	0	0	**0**	1	0	0	0	0	**0**	13	0	11	6	0	**17**	0	22	14	0	0	**36**	1	**53**
8:00AM	0	0	0	0	**0**	3	0	0	1	0	**1**	8	0	2	0	0	**2**	0	0	5	0	0	**5**	0	**8**
8:15AM	0	0	0	0	**0**	2	0	0	1	0	**1**	2	0	4	0	0	**4**	0	0	3	0	0	**3**	0	**8**
8:30AM	0	0	1	0	**1**	1	1	0	0	0	**1**	1	0	6	1	0	**7**	0	0	3	0	0	**3**	0	**12**
8:45AM	0	0	0	0	**0**	0	0	0	3	0	**3**	1	0	7	6	0	**13**	0	4	7	0	0	**11**	0	**27**
Hourly Total	0	0	1	0	**1**	6	1	0	5	0	**6**	12	0	19	7	0	**26**	0	4	18	0	0	**22**	0	**55**
9:00AM	0	0	0	0	**0**	1	1	0	6	0	**7**	2	0	9	0	0	**9**	0	2	5	0	0	**7**	0	**23**
9:15AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	5	0	0	**5**	0	0	3	0	0	**3**	0	**9**
Hourly Total	0	0	0	0	**0**	1	1	0	7	0	**8**	2	0	14	0	0	**14**	0	2	8	0	0	**10**	0	**32**
2:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	0	6	1	0	**7**	0	**9**
2:45PM	0	0	1	0	**1**	1	0	0	0	0	**0**	3	0	1	3	0	**4**	0	1	7	0	0	**8**	0	**13**
Hourly Total	0	0	1	0	**1**	1	0	0	0	0	**0**	3	0	2	4	0	**6**	0	1	13	1	0	**15**	0	**22**
3:00PM	0	0	0	0	**0**	0	2	0	13	0	**15**	1	0	6	2	0	**8**	0	4	3	0	0	**7**	0	**30**
3:15PM	0	0	0	0	**0**	0	3	0	10	0	**13**	0	0	9	3	0	**12**	0	0	7	0	0	**7**	0	**32**
3:30PM	1	0	0	0	**1**	0	2	0	6	0	**8**	0	0	4	0	0	**4**	0	1	6	0	0	**7**	0	**20**
3:45PM	0	0	0	0	**0**	1	0	0	2	0	**2**	4	0	1	0	0	**1**	1	0	8	0	0	**8**	0	**11**
Hourly Total	1	0	0	0	**1**	1	7	0	31	0	**38**	5	0	20	5	0	**25**	1	5	24	0	0	**29**	0	**93**
4:00PM	0	0	0	0	**0**	4	0	0	3	0	**3**	0	0	6	1	0	**7**	0	0	7	0	0	**7**	0	**17**
4:15PM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	3	0	0	**3**	0	0	3	1	0	**4**	0	**9**
Hourly Total	0	0	0	0	**0**	4	0	0	5	0	**5**	0	0	9	1	0	**10**	0	0	10	1	0	**11**	0	**26**
Total	1	0	2	0	**3**	14	9	0	48	0	**57**	35	0	75	23	0	**98**	1	34	87	2	0	**123**	1	**281**
% Approach	33.3%	0%	66.7%	0%	**-**	-	15.8%	0%	84.2%	0%	**-**	-	0%	76.5%	23.5%	0%	**-**	-	27.6%	70.7%	1.6%	0%	**-**	-	-
% Total	0.4%	0%	0.7%	0%	**1.1%**	-	3.2%	0%	17.1%	0%	**20.3%**	-	0%	26.7%	8.2%	0%	**34.9%**	-	12.1%	31.0%	0.7%	0%	**43.8%**	-	-
Lights	1	0	2	0	**3**	-	8	0	38	0	**46**	-	0	74	14	0	**88**	-	32	85	2	0	**119**	-	256
% Lights	100%	0%	100%	0%	**100%**	-	88.9%	0%	79.2%	0%	**80.7%**	-	0%	98.7%	60.9%	0%	**89.8%**	-	94.1%	97.7%	100%	0%	**96.7%**	-	91.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	10	0	**11**	-	0	1	9	0	**10**	-	2	2	0	0	**4**	-	25
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	11.1%	0%	20.8%	0%	**19.3%**	-	0%	1.3%	39.1%	0%	**10.2%**	-	5.9%	2.3%	0%	0%	**3.3%**	-	8.9%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	35	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Evanston/North Site Access - TMC

Wed Jan 13, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808237, Location: 42.080084, -87.952598

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Driveway Eastbound						Access Westbound						Evanston Northbound						Evanston Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-01-13 8:30AM	0	0	1	0	**1**	1	1	0	0	0	**1**	1	0	6	1	0	**7**	0	0	3	0	0	**3**	0	**12**
8:45AM	0	0	0	0	**0**	0	0	0	3	0	**3**	1	0	7	6	0	**13**	0	4	7	0	0	**11**	0	**27**
9:00AM	0	0	0	0	**0**	1	1	0	6	0	**7**	2	0	9	0	0	**9**	0	2	5	0	0	**7**	0	**23**
9:15AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	5	0	0	**5**	0	0	3	0	0	**3**	0	**9**
Total	0	0	1	0	**1**	2	2	0	10	0	**12**	4	0	27	7	0	**34**	0	6	18	0	0	**24**	0	**71**
% Approach	0%	0%	100%	0%	**-**	-	16.7%	0%	83.3%	0%	**-**	-	0%	79.4%	20.6%	0%	**-**	-	25.0%	75.0%	0%	0%	**-**	-	**-**
% Total	0%	0%	1.4%	0%	**1.4%**	-	2.8%	0%	14.1%	0%	**16.9%**	-	0%	38.0%	9.9%	0%	**47.9%**	-	8.5%	25.4%	0%	0%	**33.8%**	-	**-**
PHF	-	-	0.250	-	**0.250**	-	0.500	-	0.417	-	**0.429**	-	-	0.750	0.292	-	**0.654**	-	0.375	0.643	-	-	**0.545**	-	0.657
Lights	0	0	1	0	**1**	-	1	0	7	0	**8**	-	0	27	4	0	**31**	-	5	18	0	0	**23**	-	63
% Lights	0%	0%	100%	0%	**100%**	-	50.0%	0%	70.0%	0%	**66.7%**	-	0%	100%	57.1%	0%	**91.2%**	-	83.3%	100%	0%	0%	**95.8%**	-	88.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	3	0	**4**	-	0	0	3	0	**3**	-	1	0	0	0	**1**	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	50.0%	0%	30.0%	0%	**33.3%**	-	0%	0%	42.9%	0%	**8.8%**	-	16.7%	0%	0%	0%	**4.2%**	-	11.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Evanston/North Site Access - TMC

Wed Jan 13, 2021
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808237, Location: 42.080084, -87.952598

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Driveway Eastbound						Access Westbound						Evanston Northbound						Evanston Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-01-13 2:45PM	0	0	1	0	**1**	1	0	0	0	0	**0**	3	0	1	3	0	**4**	0	1	7	0	0	**8**	0	**13**
3:00PM	0	0	0	0	**0**	0	2	0	13	0	**15**	1	0	6	2	0	**8**	0	4	3	0	0	**7**	0	**30**
3:15PM	0	0	0	0	**0**	0	3	0	10	0	**13**	0	0	9	3	0	**12**	0	0	7	0	0	**7**	0	**32**
3:30PM	1	0	0	0	**1**	0	2	0	6	0	**8**	0	0	4	0	0	**4**	0	1	6	0	0	**7**	0	**20**
Total	1	0	1	0	**2**	1	7	0	29	0	**36**	4	0	20	8	0	**28**	0	6	23	0	0	**29**	0	**95**
% Approach	50.0%	0%	50.0%	0%	**-**	-	19.4%	0%	80.6%	0%	**-**	-	0%	71.4%	28.6%	0%	**-**	-	20.7%	79.3%	0%	0%	**-**	-	**-**
% Total	1.1%	0%	1.1%	0%	**2.1%**	-	7.4%	0%	30.5%	0%	**37.9%**	-	0%	21.1%	8.4%	0%	**29.5%**	-	6.3%	24.2%	0%	0%	**30.5%**	-	**-**
PHF	0.250	-	0.250	-	**0.500**	-	0.583	-	0.558	-	**0.600**	-	-	0.556	0.667	-	**0.583**	-	0.375	0.821	-	-	**0.906**	-	0.742
Lights	1	0	1	0	**2**	-	7	0	22	0	**29**	-	0	20	3	0	**23**	-	5	23	0	0	**28**	-	82
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	75.9%	0%	**80.6%**	-	0%	100%	37.5%	0%	**82.1%**	-	83.3%	100%	0%	0%	**96.6%**	-	86.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	7	0	**7**	-	0	0	5	0	**5**	-	1	0	0	0	**1**	-	13
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	24.1%	0%	**19.4%**	-	0%	0%	62.5%	0%	**17.9%**	-	16.7%	0%	0%	0%	**3.4%**	-	13.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Evanston/South Site Access - TMC

Wed Jan 13, 2021
Full Length (7:30 AM-9:30 AM, 2:30 PM-4:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808238, Location: 42.07907, -87.952598

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Driveway						Access						Evanston						Evanston						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-01-13 7:30AM	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	4	4	0	**8**	1	5	4	0	0	**9**	0	**17**
7:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	12	0	12	1	0	**13**	1	1	3	0	0	**4**	0	**17**
Hourly Total	0	0	0	0	**0**	1	0	0	0	0	**0**	12	0	16	5	0	**21**	2	6	7	0	0	**13**	0	**34**
8:00AM	0	0	0	0	**0**	2	0	0	0	0	**0**	11	0	2	1	0	**3**	0	0	5	0	0	**5**	2	**8**
8:15AM	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	4	0	0	**4**	2	0	3	0	0	**3**	0	**7**
8:30AM	0	0	0	0	**0**	1	0	0	0	0	**0**	1	0	6	0	0	**6**	1	0	5	0	0	**5**	0	**11**
8:45AM	0	0	0	0	**0**	2	0	0	0	0	**0**	1	0	14	1	0	**15**	0	0	7	0	0	**7**	0	**22**
Hourly Total	0	0	0	0	**0**	7	0	0	0	0	**0**	13	0	26	2	0	**28**	3	0	20	0	0	**20**	2	**48**
9:00AM	0	0	0	0	**0**	1	0	0	0	0	**0**	3	0	9	0	0	**9**	0	0	6	0	0	**6**	0	**15**
9:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	3	0	0	**3**	0	**7**
Hourly Total	0	0	0	0	**0**	1	0	0	0	0	**0**	3	0	13	0	0	**13**	0	0	9	0	0	**9**	0	**22**
2:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	6	0	0	**6**	0	**9**
2:45PM	0	0	0	0	**0**	0	0	0	1	0	**1**	3	0	3	0	0	**3**	0	0	6	0	2	**8**	1	**12**
Hourly Total	0	0	0	0	**0**	0	0	0	1	0	**1**	3	0	6	0	0	**6**	0	0	12	0	2	**14**	1	**21**
3:00PM	0	0	0	0	**0**	0	1	0	1	0	**2**	1	0	5	0	0	**5**	0	0	4	0	0	**4**	0	**11**
3:15PM	0	0	0	0	**0**	0	2	0	5	0	**7**	0	0	4	0	0	**4**	0	0	7	0	1	**8**	0	**19**
3:30PM	0	0	0	0	**0**	1	4	0	1	0	**5**	0	1	2	0	0	**3**	0	0	10	0	0	**10**	0	**18**
3:45PM	0	0	0	0	**0**	4	1	0	0	0	**1**	2	0	3	0	0	**3**	0	0	10	0	0	**10**	0	**14**
Hourly Total	0	0	0	0	**0**	5	8	0	7	0	**15**	3	1	14	0	0	**15**	0	0	31	0	1	**32**	0	**62**
4:00PM	0	0	0	0	**0**	2	1	0	0	0	**1**	2	0	7	0	0	**7**	1	0	7	0	0	**7**	2	**15**
4:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	3	0	0	**3**	0	**6**
Hourly Total	0	0	0	0	**0**	2	1	0	0	0	**1**	2	0	10	0	0	**10**	1	0	10	0	0	**10**	2	**21**
Total	0	0	0	0	**0**	16	9	0	8	0	**17**	36	1	85	7	0	**93**	6	6	89	0	3	**98**	5	**208**
% Approach	0%	0%	0%	0%	**-**	-	52.9%	0%	47.1%	0%	**-**	-	1.1%	91.4%	7.5%	0%	**-**	-	6.1%	90.8%	0%	3.1%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	4.3%	0%	3.8%	0%	**8.2%**	-	0.5%	40.9%	3.4%	0%	**44.7%**	-	2.9%	42.8%	0%	1.4%	**47.1%**	-	**-**
Lights	0	0	0	0	**0**	-	9	0	8	0	**17**	-	1	75	7	0	**83**	-	6	86	0	3	**95**	-	195
% Lights	0%	0%	0%	0%	**-**	-	100%	0%	100%	0%	**100%**	-	100%	88.2%	100%	0%	**89.2%**	-	100%	96.6%	0%	100%	**96.9%**	-	93.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	10	0	0	**10**	-	0	3	0	0	**3**	-	13
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	11.8%	0%	0%	**10.8%**	-	0%	3.4%	0%	0%	**3.1%**	-	6.3%
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	36	-	-	-	-	-	6	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Evanston/South Site Access - TMC

Wed Jan 13, 2021
Forced Peak (8:30 AM - 9:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808238, Location: 42.07907, -87.952598

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Driveway						Access						Evanston						Evanston						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-01-13 8:30AM	0	0	0	0	**0**	1	0	0	0	0	**0**	1	0	6	0	0	**6**	1	0	5	0	0	**5**	0	**11**
8:45AM	0	0	0	0	**0**	2	0	0	0	0	**0**	1	0	14	1	0	**15**	0	0	7	0	0	**7**	0	**22**
9:00AM	0	0	0	0	**0**	1	0	0	0	0	**0**	3	0	9	0	0	**9**	0	0	6	0	0	**6**	0	**15**
9:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	3	0	0	**3**	0	**7**
Total	0	0	0	0	**0**	4	0	0	0	0	**0**	5	0	33	1	0	**34**	1	0	21	0	0	**21**	0	**55**
% Approach	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	97.1%	2.9%	0%	**-**	-	0%	100%	0%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	60.0%	1.8%	0%	**61.8%**	-	0%	38.2%	0%	0%	**38.2%**	-	**-**
PHF	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	0.589	0.250	-	**0.567**	-	-	0.750	-	-	**0.750**	-	0.625
Lights	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	30	1	0	**31**	-	0	20	0	0	**20**	-	51
% Lights	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	90.9%	100%	0%	**91.2%**	-	0%	95.2%	0%	0%	**95.2%**	-	92.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	9.1%	0%	0%	**8.8%**	-	0%	4.8%	0%	0%	**4.8%**	-	7.3%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Evanston/South Site Access - TMC

Wed Jan 13, 2021
Forced Peak (2:45 PM - 3:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 808238, Location: 42.07907, -87.952598

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Driveway Eastbound						Access Westbound						Evanston Northbound						Evanston Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2021-01-13 2:45PM	0	0	0	0	**0**	0	0	0	1	0	**1**	3	0	3	0	0	**3**	0	0	6	0	2	**8**	1	**12**
3:00PM	0	0	0	0	**0**	0	1	0	1	0	**2**	1	0	5	0	0	**5**	0	0	4	0	0	**4**	0	**11**
3:15PM	0	0	0	0	**0**	0	2	0	5	0	**7**	0	0	4	0	0	**4**	0	0	7	0	1	**8**	0	**19**
3:30PM	0	0	0	0	**0**	1	4	0	1	0	**5**	0	1	2	0	0	**3**	0	0	10	0	0	**10**	0	**18**
Total	0	0	0	0	**0**	1	7	0	8	0	**15**	4	1	14	0	0	**15**	0	0	27	0	3	**30**	1	**60**
% Approach	0%	0%	0%	0%	**-**	-	46.7%	0%	53.3%	0%	**-**	-	6.7%	93.3%	0%	0%	**-**	-	0%	90.0%	0%	10.0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	11.7%	0%	13.3%	0%	**25.0%**	-	1.7%	23.3%	0%	0%	**25.0%**	-	0%	45.0%	0%	5.0%	**50.0%**	-	-
PHF	-	-	-	-	**-**	-	0.438	-	0.400	-	**0.536**	-	0.250	0.700	-	-	**0.750**	-	-	0.675	-	0.375	**0.750**	-	0.789
Lights	0	0	0	0	**0**	-	7	0	8	0	**15**	-	1	9	0	0	**10**	-	0	27	0	3	**30**	-	55
% Lights	0%	0%	0%	0%	**-**	-	100%	0%	100%	0%	**100%**	-	100%	64.3%	0%	0%	**66.7%**	-	0%	100%	0%	100%	**100%**	-	91.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	35.7%	0%	0%	**33.3%**	-	0%	0%	0%	0%	**0%**	-	8.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Volume Count Report

LOCATION INFO	
Location ID	016 4496
Type	LINK
Fnct'l Class	5
Located On	Kensington Rd
From Road	Northwest Hwy
To Road	Waterman Ave
Direction	2-WAY
County	Cook
Community	ARLINGTON HEIGHTS
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Tue 7/24/2018
End Date	Wed 7/25/2018
Start Time	1:00:00 PM
End Time	1:00:00 PM
Direction	2-WAY
Notes	
Station	KENSINGTON RD
Study	
Speed Limit	
Description	
Sensor Type	
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	**Hourly Count**
0:00-1:00	23
1:00-2:00	10
2:00-3:00	4
3:00-4:00	11
4:00-5:00	20
5:00-6:00	56
6:00-7:00	134
7:00-8:00	347
8:00-9:00	331
9:00-10:00	331
10:00-11:00	346
11:00-12:00	367
12:00-13:00	439
13:00-14:00	371
14:00-15:00	383
15:00-16:00	407
16:00-17:00	423
17:00-18:00	450
18:00-19:00	380
19:00-20:00	340
20:00-21:00	202
21:00-22:00	159
22:00-23:00	80
23:00-24:00	49
Total	5,663
AM Peak	11:00-12:00 367
PM Peak	17:00-18:00 450

Appendix C
ITE Trip Generation Excerpts

GHA GEWALT HAMILTON ASSOCIATES, INC.

High School
(530)

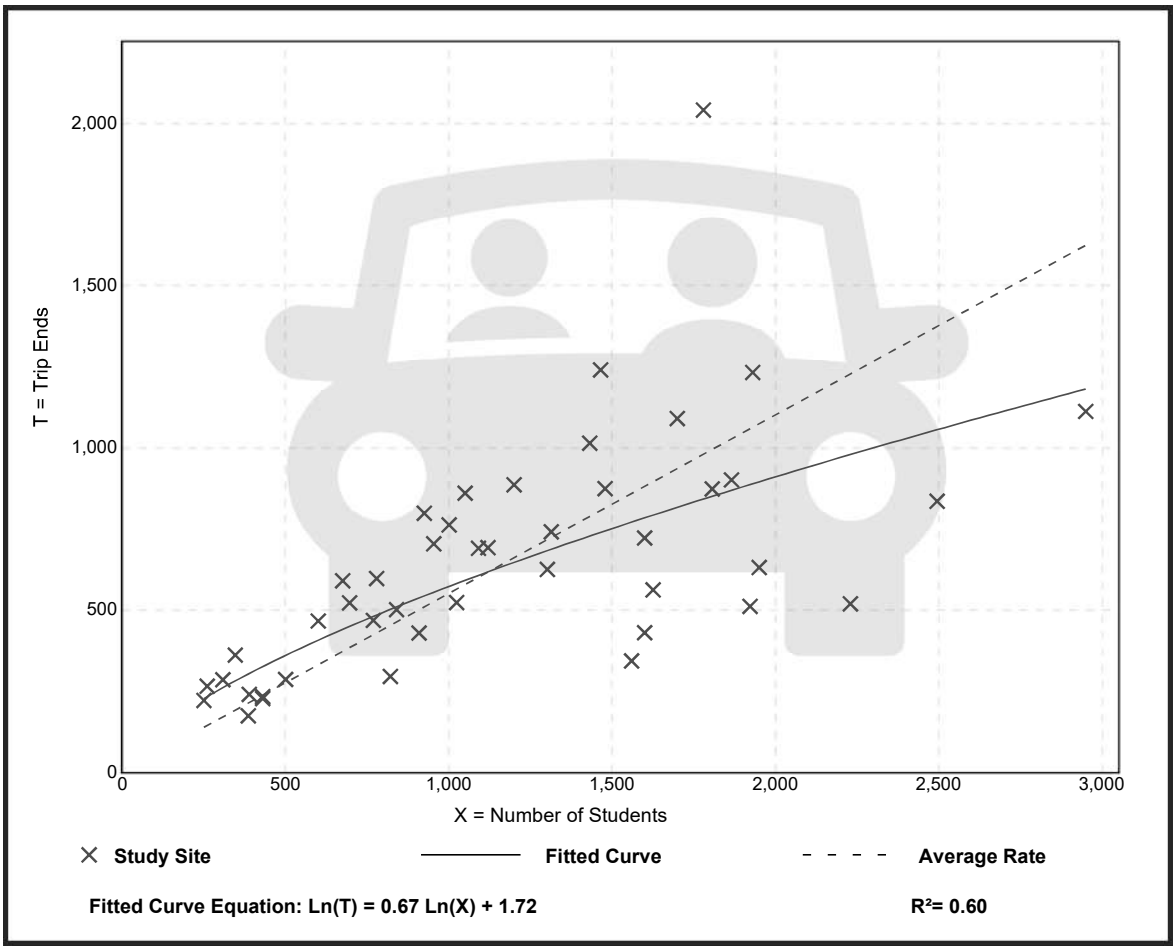
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. Num. of Students: 1177
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.55	0.22 - 1.15	0.23

Data Plot and Equation



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High School
(530)

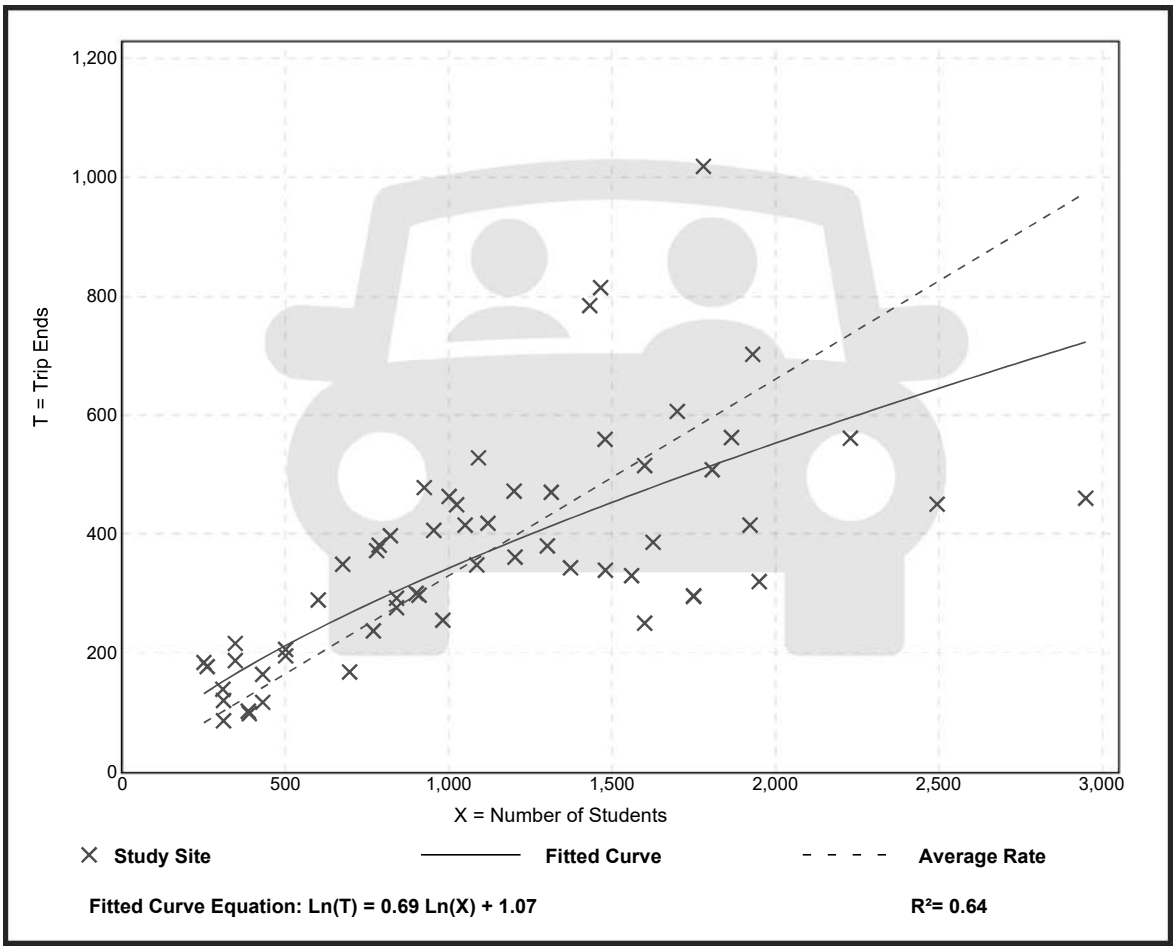
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 58
Avg. Num. of Students: 1127
Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.33	0.16 - 0.74	0.13

Data Plot and Equation



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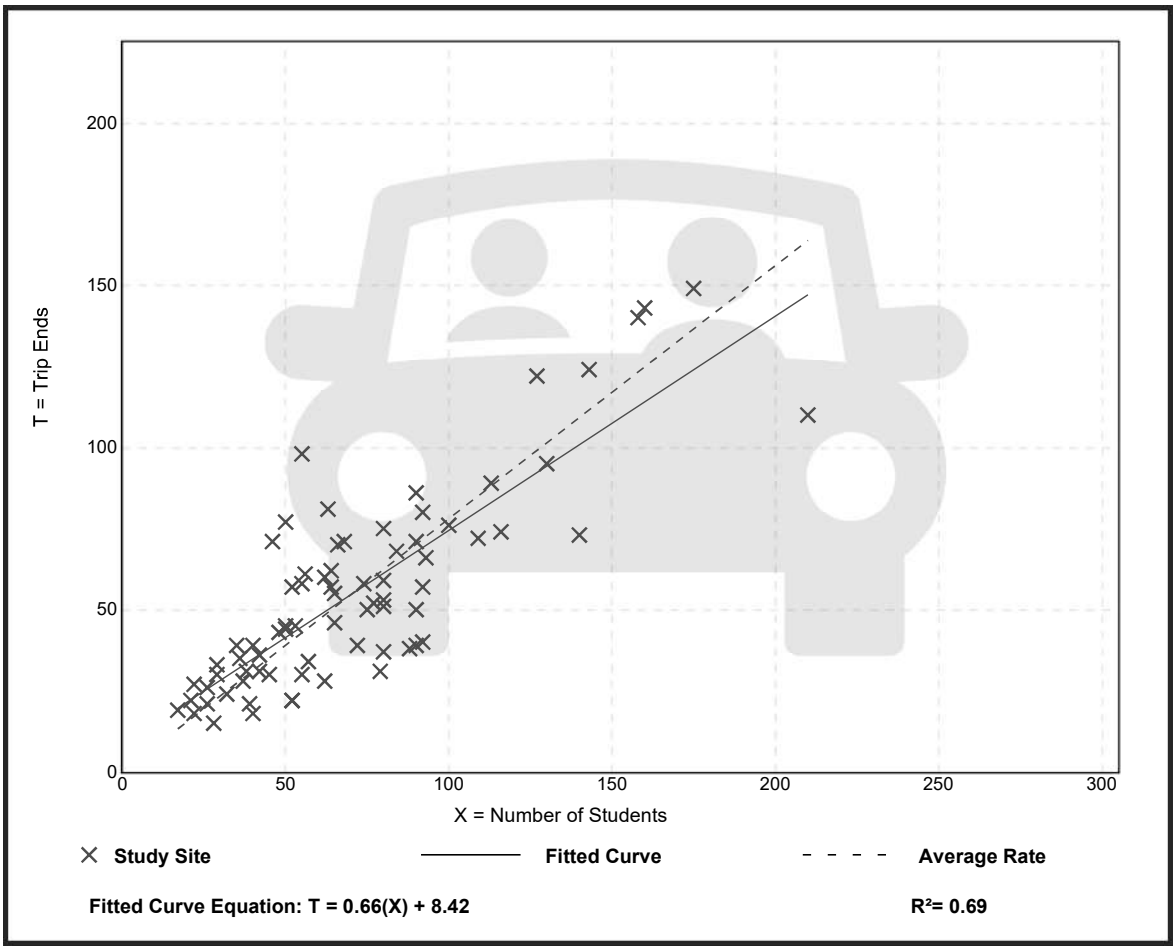
Day Care Center
(565)

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

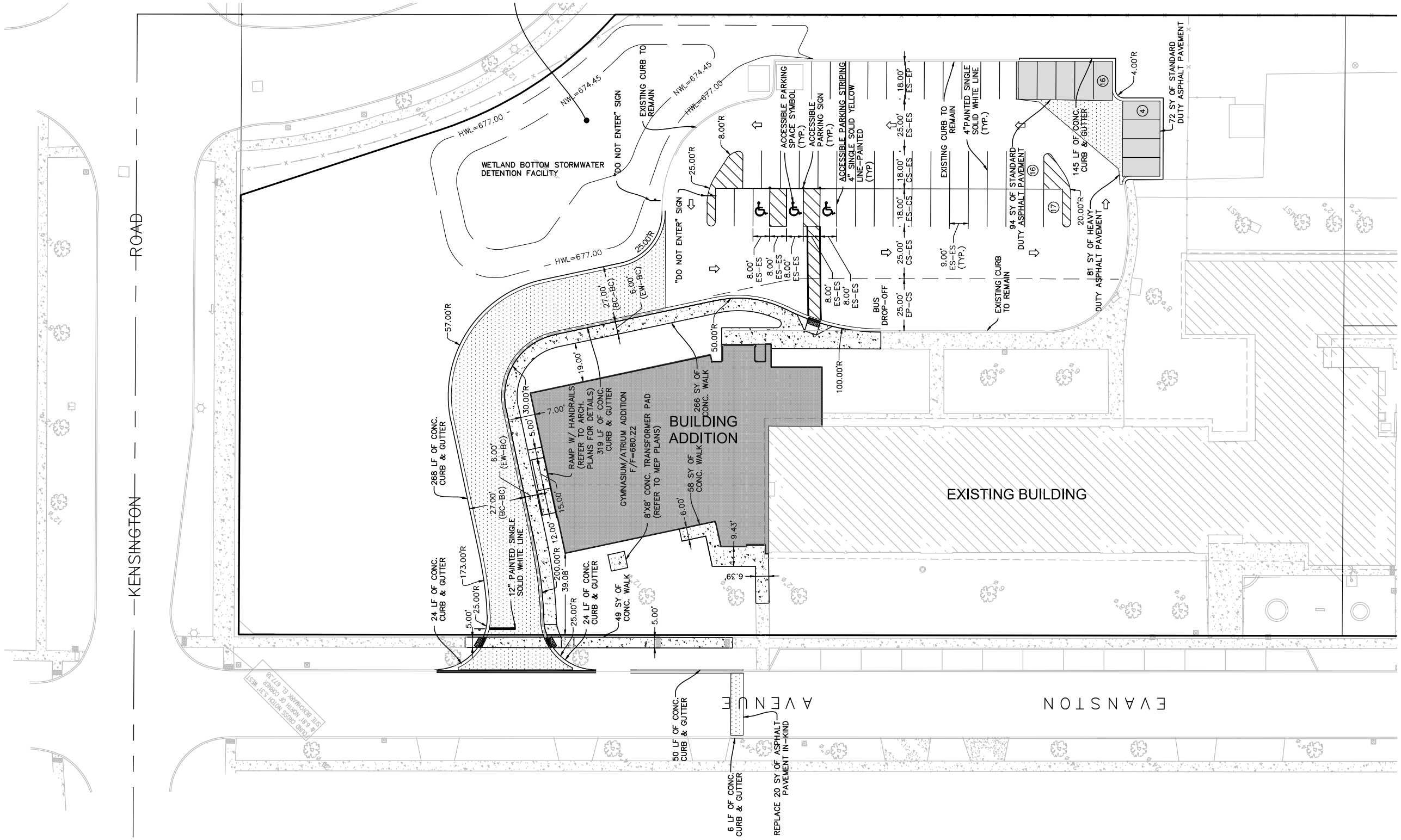
Data Plot and Equation



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Appendix D
Site Plan

GHA GEWALT HAMILTON ASSOCIATES, INC.



1 SITE PLAN
1" = 50'-0"
0 37'-6" 75'
N

GEOMETRIC SITE PLAN
Page DD1.01 Comm No: 173230

Appendix E
Intersection Capacity Analyses

GHA GEWALT HAMILTON ASSOCIATES, INC.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	429	8	25	274	1	23	5	22	0	0	0
Future Vol, veh/h	1	429	8	25	274	1	23	5	22	0	0	0
Conflicting Peds, #/hr	3	0	5	5	0	3	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	5	1	0	12	0	6	0	0	0
Mvmt Flow	1	517	10	30	330	1	28	6	27	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	532	0	0	920	923	529	937	928	334
Stage 1	-	-	-	-	-	-	529	529	-	394	394	-
Stage 2	-	-	-	-	-	-	391	394	-	543	534	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.22	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.608	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1237	-	-	1020	-	-	241	272	542	247	270	712
Stage 1	-	-	-	-	-	-	515	530	-	635	609	-
Stage 2	-	-	-	-	-	-	614	609	-	528	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1233	-	-	1015	-	-	234	261	538	224	259	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	234	261	-	224	259	-
Stage 1	-	-	-	-	-	-	512	527	-	632	589	-
Stage 2	-	-	-	-	-	-	596	589	-	495	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	19.1	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	1233	-	-	1015	-	-	-
HCM Lane V/C Ratio	0.191	0.001	-	-	0.03	-	-	-
HCM Control Delay (s)	19.1	7.9	-	-	8.7	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	22	28	16	14	19
Future Vol, veh/h	5	22	28	16	14	19
Conflicting Peds, #/hr	0	0	0	4	4	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	66	66	66	66	66	66
Heavy Vehicles, %	1	30	0	43	17	0
Mvmt Flow	8	33	42	24	21	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	129	58	0	0	70	0
Stage 1	58	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.41	6.5	-	-	4.27	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.57	-	-	2.353	-
Pot Cap-1 Maneuver	868	935	-	-	1441	-
Stage 1	967	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	931	-	-	1436	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	1436	-
HCM Lane V/C Ratio	-	-	0.045	0.015	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	44	1	0	24
Future Vol, veh/h	0	0	44	1	0	24
Conflicting Peds, #/hr	1	0	0	5	5	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	62	62	62	62	62	62
Heavy Vehicles, %	0	0	9	0	0	5
Mvmt Flow	0	0	71	2	0	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	77	0	0	78	0
Stage 1	77	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	884	990	-	-	1533	-
Stage 1	951	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	985	-	-	1526	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	987	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1526	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	247	19	13	479	3	29	4	26	6	2	6
Future Vol, veh/h	4	247	19	13	479	3	29	4	26	6	2	6
Conflicting Peds, #/hr	7	0	1	1	0	7	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	3	0	9	3	0	20	0	9	17	0	17
Mvmt Flow	6	343	26	18	665	4	40	6	36	8	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	370	0	0	1078	1081	359	1101	1092	674
Stage 1	-	-	-	-	-	-	369	369	-	710	710	-
Stage 2	-	-	-	-	-	-	709	712	-	391	382	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.3	6.5	6.29	7.27	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.68	4	3.381	3.653	4	3.453
Pot Cap-1 Maneuver	925	-	-	1151	-	-	181	220	670	177	216	430
Stage 1	-	-	-	-	-	-	616	624	-	402	440	-
Stage 2	-	-	-	-	-	-	398	439	-	604	616	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	1150	-	-	172	213	668	160	209	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	213	-	160	209	-
Stage 1	-	-	-	-	-	-	612	619	-	397	430	-
Stage 2	-	-	-	-	-	-	382	429	-	561	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	25	22.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	919	-	-	1150	-	-	229
HCM Lane V/C Ratio	0.314	0.006	-	-	0.016	-	-	0.085
HCM Control Delay (s)	25	8.9	-	-	8.2	-	-	22.2
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	39	20	14	11	23
Future Vol, veh/h	9	39	20	14	11	23
Conflicting Peds, #/hr	0	0	0	4	4	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	74	74	74	74	74	74
Heavy Vehicles, %	0	24	0	62	17	0
Mvmt Flow	12	53	27	19	15	31

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	102	41	0	0	50	0
Stage 1	41	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.4	6.44	-	-	4.27	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.516	-	-	2.353	-
Pot Cap-1 Maneuver	901	971	-	-	1466	-
Stage 1	987	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	967	-	-	1460	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	951	1460	-
HCM Lane V/C Ratio	-	-	0.068	0.01	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	24	0	0	32
Future Vol, veh/h	7	10	24	0	0	32
Conflicting Peds, #/hr	0	1	0	4	4	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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	35	0	0	0
Mvmt Flow	9	13	30	0	0	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	75	35	0	0	34	0
Stage 1	34	-	-	-	-	-
Stage 2	41	-	-	-	-	-
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	933	1044	-	-	1591	-
Stage 1	994	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	929	1039	-	-	1585	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	991	1585	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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	1	429	10	28	274	1	26	5	25	0	0	0
Future Vol, veh/h	1	429	10	28	274	1	26	5	25	0	0	0
Conflicting Peds, #/hr	3	0	5	5	0	3	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	0	5	1	0	12	0	6	0	0	0
Mvmt Flow	1	517	12	34	330	1	31	6	30	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	534	0	0	929	932	530	947	938	334
Stage 1	-	-	-	-	-	-	530	530	-	402	402	-
Stage 2	-	-	-	-	-	-	399	402	-	545	536	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.22	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.608	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1237	-	-	1019	-	-	238	269	541	243	266	712
Stage 1	-	-	-	-	-	-	515	530	-	629	604	-
Stage 2	-	-	-	-	-	-	608	604	-	526	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1233	-	-	1014	-	-	231	257	537	218	255	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	257	-	218	255	-
Stage 1	-	-	-	-	-	-	512	527	-	626	582	-
Stage 2	-	-	-	-	-	-	588	582	-	489	524	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	19.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	1233	-	-	1014	-	-	-
HCM Lane V/C Ratio	0.215	0.001	-	-	0.033	-	-	-
HCM Control Delay (s)	19.6	7.9	-	-	8.7	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	28	28	22	19	19
Future Vol, veh/h	6	28	28	22	19	19
Conflicting Peds, #/hr	0	0	0	4	4	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	66	66	66	66	66	66
Heavy Vehicles, %	1	30	0	43	17	0
Mvmt Flow	9	42	42	33	29	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	150	63	0	0	79	0
Stage 1	63	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.41	6.5	-	-	4.27	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.57	-	-	2.353	-
Pot Cap-1 Maneuver	844	928	-	-	1429	-
Stage 1	962	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	924	-	-	1424	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1424	-
HCM Lane V/C Ratio	-	-	0.057	0.02	-
HCM Control Delay (s)	-	-	9.2	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	50	1	0	25
Future Vol, veh/h	0	0	50	1	0	25
Conflicting Peds, #/hr	1	0	0	5	5	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	62	62	62	62	62	62
Heavy Vehicles, %	0	0	9	0	0	5
Mvmt Flow	0	0	81	2	0	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	87	0	0	88	0
Stage 1	87	-	-	-	-	-
Stage 2	41	-	-	-	-	-
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	871	977	-	-	1520	-
Stage 1	941	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	866	972	-	-	1513	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	986	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1513	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	247	20	15	479	3	33	5	30	6	2	6
Future Vol, veh/h	4	247	20	15	479	3	33	5	30	6	2	6
Conflicting Peds, #/hr	7	0	1	1	0	7	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	3	0	9	3	0	20	0	9	17	0	17
Mvmt Flow	6	343	28	21	665	4	46	7	42	8	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	372	0	0	1085	1088	360	1112	1100	674
Stage 1	-	-	-	-	-	-	370	370	-	716	716	-
Stage 2	-	-	-	-	-	-	715	718	-	396	384	-
Critical Hdwy	4.1	-	-	4.19	-	-	7.3	6.5	6.29	7.27	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.281	-	-	3.68	4	3.381	3.653	4	3.453
Pot Cap-1 Maneuver	925	-	-	1149	-	-	179	218	669	174	214	430
Stage 1	-	-	-	-	-	-	615	624	-	398	437	-
Stage 2	-	-	-	-	-	-	395	436	-	600	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	1148	-	-	170	211	667	155	207	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	211	-	155	207	-
Stage 1	-	-	-	-	-	-	611	619	-	393	426	-
Stage 2	-	-	-	-	-	-	378	425	-	552	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	26.7	22.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	919	-	-	1148	-	-	224
HCM Lane V/C Ratio	0.365	0.006	-	-	0.018	-	-	0.087
HCM Control Delay (s)	26.7	8.9	-	-	8.2	-	-	22.6
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	48	20	18	14	23
Future Vol, veh/h	11	48	20	18	14	23
Conflicting Peds, #/hr	0	0	0	4	4	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	74	74	74	74	74	74
Heavy Vehicles, %	0	24	0	62	17	0
Mvmt Flow	15	65	27	24	19	31

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	112	43	0	0	55	0
Stage 1	43	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.4	6.44	-	-	4.27	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.516	-	-	2.353	-
Pot Cap-1 Maneuver	890	968	-	-	1459	-
Stage 1	985	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	875	964	-	-	1453	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	946	1453	-
HCM Lane V/C Ratio	-	-	0.084	0.013	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	28	0	0	34
Future Vol, veh/h	7	10	28	0	0	34
Conflicting Peds, #/hr	0	1	0	4	4	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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	35	0	0	0
Mvmt Flow	9	13	35	0	0	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	82	40	0	0	39	0
Stage 1	39	-	-	-	-	-
Stage 2	43	-	-	-	-	-
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	925	1037	-	-	1584	-
Stage 1	989	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	921	1032	-	-	1578	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	983	1578	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

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

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

Subject: Timber Ridge Gym Addition – SUP to allow an Elementary School

PC#: 21-005– Round 1

Date: March 11, 2021

Sam...

I do not have any objections or comments on the project. Being a public school, the plans will be reviewed by the State of Illinois.

RECEIVED
MAR 1[illegible] 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights, IL
Building & Life Safety Department

Fire Safety Review

Date: 3/3/2021 P.C. Number: 21-002 Round 1

Project Name: Timber Ridge Gym Addition

Project Location: 201 S. Evanston Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

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MAR 15 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply.

2. Where height of building exceeds 30 feet, *approved* aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the *fire code official*.

3. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the *fire code official*.

5. An auto turn diagram is required to confirm fire apparatus access.

6. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.

7. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.

8. Fire protection equipment and service rooms shall be identified in an approved manner.

9. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

10. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.

11. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

12. 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.

13. A visible exterior weatherproof alarm notification device, emitting a white flashing light when activated and located within closest proximity to the front main entrance of the building or tenant space as approved by the Fire Code Official.

14. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

15. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

16. Where provided, fire pump rooms and *automatic sprinkler system* riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer, with sufficient working space around the stationary equipment. Clearances around equipment to elements of permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection, service, repair or replacement without removing such elements of permanent construction or disabling the function of a required fire-resistance-rated assembly. Fire pump and *automatic sprinkler system* riser rooms shall be provided with doors and unobstructed passageways large enough to allow removal of the largest piece of equipment. Fire pumps shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.

17. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.

18. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.

19. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.

20. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.

21. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.

22. E**mergency Signs required for elevators** shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.

23. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

24. Separate permits may be required for fuel tanks to supply an emergency back-up generator and the generator if one is proposed.

25. Additional fire protection systems may be required for cooking appliances if used.

Date 03-5-20

Reviewed By: _____

Fire Safety Supervisor

PLAN COMMISSION PC #21-005
Timber Ridge Gym Addition
201 S Evanston 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 proposed detention/retention 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. If needed, a portion of the parking lot may be used as freeboard.The basin requires a 5' flat zone around the perimeter before the top of slope begins. Provide calculations for sizing the weir. 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.

14. Plan Commission approval will require preliminary engineering plans including detention calculations. An MWRD permit will be required for this project. Provide a complete drainage report, including:
    a) The MWRD permit for the existing detention basin showing the detention calculations for the entire site including impervious area, pervious area, detention provided and detention required. In the event the detention provided under current conditions does not meet the detention required, additional modifications to the pond may be needed.
    b) The HWL of 676.80 is incorrectly labeled as NWL.

15. 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. This can be addressed at final engineering.

16. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

17. Provide a detail for the curb ramps. This can be addressed at final engineering.

18. Provide additional spot elevations for the level landing area for the parking lot curb ramp. This can be addressed at final engineering.

19. Sidewalk shall continue through the driveway with the curb stopping on either side of the sidewalk. This can be addressed at final engineering.

20. The proposed sanitary sewer to be constructed over the existing storm sewer has a separation of only 0.18 ft. The existing material of the storm sewer shall be identified and verified that it is capable of potentially bearing a point load from the sanitary sewer.

21. The pavement patch for Evanston Ave shall meet the heavy-duty pavement cross section. This can be addressed at final engineering.

22. All methods of construction and materials must conform to the most recent version of "A Manual of Practice for Design of Public and Private Improvements" as published by the Village of Arlington Heights Public Works Engineering Division.

23. An RPZ will be required for the fire and domestic service within the addition. Sizing will be provided once plumbing plans are finalized.

24. Pressure connection must be in a vault with a minimum diameter of 60". The connection shall be moved so minimum of 5ft from existing driveway.

25. Verify the condition of the sidewalk fronting the construction site prior to any work being done. Any damage or inadequate drainage shall be replaced by permitee prior to the completion of the project.

26. Provide a maintenance plan for detention facility.

27. A 6" compound meter will be required for fire and domestic supply.

28. Roadway surface shall be repaired 2' beyond edge of any trench to provide smooth transition.

29. Install chimney seals on all proposed sanitary structures.

30. Provide additional information on bussing. Are full size buses expected to be used on a regular basis or for special events? Where will buses be staged? Provide a turning template showing buses maneuvering in both directions through the entrance.

3/17/21

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

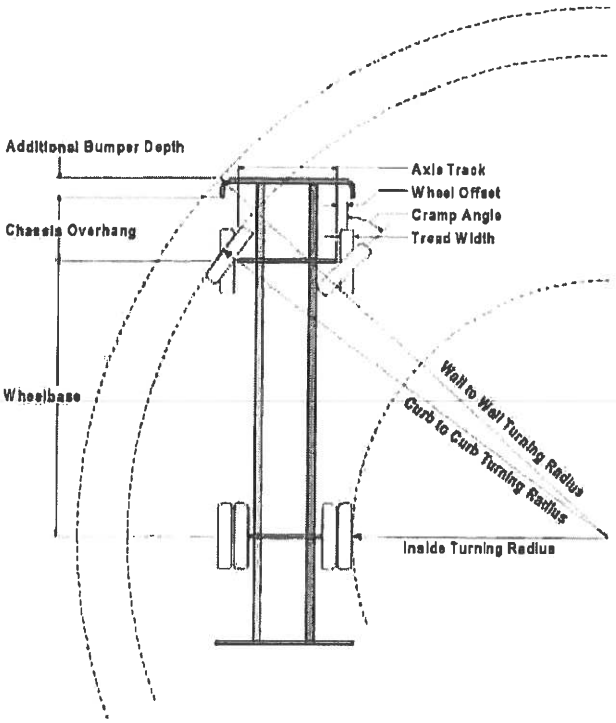
Attachments:
Fire Apparatus 114 Turning Performance Analysis (1 page)

Turning Performance Analysis

05/22/2018

Bid Number: 307
Department: Arlington Heights, IL

Chassis: Dash CF Chassis, PAP, PUC (Big Block)
Body: Aerial, Platform 100', PUC, Alum Body



Parameters:

*Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	17.8 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	22 in.
Front Overhang:	136.1 in.
Wheelbase:	267.5 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 3 in.
Curb to curb:	41 ft. 3 in.
Wall to wall:	48 ft. 2 in.

Category	Option	Description
Axle, Front, Custom	0090913	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Qtm/AXT/DCF
Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
Tires, Front	0078245	Tires, Front, Michelin, XZY3 (wb), 445/65R22.50, 20 ply
Bumpers	0550017	Bumper, 22" Extended, Arrow XT
Aerial Devices	0657391	Aerial, 100' Pierce Platform, 35 MPH Wind Rating, 400lb Tip Load Allowance

Notes:

*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-002

Project Name Timber Ridge Gym Addition

Project Location 201 S. Evanston

Planning Department Contact Sam Hubbard

General Comments

Round 1
General Comments:

1)Building is to be sprinkled per code.

2) The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

3) A Knox Box shall be located at the main front entrance. Please locate another Knox box by the exterior door to the fire protection room.

4) Install a fully operational annunciator panel or alarm panel at the main front entrance.

5) The Fire department requests an auto-turn diagram using our fire engine to navigate the rear parking lot.

Note:The main front entrance may not be changing for this addition.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date March 16, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Timber Ridge Gym Addition
201 S Evanston Ave.
SUP

Round 1 Review Comments **03/08/2021**

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   A traffic impact study was conducted. This addition will not create any new traffic problems.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

6. **General comments:**

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

   - 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.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

   - Upon completion, an updated school map must be submitting to the police department with all updated exterior door numbers and school crisis plans.

O-01 #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt [illegible] 565

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

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

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

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

Print Form (To Mail)

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

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

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

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-005
Petitioner: Julie Jilek
Assistant Superintendent

Owner: Northwest Suburban Special
Education Organization (NSSEO)

Contact Person: Julie Jilek
Address: 799 W Kensington Rd
Mt Prospect, IL 60056
Phone #: 847-463-8103
Fax #: 847-463-8114
E-Mail: jjilek@nsseo.org

P.I.N.# 03-33-218-004 and -005
Location: 201 S. Evanston Ave.
Rezoning: ____ Current: ____ Proposed: ____
Subdivision: ____
# of Lots: ____ Current: ____ Proposed: ____
PUD: ____ For: ____
Special Use: ✓ For: Elementary School
Land Use Variation: ____ For: ____

Land Use: ____ Current: School
Proposed: School
Site Gross Area: 3.38
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments.

3-5-21
Environmental Health Officer Date

3/5/21
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-005
Petitioner: Julie Jilek
Assistant Superintendent

Owner: Northwest Suburban Special
Education Organization (NSSEO)

Contact Person: Julie Jilek
Address: 799 W Kensington Rd
Mt Prospect, IL 60056
Phone #: 847-463-8103
Fax #: 847-463-8114
E-Mail: jjilek@nsseo.org

P.I.N.# 03-33-218-004 and -005
Location: 201 S. Evanston Ave.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✔ For: Elementary School
Land Use Variation: _____ For: _____

Land Use: _____ Current: School
Proposed: School
Site Gross Area: 3.38
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

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

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

Comments:

Please see attached comments.

Date

Planning & Community Development Dept. Review

March 17, 2021

REVIEW ROUND 1

Project: Timber Ridge Gym Addition
201 S. Evanston Avenue

Case Number: PC 21-005

General:

7. The Plan Commission must review and approve the following actions:
   a) **Special Use Permit to allow a school on the subject property.**
   b) **Variation to Chapter 28, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 80 space to 77 spaces.**
   c) **Variation to Chapter 28, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.**
   d) **Variation to Chapter 28, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.**
   e) **Variation to Chapter 28, Section 5.1-3.5, Maximum Height, to allow a 30.5' tall building where code restricts the maximum allowable building height to 25'.**
   f) **A variation may be required for the proposed sheds (accessory structure), which will be determined once additional information has been provided.**

8. Should it be determined that a variation is required for the storage shed (accessory structure) relocation(s), the justification document must be revised to incorporate a response to the criteria for this variation.

9. Is the preschool that exists within the Timber Ridge school operated by NSSEO, or is it run by a different entity? Is enrollment at the preschool determined by NSSEO, or are children enrolled similar to a daycare, i.e. any parent can apply for enrollment of their child in the preschool?

10. The Plat of Survey only includes a portion of the overall subject property. Please either revise the Plat to include the entire Timber Ridge Property, or provide a legal description for the entire property (not just the portion included on the Plat of Survey). An electronic format of the entire legal description (Microsoft Word) must be provided.

11. Please revise the project narrative to include a description of any green features that will be incorporated into the building addition and associated site improvements. The project narrative is missing a year inserted within the text.

12. Please provide a list of the addresses to where an invitation to the neighborhood meeting was sent.

13. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, any revised plans must incorporate any changes as recommended by the Design Commission.

Site and Building:

14. Please confirm the existing number of classrooms within the building and the proposed number of classrooms upon completion of the building addition.

15. The civil plans must be updated to reflect the proposed landscape islands within the parking lot. Additionally, the civil plans should show striping for the two spaces at the north side of the eastern parking row within the main parking lot (for a total of 18 spaces within this row).

16. Please revise the demolition plans to clearly show which storage sheds are proposed for demolition and which sheds are proposed for relocation. Provide a plan showing the location of the relocated storage sheds and provide details on the shed size (height, square footage). A picture of the relocated sheds should be provided for reference, or alternatively, the construction specifications for the sheds can be provided.

17. The transformer proposed in front of the school building along Evanston shall be relocated to a more appropriate location behind the rear of the building for screening. Landscaping to buffer the transformer should be provided.

18. Other than the proposed transformer, will there be any new HVAC, generators, or utility/mechanical equipment proposed on the site?

19. The site area and associated calculations on the architectural site plan are incorrect.

Parking:

20. Please confirm the total number of parking spaces within the southern lot. From aerials it appears that only 21 spaces exist within this parking lot. Will another space be striped at the eastern side of the southern parking row once the shed in this location has been relocated?

21. How many vans are stored overnight on the property?

22. The parking study surveyed parking under the existing hybrid model where a certain number of students are taught remotely. Please confirm if there has been any reduction in onsite staff during the hybrid/remote teaching and/or staggered classes which demand would not have been accounted for during the survey.

Prepared by: 

Timber Ridge Gym Addition
201 S. Evanston Avenue
PC #21-002
March 16, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15, a four-inch caliper shade trees are required at the ends of all parking rows and must be located in an island that is equal in area to one parking space. Please enlarge the islands and incorporate shade trees at the ends of all parking rows.

2) It is recommended that three or four shade trees be provided north of the drive aisle in order to soften/buffer the proposed addition.

3) Per Chapter 28, Section 6.15-3, landscaping is required along the perimeter of detention basins. Please incorporate a mix of trees and shrubs along the perimeter of the basin.

4) There is a transformer pad located on the west elevation along Evanston Avenue. Explore options for the placement of the transformer so that it is located in the rear and fully screened with landscaping. If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

Wold Architects and Engineers
220 North Smith Street, Suite 310
Palatine, IL 60067
woldae.com | 847 241 6100

PLANNERS
ARCHITECTS
ENGINEERS

Plan Commission Review

Round 1 Comments - Responses

Petitioner Name: Jonathan Kuzynowski, Wold Architects & Engineers on behalf of NSSEO

Date: March 26, 2021

Project: Timber Ridge School Gymnasium Addition – NSSEO

Location: 201 S. Evanston Ave, Arlington Heights, IL 60004

Thank you for reviewing the submitted application. Our responses have been formatted as so; Reviewer comments are shown in *italics* and responses from Wold, our consultants and the owner are shown in **bold**. Included with the responses on the following pages, please find the attached exhibits page, revised drawings, and all other associated documentation.

Fire Safety Comments:

1. All currently adopted codes shall comply.

- **The project shall comply with applicable building and fire codes**

2. Where height of building exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

- Please see the enclosed aerial fire apparatus turning exhibit.

3. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

- There are not any aerial utilities near the access drive or the building.

5. An auto turn diagram is required to confirm fire apparatus access.

- **Please see the enclosed aerial fire apparatus turning exhibit.**

6. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of the fire department connections shall be approved.

- **Requirement to be discussed with the fire department. The necessary connection shall be provided as required.**

7. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of the connection to the riser on each floor

- **The building Addition will be provided with complete NFPA compliant fire suppression system, with supervised indicating control valve in the fire riser room.**

8. Fire protection equipment and service rooms shall be identified in an approved manner.

- **Proper identification to be provided at new fire protection equipment and service rooms.**

9. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

- **Access shall be provided to all fire protection equipment as required to provide and maintain safe operation and allow for equipment maintenance.**

10. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.

- **This building is not required to have standby power, other than battery backup egress lighting**

11. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

- **The design is in compliance. The new addition is an extension of the existing system. The annunciator is existing and should be at the existing main entrance.**

12. The fire alarm shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch. Once accepted, the fire alarm system shall not be placed out of service unless approved by the Village.

- **The fire alarm system is existing and should transmit to the dispatch.**

13. A visible exterior weatherproof alarm notification device, emitting a white flashing light when activated and located within closest proximity to the front main entrance of the building or tenant space as approved by the Fire Code Official.

- **The required notification device shall be provided.**

14. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

- **There is an existing annunciator at the school main entrance. A new annunciator will also be provided at the new entrance to the gym addition**

15. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

- **A Knox Box shall be provided as required.**

16. Where provided, fire pump rooms and automatic sprinkler system riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer, with sufficient working space around the stationary equipment. Clearances around equipment to elements of permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection, service, repair or replacement without removing such elements of permanent construction or disabling the function of a required fire-resistance-rated assembly. Fire pump and automatic sprinkler system riser rooms shall be provided with doors and unobstructed passageways large enough to allow removal of the largest piece of equipment. Fire pumps shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.

- **A dedicated sprinkler riser room has adequate space for equipment and sufficient working space. Fire pump is not required.**

17. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.

- **The new elevator shall comply with applicable building and accessibility code requirements.**

18. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.

- **Signs have been added to the Sheet C5.000 of the Final Engineering Plans to indicate the fire lane.**

19. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.

- The sign details have been added to the Final Engineering Plans.

20. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.

- **The elevator shall be equipped with the required emergency key opening devices at all landings.**

21. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.

- **Emergency phone connection to be provided as required.**

22. Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.

- **Signage to be provided as required.**

23. At least one elevator shall be provided for fire department emergency access to all floors. The elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

- **The project was designed in consultation with elevator manufacturers to ensure that the basis of design would accommodate a stretcher. Although the cab dimensions do not comply specifically with the cited dimensions, the manufacturer has identified the specified cab as accommodating a stretcher. Per the manufacturer, only a hospital elevator would be able to meet the specified dimension. A hospital elevator is an impractical solution for this small school building, and cannot fit within the current footprint of the building. The Owner would suffer hardship in the form of additional costs for the elevator and shaft construction, additional design time, and substantial delay in the construction. Please refer to the attached drawing (Exhibit 1.B) which shows the specified cab with a standard ambulance gurney (24" X 84" with 5" rounded corners).**

24. Separate permits may be required for fuel tanks to supply an emergency back- up generator and the generator if one is proposed.

- **No generator or emergency back-up generator is proposed.**

25. Additional fire protection systems may be required for cooking appliances if used.

- **No cooking appliances are proposed.**

Village Engineer Comments:

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 the accept this understanding.

- **We accept this understanding. Building permits for Illinois school projects are provided by the Regional Office of Education.**

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection: (See Round 1 comments for full details)

- A note referencing State Plane Coordinate System has been added to Sheet C 2.000 of the plans as requested.

13. The proposed detention/retention facility will be a private system and 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. If needed a portion of the parking lot may be used as freeboard. The basin requires a 5' flat zone around the perimeter before the top of slope begins. Provide calculations for sizing the weir. 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.

-The proposed basin and Watershed Development Ordinance permit submittal has been designed as requested and has been reviewed and revised per the Village Engineering department (Nanci Julius). All calculations have been provided in the report. The OUMA document has been provided to the owner and will be executed and submitted prior to final engineering approval.

14. Plan Commission approval will require preliminary plans including detention calculations. A MWRD permit will be required for this project. Provide a complete drainage report, including:

a) The MWRD permit for the existing detention basin showing the detention calculations for the entire site including impervious area, pervious area, detention provided and detention required. In the event the detention provided under current conditions does not meet the detention required, additional modifications to the pond may be needed.

- **Please see the enclosed report. The existing detention was included and has been provided in addition to the required detention for the proposed development.**

b) The HWL of 676.80 is incorrectly labeled as NWL.

- **The note has been updated.**

15. 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. This can addressed at final engineering.

- **Existing lighting in east parking lot is unchanged. Cut sheets and photometric lighting diagrams can be provided at final engineering.**

16. Provide an exhibit to engineering scale showing the turning path of Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

- **See the enclosed exhibit.**

17. Provide a detail for the curb ramps. This can be addressed at final engineering.

- **A detail has been added as requested.**

18. Provide additional spot elevations for the level landing area for the parking lot curb ramp. This can be addressed at final engineering.

- **Additional elevations have been added as requested.**

19. Sidewalk shall continue through the driveway with the curb stopping on either side of the sidewalk. This can be addressed at final engineering.

- The curb has been removed at the sidewalk for the new driveway entrance as requested.

20. The proposed sanitary sewer to be constructed over the existing storm sewer has a separation of only .18 ft. The existing material of the storm sewer shall be identified. And verified that it is capable of potentially bearing a point load from the sanitary sewer.

- **Elevations of the existing storm sewer cannot be determined at this time. When construction starts the contractor will field verify the size, material and depth of the existing roof drains and any conflicts will be reviewed at that time.**

21. The pavement patch for Evanston Ave shall meet the heavy-duty pavement cross section. This can be addressed at final engineering.

- **The pavement patch note has been modified to clarify utilizing the heavy duty pavement cross section as requested.**

22. All methods of construction and materials must conform to the most recent version of "A Manual of Practice for Design of Public and Private Improvements" as published by the Village of Arlington Heights Public Works Engineering Division.

- **A Master Note #1.H has been added on sheet C1.000 as requested.**

23. An RPZ will be required for the fire and domestic service within the addition. Sizing will be provided plumbing plans are finalized.

- **The new service is a dedicated fire service with no domestic water. Domestic water to the addition is served from the existing building. The new fire service is provided with a double check detector.**

24. Pressure connection must be in a vault with a minimum diameter of 60". The connection shall be moved so minimum of 5ft from existing driveway.

- **The pressure connection detail indicates the minimum diameter shall be 60". The connection has been moved to be a minimum of 5' from the existing driveway.**

25. Verify the condition of the sidewalk fronting the construction site prior to any work being done. Any damage or inadequate drainage shall be replaced by permitee prior to eh completion of the project.

- **A Master Note #13 has been added to the plans indicating the contractor shall replace any damaged walk as requested.**

26. Provide a maintenance plan for detention facility.

- **MWRD Exhibit R has been added to the Watershed Development Ordinance Permit submittal package Exhibit B.**

27. A 6" compound meter will be required for fire and domestic supply.

- **The new service is a dedicated fire service with no domestic water. Domestic water to the addition is served from the existing building's domestic water meter.**

28. Roadway surface shall be repaired 2' beyond edge of any trench to provide smooth transition.

- **A detail has been added to sheet C5.000 to repair surface 2' beyond the edge of the trench as requested.**

29. Install chimney seals on all proposed sanitary structures.

- **The sanitary manhole detail has been modified to require chimney seals as requested.**

30. Provide additional information on bussing. Are full size buses expected to be used on a regular basis or for special events? Where will buses be staged? Provide a turning template showing buses maneuvering in both directions through the entrance.

- **Full size busses are occasionally used for field trips. They would stage in the back, east side of the school where busses drop off and pick up students. They would typically be there after morning drop off and before afternoon pick up.**

Arlington Heights Fire Department Comments:

1. Building is to be sprinkled per code.

- **The building addition shall be sprinkled per code.**

2. The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

- **Requirement to be discussed with the fire department. The necessary connection shall be provided as required.**

3. A Knox Box shall be located at the main front entrance. Please locate another Knox box by the exterior door to the fire protection room.

- **A new Knox Box shall be installed near the new fire protection room.**

4. Install a fully operational annunciator panel or alarm panel at the main front entrance.

- **The existing building currently has an annunciator panel at the main front entrance.**

5. The Fire department requests an auto-turn diagram using our fire engine to navigate the rear parking lot.

- **See the enclosed AutoTurn exhibit.**

Arlington Heights Police Department Comments:

1. Character of use: Character of us is consistent with the area and is not a concern.

- **No action needed.**

2. Are lighting requirements adequate?: Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

- **Exterior lighting to be provided at the building addition shall provide illumination as required by Arlington Heights code.**

3. Present traffic problems? A traffic impact study was conducted. This addition will not create any new traffic problems.

- **No action needed.**

4. Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.

- **No action needed.**

5. Traffic problems that may be created by the development. This development should not create any additional traffic problems.

- **No action needed.**

5. General Comments:

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

- **Emergency information/ contact card has been completed and included as part of this official response.**

- 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.

- **Plantings are provided per village ordinance and shall provide open sightlines.**

- Consider posting no trespassing/ loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

- **The site currently has posted no trespassing /loitering/ un-authorized use signage.**

- Upon Completion, an updated school map must be submitted to the police department with all updated exterior door numbers and school crisis plans.

- **The school will submit an updated school map following completion of the building addition construction.**

Health Services Department Comments:

- **No comments to address.**

Arlington Heights Planning and Community Development Dept Comments:

General:

7. The Plan Commission must review and approve the following actions: - (see village Round 1 comments for details)

- We acknowledge that the listed items are part of the plan commission review.

8. Should it be determined that a variation is required for the storage shed (accessory structure) relocation(s), the justification document must be revised to incorporate a response to the criteria for this variation.

- If it is determined that a variation is necessary for the relocation of an existing shed, the Special Use Permit & Variations justification document will be revised to include the relocation of the shed.

9. Is the preschool that exists within the Timber Ridge school operated by NSSEO, or is it run by a different entity? Is the enrollment at the preschool determined by NSSEO, or are children enrolled similar to a daycare, i.e. any parent can apply for enrollment of their child in the preschool?

- **The preschool program (ECDEC) is not operated by NSSEO; it is a program for at-risk children program funded by the Illinois State Board of Education. NSSEO provides one classroom at Timber Ridge School for their program. NSSEO does not determine enrollment. Eligible families enroll through ECDEC.**

10. The Plat of Survey only includes a portion of the overall subject property. Please either revise the Plat to include the entire Timber Ridge Property, or provide legal description for the entire property (not just the portion included on the Plat of Survey). An electronic format of the entire legal description (Microsoft Word) must be provided.

- **Legal description of both parcels will be submitted electronically to the Planning & Community Development Department.**

11. Please revise the project narrative to include a description of any green features that will be incorporated into the building addition and associated site improvements. The project narrative is missing a year inserted within the text.

- **The project narrative has been revised to include the above requested edits and is included as part of this response package.**

12. Please provide a list of the addresses to where an invitation to the neighborhood meeting was sent.

- **A list of the addresses where an invitation to the neighborhood meeting (January 16, 2021) were delivered will be provided to Planning & Community Development.**

13. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, any revised plans must incorporate any changes as recommended by the Design Commission.

- **All revised plans and/or studies to be resubmitted as response to Round 1 review comments shall include a revision date. A design commission application has been completed and submitted but no feedback has be received from the commission at this time.**

Site and Building:

14. Please confirm the existing number of classrooms within the building and the proposed number of classrooms upon completion of the building addition.

- **Timber Ridge has 16 typical sized classrooms; however, not all are used as classrooms. For example, one is currently used as our STEM lab. I the schools existing configuration, typically 14-15 are used as classrooms. At completion of the building addition, Timber Ridge School will have a total of 18 classrooms.**

15. The civil plans must be updated to reflect the proposed landscape islands within the parking lot. Additionally the civil plans should show striping for the two spaces at the north side of the eastern parking row within the main parking lot (for a total of 18 spaces within this row).

- **As outlined in the Planning & Community Development Dept. Review Round 1 comments, a variance to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end due to a hardship created for the owner. Based on review comments from village engineering, additional space needed for the required shade trees. This could have a negative impact on the total number of parking spaces.**

16. Please revise the demolition plans to clearly show which storage sheds are proposed for demolition and which sheds are proposed for relocation. Provide a plan showing the location of the relocated storage sheds and provide details on the shed size (height, square footage). A picture of the relocated storage sheds should be provided for reference, or alternatively, the construction specifications for the sheds can be provided.

- **The existing relocated shed location has been added to sheet C5.000. The size and type of shed has been added and all installation will be per manufacturer's specifications. The shed to be relocated is 11'-0" tall and a foot print of 12'x 12' (144SF). Please also see Exhibit 1.A for a picture of the existing shed that is proposed to be relocated.**

17. The transformer proposed in front of the school building along Evanston shall be relocated to a more appropriate location behind the rear of the building for screening. Landscaping to buffer the transformer should be provided.

- **The transformer has been located based upon input by the utility company. Placement allows the primary to be kept at a reasonable length. If the transformer is relocated to the east side of the building, the owner would suffer substantial costs, additional time to redesign and substantial delay in construction. Screening to be provided in the manor of plantings that will shield visibility from pedestrian views in the north, south and west directions. Please refer to the updated landscape plan that has been included as part of this response package.**

18. Other than the proposed transformer, will there be any new HVAC, generators, or utility/mechanical equipment proposed on the site?

- **No HVAC, generators, or other utility/mechanical equipment are proposed on the site.**

19. The site Area and associated calculations on the architectural site plan are incorrect.

- **The Architectural Site plan has been revised and included as part of this response package.**

Parking:

20. Please confirm the total number of parking spaces with the southern lot. From aerials it appears only 21 spaces exist with this parking lot. Will another space be striped at the eastern side of the southern parking row once the shed in this location has been relocated?

- **The existing south parking lot has 22 parking spaces. The south westernmost parking spots will not be restriped to due lack of space to get an additional spot (approximately 7' remains).**

21. How many vans are overnight on the property?

- **At this time, six Chevy Suburbans are stored overnight on the property.**

22. The parking study surveyed parking under the existing hybrid model where a certain number of students are taught remotely. Please confirm if there has been any reduction in onsite staff during the hybrid/remote teaching and/or staggered classes which demand would not have been accounted for during the survey.

- Even though some students are still remote, almost all staff are teaching/working from the building. Therefore, what was observed during the traffic study would be typical of a standard school day (pre-COVID). The demand for parking would not change or increase.

Landscape Comments:

1. Per Chapter 28, Section 6.15, a four-inch caliper shade trees are required at the ends of all parking rows and must be located in an island that is equal in area to one parking space. Please enlarge the islands and incorporate shade trees at the ends of the parking rows.

- **A variance has been requested as part of the Special Use permit process to the parking rows related to the comment to terminate without the code required landscape island including a shade tree on each end due to a hardship created for the owner. The proposed parking arrangement has been designed to work within the existing perimeter of the east parking lot. Increased parking lot islands would reduce the total number of parking spaces which also requires a variance. If the requested variance is not granted, the parking islands shall be enlarged to comply with Chapter 28, Section 6.15.**

2. It is recommended that three of four shade trees be provided north of the drive aisle in order to soften/buffer the proposed addition.

- **Shade trees had been considered along the north side of the drive aisle but it was determined that additional trees would decrease any remaining play area that the school has. The play area has already been reduced in order to allow for the building addition and the intent was to maintain as much of the remaining play area as possible.**

3. Per Chapter 28, Section 6.15-3, Landscaping is required along the perimeter of detention basins. Please incorporate a mix of trees and shrubs along the perimeter of the basin.

- **The landscape plan has been revised per the comments above and has included as part of this response package**

4. There is a transformer pad located on the west elevation along Evanston Avenue. Explore options for the placement of the transformer so that it is located in the rear and fully screened with landscaping. If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

- **Optional locations for the transformer were considered. Due to recommendation from the utility company and consideration of a potential hardship, it has been requested that the location of the transformer shall remain the same. The landscape plan has been revised per the comments above and has included as part of this response package**

Thank you very much for your consideration. Please don't hesitate to reach out if there are any additional questions.

Sincerely,

Jonathan Kuzynowski

Wold Architects and Engineers

3.26.2021

Village of Arlington Heights, IL
Building & Life Safety Department

Fire Safety Review

Date: 3/30/2021 P.C. Number: 21-002 Round 2

Project Name: Timber Ridge Gym Addition

Project Location: 201 S. Evanston Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. No additional comments.

Date 03-30-21

Reviewed By: _____

Fire Safety Supervisor

PLAN COMMISSION PC #21-005
Timber Ridge Gym Addition
201 S Evanston Ave
Round 2

31. The petitioner's response to comment nos. 12, 15, 18, 19, 20, 21, 22, 24, 25, 26, 28, 29 and 30 are acceptable.

32. The petitioner's response to comment no. 11 is noted. A building permit from the Village of Arlington Heights will be required as an MWRD permit is necessary for this project. The petitioner shall acknowledge that they accept this understanding.

33. The petitioner's response to comment no. 13 and 14 is noted. The Engineering Division is willing to sign off on the existing plan to start the MWRD review process with the following understanding:
    a) If the MWRD has additional requirements, which may include looking at including more of the site in the proposed calculations, further review and approval by the Village will be required.
    b) The existing detention basin was constructed in 2006. In reviewing the project files, the required storage for the improvements that took place at that time was 0.15 ac-ft. The existing basin capacity of 0.12 ac-ft is undersized by 0.03 ac-ft.
    c) If the MWRD does not have any additional requirements beyond the 0.44 ac-ft of detention provided on the current plans, the developer will still have to provide 0.47 ac-ft of storage to account for the existing basin being undersized by 0.03 ac-ft.
    d) The Engineering Division will provide supplemental documentation on the existing basin directly to the Engineer.

34. The petitioner's response to comment no. 16 is noted. The exhibit provided only shows the truck entering the site from southbound Evanston Ave. Provide an exhibit showing a truck entering the site from northbound Evanston Ave. This can be addressed at final engineering.

35. The petitioner's response to comment no. 17 is noted. The curb ramp is designed to be at the maximum allowed running slope. It is recommended that the slope be reduced to insure compliance with current ADA requirements. This can be addressed at final engineering.

Public Works

36. The petitioner's response to comment no. 23 is noted. An RPZ will be required for the fire service within the addition. Sizing will be provided when plumbing plans are finalized. A double detector is not accepted. A fire meter with RPZ is required.

37. The petitioner's response to comment no. 27 is not acceptable. A 6" compound meter will be required for fire supply. The Village is required to measure all flows. Install a fire only meter on the new line.

Michael L. Pagones, P.E. — Date: 4/6/21
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-005

Project Name Timber Ridge Gym Addition

Project Location 201 S. Evanston

Planning Department Contact Sam Hubbard

General Comments

Round 2

The Fire Department has no additional comments at this time.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date March 30, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

Planning & Community Development Dept. Review

April 7, 2021

REVIEW ROUND 2

Project: Timber Ridge Gym Addition
201 S. Evanston Avenue

Case Number: PC 21-005

General:

23. The response to comments #10-13, #18-20, and #22 are acceptable.

24. Based on your responses, the Plan Commission must review and approve the following actions:
    a) **Special Use Permit to allow a school on the subject property.**
    b) **Variation to Chapter 28, Section 10.4-4, Community Service Uses, to reduce the required number of parking spaces from 80 space to 77 spaces.**
    c) **Variation to Chapter 28, Section 6.15-1.2b., to allow certain parking rows to terminate without the code required landscape island including a shade tree on each end.**
    d) **Variation to Chapter 28, Section 10.8-4, Community Service Uses, to reduce the required number of bike parking spaces from 8 spaces to 0 spaces.**
    e) **Variation to Chapter 28, Section 5.1-3.5, Maximum Height, to allow a 30.5' tall building where code restricts the maximum allowable building height to 25'.**
    f) **Variation to Chapter 28, Section 6.5-2, to to allow an accessory structure (shed) in a side yard where accessory structures are only allowed within a rear yard**

25. The response to comment #8 is noted. The proposed shed location requires a variation. Please provide the required justification for this variation.

26. The response to comment #9 is noted. The daycare can be classified as a "Day Nursery School" and is therefore not subject to the Day Care special use permit requirement.

27. The response to comment #15 is noted. However, the civil plans were not revised to show the proposed landscape islands (civil plans show the parking lot as striping with no landscape islands). The civil plans shall be revised at time of permit and the petitioner shall acknowledge this understanding.

28. The response to comment #16 is noted. As outlined above, the relocated storage shed requires a variation from Section 6.5-2, to allow an accessory structure (shed) in a side yard where accessory structures are only allowed within a rear yard. Please provide necessary justification.

29. The response to comment #17 is noted. However, staff recommends this element be relocated to the rear of the building.

30. The response to comment #21 is noted. Given the size of the vans, would 11' wide stalls be more appropriate, which is the current configuration of the vans stalls within the existing parking lot.

Prepared by: Sam Hubert

Timber Ridge Gym Addition
201 S. Evanston Avenue
PC #21-002
April 8, 2021

Landscape Comments

1) Options must be explored for the relocation of the transformer along Evanston Avenue so that it is located in the rear and fully screened with landscaping.

Wold Architects and Engineers
220 North Smith Street, Suite 310
Palatine, IL 60067
woldae.com | 847 241 6100

PLANNERS
ARCHITECTS
ENGINEERS

Plan Commission Review

Round 2 Comments - Responses

Petitioner Name: Jonathan Kuzynowski, Wold Architects & Engineers on behalf of NSSEO

Date: April 14, 2021

Project: Timber Ridge School Gymnasium Addition – NSSEO

Location: 201 S. Evanston Ave, Arlington Heights, IL 60004

Thank you for reviewing the submitted application. Our responses have been formatted as so; Reviewer comments are shown in *italics* and responses from Wold, our consultants and the owner are shown in **bold**. Included with the responses on the following pages, please find the attached exhibits page, revised drawings, and all other associated documentation.

Fire Safety Comments:

-No Additional Comments-

Village Engineer Comments:

31. The petitioner's response to comment nos. 12, 15, 18, 19, 20, 21, 22, 24, 25, 26, 28, 29, and 30 are acceptable.

- **No additional comments required.**

32. The petitioner's response to comment no. 11 is noted. A building permit from the Village of Arlington Heights will be required as an MWRD permit is necessary for this project. The petitioner shall acknowledge that they accept this understanding.

- Acknowledged. All storm water management or site related permitting shall be completed as required. All other building permits to be completed with the authority having jurisdiction (ROE). Copies of permits issued by the ROE can be provided upon request at the time that they are available.

33. The petitioner's response to comment no. 13 and 14 is noted. The Engineering Division is willing to sign off on the existing plan to start the MWRD review process with the following understanding:

a) If the MWRD has additional requirements, which may include looking at including more of the site in the proposed calculations, further review and approval by the Village will be required.

- Acknowledged

b) The existing detention basin was constructed in 2006. In reviewing the project files, the required storage for the improvements that took place at that time was 0.15 ac-ft. The existing basin capacity of 0.12 ac-ft is undersized by 0.03 ac-ft.

- **Acknowledged**

c) If the MWRD does not have any additional requirements beyond the 0.44 ac-ft of detention provided on the current plans, the developer will still have to provide 0.47 ac-ft of storage to account for the existing basin being undersized by 0.03 ac-ft.

- **Upon receipt of the calculations, the extent of existing detention provided will be analyzed. The proposed volume control facility does have 0.044 ac-ft of additional volume provided and may be an alternative consideration.**

d) The Engineering Division will provide supplemental documentation on the existing basin directly to the Engineer.

- **Noted.**

34. The petitioner's response to comment no. 16 is noted. The exhibit provided only shows the truck entering the site from the southbound Evanston Ave. Provide an exhibit showing a truck entering the site from northbound Evanston Ave. This can be addressed at final engineering.

- **Noted.**

35. The petitioner's response to comment no. 17 is noted. The curb ramp is designed to be at the maximum allowed running slope. It is recommended that the slope be reduced to insure compliance with current ADA requirements. This can be addressed at final engineering.

- **As noted, the ramp meets ADA as designed.**

PUBLIC WORKS:

36. The petitioner's response to comment no. 23 is noted. An RPZ will be required for the fire service within the addition. Sizing will be provided when plumbing plans are finalized. A double detector is not accepted. A fire meter with RPZ is required.

- **The double-check detector will be revised to a RPZ as required.**

37. The petitioner's response to comment no. 27 is not acceptable. A 6" compound meter will be required for fire supply. The village is required to measure all flows. Install a fire only meter on the new line.

- **A 6" compound meter shall be installed at the fire supply as requested.**

Arlington Heights Fire Department Comments:

-No Additional Comments-

Arlington Heights Planning and Community Development Dept. Comments:

General:

23. The response to comments #10-13, #18-20, and #22 are acceptable.

- No additional comments required.

24. Based upon your responses, the Plan Commission must review and approve the following actions: - (see village Round 2 comments for details)

- We acknowledge that the listed items are part of the plan commission review.

25. The response to comment #8 is noted. The proposed shed location requires a variation. Please provide the required justification for this variation.

- An updated Special Use Variation Request will be provided as part the round 2 comments official response.

26. The response to comment #9 is noted. That daycare can be classified as a "Day Nursery School" and is therefore not subject to the Day Care special use permit requirement.

- No additional comment required.

27. The response to comment #15 is noted. However, the civil plans were not revised to show the proposed landscape islands (civil plans show the parking lot as striping with no landscape islands). The civil plans shall be revised at time of permit and the petitioner shall acknowledge this understanding.

- Correct, as noted in village comment no. 24, a variation to Chapter 28, section 6.15-1.2b has been requested to not provide the landscape islands including a shade tree on each end. This has been requested due to a hardship for the owner. We acknowledge that the listed items are part of the plan commission variation review. Plans shall reflect the required islands and shade trees if the requested variation is not granted.

28. The response to comment #16 is noted. As outlined above, the relocated storage shed requires a variation from Section 6.5-2, to allow an accessory structure (shed) in a side yard where accessory structures are only allowed within a rear yard. Please provide justification.

- Justification shall be provided as part of an updated Special Use Variation Request document included as part the official response to round 2 comments.

29. The response to comment #17 is noted. However, staff recommends this element be relocated to the rear of the building.

- Alternate placement of the transformer as recommend in comment #29 is not possible due to an undue hardship that would be placed on the owner. Costs would include additional square footage added to the building footprint to relocate the electrical room, additional required infrastructure, time for re-engineering, and the potential need to rebid a portion of or all of the project. It is estimated that the total cost to make this change would be an increase approximate of 3-5% of the total project cost. As mentioned in the round 1 response, such a change would also mean a substantial delay in construction. Although not required by village ordinance, it is the district's full intention to provide visual screening as outlined in the Village of Arlington Height's design guidelines. Other schools (Greenbrier) located within the village have precedent of screened transformers being located on sides of the building that would not be considered the back of the building. For all of the reasons listed above, we urge the commission to consider the cost to the school district (as well as taxpayers) and reconsider the recommendation to relocate the transformer from its originally proposed location.

30. The response to comment #21 is noted. Given the size of the vans, would 11' wide stalls be more appropriate, which is the current configuration of the vans stalls within the existing parking lot.

- The owner would prefer to maintain 11' wide parking stalls for a total of 9 stalls. This alteration does have an impact on the total number of stalls being provided. This change shall be reflected at the time of final engineering. An updated Special Use Variation Request document included as part the official response to round 2 comments reflects the change in total parking stalls to be provided.

Landscape Comments:

1. Options must be explored for the relocation of the transformer along Evanston Avenue so that it is located in the rear and fully screened with landscaping

- **Please see response above to item 29.**

Sincerely,

Jonathan Kuzynowski

Wold Architects and Engineers

4.14.2021



Exhibit 1.A

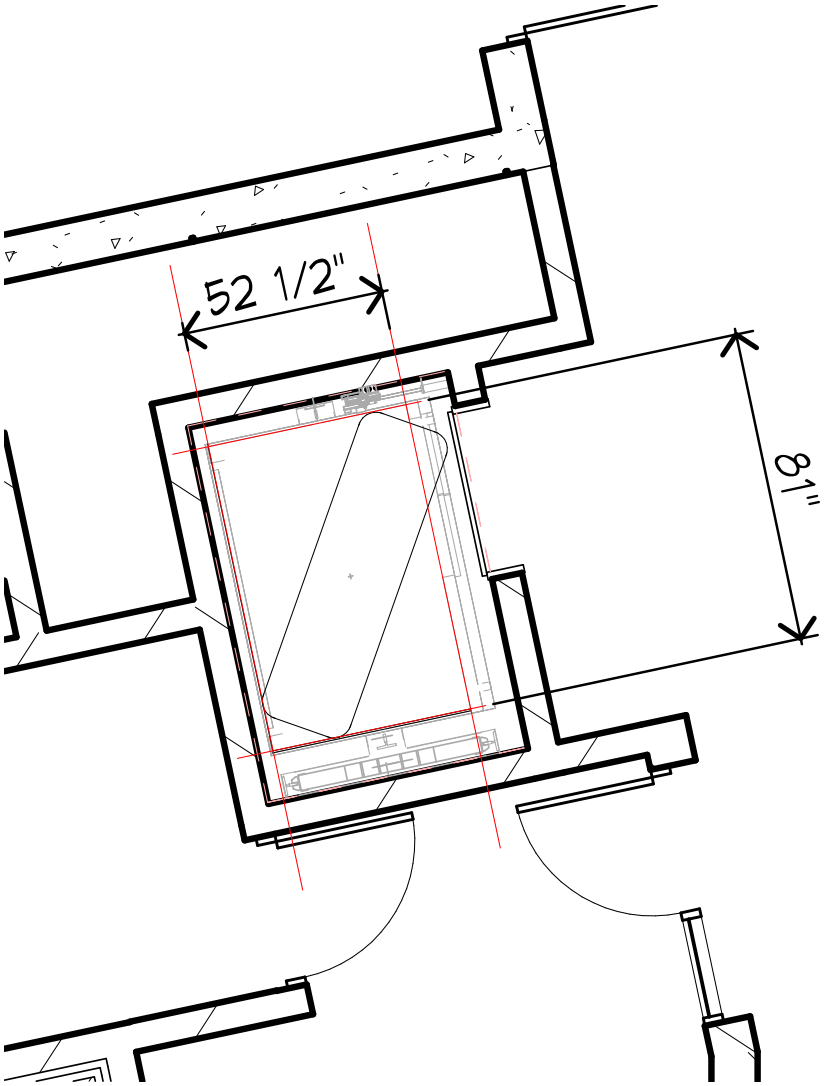


Exhibit 1.B

From: Michael and Jill Stark
To: Hubbard, Sam; [redacted]
Cc: Anthony DeRicco; Kyle Schmidt; Jennifer Schmidt
Subject: Timber Ridge School
Date: Friday, May 21, 2021 5:10:11 AM

The Stark family of 116 S. Evanston (yes - we're the deaf family of Arlington Heights.)

We are very saddened about all this. The beautiful open grass field is one of the reasons why we purchased this home in 2007.

We will miss the beautiful sunrise in the mornings too. (Please see photo attached.)

The open grass field is therapeutic and beneficial - not only for us as longtime home owners but for dogs, families of our Windsor neighborhood and the students who attend this school. They'd just run or lay in grass, feeling calm especially during their recreation time.

Building a large 30-foot building block (taller than what our village allows) in front of our home will affect our property values and its appeal. It is aggravating.

We don't wish to have more traffic in our private residential street yet suggest you to rethink this plan.

Thank you.
Jill and Michael Stark



From: ANTHONY DERICCO
To: Hubbard, Sam; [redacted]
Subject: Timber Ridge School Variance
Date: Wednesday, May 19, 2021 6:32:10 PM

We live directly across from Timber Ridge School (120 S. Evanston).
We have some very valid concerns for us and our neighbors.
A big part of why we purchased our home six years ago was the open green space across the street. We also have spent a lot of time and money on landscaping specifically planted with the morning sun in mind. Installing a 30' tall building directly in front of our home will forever change our property value.
The current plan shows there is space in the back of the building that will be parking. Maybe the building can be located further east or behind the existing building with the parking area along the west and south side of the property to lessen the impact to the neighbors.
If it comes down to your current plan, please know that the 30' height for your addition will be a detriment to the neighbors directly affected. It is taller than the village allows and we do not approve of the variance in height.
Please consider the few neighbors that you will be directly affecting in making your final decision. It is extremely important to us.
Thank you,
Tony and Sherri DeRicco

Plan Commission
5/26/2021

Item: Hawkeye Chiropractic - 1650 S. Arlington Heights Rd. - PC#21-006

Department: Planning & Community Development

Requested Action

1. Rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District.

2. Planned Unit Development (PUD) to allow a 5,470 square foot medical office building on the subject property.

Variations Required

1. Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.

Recommendation

The Staff Development Committee has reviewed the proposed rezoning and PUD and recommends APPROVAL of the rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District, and the PUD to allow a 5,470 square foot medical office building on the subject property, but DENIAL of the following variation:

• Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.

Approval shall be subject to the following conditions:

1. Prior to appearing before the Village Board, the petitioner shall provide a plan that meets the Village's detention requirements, meets IDOT's requirements for basin setback, and will not change the current surface site layout.

2. The row of 6-foot tall Viburnum shrubs along the southern property line shall be replaced with a dense row of evergreens that extend further east and west to provide a solid screen along this elevation.

3. The dumpster enclosure shall be relocated outside of the front yard, for final review and approval by the Village.

4. At the request of the Village, the subject property owner shall provide a cross access easement to the benefit of the property to the north (1640 S. Arlington Heights Road) for access to Arlington Heights Road through the subject property. This shall only be required if and when the 1640 S. Arlington Heights Road property abutting to the north is redeveloped and provides reciprocal access to the subject property, pays for the improvements on the subject property necessary to facilitate the cross connection, and provides a perpetual easement for parking on their property to accommodate for any lost parking spaces on the subject property necessary to construct said connection. At the request of the Village, the subject property shall also grant the same cross access to the property at 1638 S. Arlington Heights Road, but only if and when that property redevelops and secures access through the 1640 S. Arlington Heights Road property.

5. IDOT approval shall be required.

6. Compliance with the March 30, 2021, Design Commission motion shall be required.

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

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Public Notice	Exhibits
CPRC Minutes 1-13-21	Minutes
DC Staff Report	Board or Commission Report
DC Minutes	Minutes
Aerial	Exhibits
Justification for Variation	Correspondence
Project Narrative	Correspondence
Project Timeline	Exhibits
Plans	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

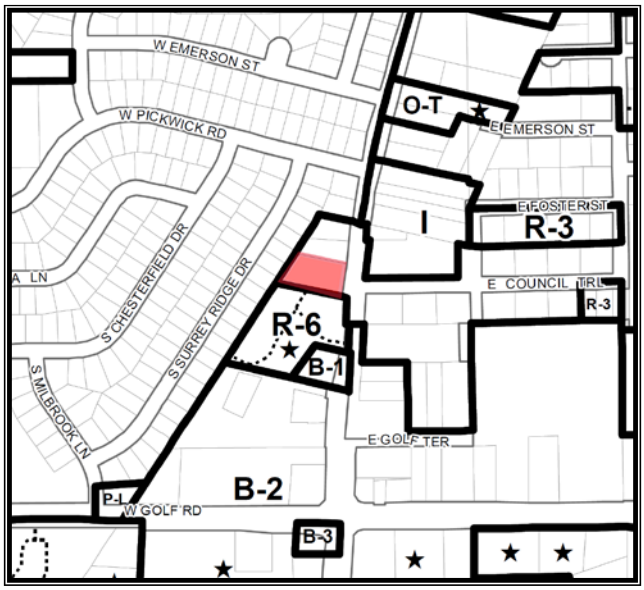
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 20-006*
***Project Title**: Hawkeye Chiropractic*
***Address:** 1650 S. Arlington Heights Rd.*
***PIN:** 08-09-400-008*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date:** May 26, 2021*
***Date Prepared:** May 21, 2021*

***Petitioner**: Dr. Drew Voelsch*
***Address**: 1401 S. Arlington Heights Rd - Suite 2*
Arlington Heights, IL 60005

***Existing Zoning**: R-1: One-Family Dwelling District*
***Comprehensive Plan**: Offices Only*



SURROUNDING LAND USES:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-1: One-Family Dwelling District	Zion Christian Church	Offices Only
South	R-6: Multi-Family Dwelling District	Multi-family homes (Park Place Condominiums)	Moderate Density Multi-Family
East	I: Institutional District, R-1: One-Family Dwelling District	Assisted Living/Memory Care Facility, Office Building	Offices Only, Commercial
West	R-3: One-Family Dwelling District	Single-Family Homes	Single-Family Detached

Requested Action:

1. Rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District.
2. Planned Unit Development (PUD) to allow a 5,470 square foot medical office building on the subject property.

Variations Required:

- Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.

Project Background:

The subject property is a vacant piece of land located south of the Zion Christian Church (1640 S. Arlington Heights Road) and north of the Park Place Condominiums on South Arlington Heights Road. The site is approximately 38,850 square feet in size and previously included a single-family home that was demolished in 2015. Access comes from a single full access curb cut at the southern end of the site.

The petitioner, Hawkeye Chiropractic, would like to construct a 5,470 square foot medical office building with two tenant spaces. The first space would be 3,144 square feet in size and house Hawkeye Chiropractic, which would relocate from their current location at 1401 S. Arlington Heights Road. The remaining approximately 2,326 square foot space would be for a future medical related tenant. Hawkeye currently has five employees (including one doctor), but envisions growth to eight employees (including a second doctor) at this new location. Hours of operation are as follows:

- Monday: 7am-1pm, 3pm-6:30/7pm
- Tuesday: 11am-7pm
- Wednesday: 7am-1pm, 3pm-6:30/7pm
- Thursday 7am-1pm, 3pm-6:30/7pm
- Friday: 7am-2pm
- Saturday/Sundays: Closed, but may be open on weekends depending on business growth.

The practice sees up to approximately 250 patients per week on average, with growth of up to 300 patients per week planned for the new location. On a day to day basis, this translates to approximately 60 patients per day. Should approval be granted, the petitioner would like to be under construction by August of this year, with occupancy of the structure coming in March of next year.

Zoning and Comprehensive Plan

The subject property is currently located within the R-1, One Family Dwelling residential zoning district, which does not allow medical office uses. Therefore, the petitioner has requested the site be rezoned from the R-1 District to the O-T, Office Transitional District, which district allows medical office uses by-right. Planned Unit Development approval is required for all developments within the O-T District, and accordingly the petitioner has requested PUD approval.

The Comprehensive Plan designates this site as “Offices Only”, which is the appropriate designation for the proposed use. The Staff Development Committee supports the rezoning as it is compliant with the Comprehensive Plan.

The petitioner held a neighborhood meeting via Zoom on May 17, 2021, to introduce the project to surrounding property owners, answer any questions they had, and understand what concerns, if any, there were with the project. Three individuals attended the meeting and according to the petitioner, their general concerns related to stormwater impacts, the yet to be leased tenant space, noise, and landscape buffering. The petitioner presented the plans, explained the development attributes, and provided a response to all questions asked.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on January 13, 2021. The CPRC was pleased to see a redevelopment proposal for this site, which they felt was in need of redevelopment. In general, they were supportive of the use and thought that the project had merit. They

asked about potential cross access to the north, and the petitioner indicated that he would be willing to explore cross access to the north.

Design Commission:

On March 30, 2021, the Design Commission met to discuss the project and ultimately voted unanimously to recommend approval of the application subject to several conditions. These conditions related to modifications to certain window sizes and details, the addition of a canopy over the second tenant space, and requiring that the dumpster enclosure be constructed out of brick to match the building. The minutes from the Design Commission are included within the Plan Commission packet and conformance with the motion from the Design Commission shall be required.

Building, Site, Landscaping:

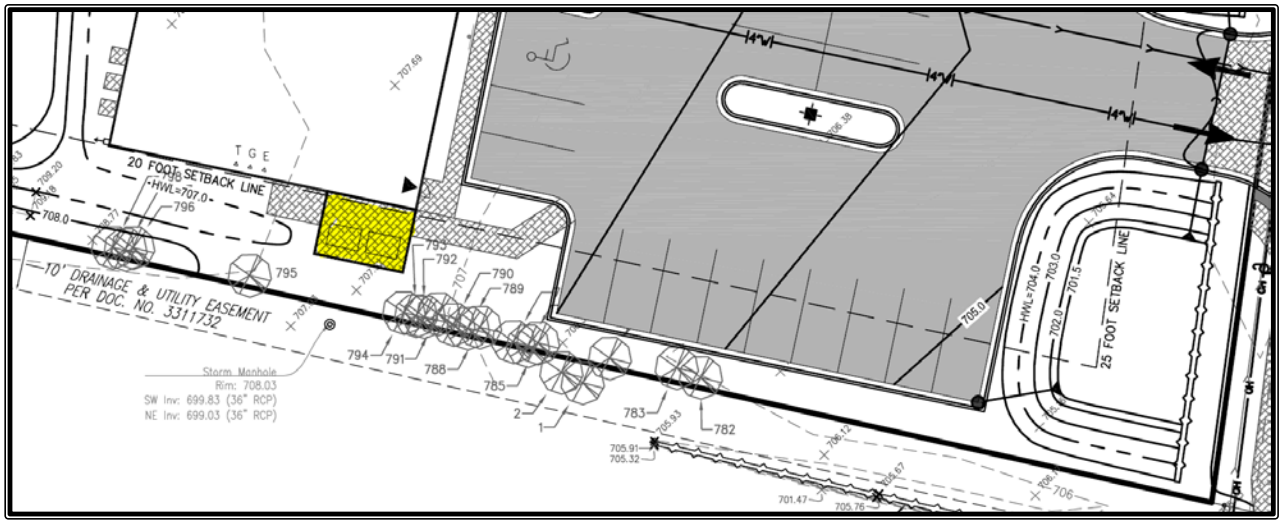
The proposed building and site conform to all Village setback, height, and bulk requirements with one exception related to the dumpster enclosure, which is proposed at 6' tall and within the front yard. Dumpster enclosures within the front yard are not allowed as they are considered a fence, which is only allowed at 3' tall and must be an "open" style fence. The following variation is therefore necessary:

- ***Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.***

All variation requests must be evaluated relative to the four standards of approval (outlined below) and shall only be approved when the requested variation complies with each criterion:

- **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 (SDC) does not believe the front yard is the appropriate location for the dumpster enclosure and recommends that it be relocated to the side of the building as shown in the concept below, which would eliminate the need for the variation:



A relocation to this area would also create three additional parking spaces in the southern parking row and would further screen the enclosure from view along Arlington Heights Road.

The petitioner has provided written justification outlining how they believe the variation complies with the four approval criteria, which response has been included in the packet provide to the Plan Commission. In general, the petitioner believes that the proposed location is sufficiently setback from the street so as to not be a visual detriment, has been designed as a brick enclosure to match the building for a pleasing aesthetic, that placing the enclosure alongside the building would make it too difficult to access, and the proposed stormwater facilities are proposed along the side of the building and would need to be modified to accommodate the enclosure.

The Staff Development Committee does not believe that the enclosure in the proposed location is compatible with the existing uses in the vicinity, and notes that both the memory care facility and the office building located on the opposite side of Arlington Heights Road have dumpster enclosures that are behind their buildings when viewed form Arlington Heights Road. The SDC does not support the requested variation and does not believe the necessary standards for approval have been met. A condition of approval requiring the relocation of the dumpster enclosure to a location outside of the front yard, for review and approval by the Village, has been recommended.

With regards to landscaping, the proposed development complies with all code requirements and exceeds requirements in certain areas. The property has an existing fence along the rear that satisfies the screening requirements to the west, however, the petitioner has proposed seven additional shade trees along the rear property line to provide an enhanced buffer for the single-family homes at the rear of the site. Along much of the southern property line where the subject property abuts multi-family residential uses, the petitioner has proposed a row of 6-foot tall Viburnum shrubs, which do not provide year-round screening and should be replaced with a dense row of evergreens that extend further east and west and will provide a solid landscape screen abutting the building and trash enclosure areas. A condition of approval has been included within the recommendation below to incorporate this change. Along Arlington Heights Road a three-foot tall landscape screen will be installed to buffer the parking lot. While most of the "volunteer growth" trees along the southern property line will be removed, two of the larger and more healthy trees in this location will be preserved (if feasible), and the petitioner will install no less than 15 new trees on the site.

Stormwater

The subject property has been designed with detention basins in two areas; at the rear of the building where the basin slightly wraps around both sides of the structure, and two basins at the front of the property adjacent to Arlington Heights Road. The two basins at the front of the site are setback approximately 6.5 feet from the front property line, and IDOT requires certain setbacks for detention basins adjacent to Rights-of-Way that are under their jurisdiction. Specifically, these basins need to be setback approximately 14.5 feet from the property line abutting Arlington Heights Road. The petitioner is working with IDOT to request an exception to allow their encroaching detention basins, however, it is unknown if this request will be granted by IDOT. Should IDOT not grant approval, the detention basins would need to be relocated.

There are several different ways to redesign the site to comply with IDOT's requirements should the petitioners request for relief be denied, however, it is unknown to what extent the site plan would need to be modified. In order to fully evaluate any solution, the petitioner should provide a design that meets the Village's detention requirements, meets IDOT's policy for basin setback, and will not change the current

surface site layout. To ensure that the site is functional from a preliminary engineering standpoint, staff is recommending a condition of approval that would require the petitioner to provide this alternative plan prior to appearing before the Village Board. This would give the Village a scenario where IDOT's ultimate decision could be accommodated either way with no significant change to the surface layout that is already in an acceptable configuration. If the petitioner cannot put forth a viable alternative plan as outlined above, then more substantial site modifications may be necessary to address the IDOT setback requirement and the Village Board may need to send the project back to the Plan Commission for a review of the changes.

Traffic and Parking:

As required by code, the petitioner has submitted a detailed traffic and parking study from a Certified Traffic Engineer that assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. In the location of the subject property, Arlington Heights Road provides two through lanes in each direction of travel. At its unsignalized intersection with Council Trail, southbound Arlington Heights Road provides a dedicated left turn lane into Council Trail. Northbound Arlington Heights Road has a mountable median but no dedicated left turn lane into the subject property. Based on the expected traffic volumes turning into the development, the traffic study concluded that the existing median will accommodate for the expected traffic volumes and no dedicated left turn lane is needed on Northbound Arlington Heights Road. Preliminary IDOT review comments indicate that this project will be restricted to ¾ access; right-in, right-out, and left-in only. Compliance with all IDOT requirements shall be required.

The TIF IV Redevelopment Plan contemplates a future traffic signal may be needed at the Council Trail/Arlington Heights Road intersection. However, both the traffic study and preliminary IDOT review comments indicate that the proposed development will not create the need for a signal at this time. As future properties in this area redevelop, a signal at this intersection may be installed if warrants are met. The Staff Development Committee recommends that the petitioner provide future cross access to the properties to the north (1640 S. Arlington Heights Road and 1638 S. Arlington Heights Road), which would allow those properties access to a future signal on the subject property. If and when the property abutting to the north is redeveloped, and if the redevelopment provides reciprocal access to the subject property, staff recommends the petitioner be required to provide reciprocal cross access to the 1640 S. Arlington Heights Road property (as well as cross access to 1638 S. Arlington Heights Road should that property have access through the 1640 S. Arlington Heights Road property). However, this shall only be required if the redeveloper of 1640 S. Arlington Heights Road pays for any improvements on the subject property necessary to enable the cross access connection and provides a perpetual easement for parking on their property to accommodate for any lost parking spaces on the subject property necessary to construct said connection. A condition of approval addressing this has been recommended below.

Based on parking requirements, 28 parking spaces must be provided on the site. Detailed parking calculations are shown below:

Tenant	Address	Use	Square Feet	Parking Ratio	Parking Required
Hawkeye Chiropractic	Unit 1	Medical Office	3,144	1 per 200 SF	16
Future Tenant	Unit 2	Medical Office	2,326	1 per 200 SF	12
TOTAL SQUARE FOOTAGE			5,470		
PARKING REQUIRED					28
PARKING PROVIDED					28
SURPLUS / (DEFICIT)					0

The plans show 28 parking spaces will be provided and therefore the development complies with all parking requirements. The parking study analyzed the parking supply relative to ITE standards, which projects a peak parking demand around 25 parking spaces. All parking analysis indicates that the proposed development will be able to accommodate for its parking demand onsite without overflowing to other properties. Two bicycle parking spaces are required by code and these spaces are included on the plans.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed rezoning and PUD and recommends **APPROVAL** of the rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District, and the PUD to allow a 5,470 square foot medical office building on the subject property, but **DENIAL** of the following variation:

- ***Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.***

Approval shall be subject to the following conditions:

1. Prior to appearing before the Village Board, the petitioner shall provide a plan that meets the Village's detention requirements, meets IDOT's requirements for basin setback, and will not change the current surface site layout.
2. The row of 6-foot tall Viburnum shrubs along the southern property line shall be replaced with a dense row of evergreens that extend further east and west to provide a solid screen along this elevation.
3. The dumpster enclosure shall be relocated outside of the front yard, for final review and approval by the Village.
4. At the request of the Village, the subject property owner shall provide a cross access easement to the benefit of the property to the north (1640 S. Arlington Heights Road) for access to Arlington Heights Road through the subject property. This shall only be required if and when the 1640 S. Arlington Heights Road property abutting to the north is redeveloped and provides reciprocal access to the subject property, pays for the improvements on the subject property necessary to facilitate the cross connection, and provides a perpetual easement for parking on their property to accommodate for any lost parking spaces on the subject property necessary to construct said connection. At the request of the Village, the subject property shall also grant the same cross access to the property at 1638 S. Arlington Heights Road, but only if and when that property redevelops and secures access through the 1640 S. Arlington Heights Road property.
5. IDOT approval shall be required.
6. Compliance with the March 30, 2021, Design Commission motion shall be required.
7. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ May 21, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON MAY 26, 2021, AT 7:30 P.M. to consider Petition No. 21-006, a request to rezone the subject property from the R-1, One Family Dwelling District to the O-T, Office Transitional District, and Planned Unit Development (PUD) approval to allow a 5,400 square foot medical office building on the subject property located at 1650 South Arlington Heights Road, in Arlington Heights, IL. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual Plan Commission hearing via Zoom or their phones. Details on how to access and participate in this online virtual hearing will be available at www.vah.com no later than May 21, 2021.

The legal description for the subject property is as follows: PARCEL 1: THAT PART OF LOT 5, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5, THENCE SOUTHWESTERLY ALONG THE WEST LINE OF SAID LOT 5, 208.06 FEET FOR THE PLACE OF BEGINNING, THENCE SOUTHENSTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 270.07 FEET TO THE CENTER LINE OF ARLINGTON HEIGHTS ROAD, THENCE SOUTHWESTERLY ALONG THE CENTER LINE OF SAID ARLINGTON HEIGHTS ROAD, 143.64 FEET, THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 345.57 FEET TO THE WEST LINE OF SAID LOT 5, THENCE NORTHEASTERLY ALONG THE WESTERLY LINE OF SAID LOT 5, 150.34 FEET TO THE PLACE OF BEGINNING IN THE SUBDIVISION OF JOSEPH A. BARNES FARM IN SECTIONS 9,15 AND 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT FOR THAT PART TAKEN BY THE STATE FOR THE WIDENING OF ARLINGTON HEIGHTS ROAD) IN COOK COUNTY, ILLINOIS
PROPERTY ADDRESS: 1650 S. ARLINGTON HEIGHTS RD., ARLINGTON HEIGHTS, ILLNOIS.
P.I. N.: 08-09-400-008-0000

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

- Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.
- Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow a generator in a front yard and within a required side yard setback, where generators are only allowed in a rear yard and must not encroach into a side yard setback.
- Any other variation as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terrence Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald on May 11, 2021 (4563438)

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 and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

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

I further certify that the 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 5/11/21
in said Northwest Suburbs DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Designee of the Publisher and Officer of the Daily Herald

Control # 4563438

NOTIFICATION AFFIDAVIT

I, Jason Bergwerff hereby certify as follows:

1. That on the 10th day of May, 2021, affiant caused to be mailed in the Post Office of Oak Brook, IL 60302, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..

2. That the parties to whom said notice was mailed are set forth on the attached list.

3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Signature

Subscribed and Sworn to before me
this 10th day of May, 2021.

Notary Public

OFFICIAL SEAL
JOEL DIENER
NOTARY PUBLIC, STATE OF ILLINOIS
DU PAGE COUNTY
MY COMMISSION EXPIRES 06-06-2024

NOTICE OF PUBLIC HEARING

HEARING FOR: A REZONING FROM THE R-1 DISTRICT TO THE O-T DISTRICT, PUD APPROVAL TO ALLOW AN APPROX. 5,400 SQ. FT. MEDICAL OFFICE BUILDING, AND CERTAIN VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE.

HEARING LOCATION: THIS WILL BE A VIRTUAL PUBLIC HEARING. DETAILS ON HOW TO ACCESS AND PARTICIPATE IN THIS ONLINE VIRTUAL HEARING WILL BE AVAILABLE AT WWW.VAH.COM NO LATER THAN MAY 21, 2021

DATE: MAY 26, 2021

TIME: 7:30 PM

PUBLIC PARTICIPATION & COMMENTS INVITED

FOR DETAILS CALL:
JASON BERGWERFF
PHONE:
616-450-8839

OR: THE VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT
PHONE: (847) 368-5200

PARKWAY B & T CO TR 74
1780 S ARLINGTON HTS
ARLINGTN HTS, IL 60005-3791

MARIANA E KNEA
1710 S ARLINGTON HTS R
ARLINGTN HTS, IL 60005-3784

IVAN STOYANOV
1720 S ARLINGTON HT RD
ARLINGTON HT, IL 60005-3785

Park Place Condominium Association
1730 S. Arlington Heights Rd Unit 1A
Arlington Heights, IL 60004

ARLNGTON HTS MEM CARE
1625 S ARLINGTON HTS
ARLINGTN HTS, IL 60005-3769

1665 S ARLINGTON HEIGH RD
ARLINGTON HEIGHTS, IL 60005-3769

1675 S ARLING HTS LLC
1675 S ARLINGTON HTS R
ARLINGTN HTS, IL 60005-3769

VILLAGE BANK & TRUST
234 W NORTHWEST
ARLINGTN HTS, IL 60004-5934

JENNIFER M PETERSON
1530 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3705

S MUIR
1534 S SURREY RIDGE
ARLINGTON HT, IL 60005-3705

KRZYSZTOF BOBRO
1602 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3707

JERAMY G RAYMOND
1606 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3707

MAREK ORZECHOWSKI
1610 S SURREY RIDGE DR
ARLNGTN HTS, IL 60005-3707

RAPHAEL NAGORZANSKI
1614 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3707

LILLIAN MISHIKIAN
1618 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3707

CHARLES D PAOLI
1622 S SURREY RIDGE DR
ARLINGTON HT, IL 60005-3707

SHAWN A FITZGERALD
1626 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3707

OVIDIU COSTEA
1611 S CHESTERFIELD DR
ARLNGTON HTS, IL 60005-3730

JACQUELINE SULLIVAN
1607 S CHESTERFIELD
ARLNGTON HTS, IL 60005-3730

ALBERT MARTINEZ
3705 39TH ST
BRADENTON, FL 34205-1049

ADAM DONOVAN
1535 S CHESTERFIELD DR
ARLNGTON HTS, IL 60005-3728

PARKWAY BANK & TRUST A
1532 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3723

DAVID THOMPSON
1529 S SURREY RIDGE DR
ARLINGTON HT, IL 60005-3704

DIANNE NEGRI
1533 SURREY RIDGE RD
ARLINGTN HTS, IL 60005-3704

DABIZLJEVIC & NIKODEM
1537 S SURREY RIDGE DR
ARLINGTN HTS, IL 60005-3704

MARY MALZENSKI
1603 SURREY RDG DR
ARLINGTN HTS, IL 60005-3706

WILLIAM W WHITE
1607 S SURREY RIDGE DR
ARLINGTON HT, IL 60005-3706

EDGARDO & EIZEL CINCO
1611 S SURREY RIDGE
ARLINGTN HTS, IL 60005-3706

LEAH Y YOUK
1615 S SURREY RIDGE DR
ARLNGTON HTS, IL 60005-3706

GERALD C HOFF
1619 S SURREY RIDGE DR
ARLINGTON HT, IL 60005-3706

JESUS DE LA MORA
1710 S ARLINGTON HTS 1A
ARLNGTON HTS, IL 60005-3775

1638 S ARLINGTON HEIGH RD,
ARLINGTON HEIGHTS, IL 60005-3725

Zion Christian Church
1640 S. Arlington Heights Rd.
Arlington Heights IL 60004

VITO ZIVLOI
PO BOX 1694
ARLINGTN HTS, IL 60006-1694

MADELENA G KOSTADINOVA
1710 ARLINGTN HTS RD
ARLINGTN HTS, IL 60005-3784

SIMON KERI
1710 S ARLINGTON HTS
ARLINGTN HTS, IL 60005-3784

S & V VASSILEVA 4B
1710 S ARLINGTON HTS
ARLINGTON HT, IL 60005-3784

CYNTHIA GRAY
1720 S ARLINGTON HTS
ARLINGTON HT, IL 60005-3785

DONNA DALICANDRO
1720 S ARLINGTON HTS 2
ARLNGTON HTS, IL 60005-3785

IULIIA OSADTSIV
1720 S ARLINGTON HTS 3A
ARLNGTON HTS, IL 60005-3776

ALEKSANDER GIETEK
1720 S ARLINGTON HTS 4
ARLINGTON HT, IL 60005-3785

SUZUKO WIEDEMANN 1A
1730 S ARLINGTN HTS RD
ARLINGTN HTS, IL 60005-3786

MYKHAILO O BOGDANOV
1730 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3786

JAMES PAPPAS
1730 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3786

BATTUR TSOGTGEREL
1730 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3786

BRATISLAV PERIC
1730 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3786

SEUNG ME LEE
1740 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3787

MACIEJ MACIEJEWSKI
1740 S ARLNGTON HTS RD
ARLNGTON HTS, IL 60005-3787

MARIA RADZIK
1740 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3787

P & S TZONEV 4 S
1740 S ARLINGTON HT RD
ARLNGTON HTS, IL 60005-3787

SUSAN PAVUR
1740 S ARLNGTON HTS
ARLNGTON HTS, IL 60005-3787

VIDA TRUSENKIENE
1750 S ARLINGTON HTS
ARLINGTN HTS, IL 60005-3788

CATHERINE CHIOU
1407 ORANGE CT UNIT C
MT PROSPECT, IL 60056-6314

PLAMEN STANEV
1750 S ARLINGTN HTS 3A
ARLINGTN HTS, IL 60005-3779

SETH LONDON
1750 S ARLINGTON HTS R
ARLINGTN HTS, IL 60005-3788

MARIANNA KWIETNIESKI A
1750 S ARLINGTON HTS #5
ARLNGTON HTS, IL 60005-3788

GALENA VASSILEVA
1760 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3789

PARKWAY BANK & TRUST A
1760 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3789

MARC W KOEHLER 3A
1760 S ARLINGTON HT RD
ARLNGTON HTS, IL 60005-3789

DINO DEATO
1760 S ARLINGTN HTS 4B
ARLINGTN HTS, IL 60005-3780

DAVID W ENNES
1471 BLACKHAWK DR
MT PROSPECT, IL 60056-3633

DONALD E GILSO
1770 S ARLNGTON HTS RD
ARLNGTON HTS, IL 60005-3790

MARGARITA & HENRY GOMEZ
1770 S ARLNGTON HTS 2
ARLNGTON HTS, IL 60005-3790

BARBARA GLOWACKI
1770 S ARLINGTON HTS 3
ARLINGTN HTS, IL 60005-3790

KENT MUI
1770 S ARLNGTON HTS RD
ARLNGTON HTS, IL 60005-3790

BOZENA SERAFIN
1770 S ARLINGTN HTS #5
ARLINGTN HTS, IL 60005-3790

GHEORGHE C OLAR
1780 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3791

BYAMBASUREN NADMID
1780 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3791

JOHN PULLANO
803 ROBERT DRIVE
MT PROSPECT, IL 60056-4018

LAZARIA PARHAS
1780 S ARLINGTON HTS R
ARLNGTON HTS, IL 60005-3791

WALTER F SCHWARZ
1623 S SURREY RIDGE
ARLNGTN HTS, IL 60005-3706

GRANDVIEW CAPITAL LLC
36W995 RED GATE RD
ST CHARLES, IL 60175-6223

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON: January 13, 2021

Project Title: 1650 S. Arlington Heights Rd Chiropractor Office PUD

Address: 1650 S. Arlington Heights Rd.

Petitioner: Dr. Drew Voelsch
Address: 1401 S. Arlington Heights Rd. - Suite 2
Arlington Heights, IL 60005

Requested Action:

1. Rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District.
2. Planned Unit Development (PUD) to allow a medical office building.

Variations Required:

- None identified at this time

Attendees: Jason Bergwerff, Apex Design Build
Emily Hoffmann, Cook Engineering Group
Steve Bauer, Meltzer, Purtill & Stelle LLC
Drew Voelsch, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is a vacant piece of land that is located south of the Zion Christian Church (1640 S. Arlington Heights Road) and north of the Park Place Condominiums on South Arlington Heights Road. The site is 37,299 square feet in size and previously included a single-family home that was demolished in 2015. Access comes from a single full access curb cut at the southern end of the site.

The petitioner, Hawkeye Chiropractic, would like to construct a 5,142 square foot medical office building with two tenant spaces. The first space would be 3,142 square feet in size and house Hawkeye Chiropractic, which would relocate from their current location at 1401 S. Arlington Heights Road. The remaining 2,000 square foot space would be for a future medical related tenant. Hawkeye currently has five employees (including one doctor), but envisions growth to eight employees (including a second doctor) at this new location.

The practice sees up to approximately 250 patients per week on average, with growth of up to 300 patients per week planned for the new location. On a day to day basis, this translates to approximately 60 patients per day. As part of the formal Plan Commission review process, the petitioner will need to provide additional details on scheduling and average length of stay per patient.

Meeting Discussion:

Commissioner Cherwin stated that a member of his law firm was representing the petitioner, so he would recuse himself from this project if it moved forward to the Plan Commission

Mr. Bergwerff introduced himself and the members of the development team. He explained that Dr. Drew currently had a practice in Arlington Heights and was looking to purchase the vacant lot at 1650 S. Arlington Heights Road to construct a new building for his practice there. The site was previously occupied by a single-family home that was demolished, and there is an existing curb cut onto Arlington Heights Road from the previous home. The petitioner wanted to construct an approximately 5,100 square foot building on the property and would occupy about 3,100 of the building. The remaining space would be rented out to a future health care provider.

The property was currently zoned residential, and would need to be rezoned into the O-T District. They've provided a conceptual plan for staff to review and were looking forward to feedback from the Conceptual Plan Review Committee.

Mr. Hubbard stated that the subject property is a vacant piece of land that was just south of the Zion Christian Church, which was located on the west side of Arlington Heights Road at its intersection with Council Trail. The subject property is currently located within the R-1, and would need to be rezoned into the O-T District to accommodate for the proposed development. The Comprehensive Plan designates this site as "Offices Only", which is the appropriate designation for the proposed rezoning. The proposed development was compatible with the Comprehensive Plan.

Medical offices were classified as a permitted use in the O-T District, however, Planned Unit Development approval is required for all developments within the O-T District, and accordingly the petitioner will be required to obtain PUD approval. The site appeared to comply with all setback and bulk requirements.

Relative to the site, staff has asked the petitioner to align their entrance drive with Council Trail on the east side of Arlington Heights Road, which he believes the plan had been designed to account for. Staff has asked that the petitioner replace the existing sidewalk along Arlington Heights Road and bump it in to create a small parkway since the existing sidewalk is abutting the street. Staff was aware that certain overhead and underground utilities may make this challenging, so the petitioner will need to discuss with staff what makes the most sense.

Stormwater detention must conform to all Village and MWRD requirements and the petitioner must enter into an Onsite Utility Maintenance Agreement for the private detention system. The petitioner should also explore cross access and cross parking with the property to the north. Cross access was likely the more important of the two, and staff strongly encouraged the petitioner to work with the Church on reciprocal access. The Village may require cross access as a condition of approval if it would prove to be a benefit, as cross access can help to keep traffic movements off more heavily travelled streets. It is possible that at some point IDOT may require a signal at Council Trail and Arlington Heights Road, and if this was the case, cross access would be very important.

No variations have been identified. Staff was recommending dense landscape screens along the south and west sides of the site to mitigate for the impact of the development. The building setbacks have been well designed to provide ample space in these areas to accommodate for a dense landscape buffer, and the petitioner should consider fencing in addition to the dense and layered landscaping that will be required.

A recent revision to the plan showed parking on the site would comply with code requirements. The Staff Development Committee was generally supportive of this use at this location. The proposed use was compliant with the vision for this area. The main areas of review would relate to the design of the site and ability to mitigate/minimize any potential adverse impacts from the development.

Commissioner Cherwin asked about IDOT and a potential signal.

Mr. Hubbard replied that it would be up to the petitioner to reach out to IDOT to begin preliminary discussions. They would likely be able to gather their comments from IDOT, but final sign-off from IDOT would not come until permit time.

Commissioner Cherwin stated that he didn't have any comments on the project. The site had been vacant for a while so it was nice to see a development proposal, especially one that involved a local business that was growing. He thought the

building appearance was well designed. If the project went to Plan Commission, he would recuse himself.

Commissioner Sigalos said that he thought it was a good project. He was glad to see that the doctor wanted to expand and stay in the area. He asked about the sale of the property.

Mr. Bergwerff confirmed that the subject property was being sold by the church that abutted to the north.

Commissioner Sigalos asked about shared parking between the two properties.

Mr. Bergwerff replied that Dr. Voelsch would need to address any questions on shared parking.

Commissioner Sigalos said he thought shared parking might be a good idea.

Commissioner Jensen commented that he thought this was a good project and that this area needed redevelopment.

Commissioner Green said he agreed with the other commissioners in that it was a good project for the area. He encouraged the petitioner to move forward.

Dr. Voelsch introduced himself and provided some background on his business. When he originally approached the church about purchasing the lot, they wanted to sell him both lots. He did not believe they were going to remain in this location for the long term and so he was unsure that cross parking would make sense, however, he was open to the idea. With regards to IDOT, they would do was is required of them.

Mr. Bergwerff asked about cross access and impact to parking. If shared parking was established, could spaces on the church site count towards the parking requirement for the medical office.

Mr. Hubbard responded that only spaces that were dedicated via a perpetual cross access parking agreement could be counted towards the parking requirement of the medical office building. However, spaces cannot be double counted, so if they are used to satisfy the medical office parking requirement, they will be omitted from the Church parking supply total.

Commissioner Jensen asked about shared parking and peak times. If the two properties experienced their parking peaks at different times, then although the parking may not technically meet the code requirement for peak usage of both properties simultaneous, it may still be viable.

Mr. Hubbard explained that if this situation occurred and the petitioner could provide documentation of differing peaks, it could be justification for a variation.

Commissioner Green encouraged the petitioner to move forward and opened up the floor for public comment.

No public raised their hands to comment.

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.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:		**PETITIONER INFORMATION:**	
Project Name:	Hawkeye Chiropractic	**DC Number:**	21-018
Project Address:	1650 S. Arlington Heights Road	**Petitioner Name:**	Jason Bergwerff
Prepared By:	Steve Hautzinger	**Petitioner Address:**	Apex Design Build 9550 W Higgins Rosemont, IL 60018
Date Prepared:	March 16, 2021	**Meeting Date:**	March 30, 2021

Requested Action(s):
Approval of the proposed architectural design for a new medical office building.

Design Commission Responsibility for Projects Reviewed by the Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District, and Planned Unit Development (PUD) approval to allow a medical office building. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is proposing to build a new single-story medical office building on an existing vacant lot. Hawkeye Chiropractic will occupy approximately 3,142 sf of the 5,142 sf building. The remaining 2,000 sf will be for a future medical office tenant.

Architectural Design:
Overall, the proposed design concept has a fresh modern appearance that will work well in this location. The single-story massing and pitched roof design complements the neighboring Zion Church building and the Memory Care facility across the street. The white brick façade fits well with the surrounding masonry buildings, and the accent of charcoal gray vertical siding adds interest to the design. However, to further enhance the design, the following items should be evaluated:

1. **Entrance Designs**. The petitioner's main entrance is nicely highlighted with gable bump out and decorative metal canopy. However, the second tenant's entry door appears as a secondary entrance or back door instead of another main entrance. The Design Commission should evaluate if additional design development of the second entrance is necessary.
2. **Punched Windows**. The width and spacing of the punched windows varies across the front elevation creating a somewhat unbalanced appearance. Consider revising the windows to be one size with a regular spacing to provide a nicer rhythm to the front facade. If possible, consider increasing the height of the windows to align with the top of the entry door storefronts. Additionally, the decorative window grilles (grids) appear out of context with the style of the design. Consider omitting the decorative grilles.
3. **Additional Detailing**. Additional detailing is encouraged, such as a soldier brick course above the windows and doors, and decorative trim around the windows within the areas of wall siding.

Signage:
Signage has not been submitted at this time, but it should be noted that this property is intended to be rezoned as O-T, Office Transitional District where only one freestanding monument ground sign (24 sf maximum) is allowed per Planned Unit Development, and wall signs are not allowed. One nameplate per occupant (one sf maximum), as well as window signage (40% maximum coverage) are allowed to identify each tenant's entrance.

Mechanical Equipment Screening:
The only exterior mechanical equipment are small air conditioning condensers which will be located behind the building. There is no rooftop equipment.

Trash Screening:
The petitioner is proposing one trash dumpster enclosure at the south end of the parking lot which is nicely designed using the same brick as the main building.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the architectural design for Hawkeye Chiropractic at 1650 S. Arlington Heights Road. This recommendation is subject to compliance with the architectural plans received 3/1/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Consider enhancing the design of the south tenant's main entrance, which currently appears as a secondary entrance or back door instead of another main entrance.
2. Consider revising the size and spacing of the punched windows on the front elevation to be one size with a regular spacing to provide a more balanced appearance and nicer rhythm on the front façade. If possible, increase the height of the windows to align with the top of the entry door storefronts.
3. Consider omitting the decorative window grilles (grids) from the punched windows, which appear out of context with the style of the design.
4. Additional detailing is encouraged, such as a soldier brick course above the windows and doors, and decorative trim around the windows within the areas of wall siding.
5. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
6. All signage must meet code, Chapter 30, or approved variations.

March 16, 2021

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 21-018

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

MARCH 30, 2021

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

Members Present:	John Fitzgerald, Chair Scott Seyer Kirsten Kingsley Ted Eckhardt
Members Absent:	Jonathan Kubow
Also Present:	Mike Firsel, Firsel & Ross for *Arlington 425* Rob Losselyoung & Kelli Bruckbauer, Tinaglia Architects for *Arlington 425* Bruce Adreani for *Arlington 425* Jason Bergwerff, Apex Design Build for *Hawkeye Chiropractic* Steve Hautzinger, Staff Liaison

Chair Fitzgerald read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

Chair Fitzgerald also reminded those speaking tonight to state their names before speaking. Mr. Hautzinger added instructions for public attendees that want to speak tonight, as well as muting when not speaking.

REVIEW OF MEETING MINUTES FOR MARCH 9, 2021

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF MARCH 9, 2021. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#21-018 – Hawkeye Chiropractic – 1650 S. Arlington Heights Rd.

Jason Bergwerff, representing *Apex Design Build*, was present on behalf of the project.

Mr. Hautzinger summarized Staff comments. This project requires Plan Commission review and Village Board approval for rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District, and Planned Unit Development (PUD) approval to allow a medical office building. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The petitioner is proposing to build a new single-story medical office building on an existing vacant lot. Hawkeye Chiropractic will occupy approximately 3,142 sf of the 5,142-sf building, and the remaining 2,000 sf will be for a future medical office tenant. Overall, the proposed design concept has a fresh modern appearance that will work well in this location. The single-story massing and pitched roof design complements the neighboring Zion Church building and the Memory Care facility across the street. The white brick façade fits well with the surrounding masonry buildings, and the accent of charcoal gray vertical siding adds interest to the design. However, to further enhance the design, the following items should be evaluated:

1. Entrance Designs. The petitioner's main entrance is nicely highlighted with gable bump out and decorative metal canopy. However, the second tenant's entry door appears as a secondary entrance or back door instead of another main entrance. The Design Commission should evaluate if additional design development of the second entrance is necessary.

2. Punched Windows. The width and spacing of the punched windows vary across the front elevation creating a somewhat unbalanced appearance. Consider revising the windows to be one size with a regular spacing to provide a nicer rhythm to the front facade. If possible, consider increasing the height of the windows to align with the top of the entry door storefronts. Additionally, the decorative window grilles (grids) appear out of context with the style of the design. Consider omitting the decorative grilles.

3. Additional Detailing. Additional detailing is encouraged, such as a soldier brick course above the windows and doors, and decorative trim around the windows within the areas of wall siding.

Signage has not been submitted at this time, but it should be noted that this property is intended to be rezoned as O-T, Office Transitional District where only one freestanding monument ground sign (24 sf maximum) is allowed per Planned Unit Development, and wall signs are not allowed. One nameplate per occupant (one sf maximum), as well as window signage (40% maximum coverage) is allowed to identify each tenant's entrance.

The only exterior mechanical equipment are small air conditioning condensers which will be located behind the building. There is no rooftop equipment. The petitioner is proposing one trash dumpster enclosure at the south end of the parking lot which is nicely designed using the same brick as the main building.

Overall, Staff recommends approval of the proposed design, with recommendations to enhance the design as summarized in the Staff Report.

Chair Fitzgerald asked if the petitioner had any comments at this time.

Mr. Bergwerff said that an updated rendering was submitted to Staff that tried to make the charcoal siding appear a bit more charcoal rather than blue, and a canopy was added above the tenant entrance; however, ultimately, they want the primary entrance to be highlighted more than the tenant entrance. In response to the comments about the windows, he said that some of that is dictated by what the space plan is within the chiropractic suite, and the decorative window

grilles are part of the aesthetic preference of the client. Signage is not included in this application.

Chair Fitzgerald asked if there was any public comment on the project and there was response from the public.

PUBLIC COMMENT

Kasha (no last name or address given) said that the Park Place Condo association is located directly south of this site, and she asked about the proximity of the new building to that association. The petitioner referred to the site plan and pointed out the 20' setback line between the property line and the building, as well as a tree line with landscaping along the south property line, and a retaining wall at the eastern side. Kasha also asked about a construction timeline and Mr. Bergwerff said the timeline is based on approvals from the Village and that permit review time can vary, but they hope to begin construction within the summer months. Kasha asked about noise and dust mitigation during construction onto the surrounding properties, and Mr. Bergwerff said that since there is no demolition taking place, so the amount of dust generated should be limited, and noise impacts would be limited to general construction noise. Kasha asked about hours of construction and Mr. Hautzinger replied that the petitioner would need to comply with Village standards for construction hours, which he believed to be Monday through Friday from 7 am to 7 pm, and Saturday & Sunday from 8 am to 6 pm; however, these are managed by the Building Department. Kasha also pointed out the existing sidewalk leading from the condo building into the surrounding communities, the park, and the school; she asked if the sidewalk would remain open during construction of the new building. Mr. Bergwerff said the existing curb cut to the south will be removed and a construction entrance added during construction. A new curb cut will be added, and the existing sidewalk modified, which will be accessible to the public, with the exception of when construction traffic is leaving/entering the site. Kasha also asked who residents can contact any concerns during construction, and Mr. Bergwerff said they are required to send notification to residents within a 250' radius of the site, which will include details of the project and contact information.

There was no further public comment.

The commissioners summarized their comments. Commissioner Kingsley said it was a great project; she liked the color palette and how different the design is, as well as the noble materials being proposed such as brick. She agreed with the comments made by Staff and she appreciated the canopy over the second entrance. She asked what is being used for the transition between the brick and the siding in the back and on the side, on top of the wainscot. Mr. Bergwerff said there will be a sill style brick along the top of the wainscot, and manufacturer recommended trim pieces where the siding terminates. Commissioner Kingsley suggested the petitioner look at a different pattern for the window muntins; carrying just the horizontal lines across it might look more contemporary. Although she liked the pattern used on the charcoal gable fronted entry, she felt that it did not really go with the traditional punched openings to the south. She suggested a black color for the vent in the gable end, since black is being proposed for the gutters, fascia, etc. Commissioner Kingsley also commented that landscaping at the base of the building will help soften the façade.

Commissioner Seyer liked that something is being built on this site and felt that overall, the design is nice; however, he did have some concerns. He agreed with Staff's recommendation with respect to the windows; when all the windows are the same size and proportion, it feels more commercial than residential. He understood the relationship of re-using the residential zoning here but felt that it almost feels like the building is designed as a converted home. He preferred the windows to all be the same size or proportion. Commissioner Seyer was confused about the wrapping of the metal on the right side of the image being shown; the metal siding wraps around one side, but it does not on the other. There is a lot of detail happening on the right side of the front elevation, but nothing happening on the left side, and the elevation shows this more clearly. He was unsure if he had a proper suggestion for this; either remove the siding on the right side or add it on the left side, but something just feels tremendously unbalanced there. Commissioner Seyer also said the renderings are confusing to him; the rendering looks like a hip roof, but the drawings and roof plan show it to be a gable roof end. The two ends on the north and south almost look like they are coming in on the rendering, which would make it very difficult to enhance the second entry. However, it is actually a gable roof, so something more could be done with the second entry that is getting no attention right now, which concerned him. Even though the

second entry is not a dominant entry, he felt that something could be done there to help solve the problem of the material change on the right but not on the left. Commissioner Seyer also suggested moving the vent at the top of the gable on the front elevation, possibly to the gable on the back of of the building, if the vent is even necessary at all. Although he had a few concerns, Commissioner Seyer liked the overall appearance of the building, but felt it could be greatly enhanced. He was interested in hearing the opinion of the other commissioners.

Commissioner Eckhardt agreed with both Commissioner Seyer and Kingsley's comments about the building. He felt the building was sort of lopsided, although it has the type of aesthetic that he likes, which is busy on one side, simple and flat on the other. To him, the building looks like the petitioner might expand into the future tenant space, which could be the reason why the secondary entrance is being downplayed. Having said that, he did not feel the building elevation would be greatly harmed by adding a gable end at that entrance on the left, to give it a front door appearance. He felt the canopy over the entrance appears lost, and by adding a canopy, the signable area will be difficult to work with. That is a visual problem with the building. Commissioner Eckhardt also agreed with the previous comment about the small piece of siding on the right side of the building, which he had some concerns with.

Commissioner Eckhardt said that the rendering is giving him the visual impression that the size of the fascia at the gable ends is wider and very thick, yet the eave ends appear very thin. He felt the eave ends should have more depth to them and pick up a similar detail of the gable ends. This is concerning to him. He agreed with Commissioner Kingsley's comment about the window muntins; all the windows should have ladder-type mullions to tie the aesthetic together. He felt the two ends of the rear elevation look like a pole barn building; the strong, modern aesthetic of the front elevation disappears on the other elevations. He suggested the metal on the rear elevation be segmented; the metal could go to the ground, or it could be broken up because the end elevations will be quite visible from Arlington Heights Road as well as the adjacent condominium building. Commissioner Eckhardt said that he liked the color palette and he agreed with the previous comments about the vent in the front gable. He had no further comments at this time.

Chair Fitzgerald liked a lot of the building design and he was okay that the south end is proposed the way it is, and the entrance is not pronounced. He also liked the canopy, and that there is none of the dark grey color on the south end of the building because it almost looks like the building could have been expanded, which he felt was interesting. He felt the window mullions should all be the same, and he was okay with the window sizes as proposed. He wanted the motion to include that the trash enclosure will be brick. He had no further comments.

Commissioner Kingsley asked the petitioner for clarification with regards to the appearance of the roof because the drawing and rendering do not match. Mr. Bergwerff said the elevations correctly show a gable roof, and the eaves should match all the way around the building. Commissioner Kingsley asked if there is a function for the gable in the back, and Mr. Bergwerff replied that the interior space will have a vaulted ceiling. Commissioner Kingsley felt the transition of where the brick turns the corner at the southeast corner should be closely looked at. Mr. Bergwerff said the siding material will probably be brought up to the front face of the brick, so it does not have an odd appearance of being unfinished. Commissioner Kingsley also reiterated her previous comments that some of the other elevations could be enhanced.

Mr. Hautzinger said there was a raised hand for public comment at this time.

PUBLIC COMMENT

Melissa Cayer, 1207 S. Ridge Avenue. She commented about the entrance on the south side of the building; it might be meant for a complimentary small business and it does not want to take away from the main function of the building.

Mr. Bergwerff responded to the comments made tonight:

- With regards to the window grilles, his client is open to a more modern design for the horizontal muntins.
- They will meet code with regards to the landscaping and they expect the landscaping to grow in nicely to help soften the transition between the landscaping and the building.

- It is important that the window sizes are functional to the interior layout, and his client is open to modifying window sizes to make the overall appearance more pleasing.
- The vent located in the front gable can be moved and/or color changed.
- The asymmetry between the materials, the massing, the bump-out, and the entrances is intentional and a design preference.
- The secondary entrance is meant to be a secondary entrance, and while there are current plans for trying to bring a tenant into the space, the long-term plan is for whichever comes first, a tenant, or his client to grow into that secondary space.

With respect to the varying window sizes, Commissioner Seyer suggested changing the two 3' wide windows at the far-right side of the west elevation to one 6'10" window, to be consistent with the window on the other side of the entrance, and the window should be centered for a clean look. He asked the other commissioners for their comments on this. Mr. Bergwerff said he was not opposed to having a more reasonable window size and layout. Chair Fitzgerald was in support of the window change suggested by Commissioner Seyer, as was Commissioner Kingsley and Commissioner Eckhardt. Commissioner Kingsley reiterated her concerns about the brick return at the corner on the south elevation; whether the brick continues down the south wall or it stops somewhere around the door for the secondary tenant. She did not like how the brick just stops on the corner, or having the siding come to the front elevation.

Commissioner Seyer clarified that the brick continues all the way around the building; it is the siding that stops at the corner. Commissioner Kingsley said the brick continues to the south corner, but as soon as it turns the corner it stops, so there is just 1-wide brick. She disagreed with the petitioner's previous solution to bring a small portion of siding to the front elevation, and terminate the siding on the east elevation, because just a partial sliver will be seen. If approved as proposed, then 1-wide brick is exposed on the south elevation, and the siding does not continue to the east elevation. Mr. Bergwerff said he could come up with some detail options for that corner of the building and asked how they would be shared with the commissioners. Chair Fitzgerald said this detail could be approved by Staff, but he was okay with one brick on the south elevation as proposed. Commissioner Eckhardt said this commission typically requires that brick returns at least 1 full 8-inch brick around a corner, with different material meeting it; therefore, he was in support of a minimum 8-inch brick return. Mr. Bergwerff said they were okay with an 8-inch brick return.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER ECKHARDT, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR HAWKEYE CHIROPRACTOR LOCATED AT 1650 S. ARLINGTON HEIGHTS ROAD. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE ARCHITECTURAL PLANS RECEIVED 3/1/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO REPLACE THE TWO, 3-FOOT WIDE WINDOWS AT THE NORTH END OF THE WEST ELEVATION WITH A SINGLE 6'-10" WIDE WINDOW TO MATCH THE WINDOW TO THE LEFT OF THE MAIN ENTRY.
2. A REQUIREMENT TO ADD A CANOPY ABOVE THE SECOND ENTRY AS ILLUSTRATED IN THE REVISED RENDERING PRESENTED TONIGHT.
3. A REQUIREMENT THAT THE SOUTHEAST CORNER OF THE BUILDING HAVE AN 8-INCH BRICK RETURN TO THE METAL PANEL ON THE SOUTH ELEVATION.
4. A REQUIREMENT THAT ALL WINDOW GRILLES BE THE SAME TYPE, AS OPPOSED TO HORIZONTAL ONLY.
5. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION

TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Commissioner Eckhardt said there were previous comments made by the commissioners about potentially relocating the vent, as well as changing the color of it. His preference is to have a vent on both the front and back of the building, as well as changing the color to black. Chair Fitzgerald preferred black for the vent as well, and he also asked that the motion include confirmation that the ends of the building will be gable not hip, and the trash enclosure will be brick. Commissioner Kingsley said the petitioner previously stated they would go with horizontal muntins to match the grey tower in the front and eliminate the verticals, which she was more in favor of because of the more modern appearance. Commissioner Eckhardt agreed.

A MOTION WAS MADE BY COMMISSIONER SEYER TO REVISE THE MOTION AS FOLLOWS:

1. A REQUIREMENT TO REPLACE THE TWO, 3-FOOT WIDE WINDOWS AT THE NORTH END OF THE WEST ELEVATION WITH A SINGLE 6'-10" WIDE WINDOW TO MATCH THE WINDOW TO THE LEFT OF THE MAIN ENTRY.
2. A REQUIREMENT TO ADD A CANOPY ABOVE THE SECOND ENTRY AS ILLUSTRATED IN THE REVISED RENDERING PRESENTED TONIGHT.
3. A REQUIREMENT THAT THE SOUTHEAST CORNER OF THE BUILDING HAVE AN 8-INCH BRICK RETURN AS A TRANSITION TO THE VERTICAL METAL PANEL ON THE SOUTH ELEVATION.
4. A REQUIREMENT THAT ALL WINDOWS HAVE HORIZONTAL ONLY MUNTINS, AND NO VERTICALS, ON ALL SIDES OF THE BUILDING.
5. A REQUIREMENT THAT THE VENT ABOVE THE MAIN ENTRY BE CHANGED FROM WHITE TO BLACK.
6. A CONFIRMATION THAT THE ENDS OF THE ROOF ARE GABLES AS SHOWN ON THE ELEVATIONS, AND NOT A HIP ROOF AS SHOWN IN THE RENDERINGS, WITH GABLE BEING PREFERRED BY THE COMMISSION.
7. A REQUIREMENT THAT THE TRASH ENCLOSURE BE BRICK, AS INDICATED ON THE DRAWINGS, TO MATCH THE BRICK ON THE BUILDING.
8. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

COMMISSIONER ECKHARDT SECONDED THE REVISED MOTION.

ECKHARDT, AYE; KINGSLEY, AYE; SEYER, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

GIS consortium MapOffice™

Aerial



Map created on December 11, 2020.

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Justification for Variation:

The Petitioner would request the Board grant a variation from Section 6.13-3 of Chapter 28 of the Municipal Code for the height and location of the proposed masonry dumpster enclosure. We offer the following responses to the Standards for Variation:

- *The proposed uses will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.*

Response: The proposed dumpster enclosure was design to be aesthetically pleasing with colors and materials consistent with the proposed office building to provide fluidity and compatibility between the proposed structures onsite. It will not alter the essential character of the site and is compatible with the existing uses and zoning of nearby property. Landscaping will be provided around the base of the enclosure to soften the appearance and provide adequate screening to meet Municipal Code requirements.

- *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.*

Response: Based on the shape and natural topography of the site, there is not adequate width to provide access around the proposed building to a dumpster enclosure. The best maneuverability and accessibility for a dumpster enclosure is just southeast of the proposed building, with access provided via the proposed parking lot. Since the stormwater management facility is proposed on both the north and south sides of the proposed building, it is not feasible to provide a trash enclosure within the side yard setbacks with a wing wall.

- *The proposed variation is in harmony with the spirit and intent of this Chapter.*

Response: Every attempt has been made to seamlessly incorporate the dumpster enclosure seamlessly into the overall proposed siteplan. The look and feel of the enclosure is consistent with the overall site and building façade.

- *The variance requested is the minimum variance necessary to allow reasonable use of the property.*

Response: Since the proposed building is setback significantly from the public way, a large front yard is provided, and the location of the dumpster enclosure is set back as far away from the public right-of-way as possible.

Hawkeye Chiropractic Narrative

1650 S Arlington Heights Rd, Arlington Heights, IL 60005

Hawkeye Chiropractic was founded in 2009 to help heal patients and relieve pain by focusing on the source of the pain, rather than simply reducing symptoms. This allows the body to heal itself using its own natural abilities. For 10 years, we have helped our community heal from a wide variety of conditions. Our Current address is 1401 S Arlington heights Rd Suite 2, Arlington Heights, IL 60005

Project Overview

Hawkeye Chiropractic plans to purchase a piece of property from and next to Zion Christian Church located at 1640 S Arlington Heights Rd, Arlington Heights, IL 6005. The intent is to develop the property into a single-story healthcare facility with approximately 5,427 square feet. This facility would be set up to allow for two tenants. Hawkeye Chiropractic to occupy 3,144 square feet, and the remaining 2,283 square feet dedicated to another healthcare focused tenant.

The property is currently zoned for residential use, but we have been advised to design the site plan around O-T (Office-Transitional) district setbacks, with the intent of having the lot rezoned.

Preliminary conversations with The Village of Arlington Heights have indicated that a new curb cut should be included in this project and that it should be moved East to align with East Council Road. This will require the review and approval by IDOT, and may also require a traffic study. The new curb cut would be wider than the existing one, with the existing one being removed.

Practice Overview

Hawkeye Chiropractic tailors our treatments to the individual, using a comprehensive treatment strategy that achieves short range goals quickly while maintaining focus on long-term health. We focus on care of local families and individuals who are looking to improve their quality of life. We provide exceptional, multi-disciplinary care to a wide range of patients with varying needs and goals.

We achieve your long-term results through:

- Treatment plan customized to your needs
- Education of advanced techniques for Nutrition, Fitness and Disease Prevention
- Consistent consultation and check-ins to monitor your success

The team at Hawkeye Chiropractic provides patients with the highest quality of care using innovative chiropractic practices and physical therapy. Patients enjoy our welcoming and personal atmosphere that they simply don't find with other practices. Our goal is to build long term relationships with our community centered around holistic care and optimal wellness.

Hours of operation are as follows:

- Monday: 7am-1pm & 3pm-6:30/7pm
- Tuesday: 11am-7pm
- Wednesday: 7am-1pm & 3pm-6:30/7pm
- Thursday 7am-1pm & 3pm-6:30/7pm
- Friday: 7am-2pm
- Saturday/Sundays: Closed right now but dependent on COVID and if/when we hire another doctor to help.

Staffing:
4 employees (office manager, 2 front desk, 1 tech). 1 doctor. Our goal is to grow to 5-6 employees (office manager, 2 front desk, 2 techs). 2 doctors.

Patients:
We see 225-250 per week now. This is with 1,500 square feet. The additional square footage could allow us to see more patients per week, in the range of 300.

Construction, Structure, and Timeline Overview
The projected timeline has Interior Design and Architectural plans completed, and to be submit for permit June 15, 2021, with an anticipated 6-7 weeks review timeline, site mobilization and subsequent ground breaking the weeks of August 2, 2021

The projected construction timeline, with the anticipated permit issuance from The Village of Arlington Heights the week of July 26, 2021, has mobilization commencing the week of August 2, 2021 and construction running until the week of March 21, 2022

The structure would be a single story with a planned height of the structure at its highest point would be 25' 8 ½".

The structure would be a (2) suite multi-use building. The tenant would occupy the southern suite of the building with approximately 2,283 square feet. The intended use is healthcare, potentially a dental office.

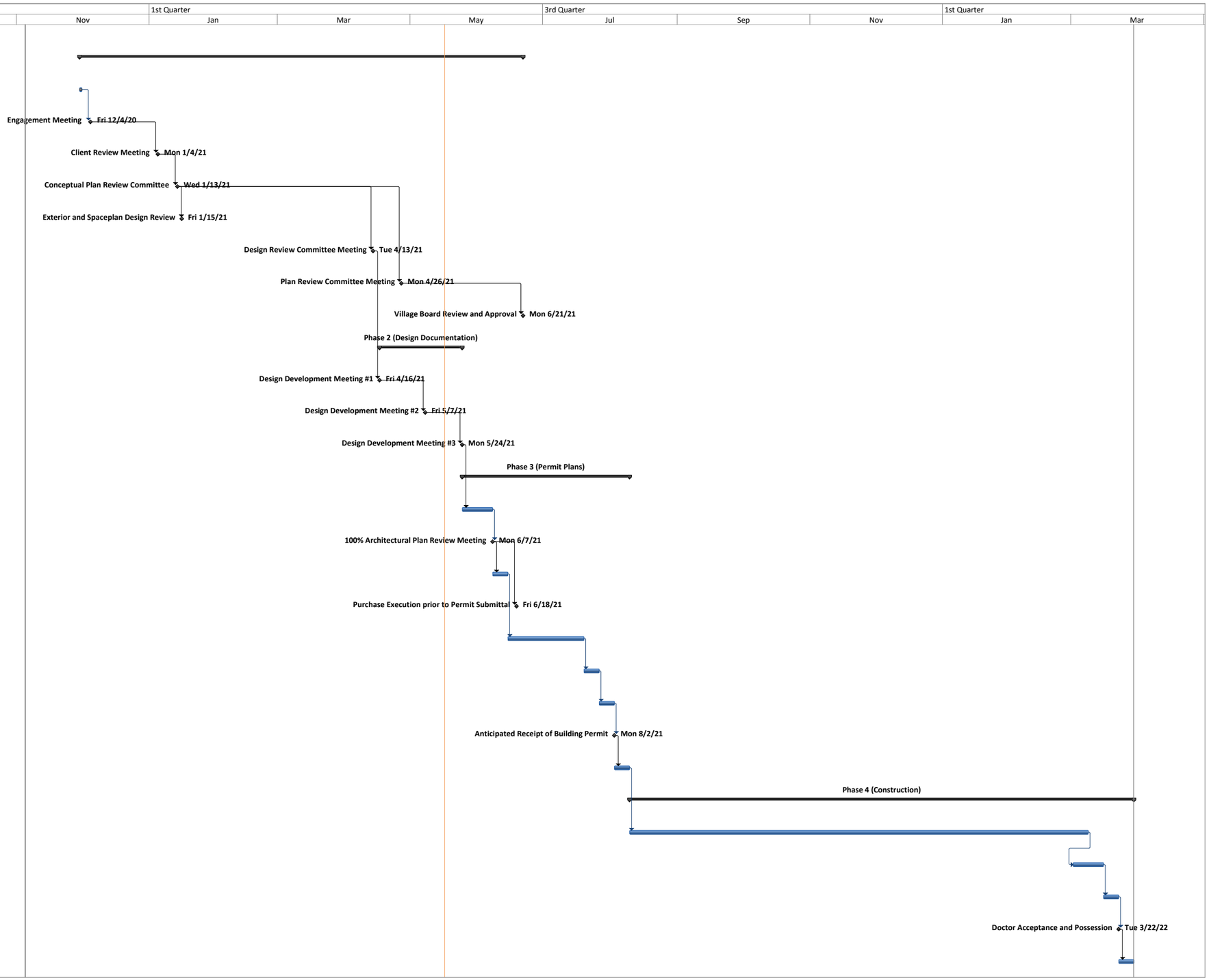
The planned efforts for environmentally construction include:

- (12) windows to take advantage of daylighting
- Dimmer switch to lower ceiling lighting and to allow for daylighting
- Right sizing the mechanical equipment
- Economizers on the HVAC units
- Bike parking as requested by VAH

The site is planned to add approximately:

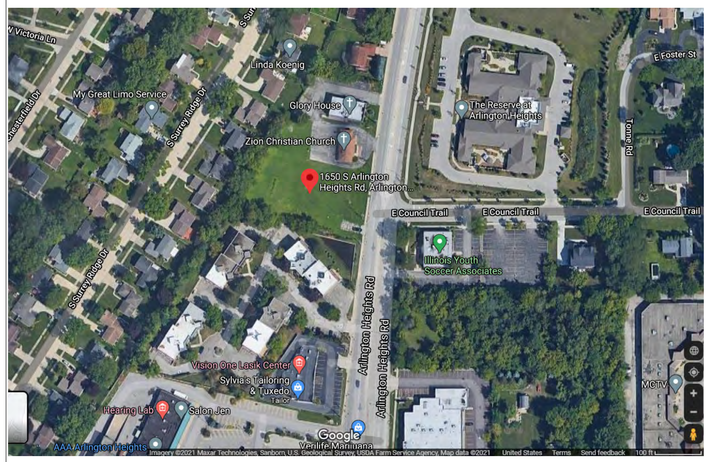
- 13 Trees
- 18 Shrubs
- 100 Perennials and Mulch
- Storm water detention with classic 6 retaining walls

ID	Task Name	Start	Finish
1	**Hawkeye / Doc V's Project Schedule**	**Mon 11/30/20**	**Tue 3/29/22**
2	**Phase 1 (Conceptual / Budgeting)**	**Mon 11/30/20**	**Mon 6/21/21**
3	*Visioning Session*	Mon 11/30/20	Mon 11/30/20
4	*Engagement Meeting*	Fri 12/4/20	Fri 12/4/20
5	*Client Review Meeting*	Mon 1/4/21	Mon 1/4/21
6	*Conceptual Plan Review Committee*	Wed 1/13/21	Wed 1/13/21
7	*Exterior and Spaceplan Design Review*	Fri 1/15/21	Fri 1/15/21
8	*Design Review Committee Meeting*	Tue 4/13/21	Tue 4/13/21
9	*Plan Review Committee Meeting*	Mon 4/26/21	Mon 4/26/21
10	*Village Board Review and Approval*	Mon 6/21/21	Mon 6/21/21
11	**Phase 2 (Design Documentation)**	**Fri 4/16/21**	**Mon 5/24/21**
12	*Design Development Meeting #1*	Fri 4/16/21	Fri 4/16/21
13	*Design Development Meeting #2*	Fri 5/7/21	Fri 5/7/21
14	*Design Development Meeting #3*	Mon 5/24/21	Mon 5/24/21
15	**Phase 3 (Permit Plans)**	**Tue 5/25/21**	**Mon 8/9/21**
16	Architectural / Permit Plans	Tue 5/25/21	Mon 6/7/21
17	*100% Architectural Plan Review Meeting*	Mon 6/7/21	Mon 6/7/21
18	Complete drawings and permit application documents	Tue 6/8/21	Mon 6/14/21
19	Purchase Execution prior to Permit Submittal	Fri 6/18/21	Fri 6/18/21
20	Permit Submital / Initial Review by Building Dept	Tue 6/15/21	Mon 7/19/21
21	Response to Bld Dept Initial Comments	Tue 7/20/21	Mon 7/26/21
22	Final Building Department Review	Tue 7/27/21	Mon 8/2/21
23	Anticipated Receipt of Building Permit	Mon 8/2/21	Mon 8/2/21
24	Mobilization	Tue 8/3/21	Mon 8/9/21
25	**Phase 4 (Construction)**	**Tue 8/10/21**	**Tue 3/29/22**
26	Site Construction / Interior Buildout	Tue 8/10/21	Tue 3/8/22
27	Equipment Installation / Furnishing of Space	Wed 3/2/22	Tue 3/15/22
28	Final Punchlist	Wed 3/16/22	Tue 3/22/22
29	Doctor Acceptance and Possession	Tue 3/22/22	Tue 3/22/22
30	Practice Set up / Move In (TBD by Doctor)	Wed 3/23/22	Tue 3/29/22



DR. DREW VOELSCH
DOC V'S CHIROPRACTIC
1650 S. ARLINGTON HTS RD, ARLINGTON HTS., IL

LOCATION MAP



CONSTRUCTION NOTES

1. ALL SUB-CONTRACTORS ARE RESPONSIBLE FOR COORDINATION OF THEIR WORK WITH ALL OTHER TRADES. WORK SHALL BE PROPERLY SEQUENCED TO COINCIDE WITH THE PROJECT CONSTRUCTION SCHEDULE TO AVOID DELAY OF THE PROJECT COMPLETION OR THE WORK OF THE OTHERS.

2. ALL WORK THAT NECESSITATES THE SHUTTING DOWN OF A BUILDING SYSTEM FOR THE TIE-IN OR ALTERATION PURPOSES SHALL BE COORDINATED WITH THE OWNER AND/OR GENERAL CONTRACTOR AS PER THEIR DIRECTION.

3. ALL MATERIALS, METHODS OF INSTALLATION AND FINISHING OF CONSTRUCTION SYSTEMS (PARTITIONS, CEILINGS, DOORS, FRAMES, FLOORS, ETC.) SHALL CONFORM TO THE MANUFACTURER'S SPECIFICATIONS AND INSTALLATION INSTRUCTIONS FOR THE EXPECTED USE.

4. SUB-CONTRACTORS SHALL SUBMIT TO G.C. A SAFETY PROGRAM FORM SHOWING THAT ALL HIS/HER CONTRACTORS ARE MAINTAINING SAFE WORKING CONDITIONS AND METHODS.

5. ALL MSDS SHEETS AND PACKET INFORMATION TO BE KEPT ON SITE FOR INSPECTIONS AND TO BE HANDED OVER TO CLIENT FOR FUTURE REFERENCE.

6. FLOOR PLANS WHICH ARE CITY/VILLAGE APPROVED SUPERCEDE ALL DENTAL SUPPLIER PLANS/NOTES. IF ANY DISCREPANCIES EXIST BETWEEN THE TWO, CONTACT GENERAL CONTRACTOR FOR CLARIFICATION.

7. PROVIDE MEP SUBMITALS FOR ALL PRODUCTS TO BE INSTALLED IN THIS PROJECT. PLEASE ALLOW 1-2 WEESK FOR APEX REVIEW AND APPROVAL OF THE PRODUCTS BEFORE PROCEEDING

ACCESSIBILITY NOTES

1. ALL FIXTURES AND ACCESSORIES SHALL BE MOUNTED IN ACCORDANCE WITH ALL CITY / VILLAGE ADOPTED ACCESSIBILITY REGULATIONS
2. ALL THRESHOLDS MUST COMPLY WITH CITY/VILLAGE ADOPTED ACCESSIBILITY REGULATIONS.
3. THIS PROJECT COMPLIES WITH THE ILLINOIS ACCESSIBILITY CODE SECTION 400.510 FOR ALTERATIONS TO EXISTING BUILDINGS.
4. THIS PROJECT COMPLIES WITH THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES SECTION 4.1.6 FOR ALTERATIONS TO EXISTING BUILDING ELEMENTS.
5. THIS PROJECT COMPLIES WITH ICC/ANSI A117.12003 FOR NEW AND EXISTING CONSTRUCTION.
6. PROJECT HAS ACCESSIBLE DRINKING FOUNTAIN ON THE FLOOR/S BEING ALTERED & AN ACCESSIBLE WATER COOLER

ELECTRICAL

1. ELECTRICAL SUB-CONTRACTOR SHALL DISCONNECT ALL POWER IN AREAS OF WORK PRIOR TO COMMENCEMENT OF DEMOLITION AND SHALL PROVIDE TEMPORARY POWER AND LIGHTING FOR DEMOLITION CONTRACTOR.

2. ALL ELECTRICAL ITEMS BEING REMOVED SHALL BE DISCONNECTED AT THE CIRCUIT PANEL.

3. ALL EXIT LIGHTING SHALL BE DUAL VOLTAGE AND SHALL HAVE BATTERY CAPACITY OF NO LESS THAN 90 MINUTES ILLUMINATION IN CASE OF PRIMARY POWER FAILURE. (IFC-1011.5.3 & NFPA 101-7.10.4)

4. EMERGENCY LIGHTING SHALL PROVIDE NOT LESS THAN 1 FOOT CANDLE (11 LUX) AT THE WALKING SURFACE LEVEL. (IFC-1011.5.3 & NFPA 101-7.92.1)

5. THE EXIT AND EMERGENCY LIGHTING POSITIONS SHALL BE CLEARLY MARKED ON ALL ELECTRICAL PLANS.

6. ELECTRICAL SUB-CONTRACTOR TO VERIFY WITH CITY/VILLAGE IF PVC CAN BE USED FOR SLAB TRENCHING AS WELL AS VERTICAL PORTIONS EXTENDING FROM THE FLOOR TRENCHING

7. ELECTRICAL SUB-CONTRACTOR TO VERIFY WITH CITY/VILLAGE APPROPRIATE MATERIALS REQUIRED FOR LOW VOLTAGE WIRING AND INSTALL. LOW VOLTAGE WIRING (PHONE, ALARM, DETECTION, ETC.) INSTALLED IN DUCTS, PLENUMS, OR OTHER SPACES USED FOR ENVIRONMENTAL AIR COULD BE PLENUM RATED CABLE OR INSTALLED IN CONDUIT. NO WIRING SYSTEMS OF ANY KIND PERMITTED IN DUCTS CONVEYING DUST, LOOSE STOCK, OR FLAMMABLE VAPORS.

APPLICABLE BUILDING CODES

1. APPLICABLE BUILDING CODES
ICC 2018 INTERNATIONAL BUILDING CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL RESIDENTIAL CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL FIRE CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL EXISTING BUILDING CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL MECHANICAL CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL FUEL GAS CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL SWIMMING POOL AND SPA CODE WITH AMENDMENTS NFPA 2017 NATIONAL ELECTRICAL CODE WITH AMENDMENTS
ICC 2018 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH AMENDMENTs

1. FIRE PROTECTION SYSTEM
NO FIRE SPRINKLERS SHALL BE INSTALLED IN BUILDING

2. FIRE ALARM SYSTEM
AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM IWILL BE INSTALLED WITHIN THE BUILDING AND SEPARATE PLANS AND SPECIFICATIONS WILL BE PROVIDED FOR PERMITTING OUTSIDE OF THESE DRAWINGS. AN AUTOMATIC SYSTEM SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE INTERNATIONAL BUILDING CODE AND NFPA 72 IN ALL BUILDINGS OF GROUPS A-B-E-F-H-I-M-R-S AND U. (AMENDS SEC. 907.2, INTERNATIONAL BUILDING CODE). A MANUAL FIRE ALARM SYSTEM WILL BE INSTALLED AND MAINTAINED IN THE FOLLOWING OCCUPANCIES REGARDLESS OF THE OCCUPANT LOAD: A,B,E,F,H,I-1, I-2, I-3, M, R-1, R-2, AND S. (AMENDS SECTION 907, INTERNATIONAL FIRE CODE). FA SUB WILL ALSO PROVIDE ALL REQUIRED SMOKE AND CARBON MONOXIDE DETECTOR LOCATIONS.

DRAWING INDEX

SHEET NO.	DRAWING NAME	REV.1
G0-1	COVER PAGE	
7001TO	TOPOGRAPHIC SURVEY	
PAGE 1 OF 1	PLAT OF SURVEY	
SHEET 1	PRELIMINARY ENGINEERING	
SHEET 2	PRELIMINARY ENGINEERING	
SHEET 3	FIRE AUTOTURN SITEPLAN	
SHEET 4	PHOTOMETRIC PLAN	
G1-3	ARCHITECTURAL SITE PLAN	
G1-4	LANDSCAPING PLAN	
A1-1	FLOOR PLAN & GENERAL NOTES	
A1-4	NEW ROOF PLAN	
A8-0A	RENDERING	
A8-0B	RENDERINGS	
A8-0C	EXTERIOR FINISH SCHEDULES	
A8-0D	MATERIAL SAMPLE BOARD	
A8-1A	EXTERIOR ELEVATIONS	
A8-1B	EXTERIOR ELEVATIONS	

DRAFTING SYMBOLS

DETAIL TITLE DESIGNATION
DETAIL NO. DESIGNATION
TITLE
#' - #" = 1' - 0"
DRAWING SCALE

SECTION CUT DETAIL DESIGNATION
SECTION NO. DESIGNATION
A1.0
SHEET NUMBER. WHERE DRAWING IS LOCATED

ELEVATION DETAIL DESIGNATION
SECTION NO. DESIGNATION
SHEET NUMBER. WHERE DRAWING IS LOCATED

CALLOUT DETAIL DESIGNATION
SECTION NO. DESIGNATION
SHEET NUMBER. WHERE DRAWING IS LOCATED

SPOT ELEVATION MARK
SPOT ELEVATION HEIGHT
#' - #" SEE RCP

NORTH ARROW

XX WALL TYPE DESIGNATION
XX DOOR NUMBER DESIGNATION
XX WINDOW TYPE DESIGNATION
KEY NOTE TAG
XX FINISH TAG
REVISION TAG

LINE TYPES
OBJECT LINE
HIDDEN LINE (DENOTATES SOMETHING LOCATED BELOW OR BEHIND)
PHANTOM LINE (DENOTATES SOMETHING LOCATED ABOVE OR IN FRONT)
CENTER LINE

MATERIAL DESIGNATIONS
EARTH
EXISTING MASONRY
GRANULAR FILL
STEEL
CONCRETE
BATT INSULATION
FACE BRICK
RIGID INSULATION
C.M.U.
GYPSUM BOARD

SCOPE OF WORK

1. ARCHITECTURAL SCOPE - NEW GROUND UP BUILDING. BUILDING TO BE DIVIDED INTO TWO SUITES, ONE TO BE A WHITEBOX AND ONE TO FULLY BUILD OUT.
2. MECHANICAL SCOPE - NEW FURNACES AND CONDENSER FOR NEW BUILDING
3. ELECTRICAL SCOPE - NEW ELECTRICAL SERVICE AND PANELS FOR NEW BUILDING.
4. PLUMBING SCOPE - NEW SANITARY AND WATER SERVICE FOR NEW BUILDING
5. EXTERIOR SCOPE - NEW SINGLE STORY GROUND UP BUILDING. NEW SITE IMPROVEMENT TO INCLUDE A DETETION POND ON SITE PER CIVIL DRAWINGS, & NEW LANDSCAPING INLCUDING NEW TREES, FLOWER, GROUND COVER, RIVER ROCK AND BUSHES AROUND SITE PER VILLAGE LANDSCAPE CODE & LANDSCAPE PLAN. SITE TO ALSO INCLUDE A NEW PARKING LOT WITH PARKING ISLAND LANDSCPAING AND PARKING PER SITE PLAN.

STATEMENT OF COMPLIANCE

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH THE FOLLOWING LAWS, ORDINANCES, AND BUILDING CODES LISTED IN THE APPLICABLE BUILDING CODES.
DATE: _____
SIGNED: _____
ILLINOIS LICENSE NUMBER: _____
LICENSE EXPIRATION DATE: _____

ENERGY CONSERVATION COMPLIANCE

I CERTIFY THAT I AM A REGISTERED ENERGY PROFESSIONAL (REP). i ALSO CERTIFY THAT TO THE BEST OG MY PROFESSIONAL KNOWLEDGE AND BELIEF THAT THE ATTACHED PLANS FOR:
(ADDRESS): _____
FULLY COMPLY WITH THE LOCAL REQUIREMENTS OF THE ENERGY CONSERVATION CODE.
SIGNED: _____
ILLINOIS LICENSE NUMBER: _____

apex DESIGN > BUILD
9550 W.Higgins Rd. 170
Rosemont, IL 60018

DOC V'S CHIROPRACTIC

DR. DREW VOELSCH

1650 S. ARLINGTON HTS RD, ARLINGTON HTS., IL

CLIENT APPROVAL
☐ APPROVED AS SHOWN
☐ APPROVED WITH CHANGES
I UNDERSTAND ANY CHANGES HEREIN WILL RESULT IN ADDITIONAL COSTS AND TIME EXTENSIONS
SIGNATURE: _____
DATE: _____
SEAL:

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No.	Description	Date
1	VAH REVIEW REVISIONS	04/19/2021
2	VAH REVIEW REVISIONS #2	05/17/2021

COVER PAGE

Project number 19420

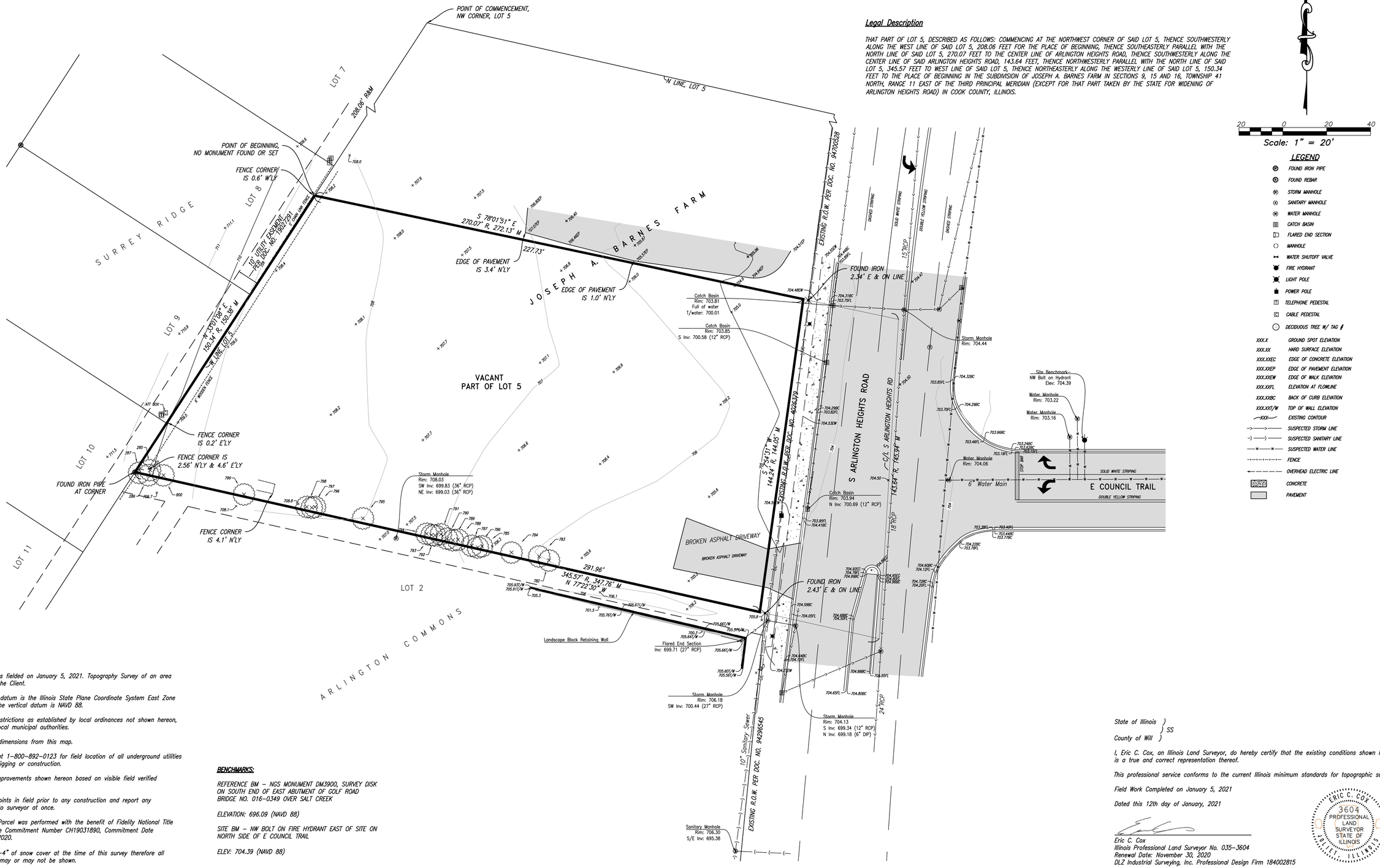
G0-1

Scale 12" = 1'-0"

5/17/2021 11:54:15 AM

COPYRIGHT APEX DESIGN BUILD 2020

TOPOGRAPHIC SURVEY



Legal Description

THAT PART OF LOT 5, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5, THENCE SOUTHWESTERLY ALONG THE WEST LINE OF SAID LOT 5, 208.06 FEET FOR THE PLACE OF BEGINNING, THENCE SOUTHEASTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 270.07 FEET TO THE CENTER LINE OF ARLINGTON HEIGHTS ROAD, THENCE SOUTHWESTERLY ALONG THE CENTER LINE OF SAID ARLINGTON HEIGHTS ROAD, 143.64 FEET, THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 345.57 FEET TO WEST LINE OF SAID LOT 5, THENCE NORTHEASTERLY ALONG THE WESTERLY LINE OF SAID LOT 5, 150.34 FEET TO THE PLACE OF BEGINNING IN THE SUBDIVISION OF JOSEPH A. BARNES FARM IN SECTIONS 9, 15 AND 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT FOR THAT PART TAKEN BY THE STATE FOR WIDENING OF ARLINGTON HEIGHTS ROAD) IN COOK COUNTY, ILLINOIS.

20 0 20 40

Scale: 1" = 20'

LEGEND

- FOUND IRON PIPE
- FOUND REBAR
- STORM MANHOLE
- SANITARY MANHOLE
- WATER MANHOLE
- CATCH BASIN
- FLARED END SECTION
- MANHOLE
- WATER SHUTOFF VALVE
- FIRE HYDRANT
- LIGHT POLE
- POWER POLE
- TELEPHONE PEDESTAL
- CABLE PEDESTAL
- DECIDUOUS TREE W/ TAG #
- XXX.X GROUND SPOT ELEVATION
- XXX.XX HARD SURFACE ELEVATION
- XXX.XXEC EDGE OF CONCRETE ELEVATION
- XXX.XXEP EDGE OF PAVEMENT ELEVATION
- XXX.XXEW EDGE OF WALK ELEVATION
- XXX.XXFL ELEVATION AT FLOWLINE
- XXX.XXBC BACK OF CURB ELEVATION
- XXX.XXT/W TOP OF WALL ELEVATION
- XXX EXISTING CONTOUR
- SUSPECTED STORM LINE
- SUSPECTED SANITARY LINE
- SUSPECTED WATER LINE
- FENCE
- OVERHEAD ELECTRIC LINE
- CONCRETE
- PAVEMENT

Notes:

1. This Survey was fielded on January 5, 2021. Topography Survey of an area requested by the Client.
2. The horizontal datum is the Illinois State Plane Coordinate System East Zone NAD 83 and the vertical datum is NAVD 88.
3. For building restrictions as established by local ordinances not shown hereon, consult your local municipal authorities.
4. Do not scale dimensions from this map.
5. Call J.U.L.I.E. at 1-800-892-0123 for field location of all underground utilities prior to any digging or construction.
6. Utilities and improvements shown hereon based on visible field verified structures.
7. Compare all points in field prior to any construction and report any discrepancies to surveyor at once.
8. The Surveyed Parcel was performed with the benefit of Fidelity National Title Company's Title Commitment Number CH19031890, Commitment Date November 9, 2020.
9. There was +/-4" of snow cover at the time of this survey therefore all improvements may or may not be shown.

BENCHMARKS:

REFERENCE BM – NGS MONUMENT DM3900, SURVEY DISK ON SOUTH END OF EAST ABUTMENT OF GOLF ROAD BRIDGE NO. 016-0349 OVER SALT CREEK

ELEVATION: 696.09 (NAVD 88)

SITE BM – NW BOLT ON FIRE HYDRANT EAST OF SITE ON NORTH SIDE OF E COUNCIL TRAIL

ELEV: 704.39 (NAVD 88)

State of Illinois)
) SS
County of Will)

I, Eric C. Cox, an Illinois Land Surveyor, do hereby certify that the existing conditions shown hereon is a true and correct representation thereof.

This professional service conforms to the current Illinois minimum standards for topographic surveys.

Field Work Completed on January 5, 2021

Dated this 12th day of January, 2021

Eric C. Cox
Illinois Professional Land Surveyor No. 035-3604
Renewal Date: November 30, 2020
DLZ Industrial Surveying, Inc. Professional Design Firm 184002815

ERIC C. COX 3604 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS JOLIET, ILLINOIS

DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

ARLINGTON HEIGHTS ILLINOIS

COOK ENGINEERING GROUP
1650 S ARLINGTON HEIGHTS ROAD

BOUNDARY/TOPOGRAPHIC SURVEY

DRAWN: CSH	CHK'D. ECC
DESIGNED: -	APPRV'D: ECC
DATE: 1/8/21	
SCALE: 1" = 20'	
PROJECT NUMBER	2150-7001-90

NO.	REVISION	BY	DATE

SHEET 1
OF 1
DRAWING NUMBER 7001TO

X:\PROJECTS\GFL\2021\2150\700190 COOK ENGINEERING G\TOPO\7001TO.DWG

ALTA/N.S.P.S

HORIZON SURVEY, LLC
PROFESSIONAL LAND SURVEYING COMPANY

SCALE: 1"= 30'

PARCEL 1: THAT PART OF LOT 5, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5, THENCE SOUTHWESTERLY ALONG THE WEST LINE OF SAID LOT 5, 208.06 FEET FOR THE PLACE OF BEGINNING, THENCE SOUTHEASTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 270.07 FEET TO THE CENTER LINE OF ARLINGTON HEIGHTS ROAD, THENCE SOUTHWESTERLY ALONG THE CENTER LINE OF SAID ARLINGTON HEIGHTS ROAD, 143.64 FEET, THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 345.57 FEET TO THE WEST LINE OF SAID LOT 5, THENCE NORTHEASTERLY ALONG THE WESTERLY LINE OF SAID LOT 5, 150.34 FEET TO THE PLACE OF BEGINNING IN THE SUBDIVISION OF JOSEPH A. BARNES FARM IN SECTIONS 9, 15 AND 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT FOR THAT PART TAKEN BY THE STATE FOR THE WIDENING OF ARLINGTON HEIGHTS ROAD) IN COOK COUNTY, ILLINOIS.

PROPERTY ADDRESS: 1650 S. ARLINGTON HEIGHTS RD., ARLINGTON HEIGHTS, ILLINOIS.

P. I. N.: 08-09-400-008-0000

AREA= 38850.25 SQ. FT. (MORE OR LESS)
PERIMETER= 833.65 FT. (MORE OR LESS)
ACREAGE= 0.89187901745 (MORE OR LESS)

A. This survey correctly shows the size, location and type of all buildings, structures and other improvements, and visible items on the Property and that all buildings and improvements are within the boundary lines and applicable setback lines of the Property.

B. All utilities serving the Property enter through adjoining public streets and/or easements of record; that except as shown, there are no visible easements or right of way across said Property.

C. Except as shown, there are no visible (a) improvements, easements, right of way, party walls, drainage ditches, streams or conflicts, (b) party walls or encroachments on adjoining property, streets, alleys, or right of way by any of such buildings structures, or other improvements, (c) encroachments on the Property by buildings, structures, or other improvements situated on adjoining property, or (d) encroachments on any easement, building setback line or other restricted area by any buildings, structures or other improvements on the Property.

D. Said described property is located within an area having a Zone Designation by the Federal Emergency Management Agency, on Flood Insurance Rate Map No. _____, with a date of identification of _____, for Community Number _____, in County, State of Illinois, which is the current Flood Insurance Rate Map of the community in which said Property is situated;

E. The property has direct physical access to Arlington Heights, a public street or highway;

F. The number of striped parking spaces located on the subject property is zero, and to the extent possible, are graphically shown hereon.

G. All set back, side yard and rear yard lines and requirements shown or set forth on all recorded plats and documents, and those set forth in applicable zoning ordinances, are plotted hereon and are noted hereon in tabular form.

H. The undersigned has received and examined a copy of Title Insurance Commitment No(s). CH19031890, dated November 9, 20 20, issued by Fidelity National Title Insurance Company for the Property as well as a copy of each easement, covenant and restriction listed therein, and the location of any matter shown thereon, to the extent it can be located, has been plotted on the Survey or otherwise noted as to their effect on the subject property, and the property described hereon is the same as the property described in said Title Insurance Commitment.

SURVEY CERTIFICATE REQUIREMENTS:
A. The survey must be certified to: ADIO Land LLC.
B. The survey certificate must provide as follows:

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2019 "Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys" jointly established and adopted by ALTA an NSPS and includes Items 2, 3, 4, 6(a), 6(b). 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, 17, and 18 of table A thereof.

DATE OF PLAT OR MAP:

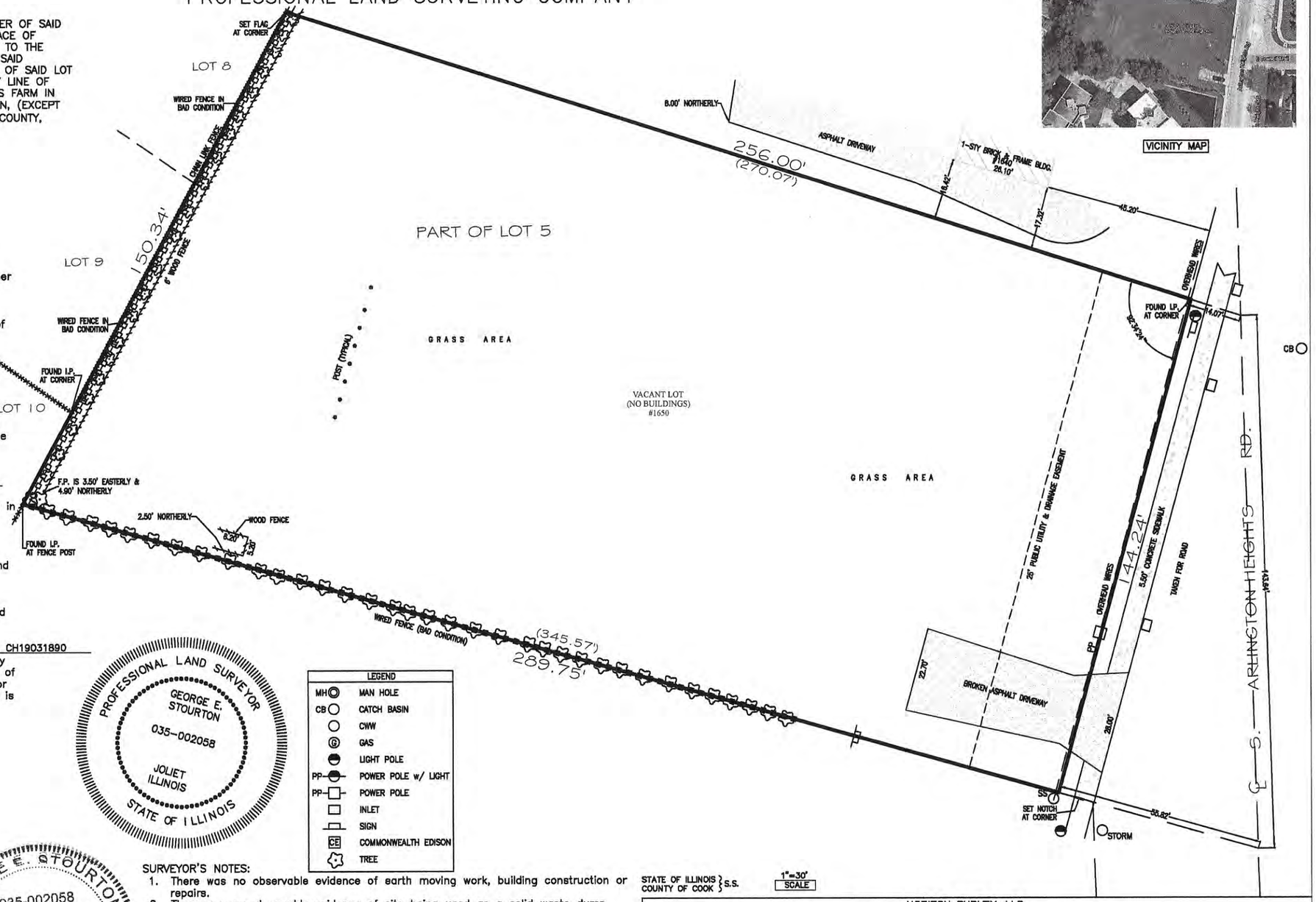
JANUARY 4, 2021

GEORGE E. STOURTON, P.L.S. #2058

PROFESSIONAL ILLINOIS LAND SURVEYOR No. 2058
LICENSE EXPIRATION DATE: 11/30/22



VICINITY MAP



LEGEND

MH	MAN HOLE
CB	CATCH BASIN
	CWW
G	GAS
	LIGHT POLE
PP	POWER POLE w/ LIGHT
PP	POWER POLE
	INLET
	SIGN
CE	COMMONWEALTH EDISON
	TREE

PROFESSIONAL LAND SURVEYOR
GEORGE E. STOURTON
035-002058
JOLIET
ILLINOIS
STATE OF ILLINOIS

GEORGE E. STOURTON
035-002058
PROFESSIONAL
LAND SURVEYOR
STATE OF
ILLINOIS
JOLIET, ILLINOIS

SURVEYOR'S NOTES:

1. There was no observable evidence of earth moving work, building construction or repairs.
2. There was no observable evidence of site being used as a solid waste dump, sump or sanitary landfill.
3. There was no observable evidence of street widening.
4. The location of utilities shown hereon is from observed evidence of above ground appurtenances only. The surveyor was not provided with underground plans or surface ground markings to determine the location of any subterranean uses.
5. All statements within the certification, and other references located elsewhere hereon, related to: utilities, improvements servitude and encroachments; are based solely on above ground, visible evidence, unless another source of information is specifically referenced hereon.
6. The land described in this survey is the same as that described in the commitment for title insurance issued by Fidelity National Title Insurance Commitment No. CH19031890, with an effective date of November 9, 2020.
7. The property surveyed and shown hereon is the same property as described in the referenced title commitment.

STATE OF ILLINOIS } S.S.
COUNTY OF COOK }

1"=30'
SCALE

HORIZON SURVEY, LLC
PROFESSIONAL LAND SURVEYING COMPANY

ADIO Land LLC

DRAWN BY: D.J.
JOB #: CK 08-09-400-008
DATE OF COMPLETION IN THE FIELD: OCTOBER 31, 2020
PREPARED FOR: ADIO Land, LLC
P.I.N #: 08-09-400-008-0000 COOK COUNTY, ILL
COMMONLY KNOWN AS: 1650 S. Arlington Heights Rd, Arlington Heights, IL

PAGE
1 OF 1



LOCATION MAP

LEGEND

EXISTING		PROPOSED
	FLARED END SECTION	
	STORM MANHOLE	
	STORM INLET	
	CATCH BASIN	
	FIRE HYDRANT	
	VALVE AND VAULT	
	VALVE BOX	
	B BOX	
	SANITARY MANHOLE	
	STREET LIGHT	
	PATHWAY LIGHT	
	STORM SEWER	
W	WATERMAIN	W
	SANITARY SEWER	
	FORCEMAIN	FM
XXX	CONTOUR	XXX
	SILT FENCE	
	FENCE	
	OVERLAND FLOW PATH	

LEGAL DESCRIPTION

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ELEV:704.39 (NAVD 88)

SITE AREA STATISTICS

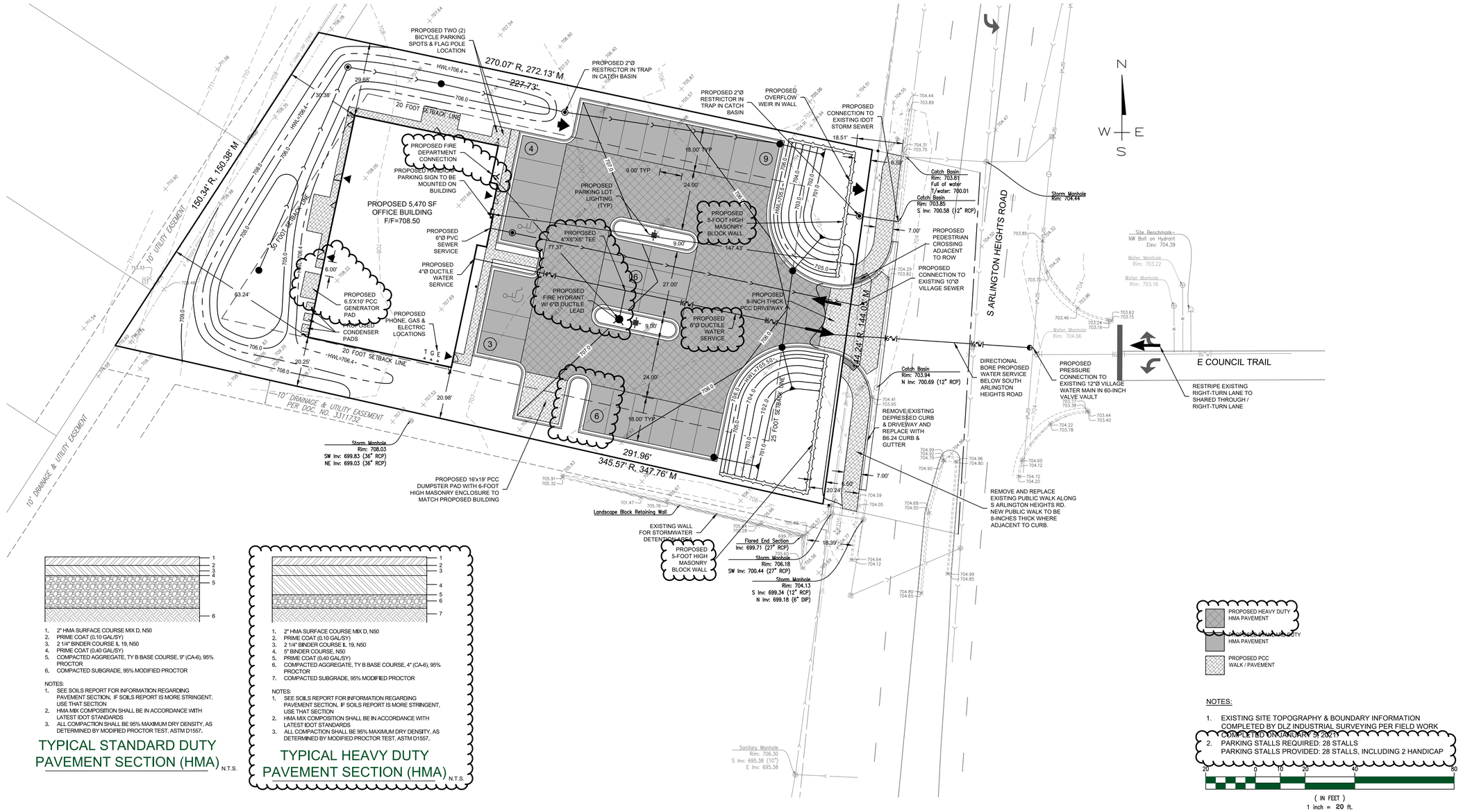
TOTAL OWNERSHIP AREA: 36,938 SF 0.848 AC

	EXISTING CONDITIONS (SF)	EXISTING CONDITIONS (AC)	PROPOSED CONDITIONS (SF)	PROPOSED CONDITIONS (AC)
PERVIOUS (GRASSED) AREA	36,105	0.829	9,600	0.220
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IMPERVIOUS (BUILDING) AREA	0	0.000	5,470	0.126
TOTAL AREA	**36,938**	**0.848**	**36,938**	**0.848**
PERCENT IMPERVIOUS	**2.26%**		**55.11%**	

VOLUME CONTROL REQUIRED (BY MWRD): 1,697 CF 0.039 AC-FT

STORMWATER DETENTION REQUIRED (BY VILLAGE OF ARLINGTON HEIGHTS): 11,649 CF 0.267 AC-FT

DETENTION PROVIDED WITH 2-INCH DIA ORIFICE RESTRICTOR: 11,991 CF 0.275 AC-FT



1. 2" HMA SURFACE COURSE MIX D, N50
2. PRIME COAT (0.10 GAL/SY)
3. 2 1/4" BINDER COURSE IL 19, N50
4. PRIME COAT (0.40 GAL/SY)
5. COMPACTED AGGREGATE, TY B BASE COURSE, 9" (CA-6), 95% PROCTOR
6. COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

NOTES:
1. SEE SOILS REPORT FOR INFORMATION REGARDING PAVEMENT SECTION. IF SOILS REPORT IS MORE STRINGENT, USE THAT SECTION
2. HMA MIX COMPOSITION SHALL BE IN ACCORDANCE WITH LATEST IDOT STANDARDS
3. ALL COMPACTION SHALL BE 95% MAXIMUM DRY DENSITY, AS DETERMINED BY MODIFIED PROCTOR TEST, ASTM D1557.

TYPICAL STANDARD DUTY PAVEMENT SECTION (HMA) N.T.S.

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PROPOSED HEAVY DUTY HMA PAVEMENT

PROPOSED STANDARD DUTY HMA PAVEMENT

PROPOSED PCC WALK / PAVEMENT

NOTES:

1. EXISTING SITE TOPOGRAPHY & BOUNDARY INFORMATION COMPLETED BY DLZ INDUSTRIAL SURVEYING PER FIELD WORK COMPLETED ON JANUARY 5, 2021.
2. PARKING STALLS REQUIRED: 28 STALLS
   PARKING STALLS PROVIDED: 28 STALLS, INCLUDING 2 HANDICAP

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

COOK ENGINEERING GROUP
Civil Engineering & Land Development Consulting
26316 Mapleview Drive
Plainfield, IL 60585
815.577.1707 T 815.577.2595 F
www.cookenggroup.com

#	DATE	REVISION DESCRIPTION
1	02/15/21	PER REVISED BUILDING FOOTPRINT
2	03/11/21	ADDED TRANSFORMER PAD, FLAG POLE, PATIO
3	04/19/21	PER IDOT (04/05/21) AND VAH (03/16/21) REVIEW
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5		
6		
7		
8		
9		
10		

PRELIMINARY ENGINEERING

PROPOSED OFFICE BUILDING
1650 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

PREPARED FOR
APEX DESIGN BUILD, INC.
9550 W HIGGINS RD, STE 170
ROSEMONT, IL 60018
616.450.8839 (T)

MR. JASON BERGWERFF

CEG JOB NUMBER
2020-121

SCALE:	1" = 20'
DRAWN BY:	EKH
CHECKED BY:	MDC
DATE:	01/13/21
SHEET:	1 of 1

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LOCATION MAP

LEGEND

EXISTING		PROPOSED
	FLARED END SECTION	
	STORM MANHOLE	
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	CATCH BASIN	
	FIRE HYDRANT	
	VALVE AND VAULT	
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	SANITARY MANHOLE	
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	PATHWAY LIGHT	
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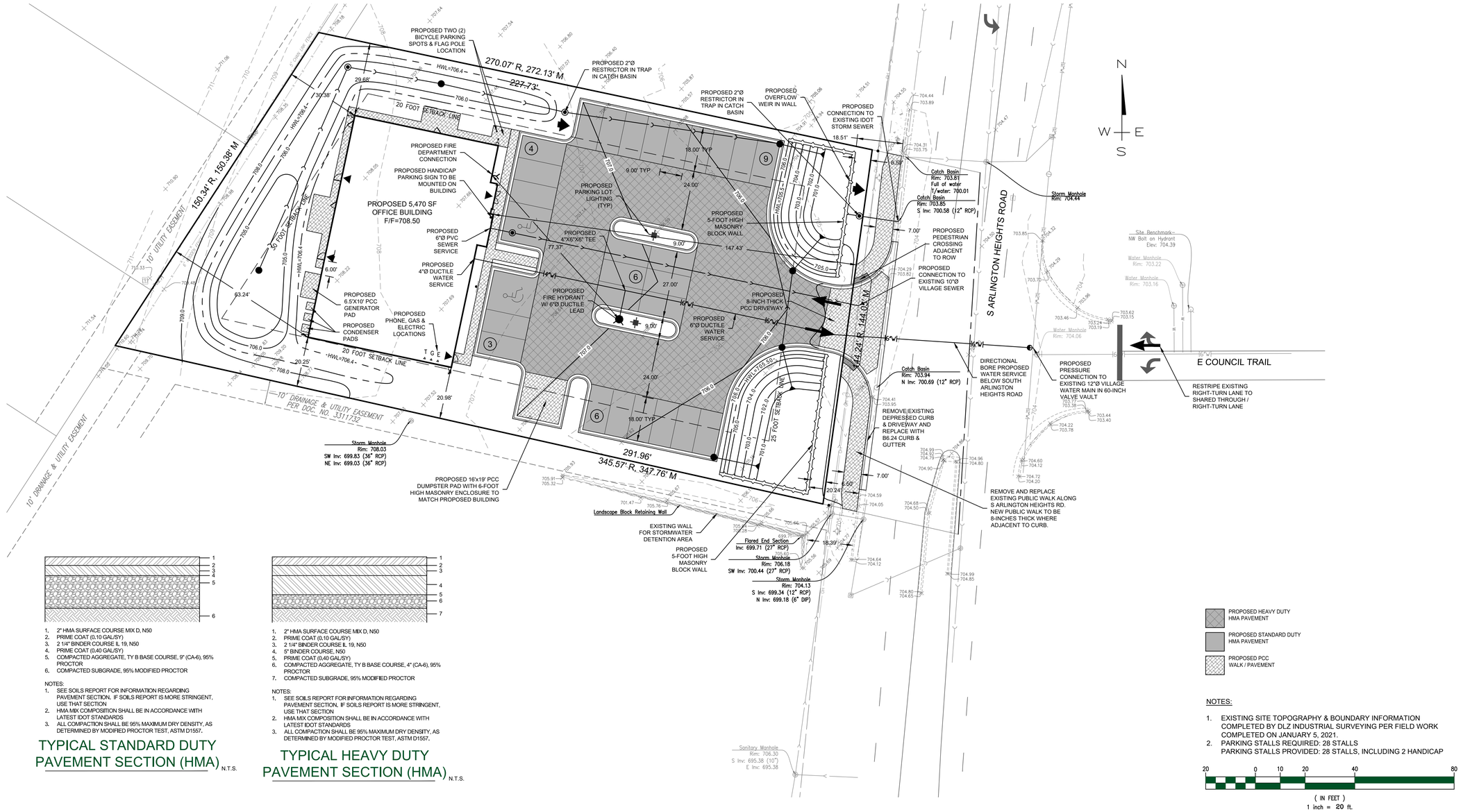
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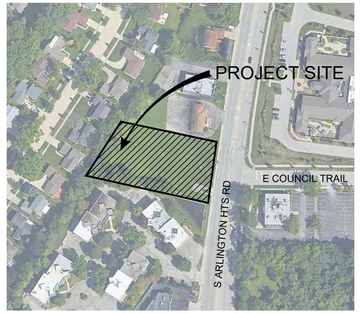
PREPARED FOR
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9550 W HIGGINS RD, STE 170
ROSEMONT, IL 60018
616.450.8839 (T)

MR. JASON BERGWERFF

CEG JOB NUMBER
2020-121

SCALE:	1" = 20'
DRAWN BY:	EKH
CHECKED BY:	MDC
DATE:	01/13/21
SHEET:	1 of 1

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LOCATION MAP

LEGEND

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	FLARED END SECTION	
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	CATCH BASIN	
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	SANITARY MANHOLE	
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	PATHWAY LIGHT	
	STORM SEWER	
W	WATERMAIN	W
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	FORCEMAIN	FM
XXX	CONTOUR	XXX
	SILT FENCE	
	FENCE	x

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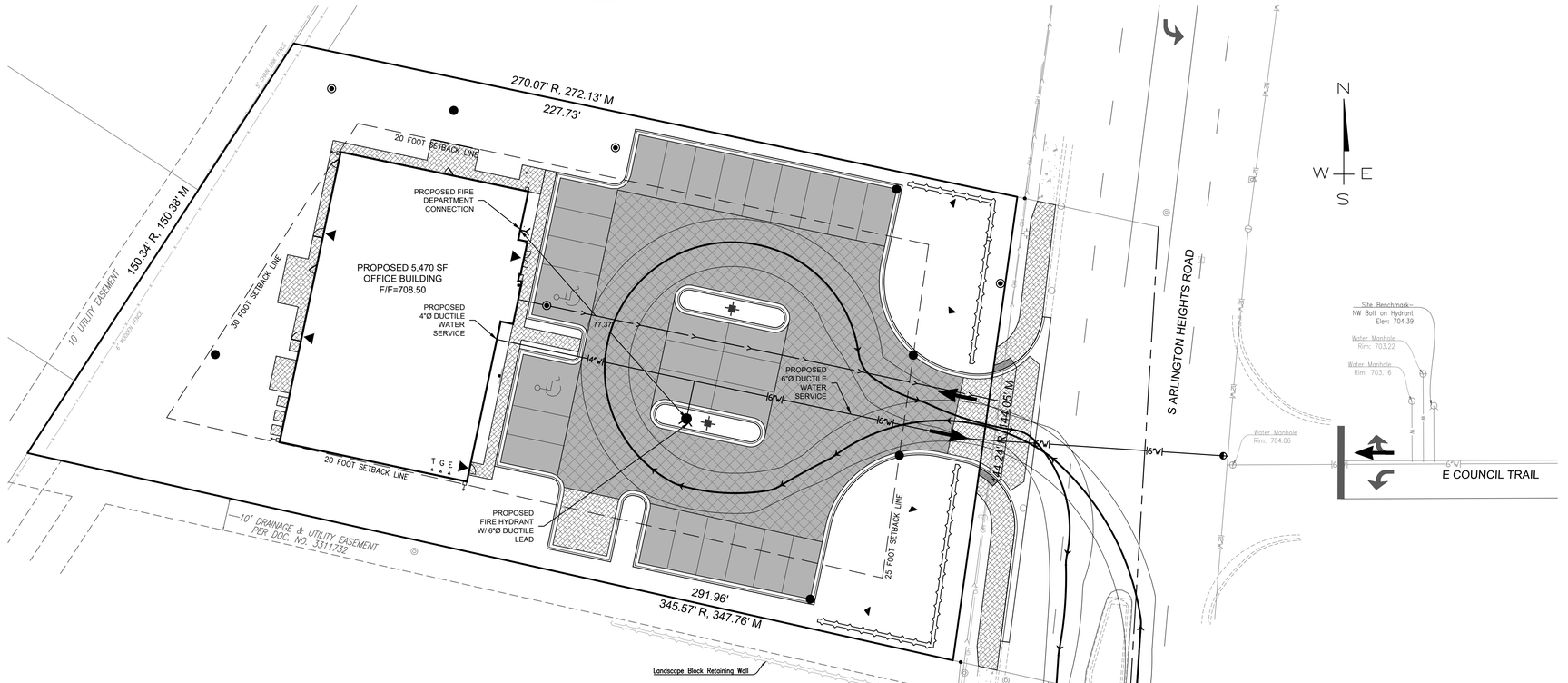
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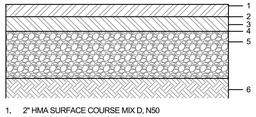
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STORMWATER DETENTION REQUIRED (BY VILLAGE OF ARLINGTON HEIGHTS):	**11,649 CF**		**0.267 AC-FT**	
DETENTION PROVIDED WITH 2-INCH DIA ORIFICE RESTRICTOR:	**11,991 CF**		**0.275 AC-FT**	

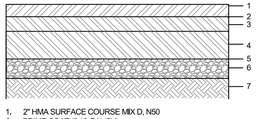




1. 2" HMA SURFACE COURSE MIX D, N50
2. PRIME COAT (0.10 GAL/SY)
3. 2 1/4" BINDER COURSE IL 19, N50
4. PRIME COAT (0.40 GAL/SY)
5. COMPACTED AGGREGATE, TY B BASE COURSE, 9" (CA-6), 95% PROCTOR
6. COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

NOTES:
1. SEE SOILS REPORT FOR INFORMATION REGARDING PAVEMENT SECTION. IF SOILS REPORT IS MORE STRINGENT, USE THAT SECTION
2. HMA MIX COMPOSITION SHALL BE IN ACCORDANCE WITH LATEST IDOT STANDARDS
3. ALL COMPACTION SHALL BE 95% MAXIMUM DRY DENSITY, AS DETERMINED BY MODIFIED PROCTOR TEST, ASTM D1557.

TYPICAL STANDARD DUTY PAVEMENT SECTION (HMA) N.T.S.



1. 2" HMA SURFACE COURSE MIX D, N50
2. PRIME COAT (0.10 GAL/SY)
3. 2 1/4" BINDER COURSE IL 19, N50
4. 5" BINDER COURSE, N50
5. PRIME COAT (0.40 GAL/SY)
6. COMPACTED AGGREGATE, TY B BASE COURSE, 4" (CA-6), 95% PROCTOR
7. COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

NOTES:
1. SEE SOILS REPORT FOR INFORMATION REGARDING PAVEMENT SECTION. IF SOILS REPORT IS MORE STRINGENT, USE THAT SECTION
2. HMA MIX COMPOSITION SHALL BE IN ACCORDANCE WITH LATEST IDOT STANDARDS
3. ALL COMPACTION SHALL BE 95% MAXIMUM DRY DENSITY, AS DETERMINED BY MODIFIED PROCTOR TEST, ASTM D1557.

TYPICAL HEAVY DUTY PAVEMENT SECTION (HMA) N.T.S.

NOTES:

1. EXISTING SITE TOPOGRAPHY & BOUNDARY INFORMATION COMPLETED BY DLZ INDUSTRIAL SURVEYING PER FIELD WORK COMPLETED ON JANUARY 5, 2021.

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

COOK ENGINEERING GROUP
Civil Engineering &
Land Development Consulting
26316 Mapleview Drive
Plainfield, IL 60585
815.577.1707 T 815.577.2595 F
www.cookenggroup.com

#	DATE	REVISION DESCRIPTION
1	02/15/21	PER REVISED BUILDING FOOTPRINT
2	03/11/21	ADDED TRANSFORMER PAD, FLAG POLE, PATIO
3	04/19/21	PER IDOT (04/05/21) AND VAH (03/16/21) REVIEW
4	05/14/21	PER VAH (04/29/21) REVIEW
5		
6		
7		
8		
9		
10		

FIRE AUTOTURN SITEPLAN

PROPOSED OFFICE BUILDING
1650 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

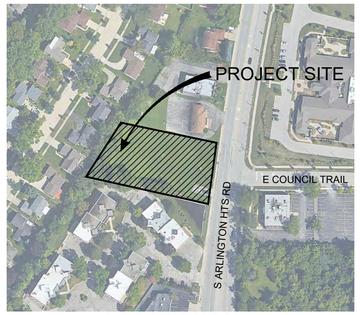
PREPARED FOR
APEX DESIGN BUILD, INC.
9550 W HIGGINS RD, STE 170
ROSEMONT, IL 60018
616.450.8839 (T)

MR. JASON BERGWERFF

CEG JOB NUMBER
2020-121

SCALE:	1" = 20'
DRAWN BY:	EKH
CHECKED BY:	MDC
DATE:	01/13/21
SHEET:	1 of 1

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LOCATION MAP

LEGEND

EXISTING		PROPOSED
	FLARED END SECTION	
	STORM MANHOLE	
	STORM INLET	
	CATCH BASIN	
	FIRE HYDRANT	
	VALVE AND VAULT	
	VALVE BOX	
	B BOX	
	SANITARY MANHOLE	
	STREET LIGHT	
	PATHWAY LIGHT	
	STORM SEWER	
W	WATERMAIN	W
	SANITARY SEWER	
	FORCEMAIN	FM
XXX	CONTOUR	XXX
	SILT FENCE	
	FENCE	x x

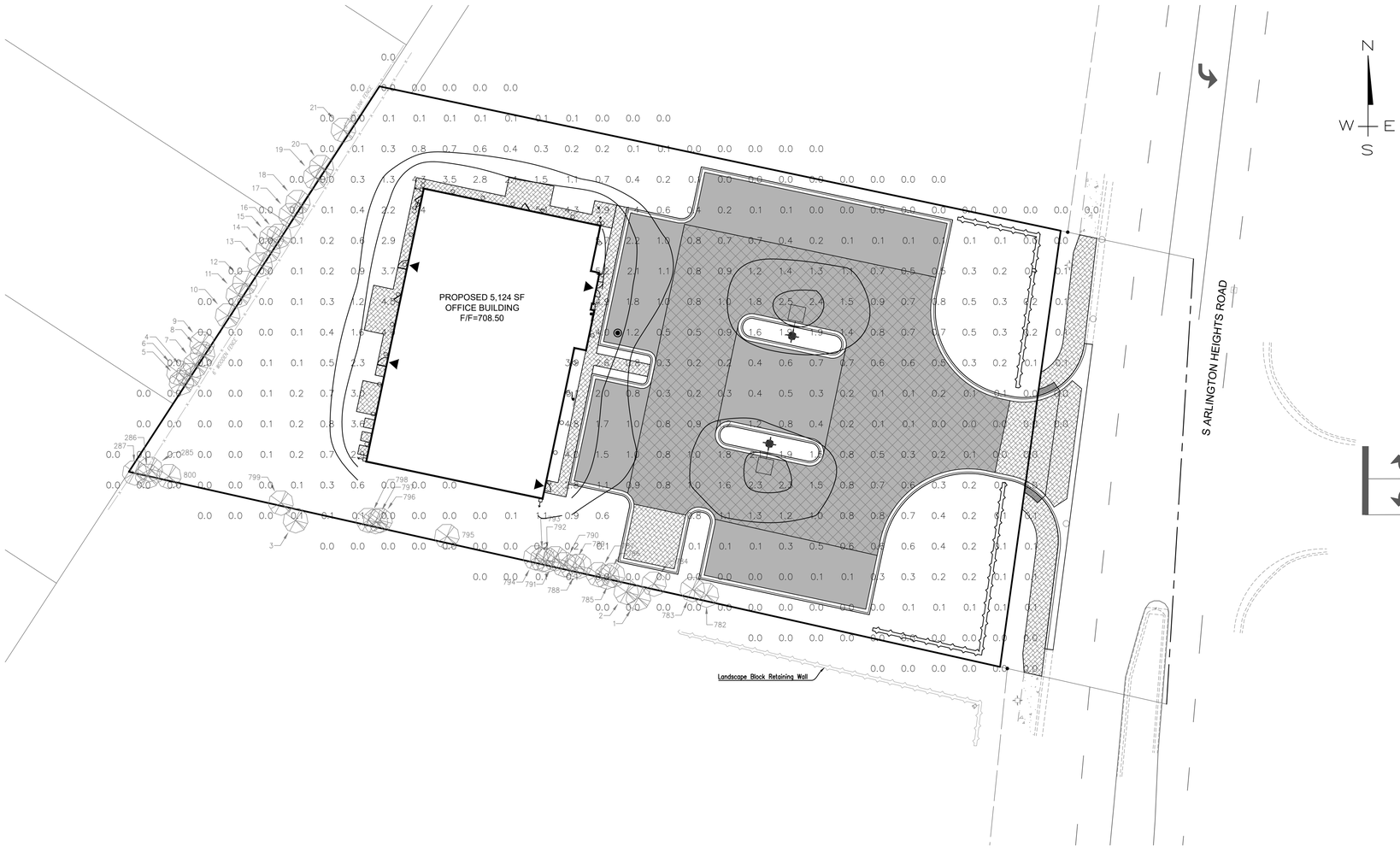
PROPOSED HEAVY DUTY HMA PAVEMENT

PROPOSED STANDARD DUTY HMA PAVEMENT

PROPOSED PCC WALK / PAVEMENT

LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	LAMP	DESCRIPTION	MOUNTING	MODEL	VOLTS	NOTE 1	QUANTITY	DEFAULT ELEVATION
C	○	(1) 17W LOTUS LED LIGHTS	SOFFIT MOUNTED RECESSED LIGHTING	RECESSED	LL6RRG-27K-BK	120V 1P 2W		25	12'
P	○—□	(1) CONFIGURED FROM Five type MDA LEDs	CONFIGURED FROM XSP LED Streetlight, Single module, Version B, Type II Medium, 4000K CCT	POLE	Cree Inc BXSP-B-xx-2ME-A-57K-UL CONFIGURED FROM BXSP-B-xx-2ME-A-40K-UL	120V 1P 2W		2	20'



NOTES:

1. EXISTING SITE TOPOGRAPHY & BOUNDARY INFORMATION COMPLETED BY DLZ INDUSTRIAL SURVEYING PER FIELD WORK COMPLETED ON JANUARY 5, 2021.

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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4	05/14/21	PER VAH (04/29/21) REVIEW
5		
6		
7		
8		
9		
10		

PHOTOMETRIC PLAN

PROPOSED OFFICE BUILDING
1650 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

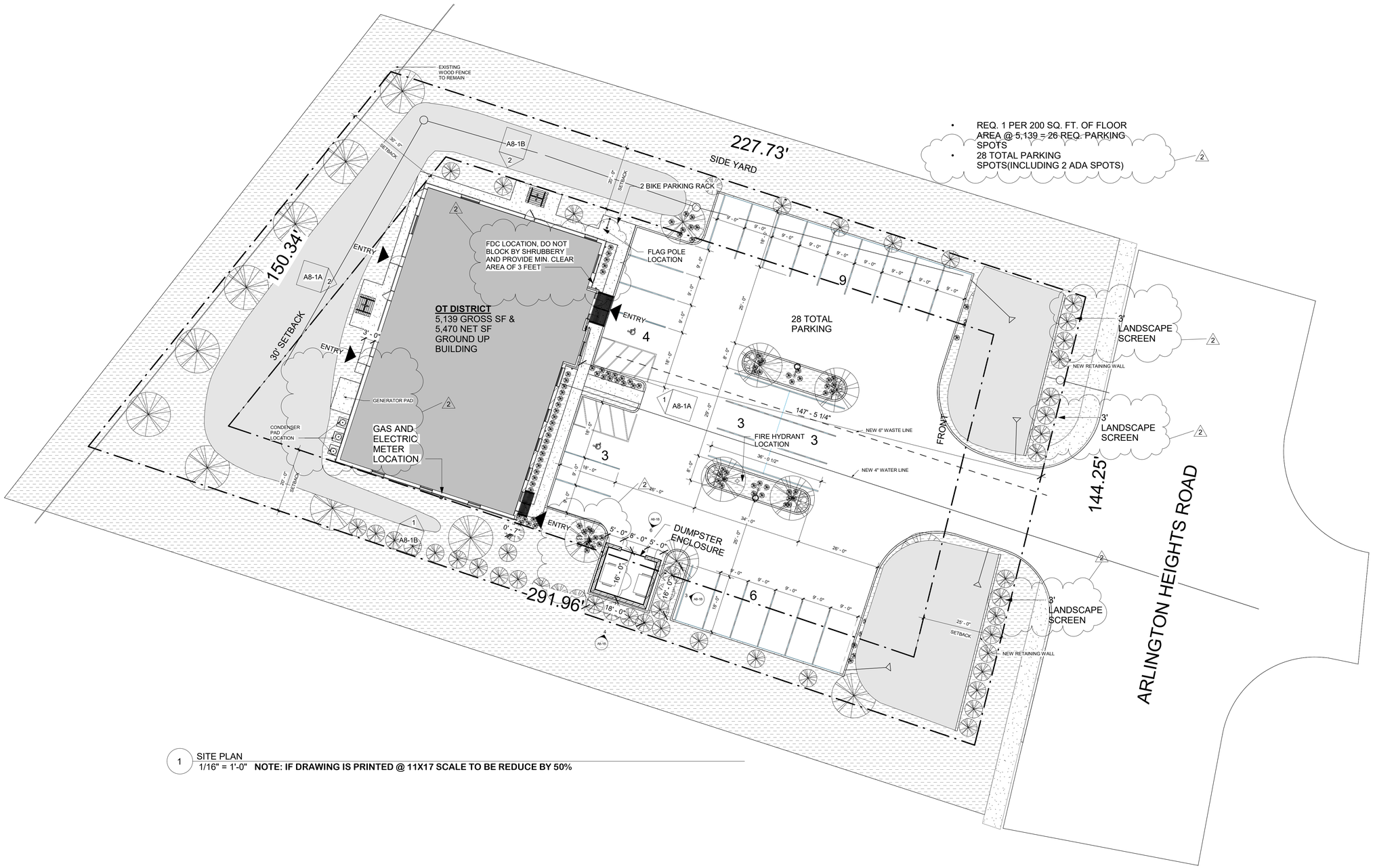
PREPARED FOR
APEX DESIGN BUILD, INC.
9550 W HIGGINS RD, STE 170
ROSEMONT, IL 60018
616.450.8839 (T)

MR. JASON BERGWERFF

CEG JOB NUMBER
2020-121

SCALE:	1" = 20'
DRAWN BY:	EKH
CHECKED BY:	MDC
DATE:	01/13/21
SHEET:	1 of 1

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1 SITE PLAN
1/16" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**

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Rosemont, IL 60018

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DR. DREW VOELSCH

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No.	Description	Date
1	VAH REVIEW REVISIONS	04/19/2021
2	VAH REVIEW REVISIONS #2	05/17/2021

ARCHITECTURAL SITE PLAN

Project number 19420

G1-3

Scale 1/16" = 1'-0"

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NEW GRASS

NEW RIVER ROCK OR DURABLE ISLAND MATERIALS NEAR DRIVES

BASIN AREAS PER C-DWG'S PROVIDE TURF AND PERIMETER PRAIRIE PLANTINGS

SHRUB 6'H

DWARF KOREAN SPICE VIBURNUM

SHADE TREE 4" DIA.

NEW HORIZON ELM

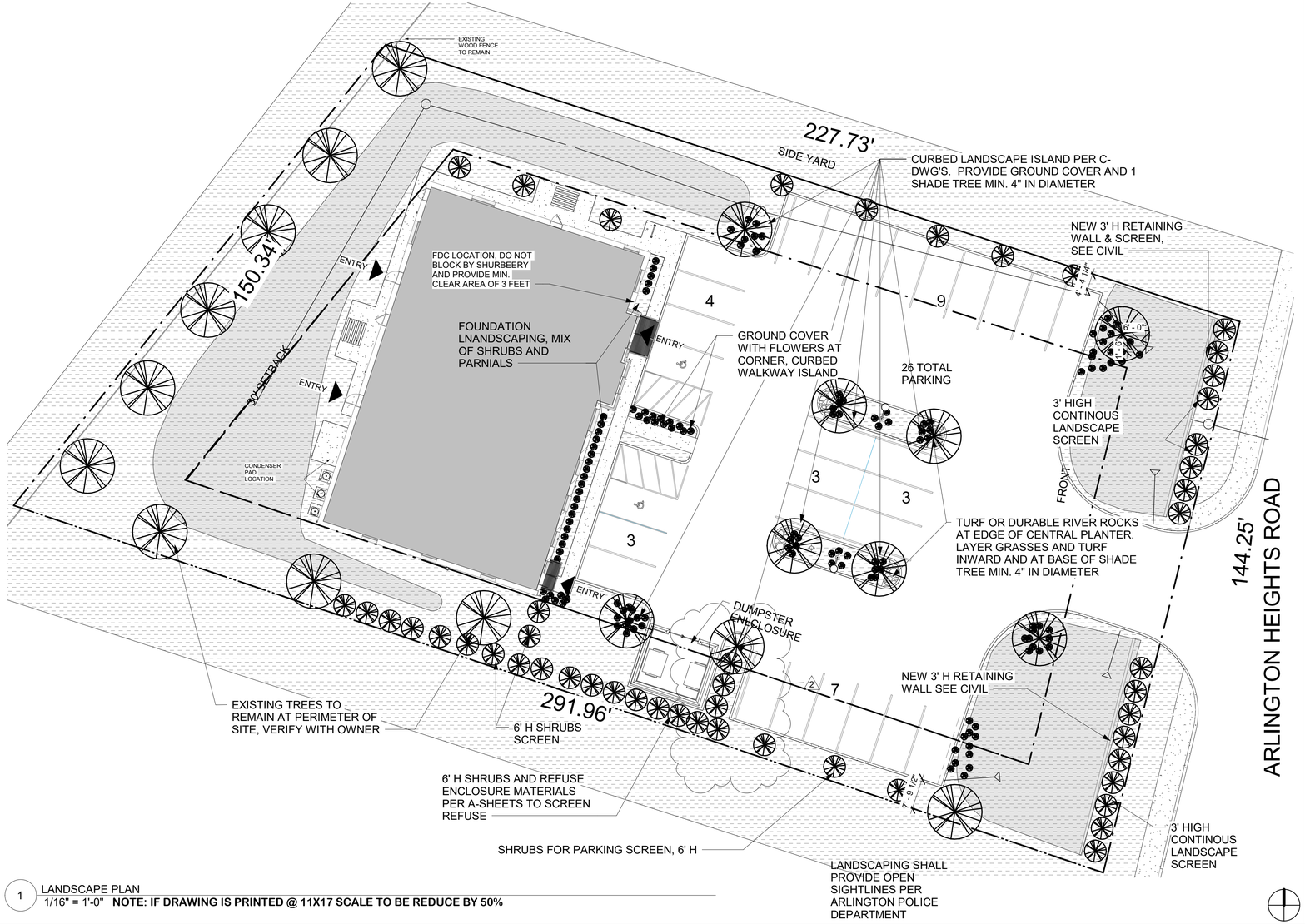
ORNAMAMENTAL GROUND COVER, MIX IN FLOWERS

TARA PRAIRIE DROPSEED OR EQUAL

LANDSCAPE LEGEND
1/8" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**

LANDSCAPE GENERAL NOTES

- THIS PROPERTY ABUTS RESIDENTIAL DISTRICTS ON SIDES AND REAR
- NO EXISTING TREES EXIST IN THE MIDDLE OF THE EXISTING SITE, ONLY SOME PERIMETER TREES TO THE SOUTH AND WEST SHALL BE SAVED WHERE POSSIBLE
- REFER TO CIVIL SITE PLAN FOR GRADING AND UTILITY RUNS AND EXISTING PARKWAY CONDITIONS



1 LANDSCAPE PLAN
1/16" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**

ARLINGTON HEIGHTS LANDSCAPE ORDINANCE SECTIONS

a. All paved service areas abutting a residential district or street or off-street parking areas containing more than four parking spaces, shall be effectively screened on each side adjoining or fronting on any property situated in a residence district or any institutional premises or adjoining any public way by a well-maintained wall, fence, densely planted compact hedge designed to provide year round opacity or berm and hedge.

1. Such screening shall be three-feet high on the frontage of a public way, except that in the interests of safety, so the line of sight will not be obstructed, the minimum height shall be lowered at street intersections and driveways to not less than 18-inches as determined by the Director of Planning and Community Development or designee.

2. Such screening shall be 6-foot high if adjoining a residential district or any institutional premises.

b. Landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter shall be located at the end of every twenty parking spaces or beneath every light pole, whichever results in the greater amount of planted islands. In addition, these islands shall be located at each end of all rows of car stalls. Open parking areas larger than four but smaller than twenty spaces shall provide proportional amounts of live greenery. Design and plant selection shall be as directed by the Director of Planning and Community Development or designee.

6.15-3 Landscaping of Detention and Retention Basins.

6.15-3.1 Landscaping shall be required along the perimeter of detention and retention basins in

ARLINGTON HEIGHTS MUNICPAL CODE

order to minimize their negative visual impact. Such landscaping shall consist of trees and shrubs in an amount and arrangement that will create an aesthetic visual situation as determined by the Village Administration.

6.15-3.2 For all retention basins and those detention basins that can be expected to flood to a depth of greater than three-feet, effective yet unobtrusive warning signs shall be required on all sides of the basin.

6.15-4 Landscape Maintenance. Each owner of a building, structure, parking lot, detention basin, or retention basin shall be responsible for maintaining such screening in a well-maintained condition, including, but not limited to:

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2	VAH REVIEW REVISIONS #2	05/17/2021

LANDSCAPING PLAN

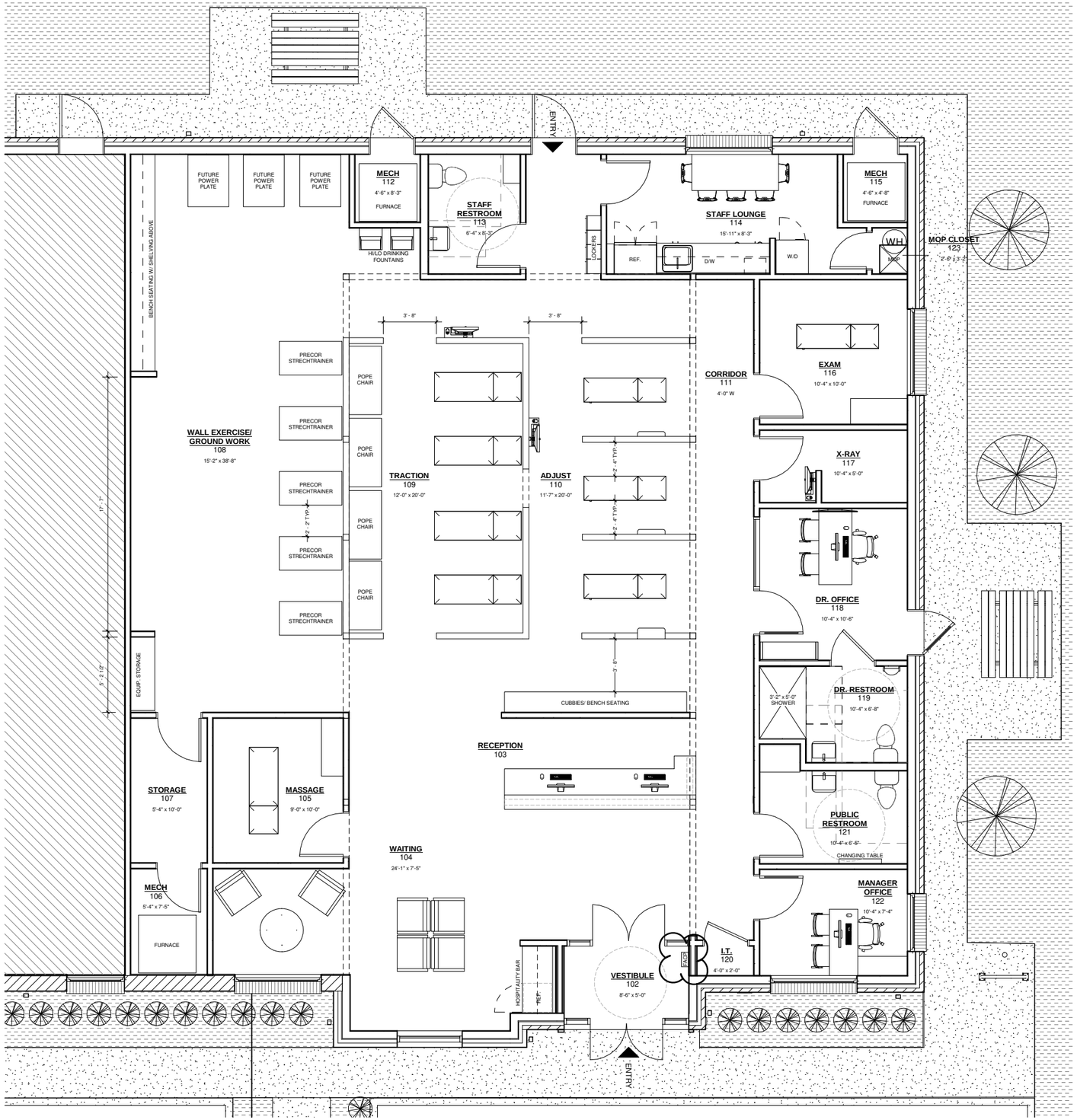
Project number 19420

G1-4

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1 FLOOR PLAN
1/4" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**

FLOOR PLAN KEY

- EXISTING WALLS
- NEW WALLS
- N.I.C.

GENERAL NOTES:

A. SUBCONTRACTORS TO VERIFY ALL EXISTING DIMENSIONS IN FIELD PRIOR TO CONSTRUCTION. NOTIFY ARCHITECT OF DISCREPANCIES PRIOR TO COMMENCEMENT OF DEMOLITION/ CONSTRUCTION.
B. IF EXISTING BUILDING ELEMENTS WHICH WOULD OBSTRUCT THE PROPER EXECUTION OF THE DESIGN INTENT ARE FOUND, BUT ARE NOT SPECIFIED IN THE CONSTRUCTION DOCUMENTS, CONTACT INTERIOR DESIGNER/ARCHITECT & WAIT FOR INSTRUCTION.
C. ALL BUILDING COMPONENTS & FINISHES WHICH ARE TO REMAIN IN PLACE SHALL BE PROTECTED FROM DAMAGE AND, IF DAMAGED, SHALL BE REPAIRED OR REPLACED AT NO COST TO THE OWNER.
D. DRYWALL CONSTRUCTION PARTITIONS, BULKHEADS, JOINTS, & HOLES TO BE TAPED & SANDED FOR FINISHING TO LIKE-NEW CONDITION.
E. ANY WOOD FRAMING, BLOCKING, & PLYWOOD SHALL BE FIRE RETARDANT TREATED WOOD.
F. SUBCONTRACTORS SHALL INSTALL EMERGENCY LIGHTING, SPRINKLERS, EXIT SIGNS, & FIRE EXTINGUISHERS AS REQUIRED BY THE LOCAL FIRE MARSHAL.
G. SUBCONTRACTORS SHALL REVIEW & UNDERSTAND PROJECT REQUIREMENTS & DRAWINGS FOR NEW CONSTRUCTION WORK & VISIT SITE TO DETERMINE EXTENT OF DEMOLITION PRIOR TO PERFORMING ANY WORK. SUBCONTRACTORS SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
H. SUBCONTRACTORS SHALL COORDINATE WITH THE BUILDING OWNER THE MEANS OF TRASH REMOVAL FOR DEMOLITION AS WELL AS DURING BUILD OUT. SUBCONTRACTORS WILL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED DEMOLITION & CONSTRUCTION PERMITS, INSPECTIONS, & APPROVALS & COMPLY WITH ALL STANDARDS OF CONSTRUCTION.
I. SUBCONTRACTORS SHALL NOTE THAT UPON INSPECTION OF SITE, EXISTING CONDITIONS, & ACCEPTANCE OF BID, SUBCONTRACTORS ACCEPT RESPONSIBILITY TO COMPLETE ALL WORK AS DETAILED IN THE CONSTRUCTION DOCUMENTS. CHANGE ORDERS FOR ADDITIONAL WORK WILL NOT BE PERMITTED UNLESS THE WORK IS NOT CALLED OUT IN THE DOCUMENTS OR A HIDDEN CONDITION EXISTS THAT PREVENTS EXECUTING THE WORK AS DETAILED IN THE DRAWINGS. APPROVAL OF ADDITIONAL COST & SCOPE OF WORK TO BE OBTAINED FROM PROJECT MANAGER PRIOR TO EXECUTING WORK.
J. ALL PENETRATIONS THROUGH FIRE RATED & SOUND RATED WALLS SHALL BE SEALED WITH FIRE CAULK MATERIAL.
K. SUBMITTALS ARE REQUIRED ON ALL SUBCONTRACTOR SUPPLIED ITEMS TO APEX.
L. ALL MATERIAL & LABOR SHALL BE WARRANTEED FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE CERTIFICATE OF OCCUPANCY.
M. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH APPLICABLE CODES AS INTERPRETED BY THE GOVERNING AUTHORITIES.
N. CLEAN ALL DOORS, GLASS WINDOWS, FLOORS, CARPET, & OTHER SURFACES SOILED DURING CONSTRUCTION. REPAIR TO LIKE NEW CONDITION OR REPLACE ANY ITEMS OR SURFACES DAMAGED AS A RESULT OF THE CONSTRUCTION.
O. SUBCONTRACTORS SHALL PROVIDE SUFFICIENT ATTACHMENT & IN-WALL/HIDDEN BLOCKING REQUIRED FOR WALL-HUNG ITEMS, EQUIPMENT, & OTHER CONSTRUCTION.
P. SUBCONTRACTORS SHALL COORDINATE THEIR WORK WITH ANY OTHER SUBCONTRACTORS ON THE JOB SO AS TO PREVENT CONFLICTS DURING CONSTRUCTION. ADDITIONAL WORK CAUSED BY A LACK OF COORDINATION BETWEEN SUBCONTRACTORS SHALL NOT BE AT THE OWNER'S EXPENSE.
Q. PROVIDE VAPOR BARRIERS IF NOT ALREADY EXISTING AT ALL EXISTING & EXPOSED EXTERIOR WALLS OR ATTIC INSULATION, OR ANY OTHER AREA THAT NEEDS IT BY CODE/BEST PRACTICE
R. REFER TO THE A5 SERIES SHEETS FOR FULL SCHEDULES.
S. IN SPRINKLERED BUILDINGS THE CLEARANCE IS 18" FROM THE CEILING AND NON-SPRINKLERED BUILDING THE CLEARANCE IS 24", NOTHING SHALL BE STORED/ SHELVING INSTALLED ABOVE THIS POINT.
T. *AT BATHROOM WALLS WITH TILED FINISH (DESCRIBED ON PLAN), PROVIDE 1/2" WATERPROOF GYPSUM BOARD ON ROOM SIDE WITH STAGGERED JOINTS. AT ROOM WITH HOSE BIBS PROVIDE CEMENT BOARD UP 48" AFF MIN.

3144 SQFT

0' 2' 4' 8' 16'

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ARLINGTON HTS., IL

CUSTOMER SIGN-OFF OF LAYOUT AND DESIGN

☐ APPROVED AS SHOWN
☐ APPROVED WITH CHANGES

CUSTOMER NAME: _____

DATE: _____

SET IN PROGRESS NOT FOR CONSTRUCTION

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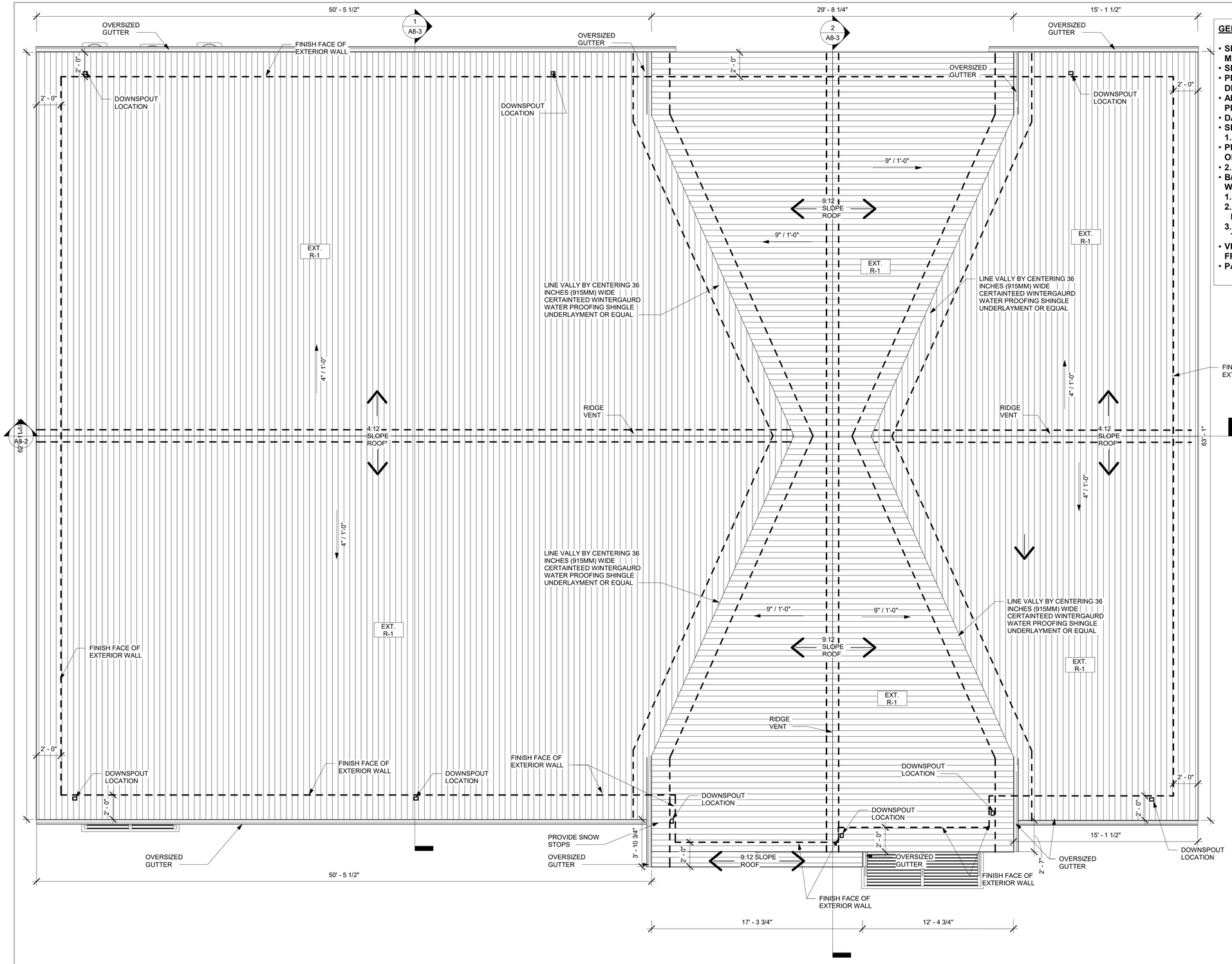
No.	Description	Date
1	VAH REVIEW REVISIONS	04/19/2021
2	VAH REVIEW REVISIONS #2	05/17/2021

FLOOR PLAN & GENERAL NOTES

Project number	19420
Date	4/16/2021
Drawn by	MLJ
Checked by	
	A1-1
Scale	As indicated

4/16/2021 10:14:29 AM

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GENERAL NOTES:

- SEE EXTERIOR FINISH SCHEDULE FOR MATERIAL SPECIFICATIONS
- SLOPE PER ARROWS ON PLAN
- PITCHED ROOFS TO FOLLOW SLOPE AND DIRECTION PER ROOF PLAN
- ARROW ON PLAN DENOTES DIRECTION OF PITCH
- DASH LINES DENOTE WALLS BELOW ROOF
- SEE SHEET A8-0 FOR ROOFING MATERIALS
  1. METAL ROOF THROUGHOUT
- PROVIDE ICE WATER SHIELD 4'-0" FROM EDGE OF ROOF AS SHOWN ON PLAN
- 2. PROVIDE SYNTHETIC UNDERLAYMENT
- B/TRUSSES ON THE INSIDE OF EXTERIOR WALLS PROVIDE
  1. MIN R38 INSULATION (ROCK WOOL)
  2. VISQUEEN VAPOR BARREIR BELOW INSULATION
  3. 5/8" GYP. AT BOTTOM OF TRUSS, PROVIDE TEAR AWAY BEAD BETWEEN TRUSS AND GYP.
- VENTED EAVES W/ BAFFLES BETWEEN FRAMING
- PAC-CLAD VENTED ROOF RIDGE

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No.	Description	Date
1	VAH REVIEW REVISIONS	04/19/2021
2	VAH REVIEW REVISIONS #2	05/17/2021

NEW ROOF PLAN

Project number 19420

A1-4

Scale 1/4" = 1'-0"

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No.	Description	Date
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RENDERING

Project number 19420

A8-0A

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RENDERINGS

Project number 19420

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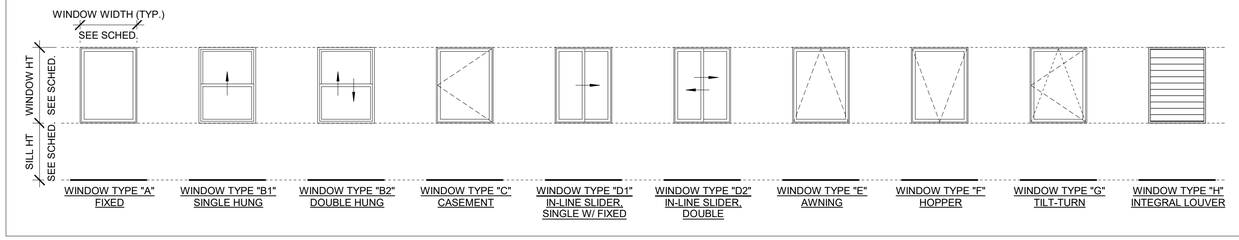
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WINDOW SCHEDULE

1. REFER TO APPROVED COMPONENT BOOK FOR MORE DETAILED WINDOW SPECIFICATION INFORMATION.

WINDOW NO.	WIDTH	HEIGHT	SILL HEIGHT	WINDOW TYPE	WINDOW MATERIAL	FRAME MATERIAL	REMARKS
A	4' - 0"	6' - 0"	2' - 0"	A	GT	VINYL	ANDERSON 100 SERIES WINDOWS W/ FULL DIVIDED GRILLES,SPECIFIED EQUAL (SEE ELEVATIONS); BLACK EXTERIOR FINISH W/ WHITE INTERIOR FINISH; LOW-E GLASS/ TAMPERED GLASS
C	6' - 0"	6' - 0"	2' - 0"	A	GT	VINYL	ANDERSON 100 SERIES WINDOWS W/ FULL DIVIDED GRILLES,SPECIFIED EQUAL (SEE ELEVATIONS); BLACK EXTERIOR FINISH W/ WHITE INTERIOR FINISH; LOW-E GLASS/ TAMPERED GLASS
D	2' - 0"	3' - 0"		H	ALUMINUM	ALUMINUM	MODEL TBD- BLACK FINISH
F	4' - 0"	6' - 0"	2' - 0"	A	GT	VINYL	ANDERSON 100 SERIES WINDOWS W/ FULL DIVIDED GRILLES,SPECIFIED EQUAL (SEE ELEVATIONS); BLACK EXTERIOR FINISH W/ WHITE INTERIOR FINISH; LOW-E GLASS/ TAMPERED GLASS
G	4' - 0"	6' - 0"	2' - 0"	A	GT	VINYL	ANDERSON 100 SERIES WINDOWS W/ FULL DIVIDED GRILLES,SPECIFIED EQUAL (SEE ELEVATIONS); BLACK EXTERIOR FINISH W/ WHITE INTERIOR FINISH; LOW-E GLASS/ TAMPERED GLASS
H	6' - 0"	6' - 0"	2' - 0"	A	GT	VINYL	ANDERSON 100 SERIES WINDOWS W/ FULL DIVIDED GRILLES,SPECIFIED EQUAL (SEE ELEVATIONS); BLACK EXTERIOR FINISH W/ WHITE INTERIOR FINISH; LOW-E GLASS/ TAMPERED GLASS

WINDOW TYPES



EXTERIOR FINISH SCHEDULE

1. EQUAL PRODUCTS ARE ACCPETABLE AFTER IT HAS BEN SUBMITTED & APROVED BY ARCHITECT.

2. ALL PRODUCTS TO BE INSTALLED PER MANUFACTURER REQUIREMENTS

TAG	MATERIAL	MFG.	SPECIFICATION / DESCRIPTION	LOCATION	REMARKS
EXT. BR-1	BRICK	GLEN GERY	PROFILE: MODULAR; COLOR: ASPEN WHITE	PER ELEVATIONS	PROVIDE BRICK FOR BRICK SILL AT WINDOWS AND BRICK TO SIDING TRANSITIONS
EXT. C-1	COPING	PAC-CLAD	PROFILE:PAC-TITE COPING; COLOR: MATT BLACK	AT DUMPSTER ENCLOSURE	
EXT. DS-1	OVER SIZE DOWNSPOUT	EGUTTER	PROFILE: 6" COMMERCIAL BOX GUTTER IN .032: KYNAR ALUMINUM ; COLOR: MATTE BLACK	PER ELEVATIONS & ROOF PLAN	
EXT. F-1	ROOF FASCIA	PAC-CLAD	PROFILE: SS RAKE FASCIA; COLOR: MATTE BLACK	PER ELEVATIONS & ROOF PLAN	
EXT. GT-1	OVER SIZE GUTTER	EGUTTER	PROFILE:4"X6" EXTRA WIDE COMMERCIAL IN .032 KYNAR ALUMINUM ; COLOR: MATT BLACK	PER ELEVATIONS & ROOF PLAN	
EXT. R-1	METAL ROOF	PAC-CLAD	PROFILE: SNAP-ON BATTEN 12" O.C. ; COLOR: MATTE BLACK	PER ROOF PLAN	
EXT. S-1	METAL SIDING	PAC-CLAD	PROFILE: SNAP-ON BATTEN, 18" O.C. ; COLOR: CHARCOAL	PER ELEVATIONS	

PROJECT ENERGY CODE INFORMATION

CLIMATE ZONE ZONE 5A

DOES THE BUILDING INCLUDE GROUP R OCCUPANCY? NO

OPAQUE ENVELOPE ITEM	REQUIRED R-VALUE	ACTUAL R-VALUE
ROOF (ATTIC AND OTHER)	R38	R38
WALLS ABOVE GRADE (WOOD FRAMED AND OTHER)	R13 + R3.8ci OR R20	R20
WALLS BELOW GRADE	R7.5ci	R7.5ci
SLAB-ON-GRADE FLOORS (UNHEATED SLABS)	R10 FOR 24" BELOW	R10 FOR 24" BELOW
OPAQUE DOORS (NONSWINGING)	R4.75	R8
OPAQUE DOORS (SWINGING)	0.37 U-VALUE	0.37 U-VALUE

ENVELOPE FENESTRATION	REQUIRED	ACTUAL
FIXED FENESTRATION	0.38	0.38
OPERABLE FENESTRATION	0.45	0.45
ENTRANCE DOORS	0.77	0.77
SHGC - NORTH ORIENTATION (PF < 0.2)	0.53	0.53
SHGC - SEW ORIENTATION (PF < 0.2)	0.38	0.38
SKYLIGHTS U-FACTOR	0.50	N/A
SKYLIGHTS SHGC	0.40	N/A

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DR. DREW VOELSCH

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2	VAH REVIEW REVISIONS #2	05/17/2021

EXTERIOR FINISH SCHEDULES

Project number 19420

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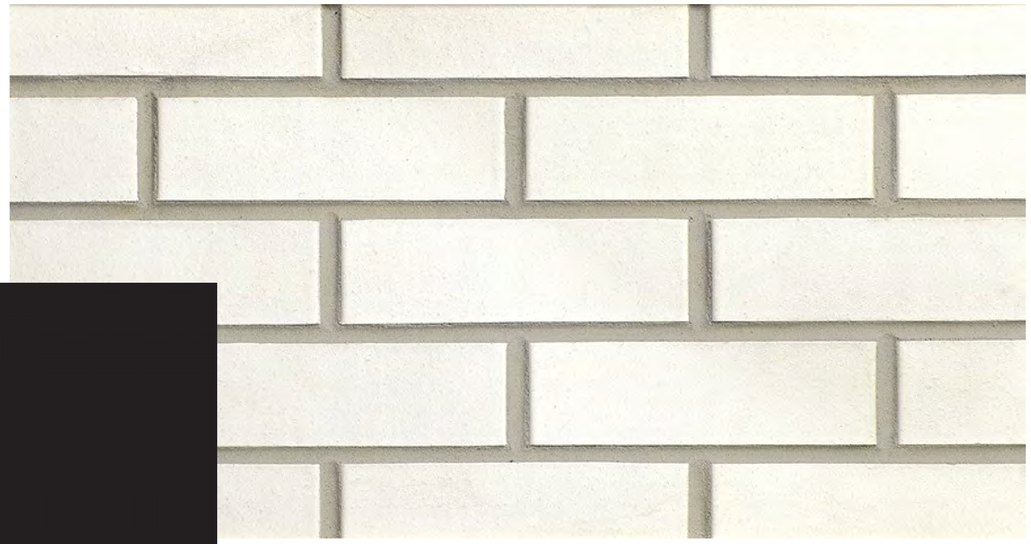
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ROOFING



WINDOWS





BRICK

SIDING- SEE RENDERING FOR ACTUAL FINISH

FASCIA

SAMPLE BOARD IS FOR MATERIAL EXAMPLES ONLY - SEE RENDERINGS AND EXTERIOR SCHEDULE FOR ACTUAL FINISH COLOR

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MATERIAL SAMPLE BOARD

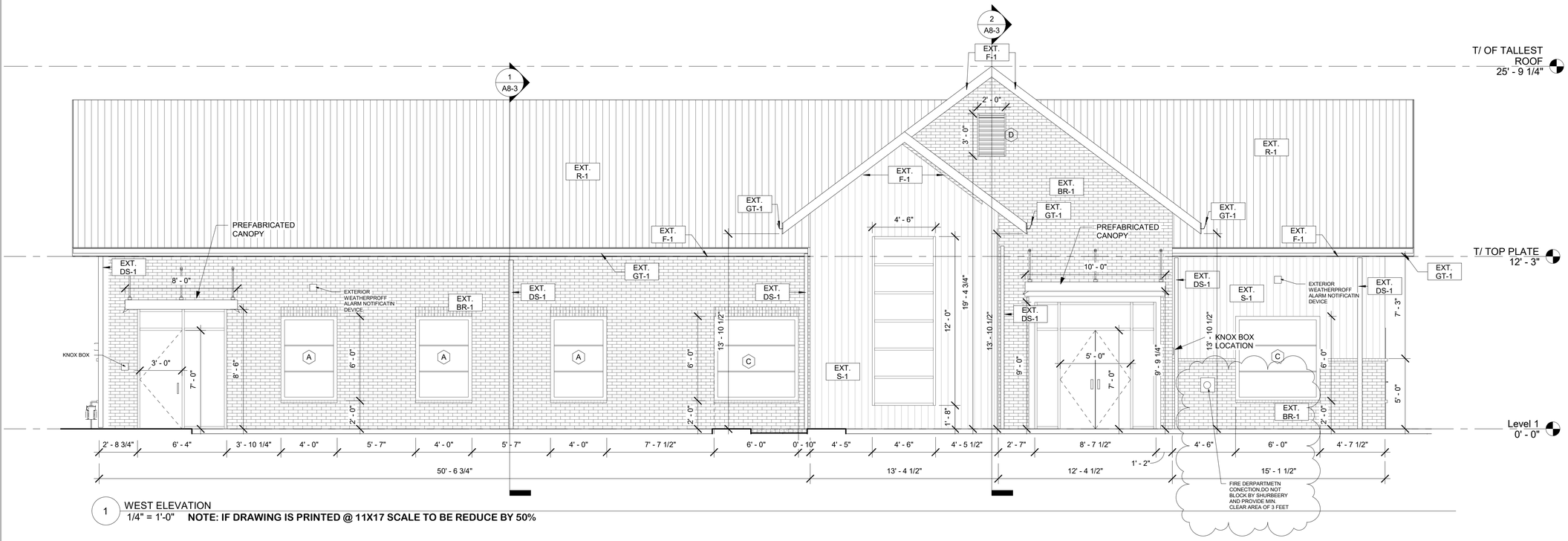
Project number 19420

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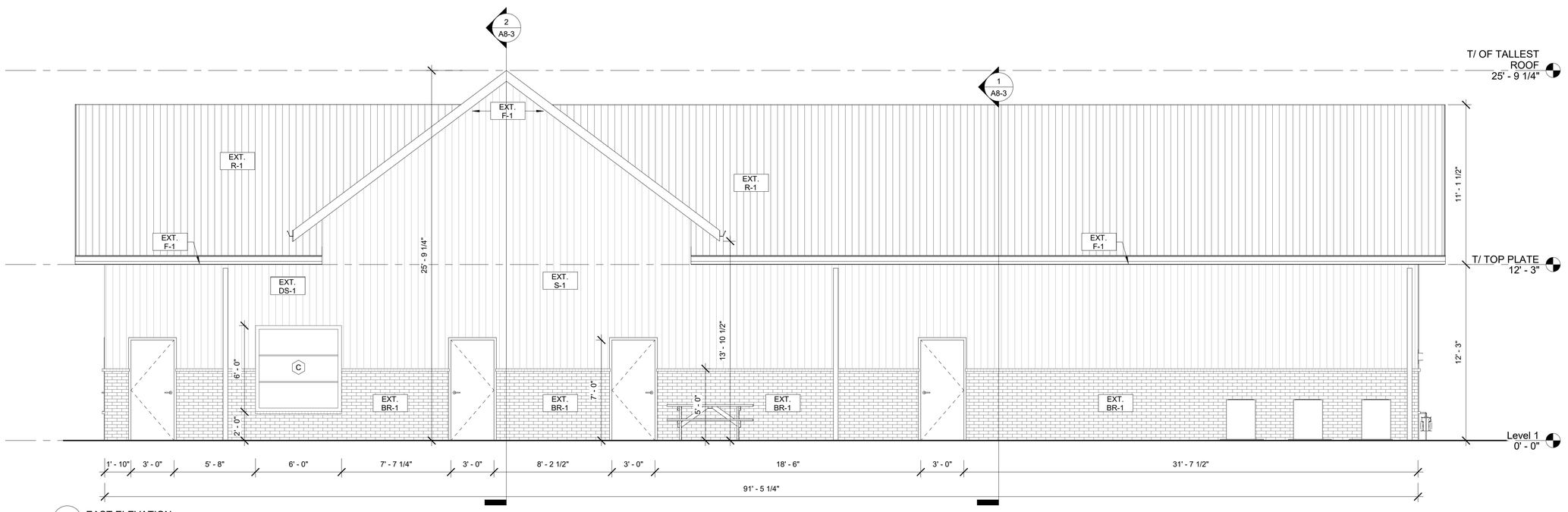
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1 WEST ELEVATION
1/4" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**



2 EAST ELEVATION
1/4" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**

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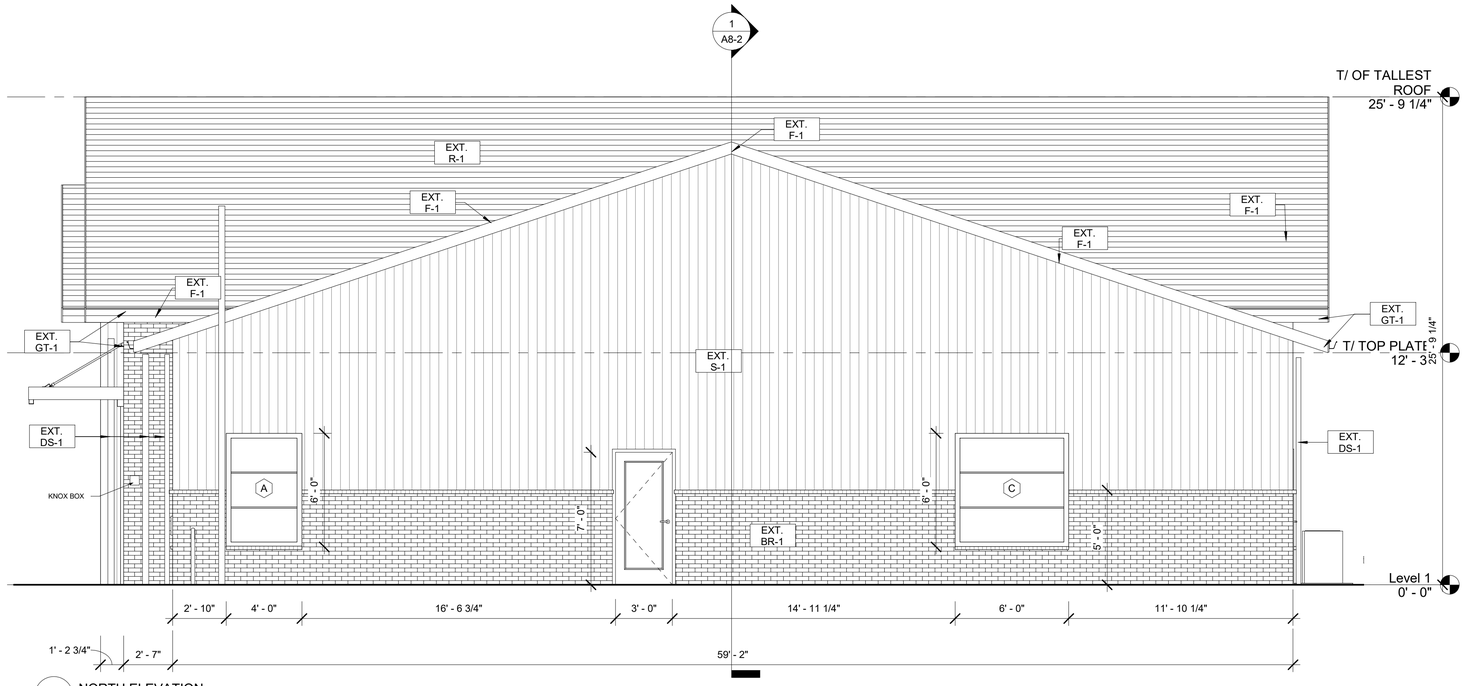
Project number 19420

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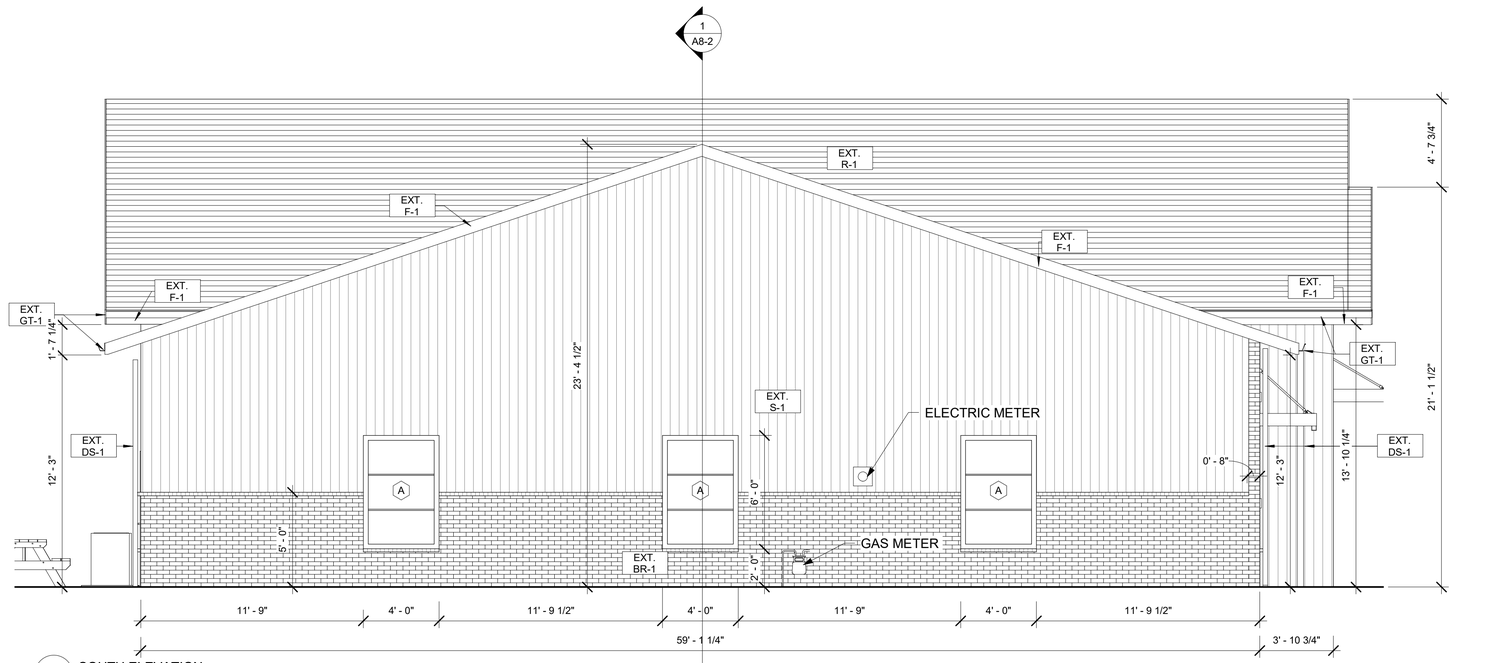
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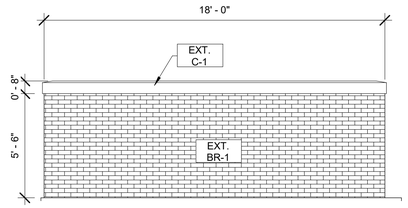
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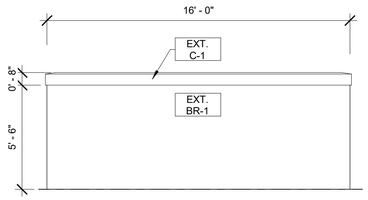
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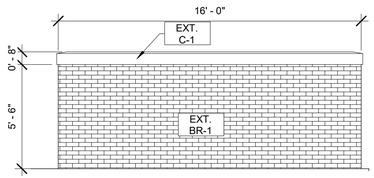
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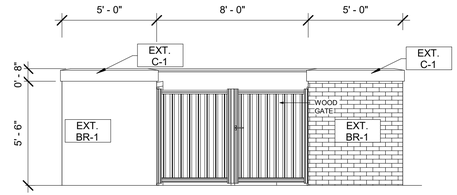
4 DUMPSTER ENCLOSURE SOUTH
1/4" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**



3 DUMPSTER ENCLOSURE WEST
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5 DUMPSTER ENCLOSURE EAST
1/4" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**



6 DUMPSTER ENCLOSURE NORTH
1/4" = 1'-0" **NOTE: IF DRAWING IS PRINTED @ 11X17 SCALE TO BE REDUCE BY 50%**

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Traffic Impact Study
Proposed Medical Office Building

Arlington Heights, Illinois



Prepared For:

COOK ENGINEERING GROUP

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

March 4, 2021

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 a proposed medical office building to be located in Arlington Heights, Illinois. The site, which is currently vacant, is located on the west side of Arlington Heights Road opposite Council Trail. As proposed, the site will be developed with an approximately 5,124 square-foot medical office building (MOB) and a 29-space surface parking lot. Access to the proposed development will be provided via a proposed full movement access on Arlington Heights Road aligned opposite Council Trail.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development 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. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

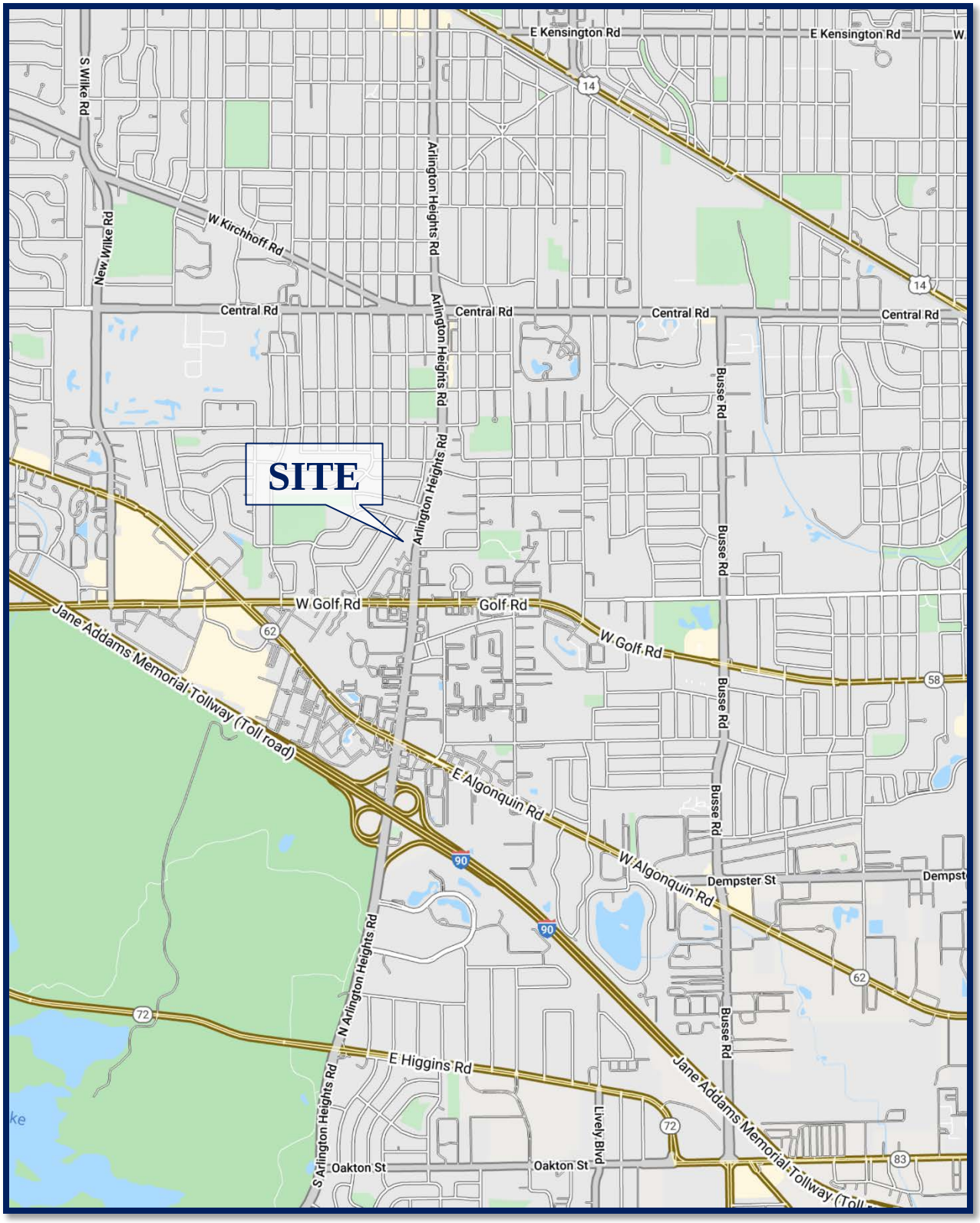
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening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

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

1. Year 2021 Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2021 increased to represent pre-pandemic conditions.

2. Year 2027 No-Build Conditions – Analyzes the capacity of the existing roadway system using Year 2021 base traffic volumes increased by an ambient area growth factor not attributable to any particular development.

3. Year 2027 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future 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

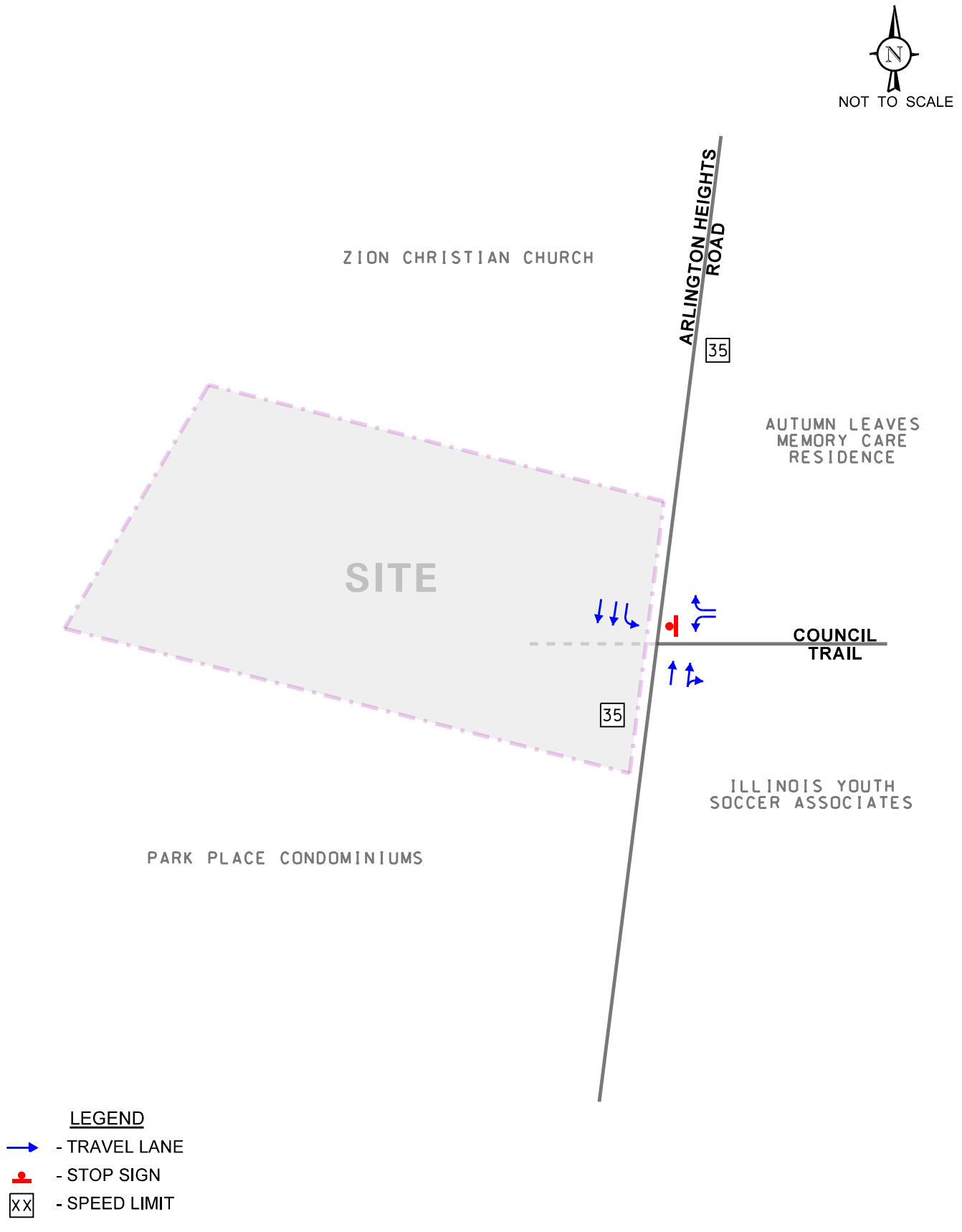
The site, which is currently vacant, is located on the west side of Arlington Heights Road opposite its intersection with Council Trail. The site is bounded by the Zion Christian Church to the north, Arlington Heights Road to the east, single-family homes to the west, and the Park Place Condominiums to the south. Land uses in the vicinity of the site are primarily commercial and residential and include single family homes to the north and west, the Autumn Leaves Memory Care Residence and the Illinois Youth Soccer Association to the east, and Jewel-Osco to the south.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Arlington Heights Road is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its unsignalized intersection with Council Trail, Arlington Heights Road provides a through lane and a combined through/right-turn lane on the northbound approach and two through lanes and an exclusive left-turn lane on the southbound approach. Arlington Heights Road is under the jurisdiction of the Illinois Department of Transportation, is not classified as a Strategic Regional Arterial, carries an annual average daily traffic (AADT) volume of 30,400 vehicles (IDOT 2018) and has a posted speed limit of 35 miles per hour.

Council Trail is an east-west local roadway that provides one lane in each direction and extends from Arlington Heights Road east to its terminus at Belmont Avenue. At its unsignalized intersection with Arlington Heights Road, Council Trail provides an exclusive left-turn lane and an exclusive right-turn lane. Council Trail is under the jurisdiction of the Village of Arlington Heights.



Proposed Medical Office Building
Arlington Heights, Illinois

Existing Roadway Characteristics

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

Job No: 21-042 Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the intersection of Arlington Heights Road with Council Trail. The counts were conducted on Thursday, February 11, 2021 during the weekday evening period (4:00 P.M. to 6:00 P.M.) peak period and on Friday February 12, 2021 during the weekday morning peak hour (7:00 A.M. to 9:00 A.M.) peak period. The results of the traffic counts show that the peak hours of traffic generally occur between 8:00 A.M. and 9:00 A.M. during the morning peak period and between 4:00 P.M. and 5:00 P.M. during the evening peak period. Copies of the traffic count summary sheets are included in the Appendix. Given the ongoing Pandemic, the traffic volumes were compared to hourly volume counts conducted by IDOT on Arlington Heights Road in 2018 increased by an ambient growth factor. Based on the comparison and in order to accurately represent Year 2021 conditions, traffic volumes were increased by 15 percent during the weekday morning and 10 percent during the weekday evening. The Year 2021 base traffic volumes are illustrated in **Figure 4**.

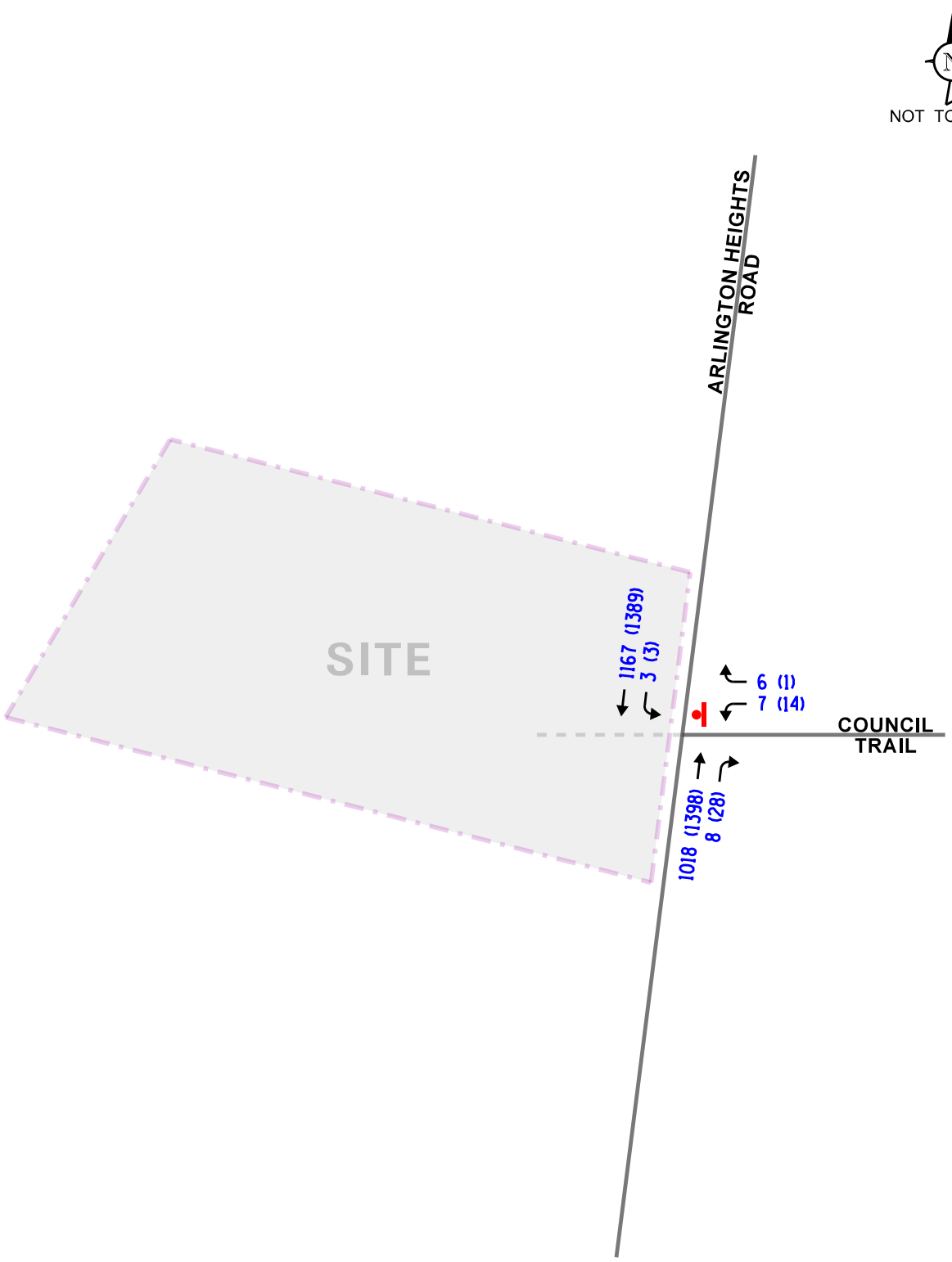
Crash Analysis

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2015 to 2019) for the intersection of Arlington Heights Road with Council Trail. A review of the crash data indicated that no fatalities were reported at the intersection during the five-year period. **Table 1** shows a summary of the crash data for the studied intersection.

Table 1
ARLINGTON HEIGHTS ROAD WITH COUNCIL TRAIL – CRASH SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	2	0	1	0	3
2016	0	0	3	0	0	0	3
2017	0	0	1	0	1	0	2
2018	0	0	0	1	0	0	1
2019	0	0	0	0	1	0	1
Total	**0**	**0**	**6**	**1**	**3**	**0**	**10**
Average/Year	**--**	**--**	**1.2**	**<1.0**	**<1.0**	**--**	**2.0**

[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). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

Proposed Medical Office Building Arlington Heights, Illinois	Year 2021 Base Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 21-042 Figure: 4

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 Site and Development Plan

As proposed, the site will be developed an approximately 5,124 square-foot medical office building (MOB) and a 29-space surface parking lot. Access to the site will be provided via a proposed full movement access on Arlington Heights Road aligned opposite Council Trail. This access drive should provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and a shared through/right-turn lane. Outbound movements will be under stop sign control. Inbound (northbound) left turns into the site from Arlington Heights Road will be accommodated by the existing mountable median. A copy of the preliminary site plan is included in the Appendix.

Directional Distribution

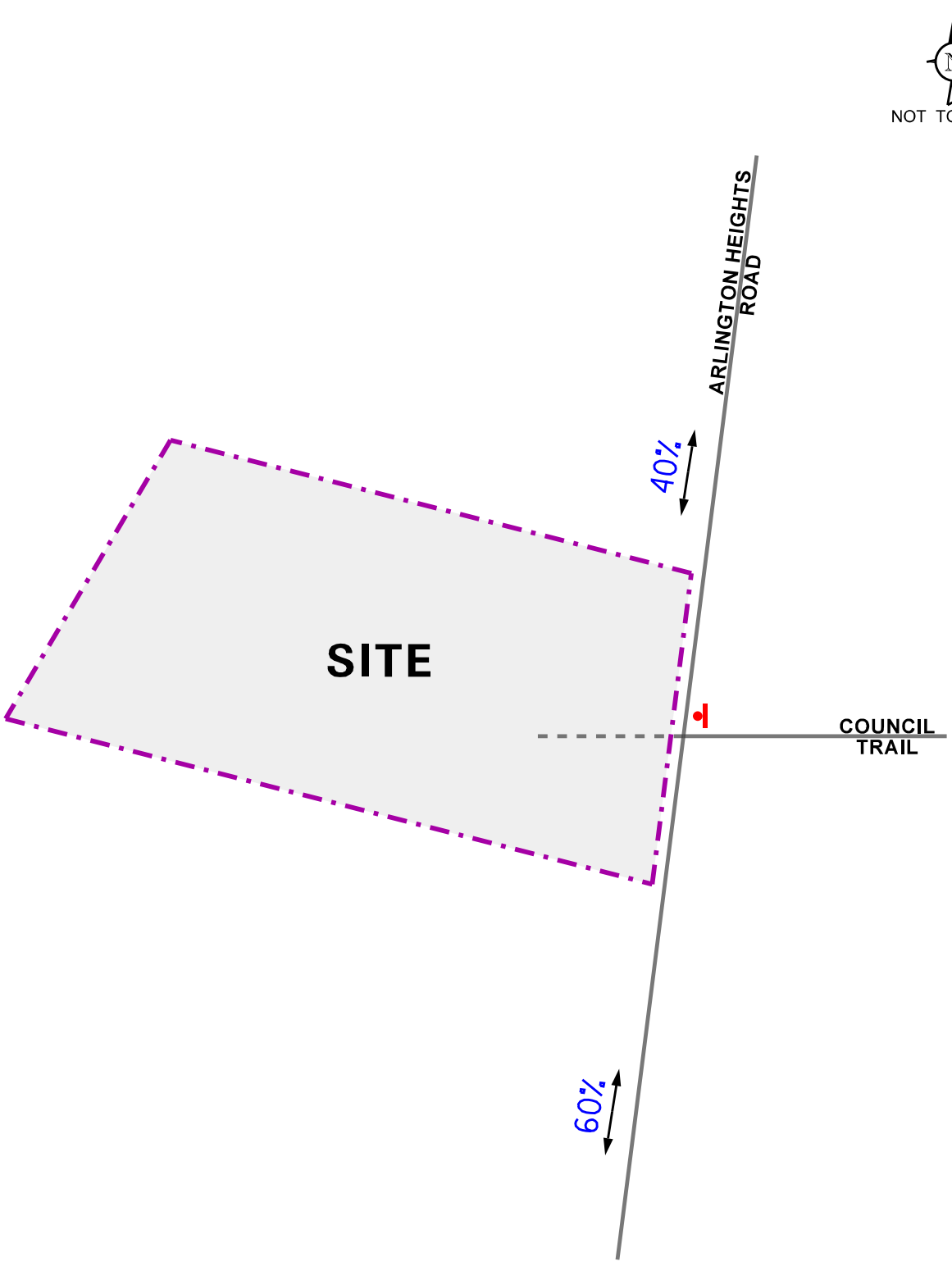
The directions from which traffic will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The "Medical-Dental Office Building" (Land-Use Code 720) rate was used for the proposed development. Copies of the ITE trip generation worksheets are included in the Appendix. **Table 2** summarizes the trips projected to be generated by the proposed development.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Traffic
		In	Out	Total	In	Out	Total	
720	Medical Office Building (5,124 s.f.)	12	4	16	5	14	19	110



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

Proposed Medical Office Building Arlington Heights, Illinois	Estimated Directional Distribution	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 21-042 Figure: 5

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.

Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the vehicle trips generated by the proposed development.

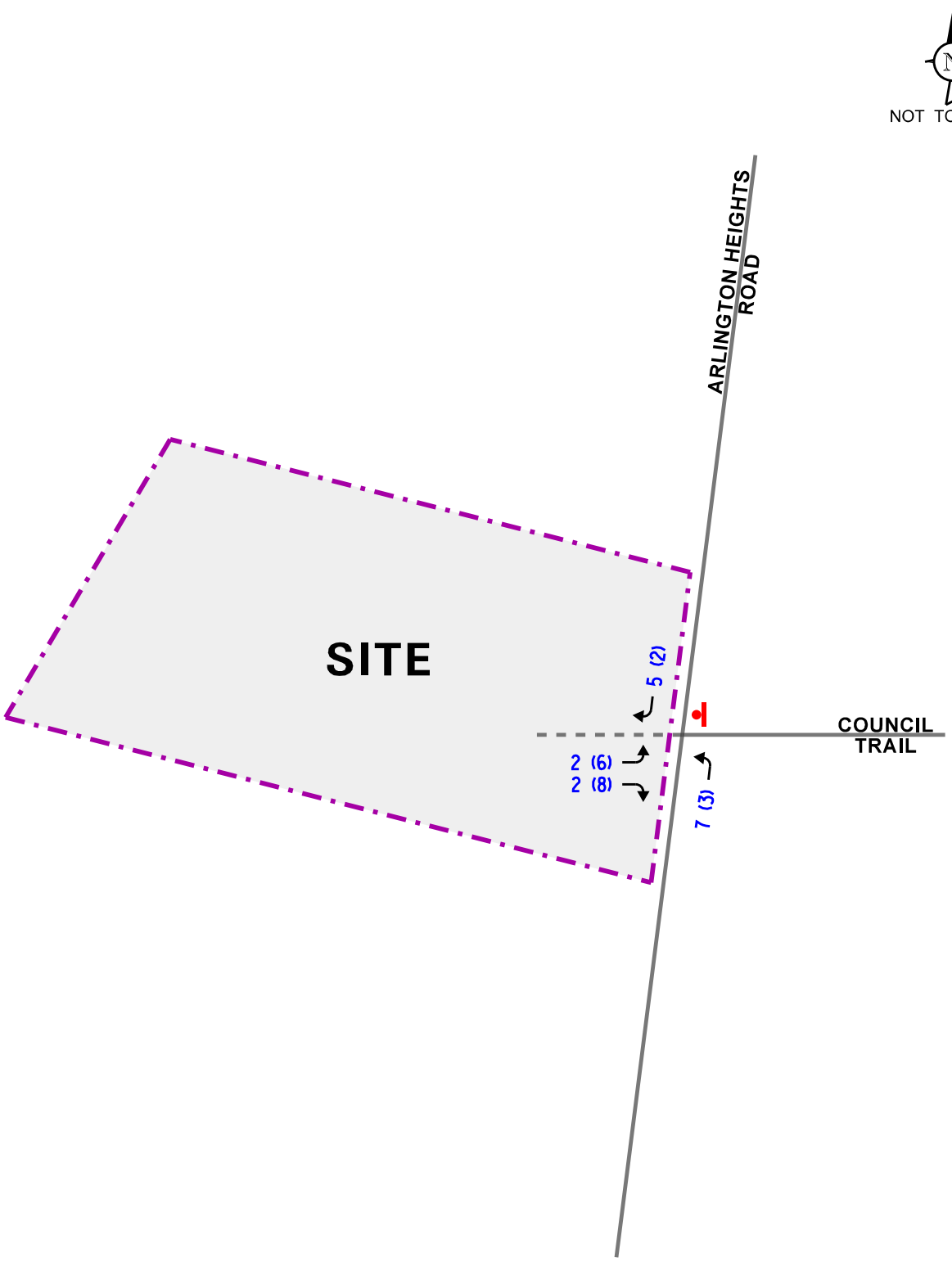
Background Traffic Conditions

The Year 2021 base traffic volumes (Figure 4) were increased 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 ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated March 3, 2021, the existing traffic volumes are projected to increase by a compounded annual growth rate of 0.4 percent per year. As such, traffic volumes were increased by approximately 2.5 percent total to represent Year 2027 conditions (one-year buildout plus five years). A copy of the CMAP projections letter is included in the Appendix.

The Year 2027 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor, are illustrated in **Figure 7**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the Year 2027 no-build traffic volumes to determine the Year 2027 total projected traffic volumes, as shown in **Figure 8**.

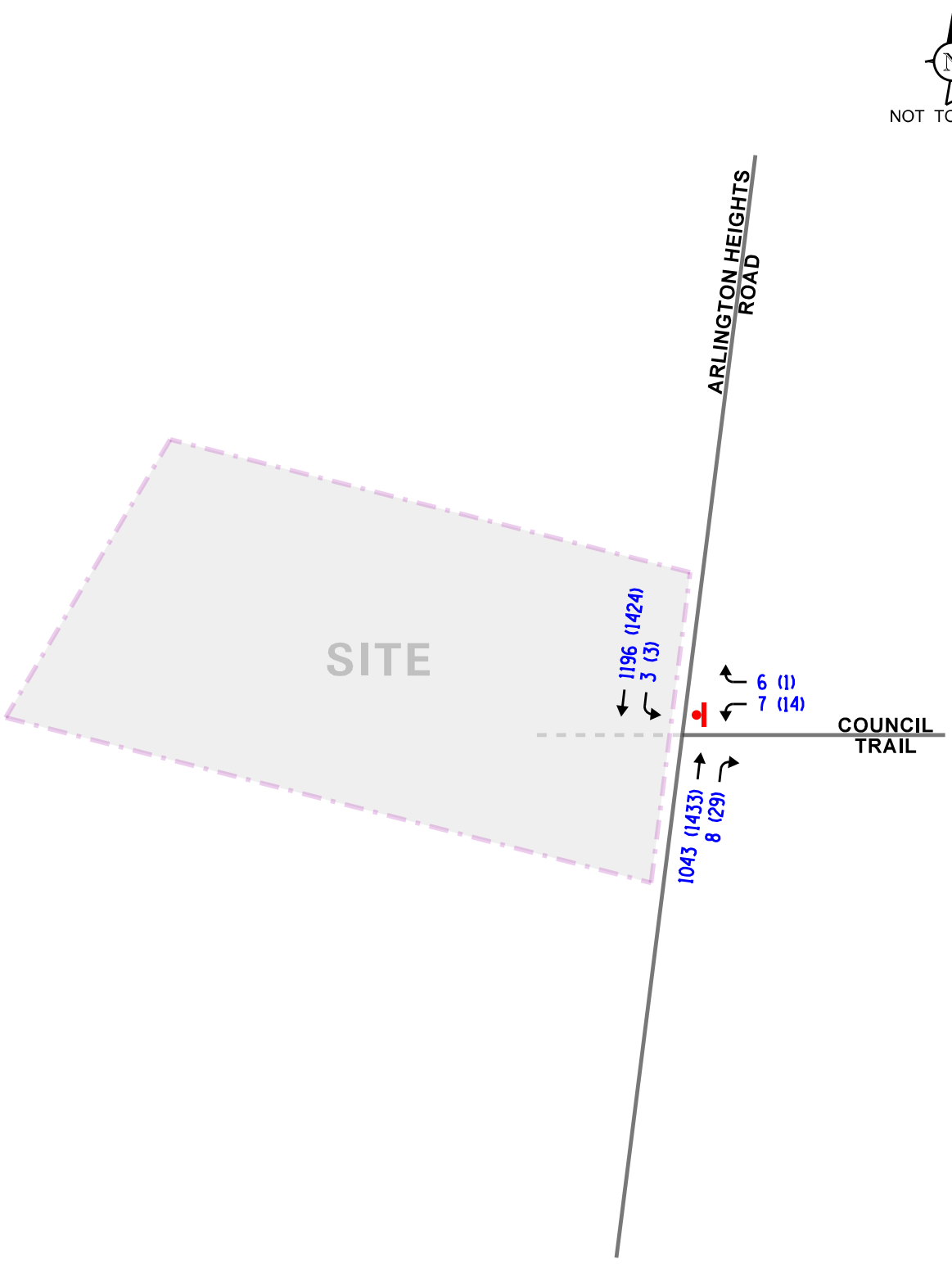


LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

Proposed Medical Office Building Arlington Heights, Illinois	Estimated Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 21-042 Figure: 6

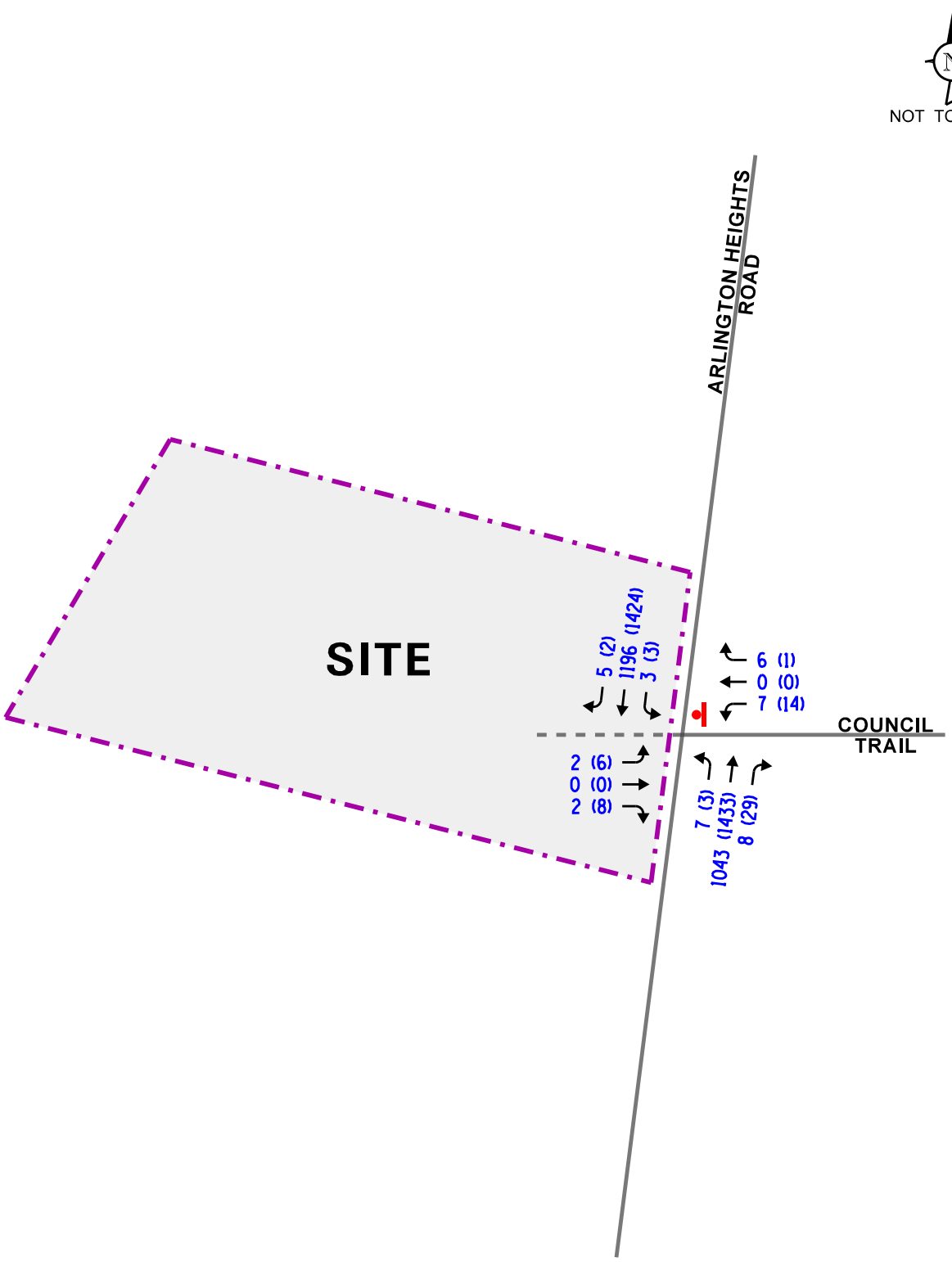


LEGEND

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(00) - PM PEAK HOUR (4:00-5:00 PM)

Proposed Medical Office Building Arlington Heights, Illinois	Year 2027 No-Build Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 21-042 Figure: 7



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

Proposed Medical Office Building
Arlington Heights, Illinois

Year 2027 Total Projected Traffic Volumes

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

Job No: 21-042 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday 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 weekday evening peak hours for the Year 2021 base, Year 2027 no-build, and Year 2027 total projected 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 10 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 base, no-build, and total projected conditions are presented in **Table 3**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7
CAPACITY ANALYSIS RESULTS – ARLINGTON HEIGHTS ROAD WITH COUNCIL TRAIL – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2021 Base Conditions				
• Westbound Left Turn	C	23.3	E	41.1
• Westbound Right Turn	B	13.1	C	15.3
• Southbound Left Turn	B	10.5	B	13.2
Year 2027 No-Build Conditions				
• Westbound Left Turn	C	24.0	E	42.8
• Westbound Right Turn	B	13.3	C	15.7
• Southbound Left Turn	B	10.7	B	13.5
Year 2027 Total Projected Conditions				
• Eastbound Left Turn	D	32.1	E	48.1
• Eastbound Right Turn	B	13.5	C	15.6
• Westbound Left Turn	D	29.4	F	59.3
• Westbound Right Turn	B	13.3	C	15.7
• Northbound Left Turn	B	11.6	B	13.2
• Southbound Left Turn	B	10.7	B	13.5

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Arlington Heights Road with Council Trail

The results of the capacity analyses indicate that under existing conditions westbound left-turn movements operate at LOS C during the weekday morning peak and LOS E during the weekday evening peak hour and the westbound right-turn movement operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. Further, the southbound left-turn movement operate at LOS B during both peak hours.

Under proposed conditions, Council Drive will be aligned opposite the proposed access drive. This access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and a shared through/right-turn lane. Outbound movements will be under stop sign control. As previously mentioned, northbound left-turn movements from Arlington Heights Road can be accommodated via the existing mountable median. It is recommended that as part of the development the existing right-turn lane on Council Trail be restriped as a shared through/right-turn lane. When the total projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT *Bureau of Design and Environment* (BDE) Manual, included in the Appendix, a southbound right-turn lane will not be warranted serving the access drive.

The results of the capacity analyses indicate that under projected conditions, the westbound left-turn movement will operate at LOS D during the weekday morning peak hour and LOS F during the weekday evening peak hour and the eastbound left turn will operate at LOS D during weekday morning peak hour and LOS E during the weekday evening peak hour. While left-turning vehicles at this intersection may experience some delays, a volume to capacity (v/c) ratio of considerably less than one and 95th percentile queues of one to two vehicles indicate that these vehicles will be able to turn onto Arlington Heights Road. In addition, the signalized intersections of Arlington Heights Road with Golf Road to the south and White Oak Street to the north will create gaps in the traffic stream allowing vehicles to exit. Eastbound and westbound right-turn movements are projected to operate at LOS C or better during both peak hours. Northbound left turns into the site are projected to operate at LOS B during both peak hours with 95th percentile queues of one to two vehicles, which can be accommodated within the existing median.

It is our understanding that this intersection has been identified by the Village of Arlington Heights as a potential location for a traffic signal to accommodate future developments. However, the traffic that will be generated by the proposed development will not warrant the need for the signal at this intersection, and it is not needed to accommodate site generated traffic efficiently.

As such, this intersection can adequately accommodate site generated traffic and no additional geometric or traffic control improvements will be required as part of the development.

Parking Evaluation

As previously mentioned, the site will be developed with a 5,124 square-foot medical office building (MOB) and a 29-space surface parking lot. This translates into a parking ratio of 5.6 parking spaces per 1,000 square feet.

Village of Arlington Heights Requirements

The Arlington Heights Municpal Code requires a parking ratio of 1 space per 200 square feet. Based on the above and the size of the proposed development, 26 spaces should be provided. As such, the proposed number of parking spaces is three spaces more than the Village of Arlington Heights parking requirements.

Parking Demand Based on ITE Parking Data

In reviewing the survey data published in the Institute of Transportation Engineers' (ITE) 5th Edition of the *Parking Generation Manual* for Land-Use Code 720 (Medical-Dental Office), the following was determined:

- The average peak period parking demand is 3.23 vehicles per 1,000 square feet.
- The 85th percentile peak period parking demand is 4.59 vehicles per 1,000 square feet.

Based on the above, the proposed development should provide a total of 17 parking spaces to meet average peak period parking demands and a total of 24 parking spaces to meet 85th percentile peak period parking demands. As such, the proposed 29 parking spaces will be adequate in accommodating the average and 85th percentile peak period parking demands as published by ITE.

Based on published parking demand data provided by ITE and on Village of Arlington Heights Municipal Code, the proposed development will provide sufficient parking to meet peak period parking demands.

6. Conclusion

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

- The proposed development is estimated to generate a low volume of vehicle trips.
- The intersection of Arlington Heights Road with Council Trail will continue operating at similar levels of service under future conditions and can adequately accommodate the traffic projected to be generated by the proposed MOB.
- The northbound left turning movements will be accommodated by the existing mountable median on Arlington Heights Road.
- A southbound right-turn lane will not be warranted on Arlington Heights Road serving the proposed access drive.
- The proposed parking supply will be adequate in accommodating peak period parking demands.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Turn Lane Warrant

Traffic Count Summary Sheets

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Council Trail with Arlington Heights Road
Site Code:
Start Date: 02/11/2021

Turning Movement Data

Start Time	Council Trail Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:00 PM	1	3	1	0	5	1	347	4	0	352	0	0	334	0	334	691
4:15 PM	0	2	0	0	2	0	311	11	0	322	0	1	341	0	342	666
4:30 PM	0	4	0	0	4	0	289	6	0	295	0	1	296	0	297	596
4:45 PM	0	3	0	0	3	0	324	4	0	328	0	1	292	0	293	624
Hourly Total	1	12	1	0	14	1	1271	25	0	1297	0	3	1263	0	1266	2577
5:00 PM	0	1	0	0	1	0	331	6	0	337	0	0	314	0	314	652
5:15 PM	0	2	0	0	2	0	319	5	0	324	0	4	312	0	316	642
5:30 PM	0	4	2	0	6	1	307	7	0	315	0	0	233	0	233	554
5:45 PM	0	4	1	0	5	0	314	3	0	317	0	0	246	0	246	568
Hourly Total	0	11	3	0	14	1	1271	21	0	1293	0	4	1105	0	1109	2416
6:00 PM	0	3	1	0	4	0	257	0	0	257	0	0	224	0	224	485
6:15 PM	0	0	0	0	0	0	274	5	0	279	0	1	216	0	217	496
6:30 PM	0	3	0	0	3	0	240	2	0	242	0	1	202	0	203	448
6:45 PM	0	1	1	0	2	0	191	3	0	194	0	0	168	0	168	364
Hourly Total	0	7	2	0	9	0	962	10	0	972	0	2	810	0	812	1793
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	2	2	0	4	0	154	1	0	155	0	0	212	0	212	371
7:15 AM	0	2	0	0	2	0	179	1	0	180	0	0	190	0	190	372
7:30 AM	0	0	2	0	2	0	186	1	0	187	0	0	236	0	236	425
7:45 AM	0	0	0	0	0	0	181	1	0	182	0	1	249	0	250	432
Hourly Total	0	4	4	0	8	0	700	4	0	704	0	1	887	0	888	1600
8:00 AM	0	2	2	0	4	0	229	0	0	229	0	1	238	0	239	472
8:15 AM	0	2	1	0	3	0	221	2	0	223	0	1	279	0	280	506
8:30 AM	0	2	1	0	3	0	224	3	0	227	0	1	238	0	239	469
8:45 AM	0	0	1	0	1	0	211	2	0	213	0	0	260	0	260	474
Hourly Total	0	6	5	0	11	0	885	7	0	892	0	3	1015	0	1018	1921
Grand Total	1	40	15	0	56	2	5089	67	0	5158	0	13	5080	0	5093	10307
Approach %	1.8	71.4	26.8	-	-	0.0	98.7	1.3	-	-	0.0	0.3	99.7	-	-	-
Total %	0.0	0.4	0.1	-	0.5	0.0	49.4	0.7	-	50.0	0.0	0.1	49.3	-	49.4	-
Lights	1	39	13	-	53	2	5016	64	-	5082	0	13	5016	-	5029	10164
% Lights	100.0	97.5	86.7	-	94.6	100.0	98.6	95.5	-	98.5	-	100.0	98.7	-	98.7	98.6
Buses	0	0	0	-	0	0	8	0	-	8	0	0	9	-	9	17
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.2	-	0.2	0.2
Single-Unit Trucks	0	1	2	-	3	0	55	3	-	58	0	0	44	-	44	105
% Single-Unit Trucks	0.0	2.5	13.3	-	5.4	0.0	1.1	4.5	-	1.1	-	0.0	0.9	-	0.9	1.0
Articulated Trucks	0	0	0	-	0	0	10	0	-	10	0	0	11	-	11	21

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Council Trail with Arlington Heights Road
Site Code:
Start Date: 02/11/2021

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Council Trail Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:00 PM	1	3	1	0	5	1	347	4	0	352	0	0	334	0	334	691
4:15 PM	0	2	0	0	2	0	311	11	0	322	0	1	341	0	342	666
4:30 PM	0	4	0	0	4	0	289	6	0	295	0	1	296	0	297	596
4:45 PM	0	3	0	0	3	0	324	4	0	328	0	1	292	0	293	624
Total	1	12	1	0	14	1	1271	25	0	1297	0	3	1263	0	1266	2577
Approach %	7.1	85.7	7.1	-	-	0.1	98.0	1.9	-	-	0.0	0.2	99.8	-	-	-
Total %	0.0	0.5	0.0	-	0.5	0.0	49.3	1.0	-	50.3	0.0	0.1	49.0	-	49.1	-
PHF	0.250	0.750	0.250	-	0.700	0.250	0.916	0.568	-	0.921	0.000	0.750	0.926	-	0.925	0.932
Lights	1	11	1	-	13	1	1265	25	-	1291	0	3	1252	-	1255	2559
% Lights	100.0	91.7	100.0	-	92.9	100.0	99.5	100.0	-	99.5	-	100.0	99.1	-	99.1	99.3
Buses	0	0	0	-	0	0	3	0	-	3	0	0	4	-	4	7
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.3	-	0.3	0.3
Single-Unit Trucks	0	1	0	-	1	0	2	0	-	2	0	0	6	-	6	9
% Single-Unit Trucks	0.0	8.3	0.0	-	7.1	0.0	0.2	0.0	-	0.2	-	0.0	0.5	-	0.5	0.3
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.1	-	0.1	0.1
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Council Trail with Arlington Heights Road
Site Code:
Start Date: 02/11/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Council Trail Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
8:00 AM	0	2	2	0	4	0	229	0	0	229	0	1	238	0	239	472
8:15 AM	0	2	1	0	3	0	221	2	0	223	0	1	279	0	280	506
8:30 AM	0	2	1	0	3	0	224	3	0	227	0	1	238	0	239	469
8:45 AM	0	0	1	0	1	0	211	2	0	213	0	0	260	0	260	474
Total	0	6	5	0	11	0	885	7	0	892	0	3	1015	0	1018	1921
Approach %	0.0	54.5	45.5	-	-	0.0	99.2	0.8	-	-	0.0	0.3	99.7	-	-	-
Total %	0.0	0.3	0.3	-	0.6	0.0	46.1	0.4	-	46.4	0.0	0.2	52.8	-	53.0	-
PHF	0.000	0.750	0.625	-	0.688	0.000	0.966	0.583	-	0.974	0.000	0.750	0.909	-	0.909	0.949
Lights	0	6	4	-	10	0	853	6	-	859	0	3	995	-	998	1867
% Lights	-	100.0	80.0	-	90.9	-	96.4	85.7	-	96.3	-	100.0	98.0	-	98.0	97.2
Buses	0	0	0	-	0	0	3	0	-	3	0	0	3	-	3	6
% Buses	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	-	0.0	0.3	-	0.3	0.3
Single-Unit Trucks	0	0	1	-	1	0	27	1	-	28	0	0	13	-	13	42
% Single-Unit Trucks	-	0.0	20.0	-	9.1	-	3.1	14.3	-	3.1	-	0.0	1.3	-	1.3	2.2
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	4	-	4	6
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	-	0.0	0.4	-	0.4	0.3
Bicycles on Road	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	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preliminary Site Plan



LOCATION MAP

LEGEND

EXISTING		PROPOSED
	FLARED END SECTION	
	STORM MANHOLE	
	STORM INLET	
	CATCH BASIN	
	FIRE HYDRANT	
	VALVE AND VAULT	
	VALVE BOX	
	B BOX	
	SANITARY MANHOLE	
	STREET LIGHT	
	PATHWAY LIGHT	
	STORM SEWER	
W	WATERMAIN	W
	SANITARY SEWER	
FM	FORCEMAIN	FM
XXX	CONTOUR	
	SILT FENCE	
x x	FENCE	x x

LEGAL DESCRIPTION

THAT PART OF LOT 5, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5, THENCE SOUTHWESTERLY ALONG THE WEST LINE OF SAID LOT 5, 208.06 FEET FOR THE PLACE OF BEGINNING, THENCE SOUTHEASTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 270.07 FEET TO THE CENTER LINE OF ARLINGTON HEIGHTS ROAD, THENCE SOUTHWESTERLY ALONG THE CENTER LINE OF SAID ARLINGTON HEIGHTS ROAD, 143.94 FEET, THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 345.57 FEET TO WEST LINE OF SAID LOT 5, THENCE NORTHEASTERLY ALONG THE WESTERLY LINE OF SAID LOT 5, 150.34 FEET TO THE PLACE OF BEGINNING IN THE SUBDIVISION OF JOSEPH A. BARNES FARM IN SECTIONS 9, 15 AND 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT FOR THAT PART TAKEN BY THE STATE FOR WIDENING OF ARLINGTON HEIGHTS ROAD) IN COOK COUNTY, ILLINOIS.

BENCHMARKS

REFERENCE BM - NGS MONUMENT DM3900, SURVEY DISK ON SOUTH END OF EAST ABUTMENT OF GOLF ROAD BRIDGE NO. 016-0849 OVER SALT CREEK

ELEVATION: 696.09 (NAVD 88)

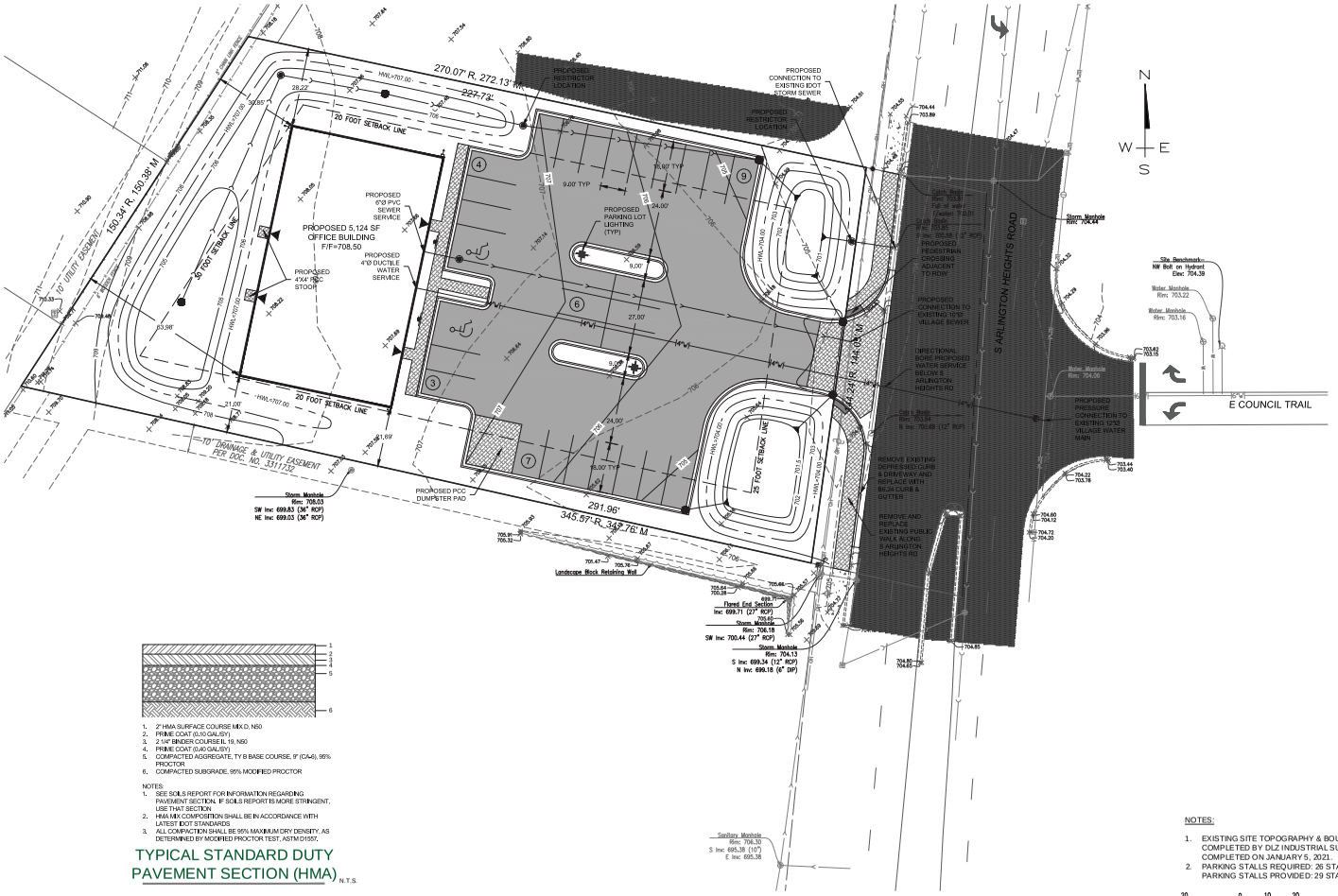
SITE BM - NW BOLT ON FIRE HYDRANT EAST OF SITE ON NORTH SIDE OF E COUNCIL TRAIL

ELEV: 704.39 (NAVD 88)

PROPOSED STANDARD DUTY HMA PAVEMENT

PROPOSED PCC WALK / PAVEMENT

SITE AREA STATISTICS				
TOTAL OWNERSHIP AREA:	36,938 SF		0.848 AC	
	EXISTING CONDITIONS (SF)	EXISTING CONDITIONS (AC)	PROPOSED CONDITIONS (SF)	PROPOSED CONDITIONS (AC)
PERVIOUS (GRASSED) AREA	36,105	0.829	8,918	0.205
DRY BASIN HWL AREA	0	0.000	7,940	0.182
IMPERVIOUS (PAVEMENT) AREA	833	0.019	14,956	0.343
IMPERVIOUS (BUILDING) AREA	0	0.000	5,124	0.118
TOTAL AREA	36,938	0.848	36,938	0.848
PERCENT IMPERVIOUS	2.26%		54.36%	
STORMWATER DETENTION REQUIRED BY VILLAGE OF ARLINGTON HEIGHTS):	11,587 CF		0.266 AC-FT	
VOLUME CONTROL REQUIRED (BY MWRD):	1,673 CF		0.038 AC-FT	
DETENTION VOLUME PROVIDED:	11,117 CF		0.255 AC-FT	



1. 2" HMA SURFACE COURSE MIX D, N50
2. PRIME COAT (0.10 GAL/SY)
3. 2 1/4" BINDER COURSE IL 19, N50
4. PRIME COAT (0.40 GAL/SY)
5. COMPACTED AGGREGATE, TY B BASE COURSE, 9" (CA-6), 95% PROCTOR
6. COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

NOTES:
1. SEE SOILS REPORT FOR INFORMATION REGARDING PAVEMENT SECTION. IF SOILS REPORT IS MORE STRINGENT, USE THAT SECTION.
2. HMA MIX COMPOSITION SHALL BE IN ACCORDANCE WITH LATEST IDOT STANDARDS
3. ALL COMPACTION SHALL BE 95% MAXIMUM DRY DENSITY, AS DETERMINED BY MODIFIED PROCTOR TEST, ASTM D1557.

TYPICAL STANDARD DUTY PAVEMENT SECTION (HMA) N.T.S.

NOTES:
1. EXISTING SITE TOPOGRAPHY & BOUNDARY INFORMATION COMPLETED BY DLZ INDUSTRIAL SURVEYING PER FIELD WORK COMPLETED ON JANUARY 5, 2021.
2. PARKING STALLS REQUIRED: 26 STALLS
   PARKING STALLS PROVIDED: 29 STALLS, INCLUDING 2 HANDICAP

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

Civil Engineering & Land Development Consulting
26316 Mayview Drive
Plainfield, IL 60585
815.577.1707 T 815.577.2595 F
www.cookengroup.com

COOK ENGINEERING GROUP

#	DATE	REVISION DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

PRELIMINARY ENGINEERING

PROPOSED OFFICE BUILDING
1650 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

PREPARED FOR
APEX DESIGN BUILD, INC.
9550 W HIGGINS RD, STE 170
ROSEMONT, IL 60018
616.450.8839 (T)

MR. JASON BERGWERFF

CEG JOB NUMBER
2020-121

SCALE:	1" = 20'
DRAWN BY:	EKH
CHECKED BY:	MDC
DATE:	01/13/21
SHEET:	1 of 1

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ITE Trip Generation Worksheets

Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 19 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 2:15 and 3:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building
(720)

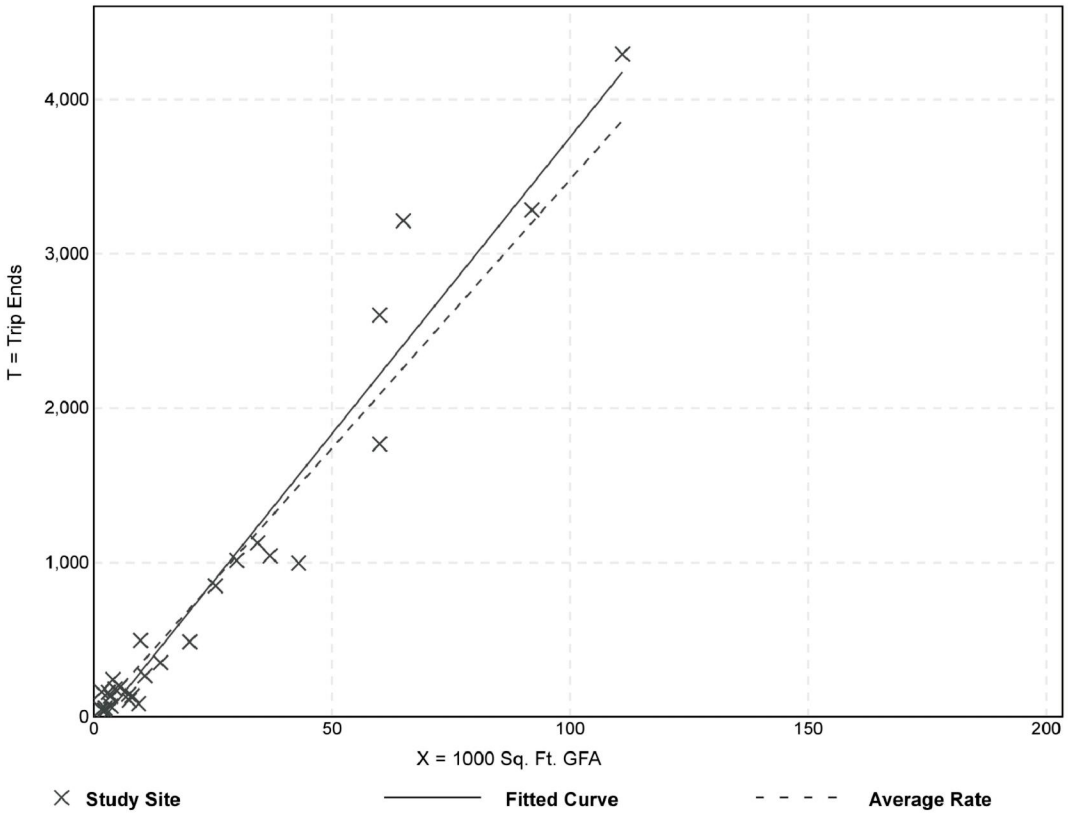
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79

Data Plot and Equation



Fitted Curve Equation: T = 38.42(X) - 87.62

R^2= 0.95

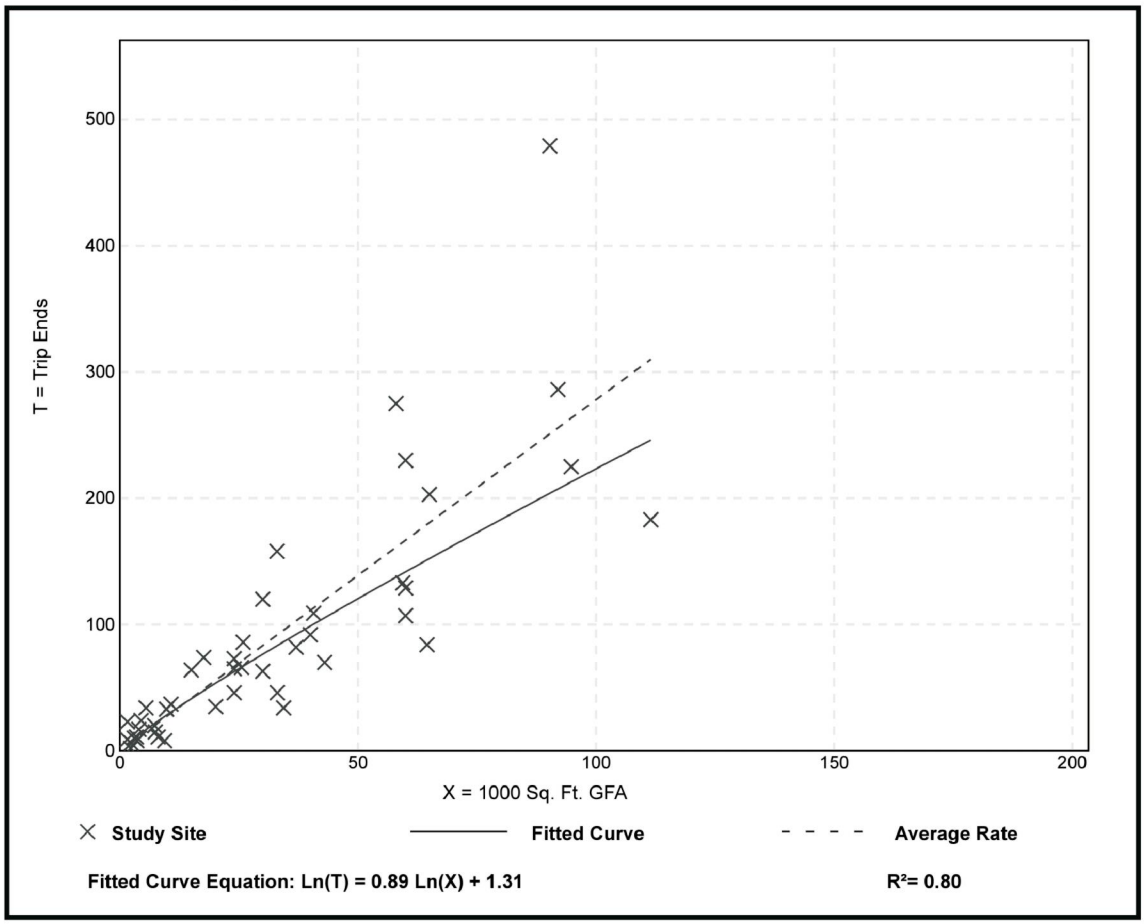
Medical-Dental Office Building
(720)

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: 44
1000 Sq. Ft. GFA: 32
Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

Data Plot and Equation



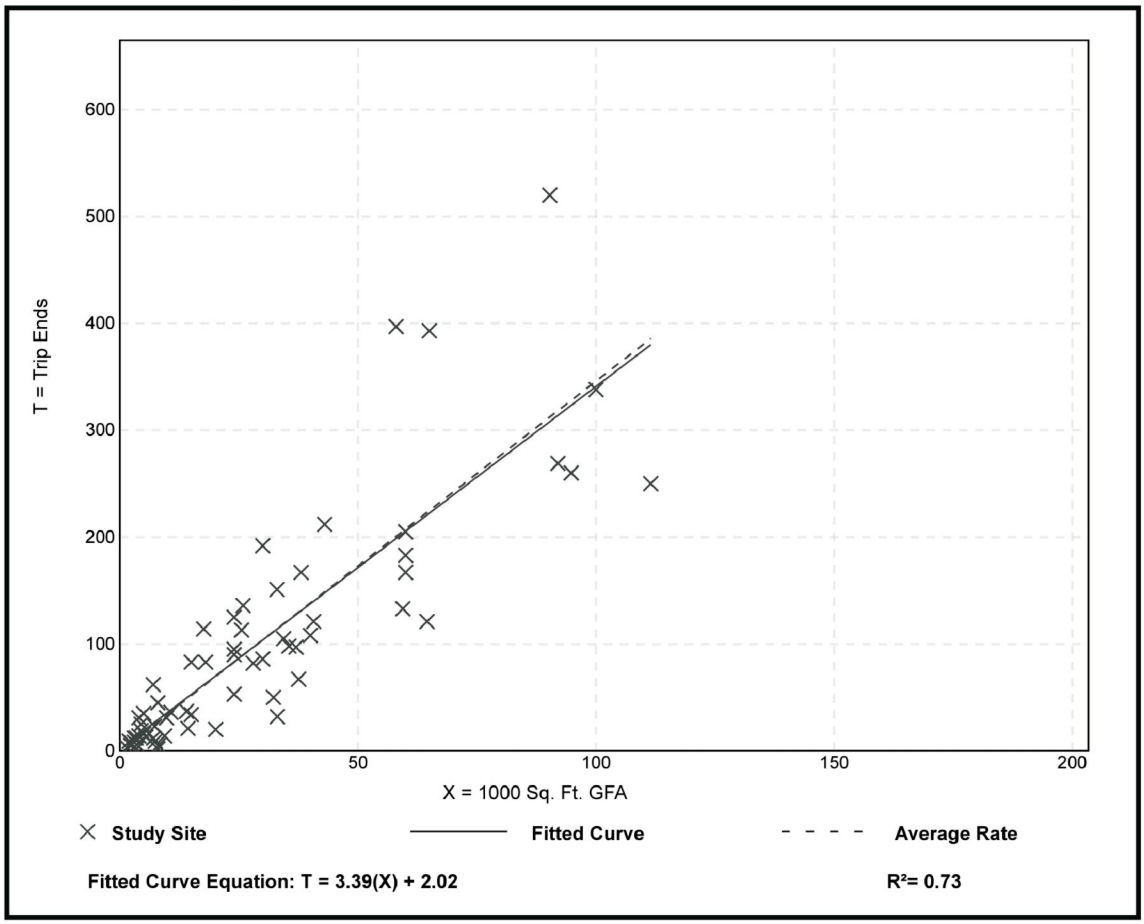
Medical-Dental Office Building
(720)

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: 65
1000 Sq. Ft. GFA: 28
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

March 3, 2021

Andrew Bowen
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Arlington Heights Road north of Golf Road
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated March 2, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Arlington Heights Rd north of Golf Rd	30,400	34,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 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.

Sincerely,

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

cc: Quigley (IDOT)
\2021_CY_TrafficForecast\ArlingtonHeights\ck-24-21\ck-24-21.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.	>80.0

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

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	6	1018	8	3	1167
Future Vol, veh/h	7	6	1018	8	3	1167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	125	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	17	4	13	0	2
Mvmt Flow	7	6	1072	8	3	1228

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1696	540	0	0	1080	0
Stage 1	1076	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.8	7.24	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.47	-	-	2.2	-
Pot Cap-1 Maneuver	85	449	-	-	653	-
Stage 1	293	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	449	-	-	653	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	204	449	653	-
HCM Lane V/C Ratio	-	-	0.036	0.014	0.005	-
HCM Control Delay (s)	-	-	23.3	13.1	10.5	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	6	1043	8	3	1196
Future Vol, veh/h	7	6	1043	8	3	1196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	125	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	17	4	13	0	2
Mvmt Flow	7	6	1098	8	3	1259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1738	553	0	0	1106	0
Stage 1	1102	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.8	7.24	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.47	-	-	2.2	-
Pot Cap-1 Maneuver	80	440	-	-	639	-
Stage 1	284	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	440	-	-	639	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	197	440	639	-
HCM Lane V/C Ratio	-	-	0.037	0.014	0.005	-
HCM Control Delay (s)	-	-	24	13.3	10.7	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	7	0	6	7	1043	8	3	1196	5
Future Vol, veh/h	2	0	2	7	0	6	7	1043	8	3	1196	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	175	-	-	50	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	17	0	4	13	0	2	0
Mvmt Flow	2	0	2	7	0	6	7	1098	8	3	1259	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1831	2388	632	1752	2386	553	1264	0	0	1106	0	0
Stage 1	1268	1268	-	1116	1116	-	-	-	-	-	-	-
Stage 2	563	1120	-	636	1270	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.47	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	49	34	428	56	35	440	557	-	-	639	-	-
Stage 1	181	242	-	225	285	-	-	-	-	-	-	-
Stage 2	483	284	-	437	241	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	33	428	55	34	440	557	-	-	639	-	-
Mov Cap-2 Maneuver	135	133	-	155	132	-	-	-	-	-	-	-
Stage 1	179	241	-	222	281	-	-	-	-	-	-	-
Stage 2	470	280	-	433	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	22	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	557	-	-	135	428	155	440	639	-	-
HCM Lane V/C Ratio	0.013	-	-	0.016	0.005	0.048	0.014	0.005	-	-
HCM Control Delay (s)	11.6	-	-	32.1	13.5	29.4	13.3	10.7	-	-
HCM Lane LOS	B	-	-	D	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	1398	28	3	1389
Future Vol, veh/h	14	1	1398	28	3	1389
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	125	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	1	0	0	1
Mvmt Flow	15	1	1503	30	3	1494

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2271	767	0	0	1533	0
Stage 1	1518	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Critical Hdwy	6.94	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	32	349	-	-	440	-
Stage 1	159	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	32	349	-	-	440	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	158	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	115	349	440	-
HCM Lane V/C Ratio	-	-	0.131	0.003	0.007	-
HCM Control Delay (s)	-	-	41	15.3	13.2	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	1433	29	3	1424
Future Vol, veh/h	14	1	1433	29	3	1424
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	-	-	125	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	1	0	0	1
Mvmt Flow	15	1	1541	31	3	1531

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2329	786	0	0	1572	0
Stage 1	1557	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Critical Hdwy	6.94	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	29	339	-	-	425	-
Stage 1	152	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	29	339	-	-	425	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	151	-	-	-	-	-
Stage 2	404	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	110	339	425	-
HCM Lane V/C Ratio	-	-	0.137	0.003	0.008	-
HCM Control Delay (s)	-	-	42.8	15.7	13.5	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	8	14	0	1	3	1433	29	3	1424	2
Future Vol, veh/h	6	0	8	14	0	1	3	1433	29	3	1424	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	175	-	-	50	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	7	0	0	0	1	0	0	1	0
Mvmt Flow	6	0	9	15	0	1	3	1541	31	3	1531	2

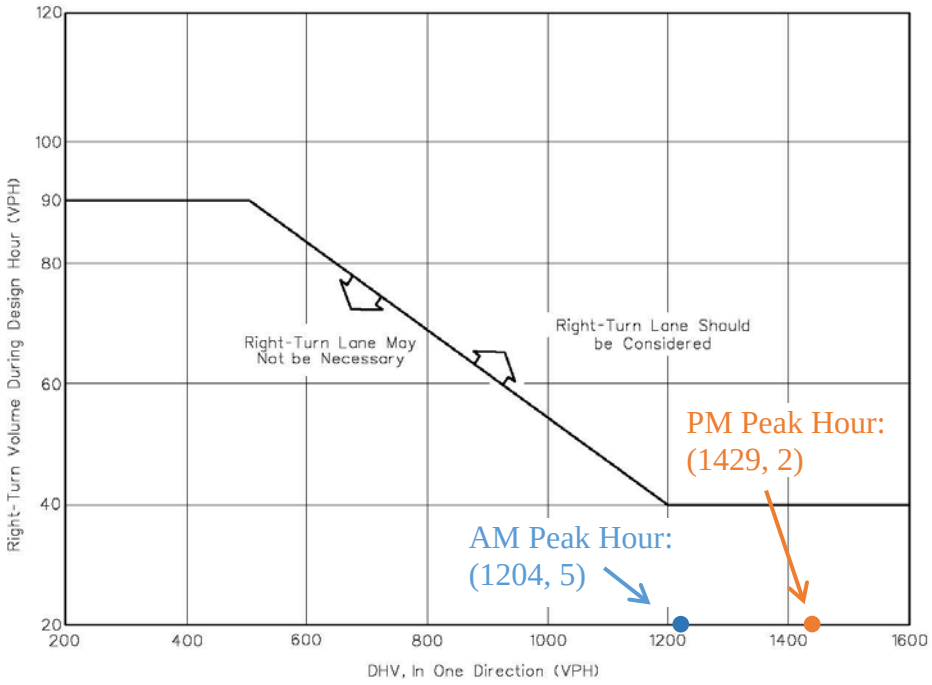
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2315	3116	767	2335	3102	786	1533	0	0	1572	0	0
Stage 1	1538	1538	-	1563	1563	-	-	-	-	-	-	-
Stage 2	777	1578	-	772	1539	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	21	12	349	18	12	339	440	-	-	425	-	-
Stage 1	123	179	-	111	174	-	-	-	-	-	-	-
Stage 2	360	171	-	347	179	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	12	349	17	12	339	440	-	-	425	-	-
Mov Cap-2 Maneuver	90	84	-	81	85	-	-	-	-	-	-	-
Stage 1	122	178	-	110	173	-	-	-	-	-	-	-
Stage 2	356	170	-	336	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	56.4	0	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	440	-	-	90	349	81	339	425	-	-
HCM Lane V/C Ratio	0.007	-	-	0.072	0.025	0.186	0.003	0.008	-	-
HCM Control Delay (s)	13.2	-	-	48.1	15.6	59.3	15.7	13.5	-	-
HCM Lane LOS	B	-	-	E	C	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.6	0	0	-	-

Turn Lane Warrant

Arlington Heights Road with the Proposed Full Movement Access Drive
Right Turn Lane Guidelines



Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/hr) or Greater)

Figure 36-3.B

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

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

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

Subject: 1650 S Arlington Heights Rd – Rezoning from R-1 to O-T, PUD

PC#: 21-006 – Round 1

Date: March 16, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Sam…

I do not have any comments at this time.

RECEIVED
MAR 16 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights, IL
Building & Life Safety Department

Fire Safety Review

Date: 3/15/2021		P.C. Number: 21-006	Round 1
Project Name:	Hawkeye Chiropractic		
Project Location:	1650 S Arlington Heights Road		
Planning Department Contact:	Sam Hubbard, Planning and Community Development		

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply.
2. Provide an auto turn drawing showing ability for fire engine to access, negotiate and exit the parking lot.
3. A complete NFPA compliant fire suppression system is required.
4. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
5. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
6. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.
7. 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.
8. A visible exterior weatherproof alarm notification device, emitting a white in color flashing light when activated, shall be located within closest proximity to the front main entrance of the building or tenant space as approved by the Fire Code Official.
9. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
10. Signs shall be posted on both sides of an approach of any fire lane stating “NO PARKING – FIRE LANE”. Signs shall have arrows indicating the area of parking restriction.

Date 03-15-21 Reviewed By: _____

Fire Safety Supervisor

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-006
Petitioner: Apex Design Build
9550 W Higgins
Rosemont, IL 60018
Owner: Zion Christian Church
1640 S Arlington Heights Rd
Arlington Heights, IL 60005
Contact Person: Jason Bergwerff
Address: 9550 W Higgins
Rosemont, IL 60018
Phone #: 616-450-8839
Fax #:
E-Mail: Jasonb@apexdesignbuild.net

P.I.N.# 08-09-400-008-000
Location: 1650 S Arlington Heights Rd
Rezoning: ✓ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: 1 Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: _____ For: _____
Land Use Variation: ✓ For: _____
Land Use: _____ Current: Vacant lot
Proposed: Chiropractor
Site Gross Area: 38850 SQ. FT.
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water		NO	
Sanitary Sewer			
Storm Sewer			
b. Surface Improvement			
Pavement			
Curb & Gutter			
Sidewalks			
Street Lighting			
c. Easements			
Utility & Drainage			
Access			

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT X
c. ARMY CORP ____ d. IEPA ____
e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?		X	
5. PRELIMINARY PLAT ACCEPTABLE?		N/A	
6. TRAFFIC STUDY ACCEPTABLE?			SEE COMMENTS
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?	X		#62-088
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: _____
DATE OF PLANS: _____

Michael Rogers 3/26/21
~~Director~~ VILLAGE ENGINEER Date

PLAN COMMISSION PC #21-006
Hawkeye Chiropractic
1650 S Arlington Heights Rd
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. 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. Provide calculations for sizing the weir. 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.

13. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

14. The preliminary detention volume calculation is acceptable. Provide additional information on the staged detention.

15. A permit is required from the Metropolitan Water Reclamation District.

16. A fence is required on top of the retaining wall adjacent to the sidewalk.

17. Regarding the sidewalk along Arlington Heights Rd:
    a) The sidewalk along the frontage shall be removed and replaced with a 7 ft wide sidewalk adjacent to the curb.
    b) The sidewalk shall be 8" thick when located adjacent to the curb.
    c) The sidewalk shall carry through the parking lot entrance / exit with the curb stopping on either side of the sidewalk.
    d) The Village would accept removing the existing sidewalk and reconstructing a new 5 ft sidewalk 1 ft off of the right-of-way. Sidewalk in this location could be 5" thick, and 8" thick through the entrance/exit.

18. Detectable warning panels are shown at the entrance /exit to the parking lot. In the event a traffic control device (stop sign) is installed at the exit, the detectable warning panels shall meet the Public Rights-of-Way Accessibility guidelines. Provide additional spot elevations for the detectable warning panels at the parking lot entrance. This can be addressed at final engineering.

19. The access drive shall be 8" thick.

20. Provide spot elevations to verify cross slope and running slope for the sidewalk ramp leading from the handicap parking stalls to the building. This can be addressed at final engineering.

21. The striping plan shall be revised to correctly show the handicap parking stalls. This can be addressed at final engineering.

22. Provide a site photometric lighting diagram indicating lighting intensities. Provide the associated catalog cuts for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

23. Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

24. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case an engine. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the engine apparatus.

25. Arlington Heights Road and the storm sewer along Arlington Heights Road are under IDOT jurisdiction. An IDOT permit will be required for all work within the right-of-way, including the proposed connection to the storm sewer and the pressure connection to the Village water main located along the east side of Arlington Heights Rd.

26. Contribution Ordinance No. 62-088 exists for PIN 08-09-400-008 in the amount of $326.00 for the installation of sanitary sewer. This fee shall be due at permit.

Public Works

27. The pressure connection shall be in a 60" valve vault.

28. Meter appurtenances will be determined upon building permit.

Traffic

29. The right turn lane on Council Trail should be repainted to a shared right-through lane.

30. Provide additional detail on the current and expected average patient turnover rate (per hour).

31. Future development within the area may require a new traffic signal at the intersection of Council Trail and Arlington Heights Road. The Village of Arlington Heights and IDOT may require the developer to contribute to the future maintenance and energy costs of a traffic signal at Council Trail and Arlington Heights Road. The developer shall acknowledge and accept this understanding.

3/26/21

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

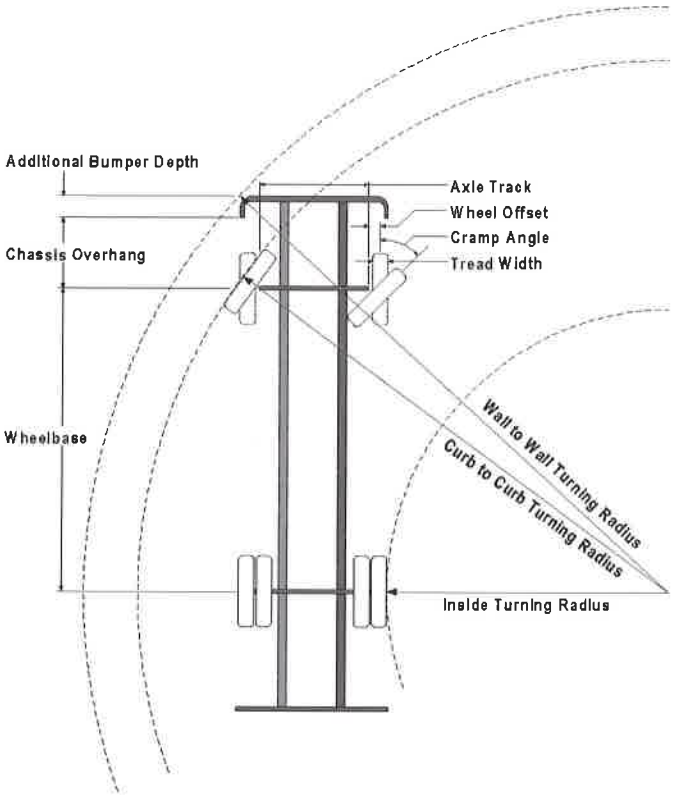
Attachments:
Fire Apparatus Velocity Chassis Turning Performance Analysis (2 pages)

Turning Performance Analysis

01/13/2019

Bid Number: 624
Department: Arlington Heights, IL

Chassis: Velocity Chassis (Big Block), 2010
Body: Pumper, Medium, Aluminum, 2nd Gen



Parameters:

*Inside Cramp Angle:	45°
Axle Track:	81.92 in.
Wheel Offset:	4.68 in.
Tread Width:	17.7 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	26 in.
Front Overhang:	104 in.
Wheelbase:	201.5 in.

Calculated Turning Radii:

Inside Turn:	15 ft. 6 in.
Curb to curb:	30 ft. 0 in.
Wall to wall:	35 ft. 5 in.

Category	Option	Description
Axle, Front, Custom	0648752	Axle, Front, Dana, D2200, 22,800 lb
Wheels, Front	0019611	Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Hub Pilot
Tires, Front	0521238	Tires, Front, Michelin, XFE (wb), 425/65R22.50, 20 ply
Bumpers	0600986	Bumper, 26" Extended, Under Slung, Painted, Xlays/Trays,12" H, Imp/Vel

Notes:

*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

_____

_____

_____

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Hawkeye Chiropractic
1650 S Arlington Heights Rd.
PUD

Round 1 Review Comments

03/22/2021

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   This area of roadway is busy during both peak and non-peak hours. Traffic impact study was completed and reflects this issue.

4. **Traffic accidents at particular location?**
   The intersection of Golf Rd and Arlington Heights Rd is one of our top ten crash intersections. Vehicles making a left turn when exiting the property onto northbound Arlington Heights Rd will be impacted by heavy traffic on the roadway.

5. **Traffic problems that may be created by the development.**
   This development could pose a risk for increased traffic accidents on Arlington Heights Rd while vehicles are entering and leaving the property. Traffic impact study was completed.

6. **General comments:**

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

   - 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.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A. O / #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt 569

Supervisor's Signature

RECEIVED
MAR 23 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-006
Petitioner: Apex Design Build
9550 W Higgins
Rosemont, IL 60018
Owner: Zion Christian Church
1640 S Arlington Heights Rd
Arlington Heights, IL 60005
Contact Person: Jason Bergwerff
Address: 9550 W Higgins
Rosemont, IL 60018
Phone #: 616-450-8839
Fax #:
E-Mail: Jasonb@apexdesignbuild.net

P.I.N.# 08-09-400-008-000
Location: 1650 S Arlington Heights Rd
Rezoning: ✔ Current: _____ Proposed: ____
Subdivision: _____
# of Lots: 1 Current: _____ Proposed: ____
PUD: _____ For: _____
Special Use: _____ For: _____
Land Use Variation: ✔ For: _____
_____
Land Use: _____ Current: Vacant lot
Proposed: Chiropractor
Site Gross Area: 38850 SQ. FT.
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments from this Department

RECEIVED
MAR 24 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 3/23/21
Environmental Health Officer Date

James McCalister 3/23/21
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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Owner: Zion Christian Church
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Contact Person: Jason Bergwerff
Address: 9550 W Higgins
Rosemont, IL 60018
Phone #: 616-450-8839
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Site Gross Area: 38850 SQ. FT.
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

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

Comments:

Please see attached comments.

Sam Hubbard

Date

Planning & Community Development Dept. Review

April 5, 2021

REVIEW ROUND 1

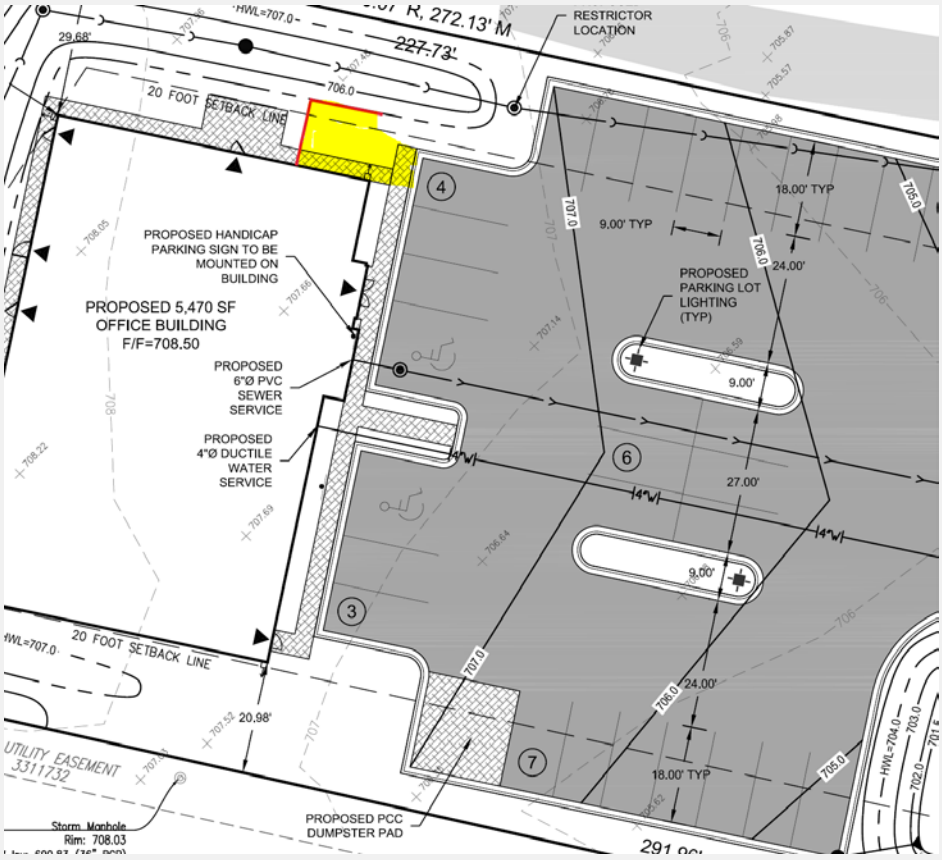
Project: Hawkeye Chiropractic
1650 S. Arlington Heights Rd.

Case Number: PC 21-006

General:

7. The Plan Commission must review and approve the following actions:
   a) **Rezoning of the Subject Property from the R-1 District to the O-T District.**
   b) **Planned Unit Development for a medical office building.**
   c) **6' tall masonry walls for the dumpster enclosure in the front parking lot are considered a fence and requires a variation. Please either revise the location or request a variation along with the required written justification.**

8. You are strongly encouraged to relocate the dumpster enclosure so that it does not require a variation and is screened by a wingwall from the building (see below). If all other options are not feasible, a variation may be requested and must meet the standards for approval. In this instance, provide written justification per the Standards for Variation approval.



Standards for Variation approval:

- **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.**

9. Please acknowledge that parking lot cleaning, trash collection, and deliveries will not occur between 10:00pm and 7:00am.

10. Submission of a photometric plan and fixture details is required.

11. Section 9.8i of Chapter 28 requires that all PUD projects submit a preliminary development schedule indicating the approximate date of construction start, number of construction phases (if applicable), date of completion of any phases/final development, and a construction staging plan.

12. Please revise the project narrative to include a description of any green features that will be incorporated into the building addition and associated site improvements.

13. Please be aware that a neighborhood meeting is require prior to appearing before the Plan Commission. Please contact me for additional information.

14. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, any revised plans must incorporate any changes as recommended by the Design Commission.

Site and Building:

15. Please revise site plan to show setback of building to front property line at closest point.

16. Please provide additional details on the materials and style of the 3' tall retaining wall in the front yard.

17. The engineering plans list the building square footage as 5,470 sq. ft. and the architectural plans list the square footage of the building as 5,139 sq. ft. Please coordinate between all plans.

18. Are there any additional ground mounted equipment (generators, transformers) or utility infrastructure (meters, pedestals, etc.), other than the air conditioner pads at the rear of the building?

Parking & Access:

19. Has the medical office developer discussed cross access with the property to the north? Staff would like to continue working with the developer on the potential provision of a cross access if and when a reciprocal arrangement is agreed to by the two parties.

20. The Traffic & Parking study calls for the east leg of Council Trail/Arlington Height being restriped. Please incorporate said restriping within the Engineering plans. What is the status of any IDOT communications?

21. Sheet G1.3 calls out 26 parking stalls and 2 accessible stalls, however, a total of 29 parking stalls are shown on the plans. Please correct.

22. Two bike parking spaces are required by code. Please incorporate said spaces into the plans.

Prepared by: 

Hawkeye Chiropractic
1650 S. Arlington Heights Road
PC #21-006
March 26, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15-1.2b, a 4" caliper shade tree is required at the end of each parking row. Please incorporate an additional shade tree in the two center islands.

2) Pursuant to Chapter 28, Section 6.15-2 a six foot high screen that provides year round opacity must be provided along the west property line adjacent to the residential district. Please indicate who owns the existing fence and the height of the fence.

3) Per Chapter 28, Section 6.15-1.2a, a three foot high continuous screen must be provided along Arlington Heights Road in order to screen the parking/paved area adjacent to the public way.

4) Provide foundation plantings along the entire front elevation. The landscaping should consist of a mix of shrubs and perennials.

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

6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

FIRST PERMIT REVIEW – RESPONSE LETTER **Apex Design Services, P.C.**

DATE: April 19, 2021

PROJECT: Dr. Drew Voelsch
1650 S. Arlington Heights Rd, Arlington Heights IL

This letter addresses plan review comments received on 03/27/2020 from Village of Arlington Heights.

FIRE SAFETY REVIEW NO. 1 COMMENTS

COMMENT #1

All currently adopted codes shall apply.

RESPONSE #1

Noted, all current adopted codes shall be followed

COMMENT #2

Provide an auto turn drawing showing ability for fire engine access, negotiate & exit the parking lot.

RESPONSE #2

See Civil letter for response

COMMENT #3

A complete NFPA compliant fire suppression system is required

RESPONSE #3

A complete NFPA compliant fire suppression system shall be installed and drawings will be submitted as a separate permit by subcontractor.

COMMENT #4

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A fully functional fire alarm shall be installed per NFAP 72. The alarm annunciator panel shall be located at the front entrance. Shop drawings for the fire alarm systems shall be submitted for review and approval prior to system installation.

RESPONSE #4

A complete NFPA compliant fire suppression system shall be installed and drawings will be submitted as a separate permit by subcontractor.

COMMENT #5

Fire department connection shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and whiting a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with NFPA standard applicable system design. The location of the fire department connection shall be approved.

RESPONSE #5

Per the Staff Development Committee Report for this project prepared January 8, 2021, "...fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street." The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared using a typical ambulance vehicle to show maneuverability in the event of an emergency. Therefore no fire connection system shall be shown in building.

COMMENT #6

A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

RESPONSE #6

A fire alarm control shall be installed in vestibule, see sheet A1-1.

COMMENT #7

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 for service unless approved by village.

RESPONSE #7

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A fire alarm system shall be installed and drawings will be submitted as a separate permit by subcontractor. Fire alarm shall be capable of sending a wireless signal and shall be monitored by Northwest central dispatch

COMMENT #8

A visible exterior weather proof alarm notification device, emitting a white in color flashing light when active, shall be located within closest proximity to the front of main entrance of the building tenant space as approved by the fire code official.

RESPONSE #8

A weather proof alarm has been added to the set, see exterior elevations.

COMMENT #9

A key box (knox box) shall be provided and contain keys to gain necessary access as required by the fire code official.

RESPONSE #9

A knox box has been added near both entries see exterior elevations.

COMMENT #10

Sign Shall be posted on both sides of an approach of any fire lane stating “No parking – Fire Lane”. Signs shall have arrows indicating the area of parking restriction.

RESPONSE #10

Per the Staff Development Committee Report for this project prepared January 8, 2021, “…fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street.” The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared using a typical ambulance vehicle to show maneuverability in the event of an emergency. Therefore there is no need for sign.

COMMENT #11

The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commissions. Approval by the Plan Commissions is not an endorsement or approval of these documents to obtain the require building permits, engineering approval, or permit require by other government or permitting agencies of construction. Detailed plan review with associated comments will be provided upon submittal for plans for a building permit. The petitioner shall acknowledge that they accept this understating.

RESPONSE #11

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Acknowledge

COMMENT #12

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. Provide calculations for sizing the weir. 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 #12

See Civil letter for response

COMMENT #13

Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. The Village's allowable release rate is 0.18 cfs/ac. Use C=0.50 for pervious areas and C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

RESPONSE #13

See Civil letter for response

COMMENT #14

The preliminary detention volume calculation is acceptable. Provide additional information on the staged detention

RESPONSE #14

See Civil letter for response

COMMENT #15

A permit is required from the Metropolitan Water Reclamation District

RESPONSE #15

See Civil letter for response

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COMMENT #16

A fence is required on top of the retaining wall adjacent to the sidewalk

RESPONSE #16

See Civil letter for response

COMMENT #17

Regarding the sidewalk along Arlington Heights Rd:

a. The sidewalk along the frontage shall be removed and replaced with a 7 ft wide sidewalk adjacent to the curb.

b. The sidewalk shall be 8" thick when located adjacent to the curb.

c. The sidewalk shall carry through the parking lot entrance / exit with the curb stopping on either side of the sidewalk.

d. The Village would accept removing the existing sidewalk and reconstructing a new 5 ft sidewalk 1 ft off of the right-of-way. Sidewalk in this location could be 5" thick, and 8" thick through the entrance/exit.

RESPONSE #17

See Civil letter for response

COMMENT #18

Detectable warning panels are shown at the entrance/exit to the parking lot. In the even a traffic control device (stop sign) is installed at the exit, the detectable warning panels shall meet the Public Rights-of-Way Accessibility guidelines. Provide additional spot elevations for the detectable warning panels at the parking lot entrance. This can be addressed at final engineering.

RESPONSE #18

This shall be addressed at final engineering.

COMMENT #19

The access drive shall be 8" thick

RESPONSE #19

See Civil letter for response

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COMMENT #20

Provide a spot elevation to verify cross slope and running slope for the sidewalk ramp leading form the handicap parking stalls to the building. This can be addressed at final engineering.

RESPONSE #20

This shall be addressed at final engineering

COMMENT #21

The striping plan shall be revised to correctly show the handicap parking stalls. This can be addressed at final engineering.

RESPONSE #21

This shall be addressed at final engineering

COMMENT #22

Provide a site photometric lighting diagram indicating lighting intensities. Provide the associated catalog cuts for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off and no wall pack style fixtures will be permitted.

RESPONSE #22

See Civil letter for response

COMMENT #23

Fire lanes, where required adjacent to buildings, must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section Asphalt pavement section to consist of: 2' surface, 2-1/4" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

RESPONSE #23

Per the Staff Development Committee Report for this project prepared January 8, 2021, "...fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street." The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared using a typical ambulance vehicle to show maneuverability in the event of an emergency. Therefore no need for fire lane.

COMMENT #24

Provide an exhibit engineering scale showing the turning path of the Fire Departments' responding vehicle, in this case and engine. Exhibit Must show front and area wheel paths and the extent of the front and read overhangs, as provided in an a "Autoturn" exhibit. The

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vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specification for the engine apparatus.

RESPONSE #24

Per the Staff Development Committee Report for this project prepared January 8, 2021, "...fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street." The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared using a typical ambulance vehicle to show maneuverability in the event of an emergency

COMMENT #25

Arlington Heights Road and the storm sewer along Arlington Height Road are under IDOT jurisdiction. An IDOT permit will Required for all work within the right-of-way, including he proposed connection to the storm sewer and the pressure connection to the village water main located along the east side of Arlington Heights Rd.

RESPONSE #25

Noted, an IDOT permit shall be done for any work mention in comment above.

COMMENT #26

Contribution Ordinance NO. 62-088 exist for Pin 08-09-400-008 in the amount of $326.00 for the installation of the sanitary sewer. The fee shall be due at permit.

RESPONSE #26

Noted, Fee shall be paid at permit.

COMMENT #27

The pressure connection shall be in a 60" valve vault.

RESPONSE #27

See Civil letter for response

COMMENT #28

Meter appurtenances will be determined upon building permit.

RESPONSE #28

Noted

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COMMENT #29

The right turn lane on Council Trail should be repainted to a shared right-through lane

RESPONSE #29

See Civil letter for response

COMMENT #30

Provide additional detail on current expected average patient turnover rate (per hour).

RESPONSE #30

It is expected to have a turnover rate of 5-7 patients per hour.

COMMENT #31

Future Development withing the area may require a new traffic signal at the intersection of Council Trail and Arlington Heights Road. The Village of Arlington Heights and IDOT may required the developer to contribute to the future maintenance and energy cost of a traffic signal at Council trail and Arlington Heights Road. The developer shall acknowledge and accept this understating

RESPONSE #31

More detailed on this is required before acknowledgment

FIRE DEPARTMETN PLAN REVIEW NO. 1 COMMENTS

COMMENT #1

Building is to be sprinkled per code

RESPONSE #1

A complete NFPA compliant fire suppression system shall be installed and drawings will be submitted as a separate permit by subcontractor

COMMENT #2

The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

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RESPONSE #2

Per the Staff Development Committee Report for this project prepared January 8, 2021, "...fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street." The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared using a typical ambulance vehicle to show maneuverability in the event of an emergency. Therefore no fire connection system shall be shown in building.

COMMENT #3

A Knox box shall be located at the main front entrance

A knox box has been added near both entries see exterior elevations.

COMMENT #4

Install a fully operational annunciator panel or alarm panel at the main front entrance

Fire alarm panel is located at vestibule show in sheet A1-1

COMMENT #5

The Fire department requests an auto-turn diagram using our fire engine.

Per the Staff Development Committee Report for this project prepared January 8, 2021, "...fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street." The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared usin a typical ambulance vehicle to show maneuverability in the event of an emergency..

ARLIGNTON HEIGHTS POLICE DEPARMENT REVIEW NO. 1 COMMENTS

COMMENT #1

Character of Use

The character of use is consistent with the area and is not a concern.

RESPONSE #1

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Noted

COMMENT #2

Are lighting requirements adequate

Lighting should be up to Village of Arlington Heights code. The Exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

RESPONSE #2

Photometrics shall be submitted and will follow all Arlington Heights requirement.

COMMENT #3

Present traffic problem

This are of roadway is busy during both peak and non-peak hour. Traffic impact study was completed and reflects this issues.

RESPONSE #3

Noted

COMMENT #4

Traffic accidents at particular location?

This intersection of Golf Rd and Arlington Heights Rd is one of our top ten crash intersections. Vehicles making a left turn when existing the property onto northbound Arlington Heights Rd will be impacted by heavy traffic on the road way

RESPONSE #4

Noted

COMMENT #5

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Traffic problems that may be created by the development.

This development could pose a risk for increased traffic accidents on Arlington heights Rd with vehicles are entering and leave the property. Traffic impact study was completed.

RESPONSE #5

Noted

COMMENT #6

General Comments

- Please ensure that there is an emergency information/ contact card on file with Arlington Heights Police Department and that it is u-to-date. Agent Contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours
- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush location and havens for illegal activities- theft, trespassing, vandalism underage drinking, drug use, etc.
- Consider posting no trespassing/ loitering/ no un-authorized use signage. The Arlington heights Police Dept. has and utilizes trespass warning forms under qualify8ing circumstance when required by property management.

RESPONSE #6

- Emergency information /contact card shall be provided, we however did not receive the form and once we receive it shall be filled out and returned
- “Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush location and havens for illegal activities- theft, trespassing, vandalism underage drinking, drug use, etc.” - NOTED
- Posting no trespassing/ loitering/ no un-authorized use signage shall be considered.

PLANNING AND COMMUNITY DEVELOPMENT REVIEW NO. 1 COMMENTS

COMMENT 1-6

Noted

COMMENT #7

The Plan commission must review and approve the following actions:

a) Rezoning of the subject property from the R-1 District to the O-T district

b) Planned Unit Development for a medial office building.

c) 6' tall masonry wall for the dumpster enclosure in the front parking lot are considered a fence and requires a variation. Please either revise the location requires a variation along the required justification.

RESPONSE #7

A-B, noted

C) Variance request with required justification shall be submitted.

COMMENT #8

You are strongly encouraged to relocate the dumpster enclosure so that it does not require a variation and is screened by a wingwall from the building (see below). If all other options are not feasible, a variation may be requested and must meet the standards for approval. In this instance, provide written justification per the Standards for Variation approval

RESPONSE #8

See Civil letter for response

COMMENT #9

Please acknowledge that parking lot cleaning, trash collection, and deliveries will not occur between 10:00pm and 7:00am

RESPONSE #9

Acknowledge

COMMENT #10

Submission of a photometric plan and fixture details is required

RESPONSE #10

See Civil letter for response

COMMENT #11

Section 9.8i of Chapter 28 requires that all PUD projects submit a preliminary development schedule indicating the approximate date of construction start, number of construction

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phases (if applicable), date of completion of any phases/final development, and a construction staging plan.

RESPONSE #11

A schedule shall be submitted with this letter

COMMENT #12

Please revise the project narrative to include a description of any green features that will be incorporated into the building addition and associated site improvements

RESPONSE #12

Narrative has been revised

COMMENT #13

Please be aware that a neighborhood meeting is require prior to appearing before the Plan Commission. Please contact me for additional information

RESPONSE #13

Noted

COMMENT #14

Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, any revised plans must incorporate any changes as recommended by the Design Commission

RESPONSE #14

Revision date has been added and design commission changes have been included.

COMMENT #15

Please revise site plan to show setback of building to front property line at closest point

RESPONSE #15

See Civil letter for response

COMMENT #16

Please provide additional details on the materials and style of the 3’ retaining wall in the front yard.

RESPONSE #16

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See Civil letter for response

COMMENT #17

The engineering plans list the building square footage as 5,470 sq. ft. and the architectural plans list the square footage of the building as 5,139 sq. ft. Please coordinate between all plans.

RESPONSE #17

Plans have been updated

COMMENT #18

Are there any additional ground mounted equipment (generators, transformers) or utility infrastructure (meters, pedestals, etc.), other than the air conditioner pads at the rear of the building.

RESPONSE #18

See Civil letter for response

COMMENT #19

Has the medical office developer discussed cross access with the property to the north? Staff would like to continue working with the developer on the potential provision of a cross access if and when a reciprocal arrangement is agreed to by the two parties

RESPONSE #19

Cross access has been discussed with property of north and it has been decided to move in a different direction.

COMMENT #20

The Traffic & Parking study calls for the east leg of Council Trail/Arlington Heights being restriped. Please incorporate said restriping within the Engineering Plans. What is the status of any IDOT communications?

RESPONSE #20

See Civil letter for response

COMMENT #21

Sheet G1.3 calls out 26 parking stalls and 2 accessible stalls, however, a total of 29 parking stalls are shown on the plans. Please correct

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RESPONSE #21

Note has been updated to 29 total parking.

COMMENT #22

Two bike parking spaces are required by code. Please incorporate said spaces into the plans

RESPONSE #22

See Civil letter for response

LANDSCAPE REVIEW NO. 1 COMMENTS

COMMENT #1

Per Chapter 28, Section 6.15-1.2b, a 4" caliper shade tree is required at the end of each parking row. Please incorporate an additional shade tree in the two center islands

RESPONSE #1

Additional tree has been added.

COMMENT #2

Pursuant to Chapter 28, Section 6.15-2 a six foot high screen that provides year round opacity must be provided along the west property line adjacent to the residential district. Please indicate who owns the existing fence and the height of the fence.

RESPONSE #2

Existing fence is withing our property and is assumed to have been built by previous developer.

COMMENT #3

Per Chapter 28, Section 6.15-1.2a, a three-foot-high continuous screen must be provided along Arlington Heights Road in order to screen the parking/paved area adjacent to the public way

RESPONSE #3

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3’ masonry wall/ retaining wall shall be installed in front of site adjacent to the public way.

COMMENT #4

Provide foundation plantings along the entire front elevation. The landscaping should consist of a mix of shrubs and perennials

RESPONSE #4

Foundation landscaping shall be provide along front elevation.

COMMENT #5

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

RESPONSE #5

Utility meter have noted on sheet G1-3 and landscaping screen shall be provided

COMMENT #6

A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

RESPONSE #6

Noted

APPEARNCE REVIEW NO. 1 COMMENTS

COMMENT #1

A REQUIREMENT TO REPLACE THE TWO, 3-FOOT WIDE WINDOWS AT THE NORTH END OF THE WEST ELEVATION WITH A SINGLE 6’-10” WIDE WINDOW TO MATCH THE WINDOW TO THE LEFT OF THE MAIN ENTRY

RESPONSE #1

Window has been replaced, 6’-10” was a typo window is actually 6’-0” on opposite side. Drawings have been update to show actual size.

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COMMENT #2

A REQUIREMENT TO ADD A CANOPY ABOVE THE SECOND ENTRY AS ILLUSTRATED IN THE REVISED RENDERING PRESENTED TONIGHT

RESPONSE #2

Canopy has been added.

COMMENT #3

A REQUIREMENT THAT THE SOUTHEAST CORNER OF THE BUILDING HAVE AN 8-INCH BRICK RETURN AS A TRANSITION TO THE VERTICAL METAL PANEL ON THE SOUTH ELEVATION

RESPONSE #3

8” brick return has been added

COMMENT #4

A REQUIREMENT THAT ALL WINDOWS HAVE HORIZONTAL ONLY MUNTINS, AND NO VERTICALS, ON ALL SIDES OF THE BUILDING

RESPONSE #4

Windows have been updated to only have horizontal muntins

COMMENT #5

A REQUIREMENT THAT THE VENT ABOVE THE MAIN ENTRY BE CHANGED FROM WHITE TO BLACK.

RESPONSE #5

The vent has been changed to black

COMMENT #6

A CONFIRMATION THAT THE ENDS OF THE ROOF ARE GABLES AS SHOWN ON THE ELEVATIONS, AND NOT A HIP ROOF AS SHOWN IN THE RENDERINGS, WITH GABLE BEING PREFERRED BY THE COMMISSION.

RESPONSE #6

Roof are gables, **NOT** hip roofs

COMMENT #7

A REQUIREMENT THAT THE TRASH ENCLOSURE BE BRICK, AS INDICATED ON THE DRAWINGS, TO MATCH THE BRICK ON THE BUILDING.

RESPONSE #7

Trash enclosure shall be brick matching the building.

COMMENT #8

THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS

RESPONSE #8

Noted.

Sincerely,

Jason Bergwerff
Apex Design Build /
Apex Design Services, P.C.
Illinois Design Firm License No: 184-007754-0001
Expiration: 04/30/2021

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COOK ENGINEERING GROUP
Civil Engineering & Land Development Consulting

Fire Safety Review

2. Provide an autoturn drawing showing ability for fire engine to access, negotiate, and exit the parking lot.

Response: Per the Staff Development Committee Report for this project prepared January 8, 2021, "…fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street." The proposed building will be fully sprinklered and alarmed. Per direction from Mr. Sam Hubbard, the attached Autoturn Siteplan was prepared using a typical ambulance vehicle to show maneuverability in the event of an emergency.

Engineering Department – Plan Commission PC #21-006

12. 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. Provide calculations for sizing the weir. 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: The proposed stormwater management facility is reflective of a 1-foot freeboard with an overflow toward the S Arlington Heights Rd ROW near the northeast corner of the property. The overflow weir is sized for 1 cfs/acre, calculations are attached. A five (5) foot flat area is provided along the public ROW behind the proposed wall, and within the parking lot surrounding the basins on all sides. The required OUMA will be executed prior to final engineering approval.

13. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. The Village's allowable release rate is 0.18 cfs/ac. Use C=0.50 for pervious areas and C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

Response: Preliminary stormwater calculations have been completed based on the Village of Arlington Heights requirements. Because the allowable release rate dictates a restrictor diameter smaller than two inches, the preliminary plans are reflective of two, two-inch diameter restrictors in traps in catch basins. Details of these structures will be provided as part of Final Engineering. An approximate fee-in-lieu has been calculated accordingly and shown on the Preliminary Engineering Plan. Overflow routes have been noted on the plan with large, bold arrows as requested.

14. The preliminary detention volume calculation is acceptable. Provide additional information on the staged detention.

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Response: A complete stormwater management design and associated calculations will be provided as part of the Final Engineering submittal.

15. A permit is required from the Metropolitan Water Reclamation District.

Response: Noted. MWRD permitting requirements will be met during Final Engineering.

16. A fence is required on top of the retaining wall adjacent to the sidewalk.

Response: The proposed three-foot walls for the dry detention basins are set back approximately twelve (12) feet from the proposed back of public walk. Shrubs and other landscaping will be planted along the property frontage between the wall and public walk to meet parking lot screening requirements and provide an additional safety buffer for pedestrians.

17. Regarding the sidewalk along Arlington Heights Rd:

a. The sidewalk along the frontage shall be removed and replaced with a 7 ft wide sidewalk adjacent to the curb.

b. The sidewalk shall be 8" thick when located adjacent to the curb.

c. The sidewalk shall carry through the parking lot entrance / exit with the curb stopping on either side of the sidewalk.

d. The Village would accept removing the existing sidewalk and reconstructing a new 5 ft sidewalk 1 ft off of the right-of-way. Sidewalk in this location could be 5" thick, and 8" thick through the entrance/exit.

Response: The proposed walk has been widened to meet the seven-foot width requirement adjacent to the back of curb. The entrance will be eight-inch-thick PCC, meeting the thickness requirement, and the proposed walk cross slope will meet ADA requirements.

19. The access drive shall be 8" thick.

Response: The callout has been updated to reflect 8-inch-thick PCC for the access drive.

22. Provide a site photometric lighting diagram indicating lighting intensities. Provide the associated catalog cuts for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off and no wall pack style fixtures will be permitted.

Response: Please refer to attached Photometric Plan.

27. The pressure connection shall be in a 60" valve vault.

Response: A valve vault has been added to the plans as requested and called out accordingly.

29. The right turn lane on Council Trail should be repainted to a shared right-through lane.

Response: The proposed restriping has been shown and called out accordingly on the Preliminary Engineering Plan.

Planning & Community Development Department Review

8. You are strongly encouraged to relocate the dumpster enclosure so that it does not require a variation and is screened by a wingwall from the building (see below). If all other options are not feasible, a variation may be requested and must meet the standards for approval. In this instance, provide written justification per the Standards for Variation approval.

Response: The Petitioner would request the Board grant a variation from Section 6.13-3 of Chapter 28 of the Municipal Code for the height and location of the proposed masonry dumpster enclosure. We offer the following responses to the Standards for Variation:

- *The proposed uses will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.*
  Response: The proposed dumpster enclosure was design to be aesthetically pleasing with colors and materials consistent with the proposed office building to provide fluidity and compatibility between the proposed structures onsite. It will not alter the essential character of the site and is compatible with the existing uses and zoning of nearby property. Landscaping will be provided around the base of the enclosure to soften the appearance and provide adequate screening to meet Municipal Code requirements.
- *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.*
  Response: Based on the shape and natural topography of the site, there is not adequate width to provide access around the proposed building to a dumpster enclosure. The best maneuverability and accessibility for a dumpster enclosure is just southeast of the proposed building, with access provided via the proposed parking lot. Since the stormwater management facility is proposed on both the north and south sides of the proposed building, it is not feasible to provide a trash enclosure within the side yard setbacks with a wing wall.
- *The proposed variation is in harmony with the spirit and intent of this Chapter.*
  Response: Every attempt has been made to seamlessly incorporate the dumpster enclosure seamlessly into the overall proposed siteplan. The look and feel of the enclosure is consistent with the overall site and building façade.
- *The variance requested is the minimum variance necessary to allow reasonable use of the property.*
  Response: Since the proposed building is setback significantly from the public way, a large front yard is provided, and the location of the dumpster enclosure is set back as far away from the public right-of-way as possible.

10. Submission of a photometric plan and fixture details is required.

Response: Please refer to attached photometric plan and fixture details.

15. Please revise site plan to show setback of building to front property line at closest point.

Response: A dimension has been added to the Preliminary Engineering Plan as requested.

16. Please provide additional details on the materials and style of the 3' retaining wall in the front yard.

Response: The proposed retaining wall will be constructed of a Unilock masonry keystone block.

18. Are there any additional ground mounted equipment (generators, transformers) or utility infrastructure (meters, pedestals, etc.), other than the air conditioner pads at the rear of the building.

Response: The site will be serviced with phone, gas and electric via underground lines from the S Arlington Heights Rd ROW, entering the building on the south wall as shown on the Preliminary Engineering Plan. A generator pad is proposed along the west wall of the trash enclosure.

20. The Traffic & Parking study calls for the east leg of Council Trail/Arlington Heights being restriped. Please incorporate said restriping within the Engineering Plans. What is the status of any IDOT communications?

Response: The proposed restriping has been added to the Preliminary Engineering Plan and called out as requested. IDOT has reviewed the preliminary submittal package for this project and comment provided which will be addressed as required.

22. Two bike parking spaces are required by code. Please incorporate said spaces into the plans.

Response: Two bike parking spaces have been added on the northeast corner of the proposed building, near the flag pole, and called out as such.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

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

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

Subject: 1650 S Arlington Heights Rd. – Rezoning from R-1 to O-1, PUD

PC#: 21-006– Round 2

Date: April 29, 2021

RECEIVED
APR 30 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Note: All items required by the 2018 International Fire Code, and indicated in the first-round comments are part of the Building & Fire Life Safety Department and do not pertain to and are not enforced by the Staff Development Committee.

1. Compliance with adopted codes - Okay.

2. Provide an auto turn drawing showing ability for fire engine to access, negotiate and exit the parking lot. This requirement is subject to Fire Department approval.

3. Fire Suppression - Okay.

4. Fire Alarm system – Okay.

5. The location of fire department connections shall be approved. *Note: An FDC is a requirement of the fire sprinkler standard NFPA 13, and is shown on sheet A8-1A. The proposed FDC location shall not be blocked by shrubbery and shall have a minimum clear area of 3 feet.

6. Fire Alarm control panel location – Okay.

7. Fire Alarm wireless signal – Okay.

8. A visible exterior weather proof alarm – Okay.

9. Knox box locations – Okay.

10. Fire Lane Signage – Shall be provided if required by the Fire Department.

11. Project Submittal to Plan Commission – Okay.

PLAN COMMISSION PC #21-006
Hawkeye Chiropractic
1650 S Arlington Heights Rd
Round 2

32. The petitioner's response to comment nos. 11, 14, 15, 18-21 and 25-31 are acceptable.

33. The petitioner's responses to comments 12 & 13 are noted. Comments on the proposed detention facility and stormwater calculations are pending IDOT's response to the April 19, 2021 letter from Cook Engineering Group responding to IDOT's first round of comments, especially pertaining to the petitioner's response #4 to the requirement to comply with Public Act 86-616 on the location of the detention facility to the IDOT ROW.

34. The petitioner's response to comment no. 16 is noted. See comment #33.

35. The petitioner's response to comment no. 17 is noted. The public sidewalk shall carry through the driveway with the curb stopping on either side of the sidewalk.

36. The petitioner's response to comment no. 22 is noted. The site photometric exhibit appears acceptable. Provide the associated catalog cuts for all parking lot and building mounted luminaires at final engineering. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

37. The petitioner's response to comment no. 23 is not acceptable. Per conversation with the Fire Department, access is required for an engine, but not the tower truck. The pavement requirements in comment 23 still apply.

38. The petitioner's response to comment no. 24 is not acceptable. Per conversation with the Fire Department, access is required for an engine, but not the tower truck. The vehicle turning exhibit requirements in comment 24 still apply. Round 1 comments contained the engine apparatus specifications.

Michael L. Pagones, P.E. 4/30/21
Village Engineer Date

Items deferred to final engineering or permit:
- OUMA
- Lighting details
- Contribution Ordinance payment at permit

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-006

Project Name Hawkeye Chiropractic

Project Location 1650 S. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 2
General Comments:

1) The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow. The new building is located at the rear of the property along a very busy roadway. The fire engine will need access to the FDC. Please show the location of the hydrant.

2) The Fire Department requests an auto-turn diagram using our fire engine.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date March 16, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Hawkeye Chiropractic
1650 S Arlington Heights Rd.
PUD

Round 2 Review Comments **04/29/2021**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further.
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further.
6. **General comments:**
   Nothing further.

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APR 30 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt 560

Supervisor's Signature

Hawkeye Chiropractic
1650 S. Arlington Heights Road
PC #21-006
May 4, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15-1.2a, a three foot high continuous screen must be provided along Arlington Heights Road in order to screen the parking/paved area adjacent to the public way. The retaining will not meet the screening requirements since it is not above grade.

2) Pursuant to Chapter 28, Section 6.15-2, a six foot high screen that provides year round opacity must be provided along the west property line adjacent to the residential district. In addition to the existing fence, provide three additional trees for a total of six trees along the rear property line adjacent to the residential district.

3) A landscape island equal in area to one parking space must be provided east of the dumpster enclosure. Provide a four inch caliper shade tree and landscaping within the island.

Planning & Community Development Dept. Review

May 7, 2021

REVIEW ROUND 2

Project: Hawkeye Chiropractic
1650 S. Arlington Heights Rd.

Case Number: PC 21-006

General:

23. The response to comments #9, #11, #12, #14-#17, #18, and #22 are acceptable.

24. The response to comment #7 is noted. Based on the response, the updated list of necessary zoning approvals is included below:
    a) **Rezoning of the Subject Property from the R-1 District to the O-T District.**
    b) **Planned Unit Development for a medical office building.**
    c) **Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.**
    d) **Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow a generator in a front yard and within a required side yard setback, where generators are only allowed in a rear yard and must not encroach into a side yard setback.**

25. The response to comment #8 is noted. Staff continues to recommend that the dumpster enclosure be located outside of the front yard and relocated along the side of the building. The newly proposed generator should be relocated to the side or rear of the building.

26. The response to comment #10 is noted. It is recommended that the wall mounted lights on the rear of the building be reduced from three lights to two lights, which will diminish light spillover to neighboring single-family homes at the rear. Please confirm pole heights for parking lot lights will not exceed 20'. Photometric plan shows six building mounted lights, however, table on plan indicates that 7 will be installed. Please clarify.

27. Please note that an electronic copy of all application and submittal materials will be required no later than May 19th.

28. The response to comment #13 is noted. The neighborhood meeting must occur as soon as possible, and no later than the week prior to the Plan Commission hearing.

29. The response to comment #18 is noted. The proposed generator location requires a variation. Staff recommends relocating the proposed generator to the side or rear of the building. If the generator is to stay in the proposed location, a variation and response/justification to the variation criteria must be provided.

30. The response to comment #21 is noted. However, sheet G1.3 still states that 26 standard spaces and 2 ADA spaces have been proposed (total of 28 spaces), however, the plans show 29 spaces will be provided.

Prepared by: _____

COOK ENGINEERING GROUP
Civil Engineering & Land Development Consulting

Building & Life Safety Department Review

2. Provide an AutoTurn drawing showing ability for fire engine to access, negotiate, and exit the parking lot. This requirement is subject to Fire Department approval.

Response: Please refer to attached Fire AutoTurn Plan, prepared by Cook Engineering Group, last revised May 14, 2021.

Engineering Department – Plan Commission PC #21-006

33. The petitioner's responses to comments 12 & 13 are noted. Comments on the proposed detention facility and stormwater calculations are pending IDOT's response to the April 19, 2021 letter from Cook Engineering Group responding to IDOT's first round of comments, especially pertaining to the petitioner's response #4 to the requirement to comply with Public Act 86-616 on the location of the detention facility to the IDOT ROW.

Response: The petitioner received correspondence from IDOT on May 17, 2021, and will work with IDOT to address all outstanding comments.

37. The petitioner's response to comment no. 23 is not acceptable. Per conversation with the Fire Department, access is required for an engine, but not the tower truck. The pavement requirements in comment 23 still apply.

Response: Please refer to attached Preliminary Engineering Plan, prepared by Cook Engineering Group, last revised May 14, 2021. The required Heavy Duty Pavement Section has been added to the plans and a hatch added to the plan view to denote the fire truck path through the parking lot.

38. The petitioner's response to comment no. 24 is not acceptable. Per conversation with the Fire Department, access is required for an engine, but not the tower truck. The vehicle turning exhibit requirements in comment 24 still apply. Round 1 comments contained the engine apparatus specifications.

Response: Please refer to attached Fire AutoTurn Plan, prepared by Cook Engineering Group, last revised May 14, 2021.

Arlington Heights Fire Department Plan Review Sheet

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1. The Fire Department Connections shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow. The new building is located at the rear of the property along a very busy roadway. The fire engine will need access to the FDC. Please show the location of the hydrant.

Response: Please refer to attached Fire AutoTurn Plan, prepared by Cook Engineering Group, last revised May 14, 2021. The location of the FDC is shown along with a dimension to the proposed hydrant.

2. The Fire Department requests an auto-turn diagram using our fire engine.

Response: Please refer to attached Fire AutoTurn Plan, prepared by Cook Engineering Group, last revised May 14, 2021.

Planning & Community Development Department Review

25. The response to comment #8 is noted. Staff continues to recommend that the dumpster enclosure be located outside the front yard and relocated along the side of the building. The newly proposed generator should be relocated to the side or rear of the building.

Response: The generator pad has been relocated to the rear of the building as requested. Please refer to attached Preliminary Engineering Plan, prepared by Cook Engineering Group, last revised May 14, 2021.

26. The response to comment #10 is noted. It is recommended that the wall mounted lights on the rear of the building be reduced from three lights to two lights, which will diminish light spillover to neighboring single-family homes at the rear. Please confirm pole heights for parking lot lights will not exceed 20'. Photometric plan shows six building mounted lights, however, table on plan indicates that 7 will be installed.

Response: Please refer to attached, revised Photometric Plan. Proposed building lighting has been modified from wall-pack style to recessed soffit lighting and the plan and calculations updated accordingly. In addition, the fence along the west property line and heavy tree line will help to diminish light spillover to adjacent residential properties. Mounting height for both light styles proposed is included in the table in the upper right-hand corner of the sheet for reference.

29. The response to comment #18 is noted. The proposed generator location requires a variation. Staff recommends relocating the proposed generator to the side or rear of the building. If the generator is to stay in the proposed location, a variation and response/justification to the variation criteria must be provided.

Response: The generator pad has been relocated to the rear of the building as requested. Please refer to attached Preliminary Engineering Plan, prepared by Cook Engineering Group, last revised May 14, 2021.

30. The response to comment #21 is noted. However sheet G1.3 still states that 26 standard spaces and 2 ADA spaces have been proposed (total of 28 spaces), however, the plans show 29 spaces will be provided.

Response: Based on the new inclusion of a landscape island just east of the dumpster pad per landscape comments, the proposed parking has been reduced to a total of 28 stalls, including 2 ADA stalls. The total provided parking still meets the required number of 28 stalls. Both Sheet G1.3 and the Preliminary Engineering Plan have been updated accordingly.

FIRST PERMIT REVIEW – RESPONSE LETTER **Apex Design Services, P.C.**

DATE: May 17, 2021

PROJECT: Dr. Drew Voelsch
1650 S. Arlington Heights Rd, Arlington Heights IL

This letter addresses plan review comments received on 05/10/2021 from Village of Arlington Heights.

FIRE SAFETY REVIEW NO. 2 COMMENTS

COMMENT #1

Compliance with adopted codes – Okay

RESPONSE #1

Addressed and accepted as part of previous review response.

COMMENT #2

Provide an auto turn drawing showing ability for fire engine access, negotiate & exit the parking lot. This requirement is subject to fire department approval

RESPONSE #2

See Civil letter for response

COMMENT #3

Fire Suppression – Okay

RESPONSE #3

Addressed and accepted as part of previous review response.

COMMENT #4

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Fire alarm System – Okay

RESPONSE #4

Addressed and accepted as part of previous review response.

COMMENT #5

The location of fire department connections shall be approved. *Note: Ab FDC is a requirement of the fire sprinkler standard NFPA 13 and is shown on sheet A8-1A . The proposed location shall not be blocked by the shrubbery and shall have a minimum clear area of 3 feet.

RESPONSE #5

It has been noted on sheet A8-1A and G1-3 that FDC shall not be blocked by shrubbery and shall provide 3 feet min of clear area.

COMMENT #6

Fire alarm control panel location – Okay

RESPONSE #6

Addressed and accepted as part of previous review response.

COMMENT #7

Fire alarm wireless signal – Okay

RESPONSE #7

Addressed and accepted as part of previous review response.

COMMENT #8

A visible exterior weather proof alarm – Okay

RESPONSE #8

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Addressed and accepted as part of previous review response.

COMMENT #9

Knox box locations – Okay

RESPONSE #9

Addressed and accepted as part of previous review response.

COMMENT #10

Fire lane signage – Shall be provided if required by fire department.

RESPONSE #10

Noted

COMMENT #11

Project submittal to plan commission – Okay

RESPONSE #11

Addressed and accepted as part of previous review response.

PLAN COMMISSION REVIEW NO. 2 COMMENTS

COMMENT #32

The petitioner's response to the comments nos. 11, 14, 15, 18-21, and 25-31 are acceptable.

RESPONSE #32

Noted

COMMENT #33

The petitioner's response to comments 12 & 13 are noted. Comments on the proposed detention facility and storm water calculations are pending IDOT's response to the April 19, 2021. Letter from Cook Engineering Group responding to IDOT's first round of comments, especially pertaining to the petitioner's response #4 to the requirement to comply with Public Act 86-616 on the location of the detention facility to the IDOT ROW.

RESPONSE #33

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See Civil letter for response

COMMENT #34

The petitioner's response to comment no. 16 is noted, see comment #33.

RESPONSE #34

See Civil letter for response

COMMENT #35

The petitioner's response to comment no 17. Is noted. The public sidewalk shall carry through the driveway with the curb stopping on either side of the sidewalk.

RESPONSE #35

Noted, see civil drawings

COMMENT #36

The petitioner's response to the comment no. 22 is noted. The site photometric exhibit appears acceptable. Provide the associated catalog cuts for all parking lot and building mounted luminaires at final engineering. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

RESPONSE #36

No wall pack fixtures shall be specified and cut sheets of building and parking luminaires shall be provided at final engineering.

COMMENT #37

The petitioner's response to comment no. 23 is not acceptable. Per conversation with the fire department, access is required for an engine, but not the tower truck. The pavement requirements in comment 23 still apply.

RESPONSE #37

See Civil letter for response

COMMENT #38

The petitioner's response to comment no. 24 is not acceptable. Per conversation with the fire department, access is required for an engine, but not the tower truck. The vehicle turning

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exhibit requirements in comment 24 still apply, round 1 comment contained the engine apparatus specifications.

RESPONSE #38

See Civil letter for response

FIRE DEPARTMETN PLAN REVIEW NO. 2 COMMENTS

COMMENT #1

The fire department main shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the require flow. The new building is located at the rear of the property along a very busy roadway. The fire engine will need access of the FDC please show the location of the hydrant.

RESPONSE #1

Fire hydrant is shown on civil site plan and architectural site plan. See Civil letter response

COMMENT #2

The fire department request and auto-turn diagram using our fire engine.

RESPONSE #2

See Civil letter for response

ARLIGNTON HEIGHTS POLICE DEPARMENT REVIEW NO. 2 COMMENTS

COMMENT #1

Comment 1-6 – Nothing further.

RESPONSE #1

Noted

PLANNING AND COMMUNITY DEVELOPMENT REVIEW NO. 1 COMMENTS

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COMMENT #23

The response to comments #9, #11, #12, #14-#17, #18, and #22 are acceptable

RESPONSE #23

Noted

COMMENT #24

The response to comment #7 is noted. Based on the response, the updated list of necessary zoning approvals is included below:

a) **Rezoning of the Subject Property from the R-1 District to the O-T District.**
b) **Planned Unit Development for a medical office building.**
c) **Variation to Chapter 28, Section 6.13-3a, Location of Fences, to allow a 6' tall solid masonry fence in a front yard where code only allows 3' tall open fences in a front yard.**
d) **Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow a generator in a front yard and within a required side yard setback**

RESPONSE #24

a. Noted
b. Noted
c. Noted
d. Generator has been relocated to rear of building.

COMMENT #25

The response to comment #8 is noted. Staff continues to recommend that the dumpste enclosure be located outside of the front yard and relocated along the side of the building. The newly proposed generator should be relocated to the side or rear of the building

RESPONSE #25

See Civil letter for response

COMMENT #26

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The response to comment #10 is noted. It is recommended that the wall mounted lights on the rear of the building be reduced from three lights to two lights, which will diminish light spillover to neighboring single family homes at the rear. Please confirm pole heights for parking lot lights will not exceed 20'. Photometric plan shows six building mounted lights, however, table on plan indicates that 7 will be installed. Please clarify

RESPONSE #26

See Civil letter for response

COMMENT #27

Please note that an electronic copy of all application and submittal materials will be required no later than May 19th.

RESPONSE #27

An electronic copy shall be provided prior to May 19th.

COMMENT #28

The response to comment #13 is noted. The neighborhood meeting must occur as soon as possible, and no later than the week prior to the Plan Commission hearing.

RESPONSE #28

Noted, the neighborhood meeting has been scheduled for May 17, 2021

COMMENT #29

The response to comment #18 is noted. The proposed generator location requires a variation. Staff recommends relocating the proposed generator to the side or rear of the building. If the generator is to stay in the proposed location, a variation and response/justification to the variation criteria must be provided

RESPONSE #29

See Civil letter for response

COMMENT #30

The response to comment #21 is noted. However, sheet G1.3 still states that 26 standard spaces and 2 ADA spaces have been proposed (total of 28 spaces), however, the plans show 29 spaces will be provided

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RESPONSE #30

See Civil letter for response

LANDSCAPE REVIEW NO. 1 COMMENTS

COMMENT #1

Per Chapter 28, Section 6.15-1.2a, a three-foot-high continuous screen must be provided along Arlington Heights Road in order to screen the parking/paved area adjacent to the public way. The retaining will not meet the screening requirements since it is not above grade

RESPONSE #1

Plan has been updated to show a 3' landscape screen at the front of the site, see landscape plan sheet G1-4.

COMMENT #2

Pursuant to Chapter 28, Section 6.15-2, a six-foot-high screen that provides year-round opacity must be provided along the west property line adjacent to the residential district. In addition to the existing fence, provide three additional trees for a total of six trees along the rear property line adjacent to the residential district.

RESPONSE #2

Additional requested trees have been provided, see landscape plan sheet G1-4.

COMMENT #3

A landscape island equal in area to one parking space must be provided east of the dumpster
enclosure. Provide a four-inch caliper shade tree and landscaping within the island.

RESPONSE #3

Landscape island with four-inch caliper shade tree has been provided, see sheet G1-4.

Sincerely,

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Jason Bergwerff
Apex Design Build /
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