Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
April 12, 2023
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

IIIAPPROVAL OF MINUTES

A. Betty Haag Academy - 3255 N. Arlington Heights Rd. - 3/22/23

IV.PUBLIC HEARINGS

A. Greenbrier School Addition - 2330 N. Verde Dr. - PC#22-020 Amendment to SUP Ord. #17-035 for Building Addition, Variations

B. Windsor School Addition - 1315 E. Miner St. - PC#22-021 Amendment to SUP Ord #90-082 and #17-013 for Building Addition

V. OTHER BUSINESS

A. Public Comment

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 Erin Mercado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, emercado@vah.com or (847)368-5793.

Plan Commission
4/12/2023

Item: Betty Haag Academy - 3255 N. Arlington Heights Rd. - 3/22/23

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Betty Haag Academy - 3/22/23	Minutes

PLAN
COMMISSION

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

RE: BETTY HAAG ACADEMY OF MUSIC - 3255 NORTH ARLINGTON HEIGHTS ROAD - PC #23-001
LAND USE VARIATION TO ALLOW "MUSIC CONSERVATORIES OR INSTRUCTION" IN M-1 DISTRICT

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 22nd day of March, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

MARY JO WARSKOW, Acting Chairperson
LYNN JENSEN
BRUCE GREEN
GEORGE DROST
TERRY ENNES
JOHN SIGALOS

ALSO PRESENT:

JAKE SCHMIDT, Assistant Planner

DRAFT

ACTING CHAIRPERSON WARSKOW: All right, it is 7:30, so I'm going to call the Plan Commission hearing to order.

(Gavel pounded.)

ACTING CHAIRPERSON WARSKOW: Will everybody please rise and say the pledge?

(Pledge of Allegiance recited.)

ACTING CHAIRPERSON WARSKOW: All right, Jake, can you take roll call please?

MR. SCHMIDT: Commissioner Cherwin.

(No response.)

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. SCHMIDT: Commissioner Ennes.

COMMISSIONER ENNES: Present.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. SCHMIDT: Commissioner Lorenzini.

(No response.)

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. SCHMIDT: Commissioner Dawson.

(No response.)

MR. SCHMIDT: Acting Chair Warskow.

ACTING CHAIRPERSON WARSKOW: Here.

All right, so I believe the first order is to make a motion and vote on last, the minutes of last meetings. Can I get a motion for that?

COMMISSIONER GREEN: I'll make a motion for approval.

COMMISSIONER JENSEN: I'll second.

ACTING CHAIRPERSON WARSKOW: All right, all those in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON WARSKOW: Anyone opposed?

(No response.)

ACTING CHAIRPERSON WARSKOW: Anyone abstaining?

COMMISSIONER DROST: Yes, I was not at the meeting so I'm not voting.

ACTING CHAIRPERSON WARSKOW: Okay. All right, so I believe the first petition in front of us and the only petition in front of us today is the Betty Haag Academy of Music.

Do we have the Petitioner here? Is there, are you the only one that will be speaking today?

MR. STROJNY: I'm not sure. We have some other representatives. We have Betty Haag herself here as well to answer questions if needed, but I --

ACTING CHAIRPERSON WARSKOW: Okay, I have to swear people in if they're going to address the, about the petition.

MR. STROJNY: Sure.

DRAFT

ACTING CHAIRPERSON WARSKOW: So, Betty, would you like to come in and get sworn in if you're going to speak? All right, if you'd just raise your right hand?

(Witnesses sworn.)

ACTING CHAIRPERSON WARSKOW: Excellent. Okay, if you could say and spell your last name for us?

MR. STROJNY: My name is Dan Strojny, S-t-r-o-j-n-y.

ACTING CHAIRPERSON WARSKOW: Okay, and go ahead with your presentation.

MR. STROJNY: Well, yes, we're here to, for the variance for occupancy for Betty Haag Academy of Music. She's a tenant of ours at 3255 North Arlington Heights Road, Suite 505. If you'd like, you can give a brief explanation of your company. We just would like that variance for them.

ACTING CHAIRPERSON WARSKOW: Okay.

MRS. HAAG: Well, my school has been in existence for 46 years. In 1976, I started the, I was invited by Dr. Strong of the Arlington Heights School District 25 to start a music program in his district. He asked me to start the children as young as Kindergarten, which was an innovative program in the school at that time because they had only started children at 4th grade.

So, when I initially started the program, there were 16 children in the string program. At the end of the first year, I recruited 200 students. By the end of the second year, we had 700 children in the program. By the third year, the program had received national attention from music educators all over the Midwest. They flocked to the Arlington Heights schools to see who this eccentric woman was who was teaching young children how to play the violin.

So, a referendum failed at that time and they were going to oust the program out of the, the music out of the schools. So, the parents brought a team of lawyers to the school and showed them how they could implement the program into the school system on a fee basis, and they called the program the Music For Youth. It still exists in the Arlington Heights program.

After two years in the Music For Youth program, I started my own school. Even though our school name has never changed, it's still Betty Haag Academy of Music, the curriculum and enrollment has changed because, as you can see, I'm not as young as I was 46 years ago. So, I now have, we were for eight years in the Radcliffe Road off the old Jewish Duman School that was owned by a Korean church. The building became uninhabitable a couple of years ago, so we moved just down the street to the new location which was 3255 North Arlington Heights Road. I thought we were still in the Buffalo Grove area because it was just within walking distance of our Buffalo Grove location.

Everything was wonderful. We had a safe environment for our students and for the parents who came to the school. We have a little over 1,000 square feet that we rent. We have five studios and six teachers. We have a little over 100 students that come on a one-to-one basis with our teachers once a week for lessons.

Three days a week, three days of the week we have, the studios are full. Two days of the week they're empty. The teachers teach no more than four to five hours a day, and they're called independent contractors. Right down the street from us, a few, in the same complex, there's an emotional wellness center that, where a psychiatrist works with young children. Around the corner, there's a pediatrician's office where many, many, many children are

in and out of the office everyday. We have probably fewer students entering our building and in our parking lot than they have because they utilize our area also.

Our school, I think we're all teachers. The psychiatrist is teaching children emotional stability. The pediatrician is teaching the parents how to keep their children healthy and well. I'm teaching violin to students which research has shown that teaching a musical instrument to a child develops the left side of the hemisphere of their brain and makes their IQs much higher.

We've been invited to the White House twice under two presidents. We've played at the Vatican twice for two popes. We've traveled all over the world as musical ambassadors of peace, and the children have done amazing things. Since I started my program in Arlington Heights, it's sort of been full circle. I've come back to where I started and where I will end my career.

So, ever since I've been in the building, we've had a little bit of problems with the zoning which I was not aware of when we moved in. Suddenly, I had a sticker placed on my door one day, and the sticker said I could not enter the premises and I had to vacate within 60 days. I was given no notice of this.

I paid my $190 license fee to the Village of Arlington Heights. I have a receipt to show you, but I never received a license from the Village. We do so want to stay in the same location with our school. Because it's called a school, I think we're all teachers, the doctors are teachers, I am a teacher, the lawyers are teachers, the bookkeeper, the accountants that are next door to us are teachers in some ways.

So, we're hoping that tonight you will approve of our zoning and allow us to stay there. Thank you.

ACTING CHAIRPERSON WARSKOW: All right, is that the end of your presentation?

MR. STROJNY: Yes, we'll go with that.

ACTING CHAIRPERSON WARSKOW: Excellent, thank you very much.

MR. STROJNY: Thank you.

ACTING CHAIRPERSON WARSKOW: All right, Jake, before you get started, have all public notices been given?

MR. SCHMIDT: Yes, they have.

ACTING CHAIRPERSON WARSKOW: Okay, so we'll have the Staff report now.

MR. SCHMIDT: The address of the subject property is 3255 North Arlington Heights Road. The proposed use is classified under the umbrella of Music Conservatories or Instruction. The site is zoned M-1, Research Development and Light Manufacturing District, which does not permit this use. The requested action, therefore, is a land use variation to allow music conservatories or instruction in the M-1 District.

The Comprehensive Plan designates the site as appropriate for R&D, manufacturing and warehouse uses. While the proposed use itself does not comply with this designation, the overall site, being an office complex, does. There are no variations requested or required as part of this petition.

The site is accessible via four driveways, three along Arlington Heights Road and one from the north on Country Lane. The tenant space is located in the southeast corner of the site which is comprised of five buildings total, the subject building being the southern-easternmost.

The Betty Haag Academy of Music is an established music instruction organization with a history going back over 40 years. The academy occupied the space without obtaining Village approval which resulted in code enforcement action in November of 2022. The academy wishes to continue operating from the site. The facility is used for music instruction as well as the administrative functions for the academy and the Magical Strings of Youth, a not-for-profit organization.

No group performances are held at the facility. Group practice takes place at Buffalo Grove High School, and any performances take place at various locations such as retirement facilities or libraries. The Betty Haag Academy of Music would like to continue using the space as is with no changes to their operations as well as no changes to the tenant space for the site.

The facility is comprised of five classrooms which offer one-on-one violin and piano instruction. There would be a maximum of five students and five instructors on site at any given time. Classes take place at various hours ranging from as early as 9:00 a.m. to as late as 8:00 p.m., Mondays through Saturdays.

Staff inspected site landscaping as part of this petition and observed missing trees and landscape parking lot islands, as well as some site landscaping in poor or declining health. The petitioner, which represents property ownership, shall install the landscaping in accordance with the approved site plan, there is an approved site plan for this development, it is a PUD, no later than June 30th of 2023. Should installation of landscaping not take place, the Village will enforce landscaping installation requirements separately by the code enforcement process.

As this is a land use variation, written responses to the land use variation justification criteria were provided. With respect to the first criterion, the Petitioner stated that the Betty Haag Academy is primarily an office use which is why it would not alter the essential character of the locality and be compatible with the existing uses and zoning of nearby properties. They also noted that site meetings and instruction are one on one and often occur after 3:00 p.m. during the week.

Staff notes the instruction rooms are situated around the outside perimeter of the tenant space which limits the potential for noise to intrude into the building. Instruction is also on a one-on-one basis and limited to piano and violin instruction. The Petitioner has also provided an option for sound attenuation should noise ever became an issue for adjacent tenants.

With respect to the second criterion, the Petitioner stated that ownership has accepted this use because it is not disruptive to the other neighbors and has light traffic. Staff notes that demand for general office uses has been declining in recent years. The property owners have increasingly been turning to less traditional uses they believe are compatible with other office tenants in order to fill vacant spaces. There are additional vacancies within the office complex currently per data provided by the Petitioner.

With respect to the third criterion, Petitioner has stated that the use is a great fit for the property, requiring no alterations to the space or site. As two of the intents of Zoning Code are to promote and protect the public health, safety, morals, comfort and general welfare of the people, and prohibit uses, buildings or structures incompatible with the character of development or intended uses within specified zoning districts, the opinion of Staff is so long as the proposed use does not negatively impact adjacent tenants or properties, then the use is harmonious with the spirit and intent of Zoning Code. Staff notes that no concerns have been

received from tenants within the office complex as part of this petition.

With respect to the last criterion, as noted in the previous point, the Petitioner stated that no alterations to the space or site have been required to accommodate the use, and Staff notes that no other variations have been requested aside from the land use variation which we believe satisfies the criterion that the variance requested is the minimum variance necessary.

As mentioned, the Petitioner did provide an option for potential sound attenuation if needed. It would be acoustic panels applied to the wall between the practice rooms and neighboring spaces. Should noise issues arise as determined by the Village, the proposed sound insulation panels shall be installed within 30 days notice.

With respect to parking, there is no deficit on the site. A total of 216 spaces are required, and with 250 spaces in the parking lot, this results in a surplus of 34 parking spaces per code.

There is no traffic and parking study required for a project of this scope, and there is no bicycle parking required as the proposed use does not increase required vehicular parking. That being said, the Petitioner did identify areas they could install bicycle parking if ever needed.

In consideration of these facts, the Staff Development Committee recommends approval of the petition subject to three conditions, the first being that the Petitioner, being an agent of the property owner, shall install landscaping in accordance with the approved site plan to the satisfaction of the Village no later than June 30th of 2023. Should installation of landscaping not take place, the Village will enforce landscape installation via the code enforcement process. The second is that should noise issues arise as determined by the Village, the proposed sound insulation panels shall be installed with 30 days notice. The last is that the Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

This concludes my presentation. If there are any questions, I'm happy to answer.

ACTING CHAIRPERSON WARSKOW: Okay, let's have a vote on the Staff report.

All those in favor, say aye.

COMMISSIONER DROST: Yes, I'll make a motion --

ACTING CHAIRPERSON WARSKOW: Oh, sorry.

COMMISSIONER DROST: -- to accept the Staff report.

COMMISSIONER GREEN: I'll second that.

ACTING CHAIRPERSON WARSKOW: Okay, now let's vote to approve the Staff report. All in favor, say aye.

(Chorus of ayes.)

ACTING CHAIRPERSON WARSKOW: Any opposed?

(No response.)

ACTING CHAIRPERSON WARSKOW: Okay, Staff report carries and is now in record.

Quick question, I forgot to ask while you were up. Have you read the three conditions of approval?

MR. STROJNY: The ones he just presented? Yes.

ACTING CHAIRPERSON WARSKOW: Yes.

MR. STROJNY: Yes.

ACTING CHAIRPERSON WARSKOW: And you're in agreement with those?

MR. STROJNY: Absolutely.

ACTING CHAIRPERSON WARSKOW: Okay, good. That's all I needed. All right, I'm going to start with questions to my fellow Commissioners. Why don't we start with Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, I have a question. I was present at the previous Conceptual Plan Review.

MR. STROJNY: Yes.

COMMISSIONER SIGALOS: And so, I'm really in favor of this. My question here says that the Petitioner shall install landscaping and bring that up to code requirements. Petitioner being Betty Haag Academy of Music?

MR. STROJNY: No, we as the property management would take care of that.

COMMISSIONER SIGALOS: Okay, I want to make that clear.

MR. STROJNY: Yes. Oh, yes.

COMMISSIONER SIGALOS: So, you're doing that, not at their expense.

MR. STROJNY: Absolutely, yes.

COMMISSIONER SIGALOS: Okay. All right, then have there been any complaints about music from, they've been there now, what, a couple of years since 2020 I understood?

MR. STROJNY: Yes.

COMMISSIONER SIGALOS: So, have there been any other complaints of noise or whatever? I mean, this is strictly, if I remember correctly, violin and piano? No horns or whatever?

MR. STROJNY: Yes, we as the property management have never, have not heard anything from any of the neighbors at all, no.

COMMISSIONER SIGALOS: Okay, no, I think it's, I think it's great. I think what you do at Betty Haag is great, and so I'm in favor of the project.

ACTING CHAIRPERSON WARSKOW: Commissioner Ennes?

COMMISSIONER ENNES: Mr. Strojny, are you, you're the owner or the property manager?

MR. STROJNY: Property manager with Chicagoland Commercial.

COMMISSIONER ENNES: Chicagoland Commercial. You have a, so this tenant has been in there two years and isn't properly zoned for your property?

MR. STROJNY: Well, we did not know that the zoning was required for that use because it was, we were --

COMMISSIONER ENNES: Are you a broker?

MR. STROJNY: No, I'm just a property manager.

COMMISSIONER ENNES: Okay, were you involved in the lease?

MR. STROJNY: No.

COMMISSIONER ENNES: You weren't. Your property has a reputation of putting people in there that aren't zoned for it.

MR. STROJNY: Is that right?

COMMISSIONER ENNES: Yes. Other ones have come here and then puts us in a spot.

MR. STROJNY: Sure.

COMMISSIONER ENNES: Now, this is, I think, I agree, I think this is a good use, but as brokers, you ought to pay better attention to who you're putting into those buildings. You put them at financial risk.

MR. STROJNY: Sure, understood.

COMMISSIONER ENNES: But, no, I think it's a good use.

ACTING CHAIRPERSON WARSKOW: Commissioner Drost?

COMMISSIONER DROST: Yes. Jake, how did the red sticker appear on the door? What's the story behind that if nobody complained?

MR. SCHMIDT: The Betty Haag Academy had applied for a business license, which was rejected because it didn't comply with zoning requirements. We began working with Chicagoland Commercial Real Estate to bring this into compliance, and there was a lengthy delay in response and action taken to remedy the situation, at which time we involved code enforcement in order to have them apply for the land use variation and continue the process.

COMMISSIONER DROST: Yes, and in the testimony of Ms. Haag, it indicated she had paid the license fees. Is there something that we need to know about the issuance of license fees in our governmental office?

MR. SCHMIDT: Can you clarify the question? Do you mean --

COMMISSIONER DROST: Well, the question is if you pay the money and don't get a license, what happened?

MR. SCHMIDT: I'm not sure of the finer intricacies of business license issuance and whether or not a fee is nonrefundable or repaid if an application is denied.

COMMISSIONER DROST: Well, maybe that's, you know, something that you can investigate so that other people don't have to wait two years before they find out that they're in a nonconforming use.

MR. SCHMIDT: Certainly. To clarify, 2022 is when this took place, not 2020. So, one year.

COMMISSIONER DROST: Oh, was it one year? Okay, well, it's a period of time and it's a surprise. So, the question then is, where I'm located, our business is on Dunton, and there is a House of Rock that is on Campbell and it's across the street from the Chase Bank. Can you clarify that the zoning from House of Rock is rocking and the Betty Haag Academy is kind of screeching along?

MR. SCHMIDT: I'm not sure off the top of my head. That is an existing business that might be allowed by --

COMMISSIONER DROST: Yes, but I'm just, I'm curious because, you know, and I think we're going to go to the greater point and that is looking at our zoning just to make sure that we're trying to keep it upgraded. You know, from just a pedestrian point of view, it's almost a like type situation and, you know, one is violating the law and the other one is still there. Maybe the question can't be answered but it's a point I'm trying to make.

MR. SCHMIDT: Yes. Music conservatories and instruction are allowed in the Village, they're not completely prohibited uses. This being a Manufacturing District, it's not allowed. The Manufacturing District is not intended for this particular type of use. It's more of a Business District use.

So, if it is a music instruction school like the one on South Arlington Heights Road, I forget the name, just south of downtown --

COMMISSIONER DROST: Yes, and there's one on Arthur, and then there's something called Metropolis, you know, Metropolis Performing Arts.

WWW: Something like that.

COMMISSIONER DROST: You know, which also has some musical, and I think the Haag Academy was either performing there or had some --

MRS. HAAG: A long time ago, I sold my school to Roosevelt University and they promised that it would be, our school would be put out on the Roosevelt campus is Schaumburg. But instead, the president of the university retired and a new president came in with a different vision for our school. He basically didn't want to, it was a school for children, especially three-year-olds in the school.

So, they put us in the Metropolis building and I stayed in the Metropolis building. We taught for, my contract was five years, at that point I left and that's when we moved to the Radcliffe location.

I assure you that we're not a rock school.

COMMISSIONER DROST: No.

MRS. HAAG: Our children play on violins that are this size up to full size. They make very little noise but beautiful music. It's a wonderful place. I wish you could all visit our concerts and see what the children do.

I have a mother here who has a disability child who came to our school. I want her to speak to you.

ACTING CHAIRPERSON WARSKOW: Okay, we'll have a public comment section, so we'll just finish up with the comments and questions from the Commissioners, and then we'll open it up to the public.

MRS. HAAG: Thank you.

COMMISSIONER DROST: Yes, and what I'm trying to do is put some of this into the record so, you know, it's more for the Village Board of Trustees as they ultimately vote on it. So, the questions are in the record. All right, I think I'm done.

ACTING CHAIRPERSON WARSKOW: Okay, thank you.

Commissioner Green?

COMMISSIONER GREEN: Oh, I could build on that a little bit. Is it the Building Department that red tagged this business?

MR. SCHMIDT: Yes.

COMMISSIONER GREEN: And supposedly there was, instead of just red tagging, could there have been a letter or a phone call that would explain the situation? In other words, I'm offering a little bit of my feeling here.

MR. SCHMIDT: Yes. There was communication with property management about what needed to be done and resolved.

COMMISSIONER GREEN: But none with the tenant?

MR. SCHMIDT: We had been in contact with the tenant.

COMMISSIONER GREEN: No, I mean, it sounds like the red tag shows up and the business is done anyway --

MR. SCHMIDT: Promptly after the tag appeared, we received communication from the property owner and the process began to bring the business into compliance. So, we did not completely stop them from operating. They have been continuing to operate since this process has begun.

COMMISSIONER GREEN: Well, that's encouraging. Thank you. That's

enough for now, thank you.

ACTING CHAIRPERSON WARSKOW: Commissioner Jensen?

COMMISSIONER JENSEN: Yes, just to be clear, so the Petitioner is actually the Chicagoland Commercial RE?

MR. SCHMIDT: Correct.

COMMISSIONER JENSEN: So, they are the ones responsible for handling and upgrading of the landscaping to code.

MR. SCHMIDT: Correct.

COMMISSIONER JENSEN: So, the academy doesn't really have any responsibility to do anything other than academy, is that what I'm understanding?

MR. SCHMIDT: Yes.

COMMISSIONER JENSEN: I think it's a great, you know, it's a great use of this facility and then I certainly am in favor of granting this variance.

ACTING CHAIRPERSON WARSKOW: Okay, and that just leaves it to me. I'm also very in favor. I had a Music For Youth child playing cello from Kindergarten to 4th grade, so thank you so very much for that program.

I will now open it up for public comment and I'm going to start on this side of the room. So, whoever would like to come up and speak, we ask that you state your name, spell your last name, and you can provide your address if you so choose. Come on up.

PUBLIC COMMENT FOR PC #23-001

MS. DOW: My name is Charlene Dow, the last name is D-o-w. I don't know that I need to say anything because it feels like you're all on Mrs. Haag's side. But my son is adopted from China, he was a two-pound preemie, and Mrs. Haag has been instructing him since he was five years old. She has been very generous with her partnership with Mrs. Gavin, they have scholarships of over $8,000 over the years. He actually was just on the news, NBC just had a special on him because he was allowed to be there during rehab and he was playing a violin for all the patients.

So, it's a beautiful organization that Mrs. Haag has built over the years and I'm very thankful for her. So, we'd appreciate letting her stay in the space and not have to move all those pianos again and disrupt her business. So, thank you.

ACTING CHAIRPERSON WARSKOW: Thank you.

Is there anyone else who would like to come up and speak? Again, state your name and spell your last name please.

MS. LAURIE: Hi, my name is Alina Laurie, L-a-u-r-i-e. This is my daughter.

MS. HECKARD: Hi, I'm Rosemary Heckard and my last name is spelled H-e-c-k-a-r-d.

ACTING CHAIRPERSON WARSKOW: Thank you.

MS. LAURIE: And my daughter Rosemary, she's a student with Mrs. Haag. We live in Arlington Heights, so we wanted to come and to say thank you for supporting her petition. I also just wanted to make sure that the variation is granted for as long as she is a tenant there. Is that how it works? So, I just wanted to speak out for that. So, as long as she decides to stay with that property management company and in that building, that the variation is in place.

MS. HECKARD: And I want to say that as a student of Mrs. Haag's, I completely support her petition for her academy.

ACTING CHAIRPERSON WARSKOW: Thank you very much.

Anybody else on this side of the room?

(No response.)

ACTING CHAIRPERSON WARSKOW: All right, anybody on the other side of the room?

(No response.)

ACTING CHAIRPERSON WARSKOW: All right, having no one else indicated they'd like to speak, I'm going to close the public comment portion.

MR. SCHMIDT: I would like to --

ACTING CHAIRPERSON WARSKOW: Okay?

MR. SCHMIDT: I would like to read one comment we received in writing.

ACTING CHAIRPERSON WARSKOW: Oh, yes, thank you.

MR. SCHMIDT: This is by an individual by the name of Michael Mache. I live in Lexington Heritage townhome community which backs up to the Betty Haag studio. My backyard and back of the house looks at the studio, so it's basically right next to the studio and entrance to the office space, separated by a privacy fence and some bushes.

Since they opened, we have noticed a considerable increase in car traffic and people traffic in and out through the parking lot. Additionally, we can hear the music playing even inside our house. Our HOA, when the neighborhood was constructed, put a privacy fence up along the entire exterior of the neighbor, and the office complex has three old half-dying arborvitaes along the fence. My concern is that they opened illegally without the correct zoning and now seems to be receiving favorable treatment to allow them just to stay in there.

I definitely think they need to put up a noise barrier inside the space and look at updating the landscaping to have a taller barrier to account for the increased traffic. We would prefer to not bother the police with noise complaints if this matter can just be addressed right away. We strongly request for them to install sound-proofing for this zoning adjustment to be made.

ACTING CHAIRPERSON WARSKOW: Thank you.

Okay, now we'll close public commentary. I would like to ask though, is a single resident's concern addressed like that, is that enough to initiate that second condition?

MR. SCHMIDT: If there's complaints by other individuals, it would be significant enough to do so, but --

ACTING CHAIRPERSON WARSKOW: Okay.

MR. SCHMIDT: -- not one on its own and if Staff can't confirm the validity of the issue, at that point I don't think we'd initiate that provision. It would only be initiated if there were multiple complaints received or if we're able to confirm that there is noise at very audible levels emanating from the space.

ACTING CHAIRPERSON WARSKOW: Okay, thank you.

COMMISSIONER SIGALOS: Can I ask a question? Are there operable windows that are in this building that allows the sound to go outside to the surrounding neighbor?

ACTING CHAIRPERSON WARSKOW: Yes, if you want to come up and verbally answer that?

MR. STROJNY: There are operable windows, yes.

COMMISSIONER SIGALOS: So, maybe that would be a suggestion, that they don't open the windows and then not have to add any cost to provide the sound absorbing insulation onto the walls.

MRS. HAAG: The teachers don't open the windows. We have air conditioning in the building.

COMMISSIONER SIGALOS: Right.

MRS. HAAG: It's wonderful, there's no need to open the windows because the outside traffic to the other buildings is quite noisy. So, we would have no reason to open our window.

COMMISSIONER SIGALOS: No, I'm just concerned how a neighbor outside would be, you know, complaining about the noise or the music but the neighbors within the building aren't complaining. So, it doesn't make sense.

MRS. HAAG: Is anyone complaining? I couldn't --

COMMISSIONER SIGALOS: No, nobody was complaining is what I heard from Jake, that there was no complaints from the tenants.

MRS. HAAG: I was going into the school a few months ago, and the attorney whose offices right butts up against our last music room asked me if this was a music school. I said yes, oh, I'm so sorry, are we disturbing you? He said no, as a matter of fact I want to start my granddaughter, but he said I never hear any music coming out of there, so I wasn't sure if you taught music.

COMMISSIONER SIGALOS: Yes. No, that's great.

MRS. HAAG: So, we really have had no complaints since we've been there.

ACTING CHAIRPERSON WARSKOW: Right. You did have, you know, the one letter that Jake just read, so just to make you aware there is now one complaint on record.

COMMISSIONER ENNES: Jake, if I can ask you about that letter? He complained about car traffic in that parking lot, too? Is that --

MR. SCHMIDT: Yes, he did note that there's increased car and person traffic.

COMMISSIONER ENNES: Okay, I mean, it's an office complex.

ACTING CHAIRPERSON WARSKOW: But, you know, as Jake said, that one letter won't initiate anything but, you know, I'm sure the Village will be back in communication if they hear anything else from anyone else.

MR. STROJNY: One of the neighboring, the townhouses next to your spaces.

MRS. HAAG: And he said our windows were open?

MR. STROJNY: No, he said that he could hear there's more traffic, more car traffic, people traffic and --

MRS. HAAG: Yes, but it isn't for our school. We can hardly find a place to park actually. It's from the emotional wellness office and the pediatrician's office around the corner since they've increased their business considerably. We can hardly find a spot to park in our own area. Our parents have to park around the corner, it's not our parking.

COMMISSIONER DROST: Yes, the parking was a surplus, wasn't it, Jake?

MR. SCHMIDT: Correct.

COMMISSIONER DROST: You have 30 spaces.

MR. SCHMIDT: Correct.

ACTING CHAIRPERSON WARSKOW: Okay. All right, thank you very much.

Are there any last comments or questions from Commissioners?

COMMISSIONER DROST: I'll make the motion if that's okay.

ACTING CHAIRPERSON WARSKOW: Okay.

A motion to recommend to the Village Board of Trustees approval of PC #23-001, a Land Use Variation to allow 'Music Conservatories or Instruction' in the M-1 District.

This recommendation is subject to the following conditions:

1. **The Petitioner, being an agent of the property owner, shall install landscaping in accordance with the approved site plan to the satisfaction of the Village no later than June 30, 2023. Should installation of landscaping not take place, the Village will enforce landscape installation requirements separately via the code enforcement process.**
2. **Should noise issues arise as determined by the Village, the proposed sound installation panels shall be installed with 30 days notice.**
3. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

COMMISSIONER GREEN: Second.
ACTING CHAIRPERSON WARSKOW: Okay, call roll.
MR. SCHMIDT: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. SCHMIDT: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. SCHMIDT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. SCHMIDT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Acting Chair Warskow.
ACTING CHAIRPERSON WARSKOW: Yes.

So, there you go, you have a unanimous recommendation from the Plan Commission for your petition. As you probably know, we're only a recommending body. The Village Board is the one that would actually approve your petition.

Jake, is there a date set for the Village Board?

MR. SCHMIDT: Not yet, we're still evaluating, but it will be on the first available.

ACTING CHAIRPERSON WARSKOW: Okay, so someone will be in communication with you when you appear before the Village Board, but thank you and good luck.

MRS. HAAG: Thank you very much.

COMMISSIONER DROST: Is the school allowed to operate now? I mean, until this process is over?

MR. SCHMIDT: Yes, we've allowed them to continue operating while they undergo the process.

COMMISSIONER JENSEN: Sounds good.
COMMISSIONER GREEN: Sounds good to me.

ACTING CHAIRPERSON WARSKOW: All right, so now we'll open up for public commentary not related to the petition before us tonight.

GENERAL PUBLIC COMMENT

MS. CAYER: Melissa Cayer speaking. What do you think about the International Plaza?

ACTING CHAIRPERSON WARSKOW: It's not something that I think the Plan Commission is going to make comment on.

MS. CAYER: Thank you.

COMMISSIONER GREEN: Thank you.

ACTING CHAIRPERSON WARSKOW: All right, no other?

(No response.)

ACTING CHAIRPERSON WARSKOW: I will close the public commentary again then.

Do we have any other business tonight?

MR. SCHMIDT: We do not.

ACTING CHAIRPERSON WARSKOW: All right, so do I have a motion for adjournment?

COMMISSIONER GREEN: I'll make a motion to adjourn.

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRPERSON WARSKOW: All in favor?

(Chorus of ayes.)

ACTING CHAIRPERSON WARSKOW: Any opposed?

(No response.)

ACTING CHAIRPERSON WARSKOW: Meeting adjourned.

(Whereupon, at 8:07 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

Plan Commission
4/12/2023

Item: Greenbrier School Addition - 2330 N. Verde Dr. - PC#22-020

Department: Planning & Community Development

Requested Action

1. Amendment to SUP Ordinance #17-035 to allow a building addition.

Variations Required

1. Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code.

2. Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'.

Recommendation

The Staff Development Committee (SDC) reviewed the proposed Amendment to SUP Ordinance #17-035 to allow a building addition on the subject property, as well as the following variations to Chapter 28 of the Municipal Code:

1. Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code.

2. Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

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

1. If enrollment at Greenbrier Elementary school exceeds or is projected to exceed 406 students within the proposed building, the school district shall demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative

approval is not granted, an amendment to this Special Use Permit shall be required.

2. The petitioner shall continue to work with the Village and neighbors to address any drop-off/pick-up concerns.

3. The petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all MWRD and Village regulations to the satisfaction of the Village.

4. Compliance with the 2-28-23 Design Commission motion shall be required.

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

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
PC Minutes 2-22-23	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 2/28/23	Minutes
Public Notice #2	Exhibits
Aerial	Exhibits
Project Narrative	Exhibits
Jutification for SUP & Variations	Correspondence
Neighborhood Meeting Summary	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Traffic & Parking Study	Exhibits
Preliminary Detention Calculations	Exhibits
Photometric Plan & Light Fixture Specs	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

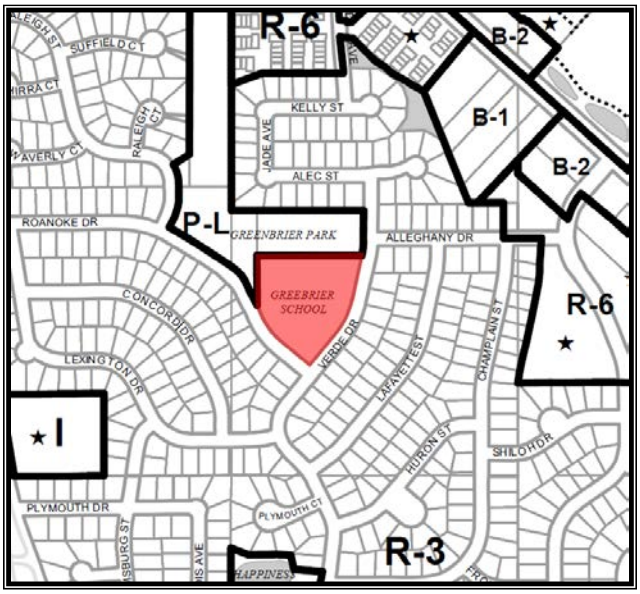
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 22-020*
***Project Title**: Greenbrier School Building Expansion*
***Address**: 2330 N. Verde Drive*
***PIN**: 03-18-112-003*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: April 12, 2023*
***Date Prepared**: April 7, 2023*

***Petitioner**: Arlington Heights School District 25*
Ryan Schulz
***Address**: 1200 South Dunton Avenue*
Arlington Heights, IL 60005

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



SURROUNDING LAND USES

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

Requested Action:

1. Amendment to SUP Ordinance #17-035 to allow a building addition.

Variations Required:

- Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code.
- Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

Project Update:

On February 22, 2023, this project appeared before the Plan Commission for a public hearing. Upon conclusion of the hearing, the Plan Commission voted 8-0 in favor of a recommendation of approval of the application, subject to the five conditions of approval as outlined in the Recommendation section at the end of this report. All public hearings before the Plan Commission must be duly advertised utilizing three methods: 1) a sign placed on the property, 2) a letter sent to neighboring property owners, and 3) an advertisement published in a newspaper that is locally circulated within the community. Said advertisements must occur no more than 30 and no less than 15 days prior to the scheduled public hearing.

Subsequent to the February 22nd public hearing on this application, it was determined that the published public hearing notification within the *Daily Herald* contained the incorrect date of the public hearing. As a result, the hearing that occurred on February 22nd was held without proper public notification. Therefore, this project is being brought back before the Plan Commission in order to hold a properly advertised public hearing in accordance with local zoning regulations and Illinois State Statutes. It should be noted that no substantive modifications to the project have occurred since this project appeared before the Plan Commission on February 22nd; the project remains as originally proposed.

Project Background:

In June of 2022, the Arlington Heights School District 25 community passed a referendum to establish a full day Kindergarten program for all children within District 25. As a result, the district will transition away from the current half-day Kindergarten model where approximately half of the Kindergarten cohort arrives at 9:05am and is dismissed for the day at 11:50am, and the remaining Kindergarten students arrive at 12:50pm and are dismissed at 3:35pm. The full day Kindergarten program is scheduled to begin at the start of the 2024/2025 school year. In order to accommodate the entire Kindergarten cohort within each elementary school building at one time, building additions have been proposed at six of the elementary schools within the district, which will result in an increase to the number of staff, classrooms, and overall student population at each of these six schools.

Greenbrier Elementary School is one of the six schools that needs additional space for the full day Kindergarten program. In order to accommodate anticipated Kindergarten enrollment, as well as to have the appropriate capacity to absorb future variations in student population, the building needs two new classrooms along with additional storage spaces and hallways. The building addition would be located at the southwestern end of the existing school. In 2017, Greenbrier School received Special Use Permit approval to allow a two-story building addition including four classroom and four offices. The two newly proposed classrooms would be housed in a one-story addition adjacent to the recent building addition from 2017.

The site has two parking lots; one located to the west of the school building which includes 62 parking stalls and has a singular access point off Roanoke Drive, and a secondary parking lot with 13 parking stalls that is located to the east of the school with two access points along Verde Drive. Circulation through the western parking lot is one-way and flows in a counter clockwise direction. Primary student loading occurs within the western parking lot during both morning drop-off and afternoon pick-up. The eastern parking lot is one-way with ingress from the northern curb cut and egress from the southern curb cut and this lot serves as a staff/visitor parking area as well as drop-off/pick-up for a portion of the Early Childhood students. A total of 75 parking stalls are included on the subject property.

Greenbrier School is home to District 25's Early Childhood program that provides special education and pre-school education for children between the ages of 3 and 5 years old. In combination with the staff and

children within the K-5 elementary school population, this equates to a total of 386 students, 79 employees, and 23 classrooms at Greenbrier School. The school is expected to have a combined total of 406 students, 81 employees, and 25 classrooms as a result of the building addition and full day Kindergarten program. It should be noted that the proposed building addition is meant to provide capacity for 15% above the five-year enrollment and staffing projections in order to accommodate possible future "bumps" in enrollment beyond the five-year projections.

There are no busses that serve the school and this is not anticipated to change as a result of the full day Kindergarten. The standard 9:05am arrival and 3:35pm dismissal times for the elementary school students would also remain unchanged. The Early Childhood program operates in two half-day sections; the morning session begins at 9:10am and ends at 11:40am and the afternoon session begins at 12:50pm and ends for the day at 3:20pm. The arrival and dismissal times for the Early Childhood program would also remain unchanged.

Zoning and Comprehensive Plan

The subject property is zoned R-3, One-Family Dwelling District, which allows schools through the issuance of a Special Use Permit. As mentioned above, Greenbrier School was approved for a Special Use Permit in 2017 via Ordinance #17-035, however, the proposed building expansion requires an amendment to the previously granted Special Use Permit. In order to justify this amendment, the petitioner has submitted a written response outlining how the site will still conform to the three standards for Special Use Permit approval given the proposed building addition. These standards are summarized below:

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

The petitioner's written response has been included in the materials provided to the Plan Commission. The Staff Development Committee concurs that the standards for approval have been met and notes the following:

- The Staff Development Committee recognizes the need for the school and building at this location, which is illustrated by the expected growth in enrollment and passage of a community referendum to provide a full-day kindergarten;
- The additional classrooms are only expected to increase enrollment by 20 students and two employees, which will not have a substantial or undue adverse effect upon adjacent property;
- The school is regularly inspected by the Illinois State Board of Education (ISBE) for compliance with ISBE health and safety regulations which will protect the safety, morals, and general welfare of persons residing or working in the vicinity.

The Village's Comprehensive Plan designates the subject property as "Schools" and the existing and proposed elementary school use is compatible with the Comprehensive Plan.

Neighborhood Meeting

The School District sent out invitations to all property owners within 250 feet of the school to invite them to a neighborhood meeting to present their conceptual plans and to solicit early feedback to understand any

potential concerns with the project. This meeting occurred on November 1, 2022. Per the petitioner, no one attended the meeting.

Conceptual Plan Review Committee

On December 14, 2022, District 25 appeared before the Conceptual Plan Review Committee. The discussion was primarily related to stormwater and drop-off/pick-up operations. In general, the Conceptual Plan Review Committee was supportive of the project and encouraged the petitioner to proceed with their Plan Commission application.

Design Commission

The Windsor School building addition is expected to go before the Design Commission on February 28, 2023. Any requirements made by the Design Commission must be incorporated into the building design and architecture.

Building, Site, Landscaping

The building addition is proposed at one story in height and would be located adjacent to the 2017 building addition located at the southwest side of the school. The addition would occupy an area that is currently improved with a service walk and is used as open space. Upon completion, a small fully enclosed interior courtyard would be created. The petitioner is proposing full removal and replacement of the east parking lot with no expansion of size; the parking lot would remain in its existing footprint. The east lot presently conforms to landscape requirements and no landscape variations are required as a result of the parking lot replacement. There are no changes proposed to the playground area or to the west parking lot.

The proposed building addition conforms to all bulk, height, and setback restrictions within Code. The existing school building in this location is built up to the minimum required setback line along Roanoke and contains an eave that projects 3' into the required building setback. Although eaves are allowed to encroach into a required building setback, they are only allowed to encroach 2.5'. The proposed building addition, which will connect to the existing building in this location and match the eave with a 3' projection into the setback, creates the need for the following variation:

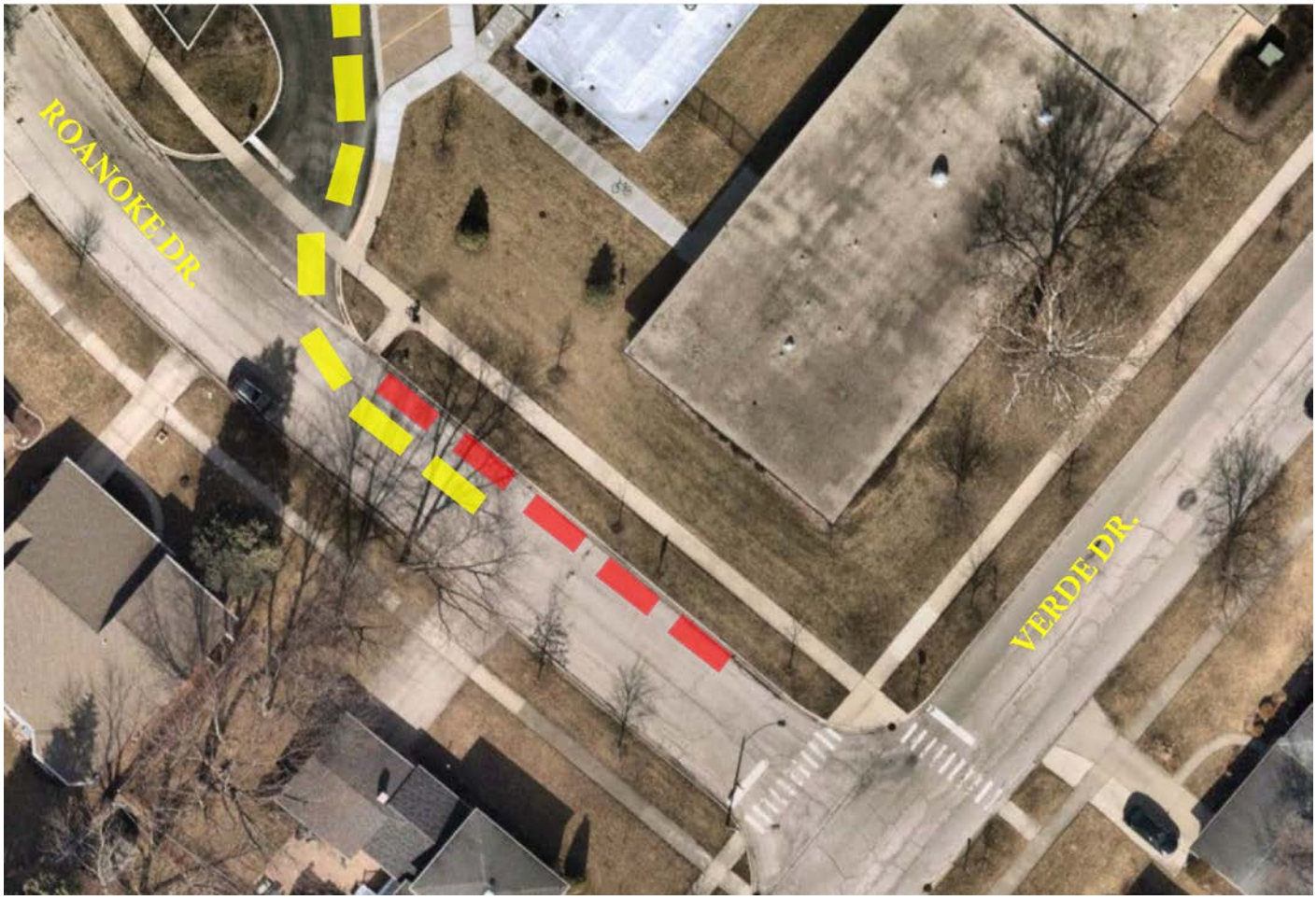
- ***Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'***

The Staff Development Committee is supportive of this variation as the eave will match the existing eave on the building. To deviate to a code-compliant eave would create mismatched eaves and the building addition would appear out-of-place. Additionally, the eave will be setback approximately 23' from the property line in this location, which abuts Roanoke Drive, and accordingly the eave will not be directly abut another property or single-family home.

The proposed building addition will be reviewed by the Regional Office of Education for permitting, however, a Village permit for the site changes will be required. The petitioner has submitted preliminary detention calculations and they believe that the existing stormwater system that serves this property has sufficient capacity to accommodate for the proposed site improvements. However, certain details still need to be finalized and small-scale stormwater improvements may be required. The petitioner shall continue to work with the Village to provide finalized stormwater information and plans to verify compliance with all applicable MWRD and Village regulations. It should be noted that both the existing building and the proposed addition will be protected by a fire sprinkler system.

Parking and Loading:

Greenbrier drop-off and pick-up operations generally run well, however, during afternoon pick-up, parents typically begin arriving at the site around 3:05pm and begin lining up in the west and east parking lots and on-street. Specifically, some parents queue on the north side of Roanoke Drive and the west side of Verde Drive in anticipation of the K-5 student dismissal that occurs at 3:35pm. Parents arriving for the 3:20pm Early Childhood dismissal begin queuing in the west lot, but eventually this queue extends out of the parking lot and onto Roanoke Drive and Verde Drive next to the cars waiting for the later K-5 dismissal. As a result, cars start to stack side by side and block the westbound lane on Roanoke Drive, which creates an undesirable situation that must be addressed. The graphic on the following page illustrates this situation where the red cars are the parents of the K-5 students who are waiting for the Early Childhood dismissal to clear so they can enter the parking lot, and the yellow cars are the Early Childhood parents who are queuing/stacking within the west lot and overflowing out onto Roanoke Drive.



The School District has recommended additional communications to families and additional staff outside monitoring traffic operations as a means to address this issue. Specifically, the District will reach out to parents to remind them that early arrival prior to the completion of the Early Childhood dismissal is not permitted and will create negative impacts on traffic and safety. Additionally, school staff will monitor the drop-off/pick-up operations and discourage parents who arrive early. Should these methods prove ineffective, the District could deploy traffic cones to keep westbound school traffic in the right-lane so vehicles won't stop and block the entrance, or the Village and the School District could work together to add striping on the street to delineate an entry lane to the west parking lot as separate from the two travel lanes on Roanoke. Signage could also be added to the parkway as a means to discourage the stopping/standing of

the cars as shown in red above. The Staff Development Committee is satisfied with this approach, however, should these methods prove ineffective, a condition of approval has been recommended below that would require the School District to further work with the Village and the neighbors to address any drop-off/pick-up concerns. Additional actions or modifications may be required if issues cannot be adequately addressed.

The School District provided a traffic and parking study from Ericksson Engineering Associates (EEA), which accessed the drop-off/pick-up operations, traffic, and parking for the school. The study was predicated on the School District projections for staffing and enrollment in the year 2026/2027 (406 students and 81 staff), however, it is important to note that the number of classrooms proposed is meant to accommodate capacity at 15% above the 2026/2027 projections to allow for future enrollment "bumps" and potential unanticipated growth. Therefore, the school is proposing capacity to accommodate enrollment beyond the findings as outlined within the EEA study. Staff has concerns that, should enrollment increase to fill the 15% surplus capacity within the school, unanticipated traffic, parking, and/or drop-off/pick-up issues could be created.

In order to manage possible future problems, should they occur, a condition has been recommended that would require the School District to demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Should it be determined that improvements to the site or modifications to the drop-off/pick-up procedures are needed to satisfactorily accommodate an increase beyond 406 students, any such improvements or modifications would need to be implemented upon administrative approval by the Village.

With regards to parking, the existing site contains 75 parking stalls and will continue to provide 75 stalls upon completion of the project. During the 2017 Special Use Permit approval process, a variation was granted to allow the existing number of parking stalls on the site (75) relative to the proposed building size at that time (requires 84 stalls per current Code standards). However, given the increase in the number of staff and classrooms, the following action is required:

- ***Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code.***

Detailed parking calculations per Code requirements are shown below:

Location	Use		Ratio	Number of Employees	Number of Classrooms	Number of Students	Parking Required
2330 N Verde	Greenbrier School	Elementary School	1 per employee + 1 per 5 classrooms	81	25	406	86
Total							
						Total Required	86
						Total Provided	75
						Surplus/Deficit	**-11**

In review of the adequacy of the onsite parking supply, the EEA study found that both the east and west lots were heavily used and moderate on-street parking was also observed. Specifically, the study observed typical peak parking demand to be 68 vehicles (5 of the 68 vehicles were observed parking on-street). The existing site has capacity for 75 vehicles within the parking lots. As a result of the proposed building addition, the

study anticipates peak demand to increase to 76 vehicles (8 vehicle increase over existing demand), meaning the 75-space parking supply on the site will cause limited parking spillover onto neighboring streets.

The Village has surveyed the parking lot usage once during the 2022/2023 school year and once during the 2021/2022 school year. The following table illustrates the number of vacant spaces observed:

Parking Lot Usage:

Date	Time	Number of Vacant Stalls in West Lot	Number of Vacant Stalls In East Lot
10/4/2022	1:40pm	9	4
4/12/2022	11:30am	3	6

Greenbrier School is landlocked and much of the site is built-out with some form of an improvement (building, playground, parking lot, hardscape, etc.). There are minimal opportunities to expand parking, and it is likely that any parking expansion would only fit in suboptimal locations that would be awkward or appear out-of-place. Given the minimal expected deficit (1 space) relative to projected demand, the Staff Development Committee finds the amendment to the parking variation to be reasonable and necessary to support the full day kindergarten operation.

Per code, 14 bike parking stalls are required. The existing site has two large bike racks located on the western side of the school that provide well over 14 bike parking spaces. No changes to the existing bike racks have been proposed.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed Amendment to SUP Ordinance #17-035 to allow a building addition on the subject property, as well as the following variations to Chapter 28 of the Municipal Code:

1. Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code.
2. Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

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

1. If enrollment at Greenbrier Elementary school exceeds or is projected to exceed 406 students within the proposed building, the school district shall demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this Special Use Permit shall be required.
2. The petitioner shall continue to work with the Village and neighbors to address any drop-off/pick-up concerns.
3. The petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all MWRD and Village regulations to the satisfaction of the Village.
4. Compliance with the 2-28-23 Design Commission motion shall be required.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ February 17, 2023

Charles Witherington-Perkins, Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

APPROVED

PLAN
_____
_____
_____

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

COMMISSION

RE: GREENBRIER SCHOOL BUILDING EXPANSION - 2330 NORTH VERDE DRIVE - PC #22-020
AMENDMENT TO SUP ORDINANCE #17-035 FOR BUILDING ADDITION, VARIATIONS

REPORT OF PROCEEDINGS had before the Village of

Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village

Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,

Illinois on the 22nd day of February, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

APPROVED

CHAIRPERSON DAWSON: Okay, let's call the meeting to order and stand for the Pledge.

(Pledge of Allegiance was recited.)

CHAIRPERSON DAWSON: All right, roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Present.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Here.

All right, first order of business, approval of minutes.

COMMISSIONER GREEN: So moved.

CHAIRPERSON DAWSON: Second?

COMMISSIONER ENNES: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

COMMISSIONER JENSEN: Abstain.

COMMISSIONER WARSKOW: Abstain.

CHAIRPERSON DAWSON: All right, any opposed?

(No response.)

CHAIRPERSON DAWSON: All right, so then we have another school.

COMMISSIONER ENNES: A couple of schools.

MR. SCHULZ: Five or six, here it is.

CHAIRPERSON DAWSON: Welcome back.

MR. SCHULZ: Thank you very much.

CHAIRPERSON DAWSON: All right, who else is, who am I swearing in today?

MR. SCHULZ: Oh, yes, I'll have to bring everybody up to give it.

CHAIRPERSON DAWSON: Come on up.

MR. HUBBARD: I don't have it, but I can go through the slides if you just tell me next one.

CHAIRPERSON DAWSON: What are we looking for?

MR. HUBBARD: The advancer for the slide show, but we don't have it this evening.

CHAIRPERSON DAWSON: Okay.

(Witnesses sworn.)

CHAIRPERSON DAWSON: Terrific, all right. Go ahead with your presentation.

MR. SCHULZ: Thank you very much. Again, I'm Ryan Schulz, Director of Facilities Management for District 25, along with some of the staff for Arlington Heights School District 25. I'm going to have Sam click through tonight since we don't have the clicker.

So, Sam, we can go ahead.

Again, these are just our guiding principles that we talked about before on how we got here with our full-day Kindergarten program. Again, the expansion at Greenbrier is primarily guided by the full-day Kindergarten program and the need to provide additional space to the building and give them additional needs into the future for programs and enrollment needs.

Again, why is the addition needed? Again, it's primarily focused on the full-day Kindergarten portion, and we do see a slight uptick of enrollment at this school. Again, it's primarily the portion that is, the enrollment increase is primarily driven by the increase in Kindergarten students that we anticipate coming to the school as a result of the full-day program coming into effect.

Ownership and notification. Again, we did the title search. We verified the ownership of the properties. The neighborhood meeting was held on November 1st and no neighbors attended that meeting. The Conceptual Design Review had the unanimous support. Design Commission meeting again is scheduled for next week, February 28th. Just a timing issue didn't allow us to have it before this meeting, so it will be happening next week on the 28th.

The Plan Commission hearing tonight, all our notifications were posted. Our mailings were also sent out. The affidavit was sent over to the Village for review. Then the Village Trustee approval will be coming up in the future once we get through the items tonight in this review.

The construction is anticipated a little bit later on this project since it is only two classrooms. Right now we're slating either the winter of '23 or possibly even waiting until the spring of '24, just depending on scheduling. So, that's our preliminary schedule. We may decide to move that up at some point, but right now we're kind of slating it since it is only two classrooms that it would be later in the project since we do have six schools that we'll be getting started to give us some time to get those projects bid and get these started as well.

This is a summary again of the variation requests that we're looking for tonight, again, two variation requests in addition to the special use permit for the site. So, again, the amendment would be for parking that we'll go through in a little bit, and another portion is a small eave that is over, extending the setback limit on one side of the building which I'll point out once we get into those slides.

Going over the footprint and floor plan kind of area of the site, the addition primarily is going to sit on the south end of the building, kind of the southwest corner in that red box. We designed the addition in 2017-2018 to accept an addition in that location in the future should it ever be needed, so we're looking to put two classrooms in this location on the first floor along with some storage and corridor space. So, we'll create a new courtyard space, actually it will help us in that regard because the courtyard right now is open and it's very difficult to maintain for people going in there. So, we put a fence up initially and people were using the

fence to get on the roof, so we had to end up taking out the fence and we have cameras back there.

So, this addition will actually help us in that regard for reviewing people and not allowing them to get into the building area a little bit more and jumping on the roof. So, again, the addition is set up to also accept a second story in the future if we need to since we are starting to run out of land space at this site to accept other places to build. So, this addition will be constructed to be able to accept a second story to connect to the two-story wing that was built several years ago in this location.

I also want to point out the parking requirement. Again, we are short at this facility. One of the reasons that we are going forward and requesting the variation and not looking at additional parking on site here is this building has highly traveling staff at this facility. So, again, we have an EC program here at this facility, the Early Childhood program that is a half-day program in the morning and a half-day program in the afternoon. So, the overall building enrollment at the school is relatively smaller just based on the K-5 population that is pretty small compared with our other schools.

So, we have staff that travel from other buildings in the district and service this school throughout the day. So, they may come in the morning for half a day and then they flow out. So, the staff count is really variable, it's not that they're there at all times. So, the number that you see for our staffing is the full amount of people that are assigned to that building at some point throughout the day, but that may again mean that they're there for half the morning and then they leave and go out and somebody may not be back to the building. So, that doesn't mean they're all going to be at the site at one time. So, that's why we're requesting the variation on parking.

The other portion of variation that we're requesting is the eave along the southwest corner. It's a little hard to see but it's a yellow kind of dash line. That is the section there where the eave oversteps the setback limit by approximately a foot and a half I believe or half a foot. I think it's only half a foot in that location.

One last thing, I just want to point out we are looking to add some permeable pavers in the east parking lot on the top right side of this picture. Then on the bottom left, we do already have some existing permeable pavers for stormwater. Again, I'll talk about the stormwater portion a little bit later on in the later slides.

Just an overview of the floor plan of the addition. Again, the two classrooms will go to connect to an existing building on both ends. One is a part of more of the original building done in the 1960's and the other portion where it's connecting to was done in 2017-2018. So, again, we're looking to add that section there to loop the building off. It will provide some flow then into the building as well, because right now the existing addition that was recently done kind of sticks out, it's just kind of a one-way corridor. So, it will provide some flow and some continuity on that end of the building, and again, we will be creating the small courtyard that can be used by the building throughout the year for various services that they would want while maintaining light and air into those existing classrooms as well.

A rendering of the addition. So, again, this addition really works very well and works very nicely with the existing footprint and layout of the building. So, the facade really carries through to the new addition. It's very similar and symmetrical, so we're looking to carry through that existing 1960's look from the one portion on the southern end and bringing it over to the new addition, again, tying into the two-story addition behind it that was recently done several years ago.

Here's showing the elevations again in 2D format, again, just showing how it connects to the two-story addition, the top one, and then again on the bottom elevation is the south, southwest elevation, showing how it connects to the existing building from the 1960's.

Going through enrollment and staffing, again, we do see the uptick in enrollment at this school that we project to see from the full-day Kindergarten program and a small amount from the actual neighborhood that we anticipate overall enrollment growth, again going from 386 to 406. For staffing, we're only anticipating at this point to go up two staff just to support the full-day Kindergarten program, because again, we just don't have enough Kindergarten teachers right now in the current half-day program to support that going over to the full day. So, we're looking to have the two additional full-time Kindergarten teachers.

Classroom counts, so I'll just go through that real quick. 24 classrooms currently going up to 26, and then you can see our projected sections going forward is 23, pretty flat across the years coming out. So, we will have a number of classrooms that can be used for support services and breakout services at the facility for that going forward.

Traffic and parking -- Sam, you can go ahead.

Going through the parking lots, again, we are short here slightly at the site. We have currently 75 parking spaces on site, we are projected to need 86 by the Village current code. As I discussed earlier, we feel that the site has sufficient parking to support our staff based on the amount of people that are flowing in and out throughout the day, and again, not always utilizing those spaces at all times. So, we feel that this is a reasonable request to have this variation request.

In addition, I just wanted to go through a little bit with taxis. We're heavily on taxis at this school due to the program, the EC program that is at this site. So, we have a large number of taxis that service our students compared with other schools, just because kids may be coming from different locations within Arlington Heights that they would need those transport services to the school. So, we have six taxis in the a.m., 11 mid-day, and six taxis in the p.m. hour, and then we do have one bus at this location.

I just want to point out, this was from the drone footage at like 3:30 in September. I just want to show that there are open parking spaces up on the east lot which is on the top far area under the Greenbrier, and then also below in the main lot to the main parking lot in the back. So, just trying to show general things, this is again 3:30 in the afternoon when we would normally still have all the staff there at the building that were occupying the site, just showing that there are a number of open spaces. Again, parents are already queued up because their students are going to be getting out, and there may be a few parents parked in that lot as well waiting to get their students even though they're technically not supposed to be parked in the parking lot.

Just one more reference, this again, was just a satellite picture from May 13th of 2021 showing a large portion of parking spots open in that west let. The east lot does have a number open, again, it looks like there's more than there actually are. For some reason, the satellite image just kind of ghosted I guess, it's kind of like see-through, so it's not, all those spots aren't open on that east lot. I would say they're probably about half to 70 percent full on that east smaller lot, but again, it's fairly clear to see on that west lot that there are a large number of spaces open during a normal school day.

Can you just try clicking maybe one, Sam, to get it to start? There we go.

So, this is the arrival video just showing the flow through the back

main parking lot, how traffic enters through one entrance and exits through the same entrance. Again, that lot is technically supposed to be a right-in/right-out only. So, you'll see in the morning that a large number of these cars are following the right-out, but we do see occasionally that a car will snake to the left and start going over to the other intersection. Again, this was intended from our last project, we felt that this was the most reasonable to try to get traffic away from the intersection that's near the school and where there's a large amount of pedestrians. So, we do have good adoption of it but it's perfect, right, so we do have people breaking out, especially towards the end now, you'll see a large number of them start going left which is to the east instead of following the sign and breaking out towards the frontage road. I hope Mr. Green is not one of them that breaks that rule. So, we can go to the next one.

This is again just traffic departure on the stacking, kind of where cars at the end of the day will be stacking primarily in the western parking lot on the side nearest the school. So, again, there are some cars on Roanoke that queue up there, get closer to the intersection of Roanoke and Verde, and then also in the yellow line along Roanoke, we do see some cars there. It's not a primary area where cars are stacking up, but we do see that occasionally where people are queuing up in that location and picking up their students.

Also on Verde is also a section that I have kind of hashed there. We see sporadic, like sometimes it does have a lot of cars there and other times there are not. So, that's why I put it in dash, it's kind of a sporadic zone of cars when they park there. We do see a number of cars near the parking lot on that east side, and then also a little bit farther to the north along the streets near the baseball field.

Going through departure, again, this is at approximately 3:30, you can see cars starting to queue up in the parking lot. You'll notice that a number of cars are sticking out into the streets, but once it gets flowing at approximately 3:35, it moves fairly quickly and it clears that little hiccup in that location fairly quickly in that location. So, you can see traffic now, students are out and starting to flow, and once we get going here, it starts pulling them in fairly quickly off the street. So, again, that was right around 3:30 and the video I think stops around 3:42 or so. You can see that it's a fairly short window that there is an impact on that street.

Again, on the south side of the street, we do see some cars parked, but primarily we believe those are residents parked in that location. Occasionally, there may be a parent that would park there, but primarily there is some residential parking on the street there on the south side of the street.

Just showing vehicle stacking that is uphill on the site, again, both on site and nearby. We did show some of the street because there's no houses on that side of the street. It's primarily the School District's and Park District's property, so we showed that on the map as well that it's not impacting neighbors, that it's a fairly open area. There is a large quantity of street stacking available at this location, especially on the southwest side of the site. Again, we can fit 15 cars in that west lot and 10 vehicles, excuse me, in the east parking lot as well to stack, and you can also see the total stacking that is available on the street.

Stormwater and sustainability. So, stormwater primarily will be serviced by the existing detention basin that is in the northwest portion of the site. It is owned by the Park District, the land, but we do have a license agreement to store our water there. It was permitted with enough volume control that we can have additional water go to that site, so again, that's been reviewed by Village Engineering in preliminary stages. We'll have additional calculations brought forward to them for final approval, and then will be brought to MWRD for

their final sign off on the concept as well, but we do have permitted volume left in that area, it is up near the park area. There's a pathway that goes through that area, but again, we do have permitted licensed volume control available in that location as well.

For sustainability, similar to other sites, there will be LED lighting, high efficiency HVAC, low flow plumbing fixtures. We do have green space still available, adequate bike storage and ridership, and then future exploration again at this facility of solar and PV panels being put on the roof of this facility.

With that, I will be open to any questions that you may have.

CHAIRPERSON DAWSON: Okay, great.

Sam, before you start the Staff report, have all public notices been given? I forgot to ask that earlier.

MR. HUBBARD: They have, yes.

CHAIRPERSON DAWSON: All right, terrific. All right, so Staff report, please.

MR. HUBBARD: Thank you, Chair Dawson.

Okay, so Greenbrier School is located in an R-3 Zoning District. As part of the addition that occurred in 2017, they received a special use permit to allow for that building addition. All schools within the R-3 district are required to develop with a special use permit, and the four-classroom addition in 2017 triggered the need for the school to obtain a special use permit. Similarly, the proposed addition triggers a need to amend that special use permit. So, the reason the Petitioner is before you this evening is for an amendment to the 2017 special use permit to allow the building addition.

Additionally, there was a variation granted as part of that approval back in 2017 to allow a parking deficit, 75 stalls, where 84 would be required by current code requirements. The addition of classrooms and staff increases the intensity of this variation to require now 86 stalls instead of 84, and they are not proposing to add any additional parking stalls. So, an amendment to that variation is also required.

Finally, there is a variation required for the projection of the eaves at the southwest corner of the building addition where they project three feet out into the front yard setback where code limits this projection to 2.5 feet. So, there's a half a foot encroachment into the required setback.

On the Comprehensive Plan, the site is designated as schools, so the existing and future uses are compatible with the Comprehensive Plan.

As you've heard, the Petitioner held a neighborhood meeting in November of last year. No one from the public attended. They did send out invitations to all of the residents within 250 feet, and in some instances went a little bit beyond that, but nobody ended up attending the meeting.

In December of last year, they appeared before the Conceptual Plan Review Committee. There was limited discussion on this project, mostly related to the drop-off/pickup operations, but there were no major concerns identified and the Conceptual Plan Review Committee members in attendance encouraged the School District to move forward.

The Petitioner will appear before the Design Commission on the 28th of this month, and the School District must abide by any requirements stipulated by the Design Commission as they move forward to final design and permitting for this project.

Here's an aerial of the site. You can see the neighborhood is primarily single-family residential. To the north and northwest there is Greenbrier Park. Then to

the east, south and west are single-family homes. The addition is shown by that red box and it will be built flush with the current portion of the building here, so it just extends straight along that edge.

The current building in this location is built right up to that minimum allowed front yard setback. The proposed addition will maintain that and does not require any variation, but again, as you've heard, the eaves will project out into that required setback by approximately three feet, requiring the need for a variation, and I'll get into that a little bit more later.

Here's a zoomed out neighborhood aerial showing more of the neighborhood, and then again, the site plan with the building addition shown in color with the remaining portions of the existing building shown in gray.

There's very limited site work proposed as part of this project. Some of the other school addition projects that the Plan Commission has recently discussed over the last several weeks have involved more site work in comparison to this project. The only real above ground change, other than the building addition, is that the School District is proposing to reconstruct the east parking lot. Thankfully, the parking lot complies to code as it exists today, and so there's no variations triggered by this reconstruction. It complies with code both relative to the size and orientation of the parking stalls, the drive aisle widths, the curb cuts, as well as the landscaping.

So, here you see the elevations of the building up top, and then on the bottom is the existing building. Again, this projection of the eaves is circled in red here, and they are just maintaining the existing eave that's on the current building. But again, it does require that variation for that half a foot projection beyond the maximum allowed 2.5-foot projection into the required front yard setback.

The Staff Development Committee is supportive of this variation. To deviate the projection of the eaves would have a slightly awkward appearance. It's an existing condition on the building that they're just matching, and it's going to be set back at least 23 feet from the right-of-way, and then there's a street in between that and any neighboring single-family homes. So, we are supportive of that variation.

They will be installing some landscaping in the form of some foundation plantings and two trees. There is no strict code requirement for landscaping in this instance, so this is just to enhance the appearance of the site.

This brings me to traffic, parking and drop-off/pickup operations. So, again in 2017, this site was approved for a variation to allow the 75 parking stalls that exist on the site today. They are increasing the extent of the variation by two stalls, and so the variation needs to be amended.

In relation to whether or not there is adequate supply to accommodate demand for this site, the traffic and parking study surveyed the parking area after the morning arrival period and found that the parking lots were about 75 to 85 percent at capacity. So, that translates to vacancies for about 10 vehicles. Additionally, the Village surveyed the parking area twice over the last two years and found vacancies in the parking lot around nine to 13 vehicles. Given the estimated two-employee increase, the traffic study found that demand for parking would increase by up to around eight vehicles. So, given the surplus that we've observed, plus has been observed in the study, finding anywhere between nine to 13 vacancies within the parking lot, we believe that the parking area does have capacity to accommodate for the increased demand associated with the building addition.

We are aware of some congestion that occurs in and around the Verde and Roanoke intersection during peak times, most notably during afternoon pickup. Again, the Staff report outlined a situation where cars park on the north side of Roanoke and wait while the early childhood pickup occurs, and that creates a situation where there's double-stacked cars. So, we've asked the School District to look into solutions to this, and they are recommending additional communications to families and additional staff outside to address this issue. Should these means prove ineffective, then they have some kind of contingencies. They could put out some traffic cones, we can work with them to maybe install some additional striping, and we can potentially install some No Parking signs in that area where people stop and double-stack. So, we do find these solutions to be adequate, but we are recommending a condition of approval that if there are continued issues with drop-off and pickup, that the Petitioner will work with us to address those.

Relative to the overall drop-off and pickup operations, the traffic and parking study was predicated on the 2026-2027 enrollment which is expected to be 406 students with a capacity of around 23 classrooms. But the addition is being built out to provide capacity for 15 percent above those projections, so there is some potential for unanticipated traffic or parking impacts should enrollment increase to that maximum 15 percent capacity above the 2026-2027 numbers. So, just to be proactive in that situation, we are recommending a condition of approval that if enrollment does exceed the 406 capacity, that they work with the Village to address any drop-off or pickup problems, and if they can't come to an agreement with us on what's needed to mitigate any problems, then they would be required to come back before the Plan Commission and Village Board for an amendment to the special use permit.

That being said, we are supportive of this project and we are recommending approval subject to the five conditions shown here.

CHAIRPERSON DAWSON: Okay, great.

Do I have a motion to enter the Staff report?

COMMISSIONER SIGALOS: So moved.

COMMISSIONER CHERWIN: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed or abstentions?

(No response.)

CHAIRPERSON DAWSON: No, okay, great.

All right, so do we have any questions before public commentary? I'll start down here. No?

COMMISSIONER SIGALOS: I just have a question. When you were showing the video of cars leaving and they were all supposed to go in the entry and aprons there, it was a right-in/right-out, and every once in a while you can see a car, you know, turn to the left and would create a problem. Did you ever consider putting in like a curbed island there, kind of like a pork chop shape to force them to turn right so they're not turning left into oncoming traffic?

MR. SCHULZ: Yes, we haven't considered that yet. I mean, we've had that at other schools. We've just seen that people will still violate that, even though it is trying to, you know, prod them more to the right, that people will still, if it's advantageous to them and there's a not a lot of traffic, they'll still turn left out of there, but it could be something we'd explore. We tried it at other schools and seen kind of mixed use with that as well.

COMMISSIONER SIGALOS: I just wondered if you're aware of that.

COMMISSIONER CHERWIN: To kind of follow-up on that concept, have you had any incidents at all with somebody making a left turn causing any kind of collision there?

MR. SCHULZ: Sorry, was that for Olive?

COMMISSIONER CHERWIN: Oh, I'm sorry. Have you had any incidents at all where somebody has made a left-hand turn and has caused an accident?

MR. SCHULZ: Not that I'm aware of, no. None here.

COMMISSIONER SIGALOS: I guess my last question, and it's not that I'm looking for you to spend more money, but I heard you say that these two classrooms are being designed for a future second-story addition. I didn't see a second floor plan in the presentation. But if you're '25 or '26, 2026 projections require a need for two additional classrooms, I'm just curious, it'd be a lot cheaper to build them now than later being that's already designed. I mean your footings, your foundations, your second floor slab doesn't change, so you're just adding, even the perimeter outside walls, you don't have to do anything inside to finish it. I'm just bringing it up, it might be, if you're only that far away, four years away from building or requiring a couple more classrooms, you might consider building them now, just a shell, and it would be cheaper.

MR. SCHULZ: We're not anticipating the need for more classrooms beyond five years right now. We're accommodating that with these two. So, we're projecting that these two additional classrooms will serve us well into the future, but --

COMMISSIONER SIGALOS: All right.

MR. SCHULZ: -- again, if way further down the road enrollment would increase --

COMMISSIONER SIGALOS: I thought I saw the table where there may be two more classrooms added in --

MR. SCHULZ: No intention of that right now, no.

COMMISSIONER SIGALOS: All right, that's all I have.

COMMISSIONER ENNES: Okay, a question regarding the current enrollment. You have currently 40 Kindergarten students I believe?

MR. SCHULZ: I trust that you have that correct number.

COMMISSIONER ENNES: About how many teachers does it take to teach them half day? And how many more does it take for full day?

MR. SCHULZ: So, again, typically what will happen, again, if you have four sections of Kindergarten right now, you have two teachers because they can serve two classes in the morning, in the a.m., and then they can service two classrooms in the afternoon. So, essentially, it's not a perfect match but it's essentially doubling the amount of Kindergarten teachers that you need. It depends on the section need a little bit, you get a little bit more efficient this way, so it might not always be doubling. But essentially, as a rough estimate, it's usually adding twice as many Kindergarten teachers.

But I think right now, I think we have two-and-a-half. I think there's a section, I believe it's, is it one? I can't remember the exact quantity. Stacey Mallek does.

MS. MALLEK: So, our enrollment goal at the Kindergarten grade level is 20 students per teacher. So, we don't automatically add a teacher if we hit 21 or 22. Actually, I believe at Greenbrier this year we have slightly larger class sizes, but we added a teacher assistant to assist in that classroom rather than adding a whole another section which would then decrease or split those numbers in half and you'd have 12 kids or 11 kids in a class.

COMMISSIONER ENNES: So, we're talking about, with the increase, about four more parking spaces are needed, two to four?

MS. MALLEK: Well, based, it's throughout the five years, just two more. Two more additional staff over the total number that we currently have.

MR. SCHULZ: I think the portion that Sam was getting into is taking into account the additional classrooms, there's a requirement for every five classrooms you're going to have a certain amount of parking spaces. So, that's included I believe in the number that Sam was referencing as well. But the spaces are solely based on the number of staff that you have and the number of classrooms. Those are the two metrics that are currently in the code for that. There's no student population metric portion in that right now, especially for elementary schools since we don't have students driving.

COMMISSIONER ENNES: Okay, right. Hopefully not at that age. Okay, thank you.

CHAIRPERSON DAWSON: Commissioner Green?

COMMISSIONER GREEN: I get over to this school a lot, and I can tell you that yesterday I was there for three of these pickups and deliveries. A lot of grandkids. As in both the front lot, the east and the west lot as you call them, there were open spots. Every time I'm there, there's parking spots that you can easily take. So, I would go along with your finding, and what the Village found is that there are open parking spots all the hours of the day, because like I say I'm there a lot during the week.

But my only comment would be that the drop-off and pickup works very well. I mean I think it really does. My only problem are the parents and their driving abilities, and I'm being nice when I say that, but that's really where the problem is, it's not in the plan, it's with the parents. So, I've seen the double stacking and everything that happens there. In that case, the right-out is a good idea when you have a double stack because otherwise I'm driving on the right-of-way to get over to where I have to go. I'm only kidding of course.

But like I say, it works very well and it's only a few minutes and it's over with for the day. So, anyway, that was just my comment, that it's a good plan.

COMMISSIONER LORENZINI: So, looking at this chart, it says 81 employees, but the zoning is 75 spots. So, how does that, do they ride together or just, you have visitors, too, once in a while I think.

MS. MALLEK: So, of those employees, two of them are night custodians, so they show up at 3:00 in the afternoon. Some of them, I think we have 20 part-time staff at that building that none of those staff work on Fridays. There was one of the slides in Ryan's presentation, I think nine of the 20 work half days. Three of the staff work only during the lunch hour because they're our lunch service staff.

So, they're there at different times of the day. They're not all there at the same time, which is why we always have open spots. In addition, some of our related service providers like speech and language or psychologists, social workers, they may only need to be at the school two hours twice a week. It just depends on when we schedule them because it depends on the needs of the kids, and then those staff will travel to other schools to assist in those buildings. So, we just don't have all of those 86 staff on site at the same time.

COMMISSIONER LORENZINI: Okay, thank you.

CHAIRPERSON DAWSON: Before you sit down, could you just state your name for the record just so we have that?

MS. MALLEK: Stacey Mallek.

CHAIRPERSON DAWSON: Spell the last name.

MS. MALLEK: M-a-l-l-e-k.

CHAIRPERSON DAWSON: Right, thanks. I know we all have seen you so many times, but we just have to make sure it's on the record.

COMMISSIONER WARSKOW: Just one quick question out of curiosity, and I believe this was the same with the Westgate School that you now have this courtyard in between the classrooms. What do you do with that courtyard? Is it turf grass? How do you maintain that? Would you, you know, would you think about making that maybe some perennial native plants that would not require so much maintenance?

MR. SCHULZ: So, actually it's synthetic turf we're looking to put in this location so it's nice and flat and we can use it. Some of them will probably get a little bit more use than some of the others because there's only classrooms on one side, so if they're vacated there might be more use of that courtyard space. The size of this one gives a little bit more space, too, to set something up in that location.

COMMISSIONER WARSKOW: Thank you.

COMMISSIONER JENSEN: Well, first of all, I'd like to just commend the quality of the reports from both the Petitioner and the Village Staff. It really makes understanding these issues much easier.

I do have just one question which is I didn't see any signage that said Right Only in the place where you've got a few people who go to the left. Is there signage there and I just missed it?

MR. SCHULZ: In my understanding, there still is. So, we'll verify that that's still there. I haven't looked at it with my own eyes, but there was initially when we did the addition in 2018 right under the stop sign on that parking lot, it says either No Left Turn or Right Turn Only, one of the two. It does have a sign --

COMMISSIONER JENSEN: Okay, yes. You should validate that. It didn't look like there was one.

COMMISSIONER GREEN: There's a sign there, Lynn.

COMMISSIONER JENSEN: Is there? Okay.

COMMISSIONER GREEN: I've never seen it, but I know it's there.

COMMISSIONER JENSEN: Okay, good. Yes, no, thank you, that's the only thing I needed to clarify.

CHAIRPERSON DAWSON: Okay, we're about to open up to public comment, but I did also skip over one other question which was have you read the Staff report and do you agree to the conditions of approval?

MR. SCHULZ: We do.

CHAIRPERSON DAWSON: Terrific. All right, let's move to public commentary. So, we're opening up for public commentary.

Anyone on this side want to speak?

PUBLIC COMMENTARY FOR PC #22-020

MS. CAYER: Melissa Cayer speaking, C-a-y-e-r. Open Rand School, avoid building additions, redistrict and implement school choice. Arlington Heights has dense housing units which causes water management issues.

The referendum, School District 25 issue bonds, shall the Board of Education of Arlington Heights School District No. 25, Cook County, Illinois improve the sites up, build and equip additions to, and alter, repair and equip existing buildings including without

limitation building classrooms for full-day Kindergarten and replacing windows, flooring, roofing, plumbing, electrical equipment and HVAC systems, and issue bonds of said School District to the amount of $75 million for the purpose of paying the cost thereof.

It doesn't say that you can't implement opening Rand School in other words. Thank you.

CHAIRPERSON DAWSON: Thank you.

Anyone else in this side of the room? No?

(No response.)

CHAIRPERSON DAWSON: Anyone on this side of the room for public commentary? No?

(No response.)

CHAIRPERSON DAWSON: All right, then we'll go ahead and close public commentary.

Any additional questions? Anyone have a motion?

COMMISSIONER LORENZINI: I've got one more question. I was wondering if anybody from the public was going to say anything about drainage.

Sam, is there any drainage issues in the area with the public?

MR. HUBBARD: No, the Village did some extensive drainage improvements in this neighborhood a couple of years ago. So, no, I mean, the jury is still out on whether that has completely solved some of the problems. We believe it has, but no, there's no significant stormwater drainage that we're concerned about relative to this building addition.

COMMISSIONER LORENZINI: Okay, but any drainage, any retention that's needed is going to be in the area owned by the park?

MR. HUBBARD: Right. The existing detention is within the park.

COMMISSIONER LORENZINI: How do you know there's adequate capacity there to take --

MR. HUBBARD: Well, on a preliminary basis, I think we're still kind of working that out with this particular school, but if there does need to be additional capacity, it can probably be solved without any changes to that detention basin. It could be solved through permeable pavers potentially. It could be upsizing some of the pipes there. So, there's a variety of different ways that they could tackle that if additional detention is required without any costly underground stormwater vaults.

COMMISSIONER LORENZINI: Okay, thank you.

CHAIRPERSON DAWSON: Any other questions? Anyone have a motion?

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

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #22-020, an Amendment to SUP Ordinance #17-035 to allow a building addition, and the following variations:

1. **An amendment to the variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code to now allow 75 spaces where 86 spaces are required by code.**
2. **A variation from Chapter 28, Section 6.6-5.1 to allow eaves projecting three feet into a front yard setback where code restricts this distance to 2.5 feet.**

APPROVED

This recommendation is subject to the following conditions:

1. **If enrollment at Greenbrier Elementary School exceeds or is projected to exceed 406 students within the proposed building, the School District shall demonstrate to the satisfaction of Village Staff that adequate onsite parking can accommodate peak demand, and drop-off/pickup operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this special use permit shall be required.**
2. **The Petitioner shall continue to work with the Village and neighbors to address any drop-off/pickup concerns.**
3. **The Petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all MWRD and Village regulations to the satisfaction of the Village.**
4. **Compliance with the 2/28/23 Design Commission motion shall be required.**
5. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

COMMISSIONER SIGALOS: I'll second.
CHAIRPERSON DAWSON: Okay, did you have any discussion? You had your hand up, Jay.
COMMISSIONER CHERWIN: Oh, I was just going to make a motion.
CHAIRPERSON DAWSON: Okay, roll call?
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
All right, so we have unanimous approval on Greenbrier.
(Whereupon, at 8:10 p.m., the public hearing on the above-mentioned petition was adjourned.)

S T A F F D E S I G N C O M M I S S I O N R E P O R T

PROJECT INFORMATION:

Project Name:	Greenbrier Elementary School
Project Address:	2330 N. Verde Drive
Prepared By:	Steve Hautzinger
Date Prepared:	February 22, 2023

PETITION INFORMATION:

DC Number:	22-093
Petitioner Name:	Don Hansen
Petitioner Address:	STR Partners LLC 350 W. Ontario Street, Suite 200 Chicago, IL 60654
Meeting Date:	February 28, 2023

Requested Action(s):
Approval of the proposed architectural design for an addition to an existing elementary school.

Design Commission Responsibility for Projects Being Reviewed by 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 a Special Use Permit to allow a public school with the proposed addition in the R-3 One-Family Zoning District. 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 and Background:
In June of 2022, the Arlington Heights School District 25 community passed a referendum to establish a full day Kindergarten program for all children within School District 25. The full day Kindergarten program is scheduled to begin at the start of the 2024/2025 school year. In order to accommodate the new program, six of the elementary schools within the district require building additions.

Greenbrier Elementary School is one of the six schools that needs additional space for the full day Kindergarten program. The petitioner is proposing to add two new classrooms and two small Storage closets. The proposed building addition is located on the south end of the school facing Roanoke Drive.

Architectural Design:
The proposed addition is nicely designed to fit with the existing school. All exterior materials have been selected to match the existing materials and colors. The massing of the proposed addition fits seamlessly between the wings of the existing school.

Mechanical Equipment Screening:
Exterior mechanical equipment is required to be screened from view. There are two new rooftop condenser units proposed to be located on the roof of the new addition. The units look small on the roof plan, but the building does not have a parapet wall so these units will be visible from the residential neighborhood. Screening is required and will need to be designed to be harmonious with the architecture of the building.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed architectural design for the addition to Greenbrier Elementary School located at 2330 N. Verde Drive. This recommendation is based on the plans received 12/9/22, 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. Screening is required for the two new rooftop mechanical units. The screening needs to be designed to be harmonious with the architecture of the building.
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, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building 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/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

February 22, 2023

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 22-093

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
FEBRUARY 28, 2023

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

Members Present:	Jonathan Kubow, Chair Kirsten Kingsley John Fitzgerald
Members Absent:	Ted Eckhardt Scott Seyer
Also Present:	Mahdi Nazeri, Thomas Architects for *129 S. Vail Ave.* Gary Wronkiewicz, Stonefield Custom Homes for *947 N. Haddow Ave.* Rob Kirk, Group A for *947 N. Haddow Ave.* Ryan Schulz, AH School District 25 for *Windsor School & Greenbrier School* Don Hansen, STR Partners, for W*indsor School & Greenbrier School* Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR FEBRUARY 14, 2023

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF FEBRUARY 14, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

Chair Kubow stated that with only 3 commissioners here tonight, a positive vote from all three members is required for a motion to pass.

ITEM 3. SCHOOL REVIEW

DC#22-093 – Greenbrier School Addition – 2330 N. Verde Dr.

Ryan Schulz, representing *Arlington Heights School District 25*, and Don Hansen, representing *STR Partners*, were present on behalf of this project.

Mr. Hautzinger presented Staff comments. This project requires Plan Commission review and Village Board approval for a Special Use Permit to allow a public school with the proposed addition in the R-3 One-Family Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

In June of 2022, the Arlington Heights School District 25 community passed a referendum to establish a full day Kindergarten program for all children within School District 25. The full day Kindergarten program is scheduled to begin at the start of the 2024/2025 school year. In order to accommodate the new program, six of the elementary schools within the district require building additions. Greenbrier Elementary School is one of the six schools that needs additional space for the full day Kindergarten program. The petitioner is proposing to add two new classrooms and two small Storage closets. The proposed building addition is located on the south end of the school facing Roanoke Drive.

The proposed addition is nicely designed to fit with the existing school. All exterior materials have been selected to match the existing materials and colors. The massing of the proposed addition fits seamlessly between the wings of the existing school. However, exterior mechanical equipment is required to be screened from view, and there are two new rooftop condenser units proposed to be located on the roof of the new addition. The units look small on the roof plan, but the building does not have a parapet wall so these units will be visible from the residential neighborhood. Screening is required and will need to be designed to be harmonious with the architecture of the building. With this requirement, Staff recommends approval of the project as submitted.

Mr. Schulz said that in 2018, a 2-story addition was completed at Greenbrier Elementary School, and the design was constructed to allow for more classrooms in the future. At this time, two new classrooms are being proposed, carrying through the elevation, the massing, and the symmetrical look on the south elevation of the building. This addition will be constructed to accept a possible second floor addition in the future, although that is not anticipated anytime in the near future. It will include a small corridor coming through to connect the building to loop off to allow better flow, as well as an internal courtyard, which will give better perimeter site lines and visibility to the site. He welcomed any comments from the commissioners.

Chair Kubow asked if the building construction will be wood or steel. Mr. Schulz replied that this addition will be steel and concrete block construction, which is what the majority of their schools are. Mr. Hansen added that Greenbrier School will be primarily masonry construction with some steel as necessary for support.

Chair Kubow asked if there was any public comment and there was no response from the audience.

The commissioners summarized their comments. Commissioner Kingsley said it is a nice addition, and she asked the petitioner to address the new rooftop units and screening. Mr. Schulz replied that the two new classrooms need their own air conditioning units, which will be small and residential in style, and their general location will be set back from the main edge of the roof. Commissioner Kingsley asked if the units will be visible from adjacent second-story classrooms, and Mr. Schulz said they will not be. Mr. Hautzinger asked how the units will be mounted on the roof and Mr. Schulz said there is typically a little bit of Unistrut that sits approximately 6-10 inches above the roof to allow water flow, with the units set on top with a pad. Mr. Hansen added that the units would not be any larger than 3' x 3', and Mr. Schulz said the units could be pushed back if necessary. Mr. Hautzinger encouraged the petitioner to keep the roof of the addition as clean looking as the current building appears. Commissioner Kingsley did not have an issue with the rooftop units. Commissioner Fitzgerald agreed with the comments already made, as did Chair Kubow.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR AN ADDITION TO *GREENBRIER ELEMENTARY SCHOOL* LOCATED AT 2330 N. VERDE DRIVE, AS SUBMITTED. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 12/9/22, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATION 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 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.

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

Published in Daily Herald March 28, 2023 (4597601)

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON APRIL 12, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 22-020, a request for an Amendment to SUP Ordinance #17-035 to allow a building addition, an amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code, and a Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'. The subject property is located at 2330 N. Verde Drive in Arlington Heights, Illinois. The subject property is bounded by Verde Drive to the east, Roanoke Drive to the west, and Greenbrier Park to the north. The PIN for the subject property is 03-18-112-003 and the property is currently occupied by the Greenbrier Elementary School.

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

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals.

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.

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald March 28, 2023 (4597551)

NOTIFICATION AFFIDAVIT

I, Ryan Schulz hereby certify as follows:

1. That on the 23 day of March, 20 23, affiant caused to be mailed in the Post Office of Arlington Heights, 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 24th day of March, 2023.

Notary Public

OFFICIAL SEAL
BRADLEY A KATZ
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:08/15/23

Greenbrier

NOTICE OF PUBLIC HEARING

HEARING FOR: AMENDMENT TO SUP ORDINANCE #17-035 TO ALLOW A BUILDING ADDITION, AMENDMENT TO THE PARKING VARIATION GRANTED IN ORDINANCE #17-035, AND NEW VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE

HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

DATE: APRIL 12, 2023 **TIME: 7:30 PM**

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: (312) 464-1444

OR

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200

NOTICE OF PUBLIC HEARING

HEARING FOR: AMENDMENT TO SUP ORDINANCE #17-035 TO ALLOW A BUILDING ADDITION, AMENDMENT TO THE PARKING VARIATION GRANTED IN ORDINANCE #17-035, AND NEW VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE

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33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

DATE: APRIL 12, 2023 **TIME: 7:30 PM**

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: (312) 464-1444

OR

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200

March 22nd, 2023

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for an amendment to Special Use Permit Ordinance #17-035 to allow a building addition, an amendment to the Parking Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code, and a Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3 feet into a required front yard setback where code restricts this distance to 2.5 feet.

The location of the subject property is the Greenbrier Elementary School at 2330 N. Verde Drive, Arlington Heights, IL 60004.

Arlington Heights School District 25 is the beneficial owner of the property.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals.

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Height, Illinois 3rd floor at 7:30 PM, on Wednesday, April 12th, 2023.

Please note that a previous Notice of Public Hearing letter was sent regarding a public hearing on this matter, which letter outlined the hearing date as occurring on February 22nd. A hearing occurred on that date, however, upon conclusion of the hearing it was determined that an error had been made in the required public hearing legal notice that was published in the *Daily Herald*. Consequently, the public hearing on this matter must be held again. Please note that the project remains as originally proposed in February and no changes have occurred to the development plan. Should you have any questions, please reach out to Sam Hubbard in the Village of Arlington Heights Planning & Community Development Department at (847) 368-5223.

Signature

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado at 33 S. Arlington Heights Road, Arlington Heights, IL 60005, (847) 368-5793 (Voice) or 847-368-5980 (Fax) or emercado@vah.com

PIN	mailing_name	mail_address	mailing_city	mailing_state	mailing_zip
03181040010000	LEE SCOTT SIMPSON & RE	1423 W CONCORD DR	ARLNGTON HTS	IL	60004
03181040020000	GONZALO CHAIREZ	1328 ALPINE CT	WHEELING	IL	60090
03181040030000	SCOTT N BOSLEY TRUST D	1415 W CONCORD DR	ARLNGTON HTS	IL	60004
03181060090000	JANE J PAK & JAKUB J P	1305 LEXINGTON DR	ARLNGTON HTS	IL	60004
03181070010000	ALEXANDER NECHAS & RUT	2314 N VERDE	ARLINGTN HTS	IL	60004
03181070020000	BARRY STEBEL	2310 N VERDE DRIVE	ARLINGTON HT	IL	60004
03181070030000	THOMAS ALLAIRE	1306 W LEXINGTON DR	ARLINGTN HTS	IL	60004
03181070050000	KARL E STEVEN	1406 W CONCORD DR	ARLNGTN HTS	IL	60004
03181070060000	VALENTIN HIERZER	1410 CONCORD DR	ARLINGTON HT	IL	60004
03181070070000	NORINE A NASELLI	1414 W CONCORD DR	ARLNGTON HTS	IL	60004
03181070080000	REGINA A PLIKAITIS	1418 W CONCORD DR	ARLNGTON HTS	IL	60004
03181070090000	BOZENA KULKA	1422 W CONCORD DR	ARLNGTON HTS	IL	60004
03181070100000	LEONARD J GONTJES	2318 N VERDE DR	ARLNGTN HTS	IL	60004
03181070110000	MICHAEL & ROSANNA RICH	1307 W ROANOKE DR	ARLINGTN HTS	IL	60004
03181070120000	DAVID T VERDICO	1311 W ROANOKE	ARLINGTON HT	IL	60004
03181070130000	E MARIE HARVAT	1315 W ROANOKE DR	ARLNGTON HTS	IL	60004
03181070190000	JAMES & JANET FRYE	1419 W ROANOKE DR	ARLNGTN HTS	IL	60004
03181070200000	THOMAS L MERRIOTT JR	1415 W ROANOKE DR	ARLNGTON HTS	IL	60004
03181070210000	JOANNA NOWAK	1411 W ROANOKE DR	ARLNGTON HTS	IL	60004
03181070220000	LIDIA ARNIERI	1407 W ROANOKE DR	ARLNGTON HTS	IL	60004
03181070230000	FRED&LAUREL BARTLING	1403 W ROANOKE	ARLINGTON HT	IL	60004
03181070240000	ROBERT B KLIPSTEIN	1319 W ROANOKE DR	ARLNGTON HTS	IL	60004
03181070250000	JAMES C WARGO	1426 W CONCORD DR	ARLNGTN HTS	IL	60004
03181070260000	WM & NANCY MESCHER	1430 CONCORD	ARLNGTN HTS	IL	60004
03181070270000	M H MOESTA	1434 W CONCORD DR	ARLINGTON HT	IL	60004
03181080010000	JOANNA SOPEL	2324 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181080020000	MARK HEIDELBERGER	2320 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181080030000	DANIEL J BARCHENGER	2316 N LA FAYETTE ST	ARLINGTON HT	IL	60004

03181080040000	CHARLES FIELD	2312 N LFAYETTE	ARLINGTN HTS	IL	60004
03181080050000	BEATA TOTH & DAVID TOT	2308 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181080060000	G SOUKUP 7158090	P O BOX 1153	ARLINGTN HTS	IL	60006
03181080070000	CHESTER J PUSKARZ	2305 N VERDE DR	ARLINGTN HTS	IL	60004
03181080080000	PAT & LAUREL KENNY	2309 VERDE DR	ARLINGTN HTS	IL	60004
03181080090000	ELAINE M BURGER	2315 N VERDE DR	ARLNGTON HTS	IL	60004
03181080100000	GARY A HAMMELMANN	2415 N VERDE AV	ARLNGTN HTS	IL	60004
03181080110000	FRANK KUFFEL	1107 W ALLEGHANY DR	ARLNGTON HTS	IL	60004
03181080120000	LISA PERILLO	2414 N LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181080130000	KEVIN C WILLE	2410 N LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181080140000	KLAUS A SCHUETZE	2406 LAFAYETTE	ARLNGTN HTS	IL	60004
03181080150000	S R & M YARBROUGH	2402 N LAFAYETTE	ARLINGTN HTS	IL	60004
03181080160000	DONNA M LOMBARDO	2344 N LAFAYETTE ST	ARLINGTON HT	IL	60004
03181080170000	JOHN R NOLAN	2340 LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181080180000	J ZIRNGIBL	2336 N LAFAYETTE	ARLINGTON HT	IL	60004
03181080190000	ROBERT GOURLEY	2332 LA FAYETTE	ARLINGTON HT	IL	60004
03181080200000	JOHN GOODMAN	2328 N LAFAYETTE	ARLNGTON HTS	IL	60004
03181080210000	HUSSEY FAMILY TRUST	2316 N VERDE DR	ARLNGTON HTS	IL	60004
03181080220000	MARY KEYES	2323 N VERDE DR	ARLINGTN HTS	IL	60004
03181080230000	BRIAN MEADAS	2327 VERDE DRIVE	ARLINGTN HTS	IL	60004
03181080240000	CHICAGO TITLE LAND TRU	2331 N VERDE DR	ARLINGTN HTS	IL	60004
03181080250000	DENNIS D CIESLAK	2335 N VERDE DR	ARLINGTON HT	IL	60004
03181080260000	NINGLIANG MI	1247 N CHICAGO AVE	ARLNGTON HTS	IL	60004
03181080270000	MARC VIGNA & JOANNA K	2407 N VERDE DR	ARLNGTON HTS	IL	60004
03181080280000	STEPHEN ANGELA INGHAM	2411 NORTH VERDE DR	ARLNGTON HTS	IL	60004
03181090170000	ROBIN KAY ZBIKOWSKI	2319 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181090180000	PHILLIP BARES	2321 N LAFAYETTE	ARLNGTON HTS	IL	60004
03181090190000	KRZYSZTOF STACHOWIAK	2325 LAFAYETTE ST	ARLNGTON HTS	IL	60004

03181090200000	GLENN G GORSKI	2329 LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181090210000	C & K GAZDIC	2333 N LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181090220000	JOHN C COSENTINO	2337 LAFAYETTE	ARLNGTON HTS	IL	60004
03181090290000	MICHELE RAMSEY	2415 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181120020000	EXEMPT Greenbrier School	EXEMPT Greenbrier School	EXEMPT Greenbrier School	EXEMPT Greenbrier School	EXEMPT Greenbrier School
03181120020000	EXEMPT Greenbrier School	EXEMPT Greenbrier School	EXEMPT Greenbrier School	EXEMPT Greenbrier School	EXEMPT Greenbrier School
03181130150000	ILONA PALCZYNSKI	1102 W ALLEGHANY DR	ARLNGTON HTS	IL	60004
03181130160000	PAUL KIM	1106 W ALIEGHANY DR	ARLINGTN HTS	IL	60004
03181130170000	JAMES E RAY	1110 W ALLEGHANY	ARLNGTON HTS	IL	60004
03181130180000	BRIAN FISCHER	1114 W ALLEGHANY DR	ARLNGTON HTS	IL	60004
03181150030000	Arlington Heights Park District	410 N. Arlington Heights Rd,	ARLNGTON HTS	IL	60004
03181170280000	DAVID W KING	1113 W ALEC ST	ARLNGTON HTS	IL	60004
03181170290000	EDWARD BRANDT	1117 W ALEC ST	ARLINGTON HT	IL	60004
03181170300000	ANTHONY M DIVIESTI	1121 W ALEC ST	ARLINGTON HT	IL	60004
03181170310000	F J QUINN	1203 W ALEC ST	ARLINGTN HTS	IL	60004
03181170320000	A SILBERMAN L KALPLAN	1207 W ALEC STREET	ARLINGTN HTS	IL	60004
03181170330000	NOT INDIVIDUALLY BUT T	1211 W ALEC ST	ARLNGTON HTS	IL	60004
03181170340000	RICHARD J GUIDICE	1215 W ALEC ST	ARLNGTON HTS	IL	60004
03181170350000	KEVIN MICHAEL GROSS	1219 W ALEC ST	ARLNGTON HTS	IL	60004
03181170360000	FRANCIS R YESTER & LUC	1223 W ALEC ST	ARLNGTON HTS	IL	60004
03181170370000	KEVIN & CASEY SPITZ	1227 W ALEC ST	ARLINGTN HTS	IL	60004

Greenbrier Park
Greenbrier Elementary School
W Roanoke Dr
N Verde Dr
W Allegheny Dr
N Lafayette St
Concord Dr
The Growing Tree Home Daycare
1406
1402
1306
2310
2309
2305
2316
2320
2312
2325
2321
NORTH

N Raleigh St
N Jade Ave
W Alec St
W. Roanoke Dr
W Alleghany Dr
W Lexington Dr
N Verde Dr
N Williamsburg St
N Lafayette St
N Huron St
N Champlain St

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
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PROJECT DESCIPTION
Refer to Conceptual Project Narrative:

Conceptual Project Narrative

Petitioner Name:	Arlington Heights School District 25
Contact:	Ryan Schulz, LEED AP Director of Facilities Management
Date:	October 21st, 2022 Updated February 6, 2023 DH Updated February 16, 2023
Project:	Greenbrier Elementary School Addition and Renovations
Location:	2330 N. Verde Dr., Arlington Heights, IL 60004

The addition to Greenbrier Elementary School is necessary to support Arlington Heights School District 25 transition from the current half day kindergarten program to a full day kindergarten program as a result of the recent successful community referendum. The full day program is scheduled to be implemented for the 2024/25 school year. Due to the transition into a full day program, additional classrooms are necessary since in the current half day model classrooms are shared between the morning and afternoon sections of Kindergarten classes. An example, in the half day model, (2) sections of kindergarten classes could utilize (1) classroom space due to the scheduling of a morning section and an afternoon section in that classroom. In the updated full day model, these (2) sections will each need their own classroom for the duration of the school day and classrooms are unable to be shared between sections.

Greenbrier is in need of (2) new classrooms in order to accommodate the full day kindergarten program, anticipated future enrollment and to allow the building to have the appropriate occupancy rates to ensure the building is able to absorb future enrollment variations and support District provided programs. The additional (2) classrooms were calculated taking into account the existing number of classrooms that are occupied, classrooms used for support services, current enrollment, future enrollment, full day kindergarten program and program needs for Greenbrier.

The addition to Greenbrier Elementary School consists of two classrooms, storage rooms, and associated circulation spaces. The additional classrooms are required to accommodate the full day Kindergarten program.

The addition will be one story at a height of approximately 12'-6" for the new addition for the classrooms. The addition will be the same or similar materials of the existing school building. Exterior materials include matching red brick, a cast stone fascia resembling limestone, windows to match the existing windows, and a dark bronze metal coping.

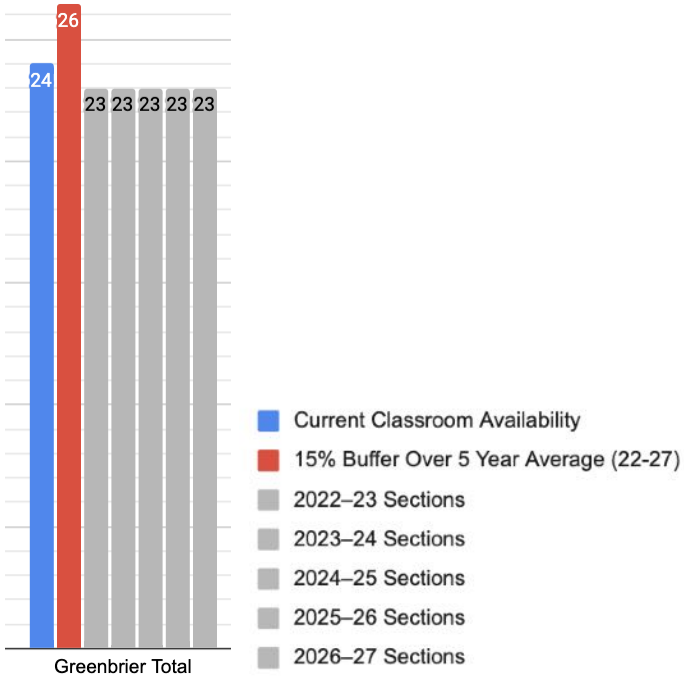
Completion of the project is planned for August 2024 at the beginning of 2024-2025 school year. Construction is anticipated to begin in early fall of 2023.

Walls will typically be constructed of brick and concrete block which are long lasting materials. Efficient LED lighting will be used in the addition. The quality of materials will be similar to those of the other recent additions in Arlington Heights School District 25.

There are no changes to the existing play areas. The existing east parking lot will be reconstructed.

Full Day Kindergarten Additional Classroom Needs Calculation

Greenbrier +2 Classroom Spaces



Number of Staff

2021/2022				Anticipated 2026/2027			
EC	**K**	**1st-5th / Support**	**Total**	**EC**	**K**	**1st-5th / Support**	**Total**
6 fulltime 20 parttime	1 fulltime	37 fulltime 15 part time	**79**	6 fulltime 20 parttime	3 fulltime	37 fulltime 15 part time	**81**

Changes in staff is an addition of 2 new staff. Of the part-time EC program staff, 9 of the 20 work ½ days, 18 of the 20 are not at school on Fridays, 2 of the 20 work 3 hr midday shifts for lunch service, and another 1 of the 20 works 1 day per week. Of the fulltime staff, 2 are evening custodians who start their shift at the end of the school day, and 2 are a job-share where they teach at opposite times.

Number of Students

2021/2022				Anticipated 2026/2027			
EC	**K**	**1st-5th**	**Total**	**EC**	**K**	**1st-5th**	**Total**
111	40	235	**386**	120	46	240	**406**

Changes of the total number of students is a total of approximately 20 students. Greenbrier typically picks up about 10 students between kindergarten and 1st grade due to those families choosing private school options for kindergarten. Those students are anticipated to start in D25 in kindergarten. The additional increase is projected population growth of young families with children.

Number of Classrooms

2021/2022				Anticipated 2026/2027			
EC	**K**	**1st-5th / Support**	**Total**	**EC**	**K**	**1st-5th / Support**	**Total**
7	1	15	**23**	7	3	15	**25**

Changes in the number of classrooms is an addition of 2 classrooms. Greenbrier currently has 2 classrooms being used for small group spaces that will allow it to absorb additional growth and maintain capacity for enrollment bumps.

Approximate Building Area

	2021/2022	Area Added	Total
1st Floor	56,573 SF	2,850 SF	**88,642 SF**
2nd Floor	13,408 SF	-	**13,408 SF**
Total	**69,981 SF**	**2,850 SF**	**72,831 SF**

The proposed addition will add approximately 2,850 square feet to the existing building. The school building with the new addition will be approximately 72,831 square feet. The maximum floor area is under 50% of the lot area of 173,147 SF.

Number of Parking Spaces

2021/2022	Anticipated 2026/2027

Parking Supply	Standard	HC	Total	Standard	HC	Total
East Lot	10	2	**13**	10	2	**13**
West Lot	60	2	**62**	60	2	**62**
Total	**70**	**4**	**75**	**70**	**4**	**75**
Village Requirement						Classroom Requirement= 5 Staff Requirement= 81 **Total= 86**

Parking Demand

2021/2022	Anticipated 2026/2027

Demand	Vehicles	Occupancy	Vehicles	Occupancy
East Lot	10	77%	11	85%
West Lot	53	85%	60	100%
Verde On-Street	5	-	5	-
Total	**68**	**91%**	**76**	**101%**

The 76 spaces on-site parking spaces will not meet the s the zoning code requirement of 81/86 spaces. A parking variation of 11 spaces would be required. The parking surveys indicate some staff park on-street, along the west side of Verde Street, next to the school, a The parking surveys show that there is sufficient parking at the school today (68 vehicles in76 spaces) and may exceed the 75 spaces by one vehicle in the future. The constraints of the existing site make it difficult to expand the parking lots. In addition, this building has the highest level of part time staff where schedules do not typically overlap allowing for adequate parking due to the outflow and inflow of staff throughout the day.

Number of Buses

	2021/2022	2026/2027
Large	0	0
Small	0	0

No changes to the number/size of buses.

Variations Requested

Amendment to Special Use Ordinance #17-035 to allow an addition to the existing elementary school within the R-3 District.

Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.

Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'.

CONCEPTUAL LOCATION MAP

STR

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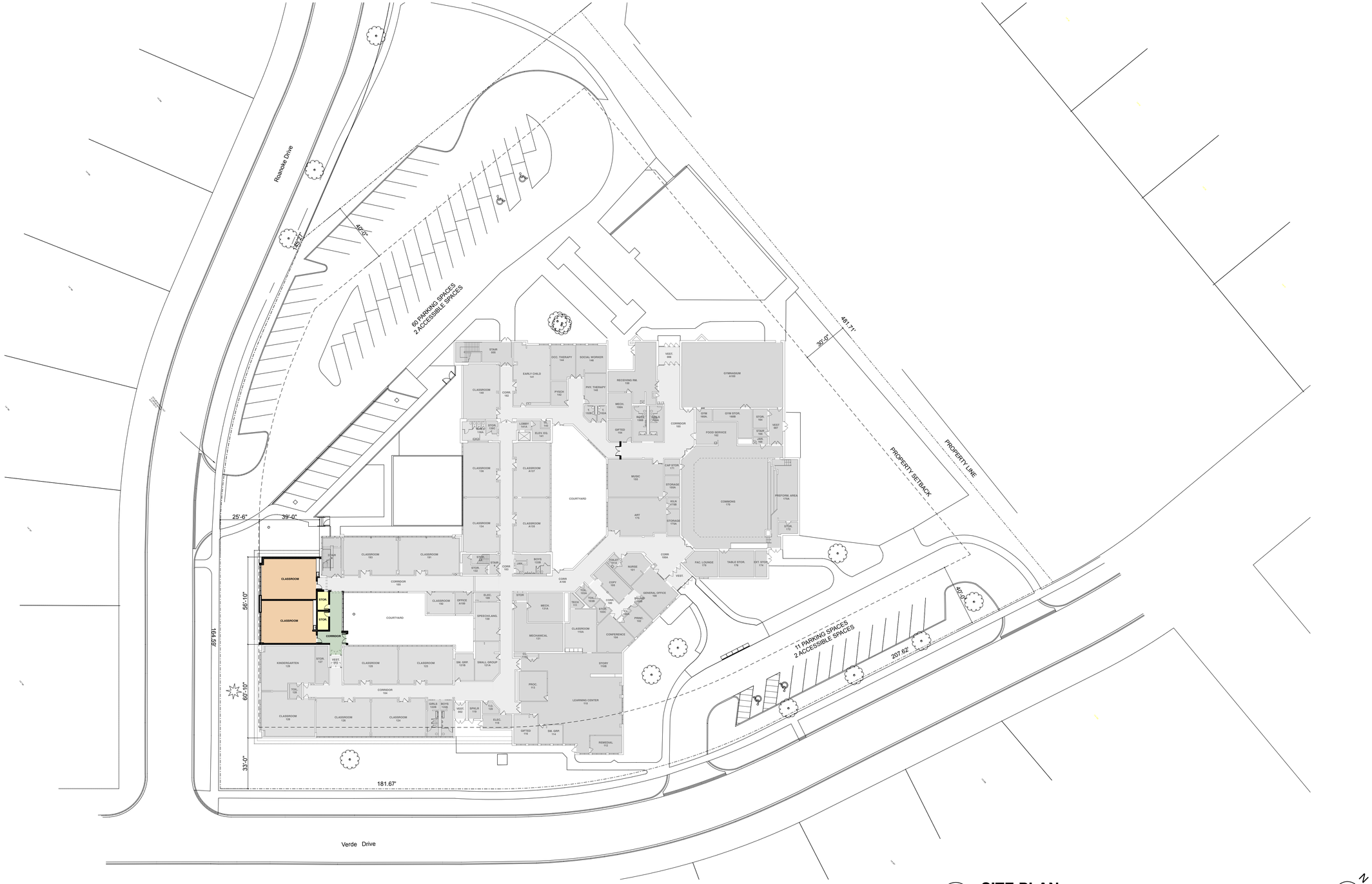
GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22

SITE PLAN - CONCEPTUAL



1 **SITE PLAN**
SCALE: 1" = 30'

0 30' 60'

N

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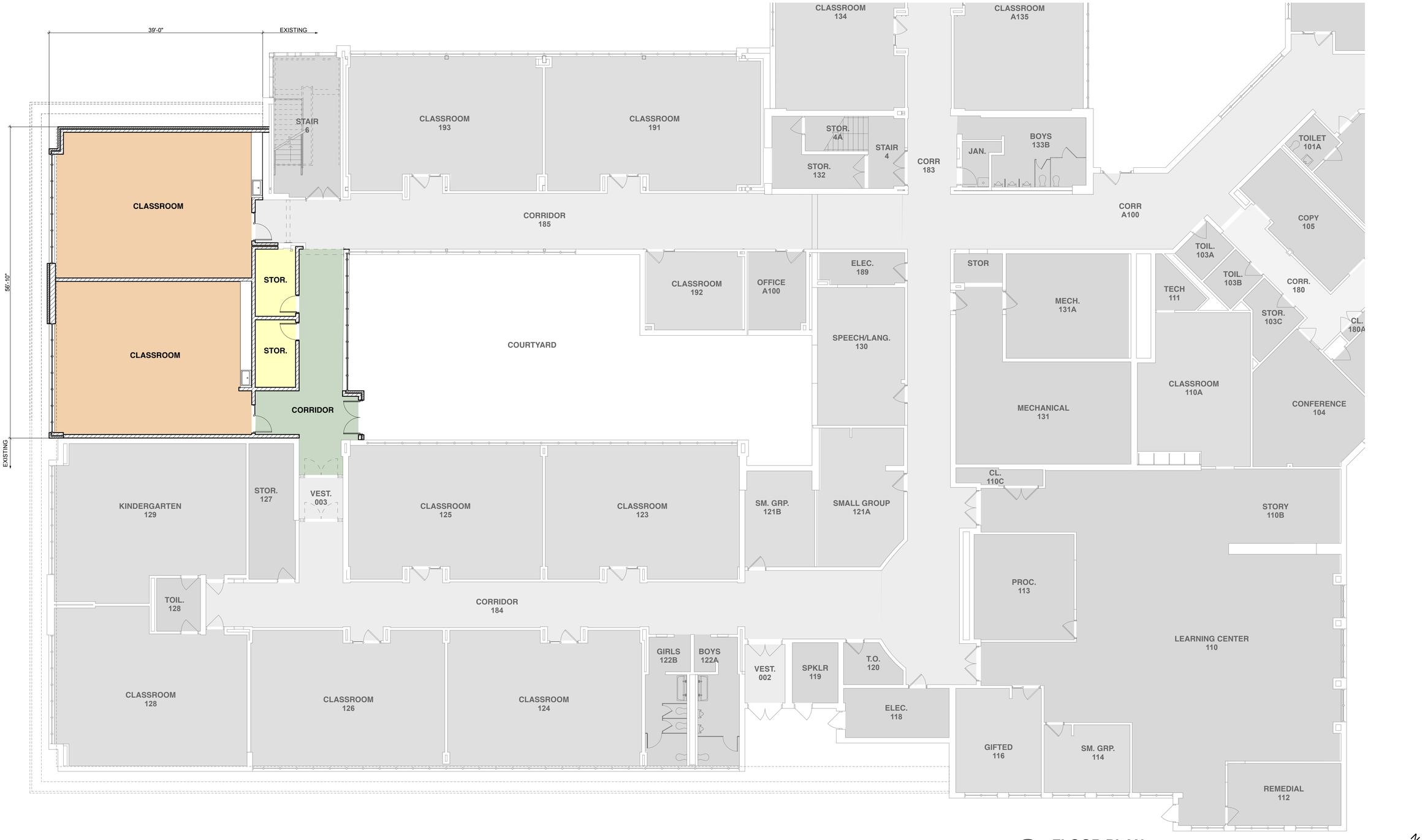
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22



1 **FLOOR PLAN**
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

N

FLOOR PLAN - CONCEPTUAL

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ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22

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WRITTEN JUSTIFICATION

SPECIAL USE AND VARIATION

PETITIONER NAME:	Don Hansen, STR Partners LLC Architects
OWNER:	Arlington Heights School District 25 (Contact: Ryan Schulz)
DATE:	~~December 05, 2022~~ ~~Revised February 06, 2023~~ Revised February 16, 2023
PROJECT:	Greenbrier Elementary School
LOCATION:	2330 N. Verde Drive

- **An amendment to the Special Use Permit Ordinance #17-035 is requested to allow a building addition.**

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

Greenbrier Elementary School provides education to school-age children of the surrounding area and is of benefit to the community. An addition will allow the school to accommodate full day kindergarten.

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

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

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

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

- **An amendment is requested to the variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 75 spaces where 86 spaces are required by code.**

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 parking spaces are an existing condition. The character is unchanged.

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.

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

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

Maintaining parking areas will not change this aspect of the use of the property.

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

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

A variation is requested from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3.5' into a front yard setback where code restricts this distance to 2.5'.

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 new eave is an extension of the existing eave. The new eave extends the same distance of the existing eave to maintain the existing character.

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 extension of the eave is to match existing.

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

Maintaining the eave extension will blend with the current building.

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

Use of existing facilities is essential to continued school operations and sound financial planning. The eave extension is to maintain the character of the existing building.

To: Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights

From: Ryan Schulz
Director of Facilities Management
Arlington Heights School District 25

Date: December 2nd, 2022

Re: Greenbrier Elementary School Expansion Neighborhood Meeting November 1st, 2022

Sam,
On November 1st, 2022 at 7:30 pm, we hosted the required neighborhood meeting for property owners within 250' of the subject property to give a brief overview of the project scope and answer any questions they may have. The meeting was held in the commons at Greenbrier Elementary School. No neighborhood members attended the meeting. I have included a copy of the presentation that was prepared for the neighborhood.

- **No Neighborhood participants attended the meeting**

AHSD25 Meeting Attendees: Dr. Lori Bein, Superintendent, Ryan Schulz, Director of Facilities Management.

Sincerely,

Ryan Schulz
Director of Facilities Management

Greenbrier Expansion

Neighborhood Review Meeting

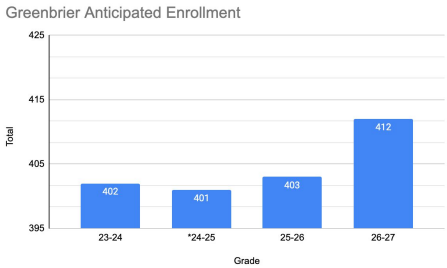
November 1st, 2022

Greenbrier Expansion

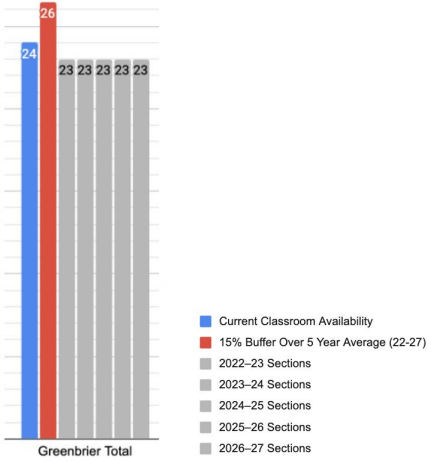
Why Now?

- **Full Day Kindergarten Program**
  - *Need additional classrooms since currently (1) single classroom can be shared between AM section and PM section.*
- **Increase in Enrollment**
  - *Anticipated Kindergarten enrollment bump due to transition to full day model.*
  - *Slight General Enrollment Increase.*
- **Expansion Allows Flexibility For School to Provide Educational Services**

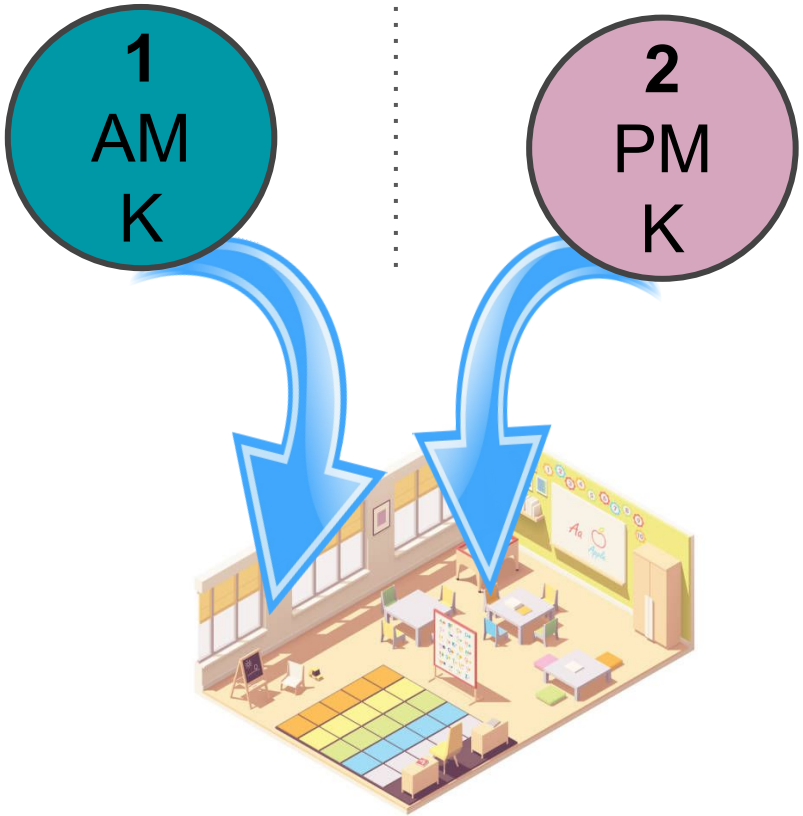
Proposed addition will support future enrollment, full day K, provide and allow the building flexibility in their programming and support services.



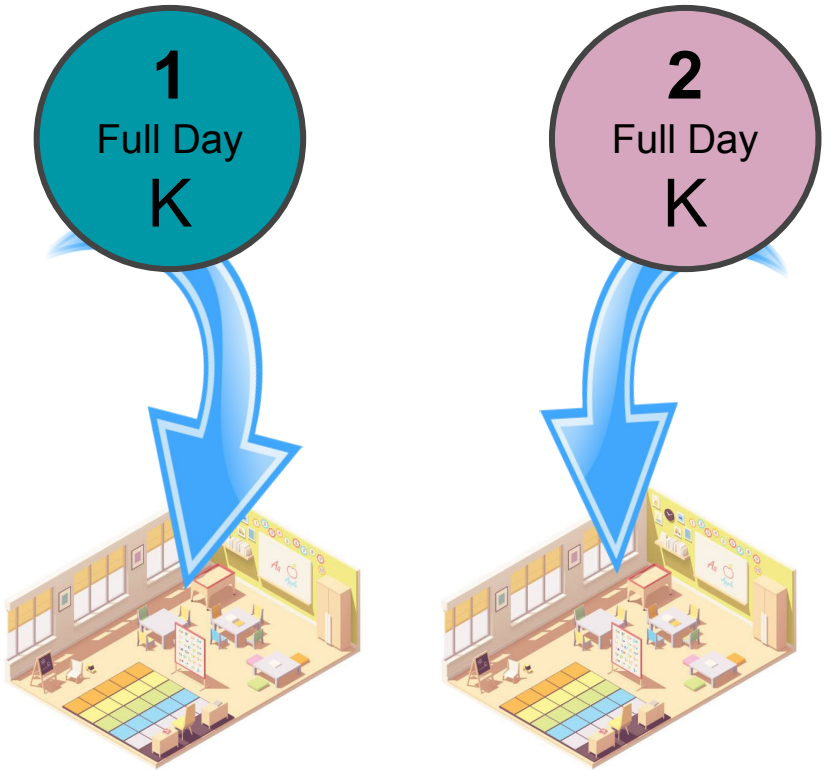
***'24-25 First Year of Full Day K**



Half Day K Model

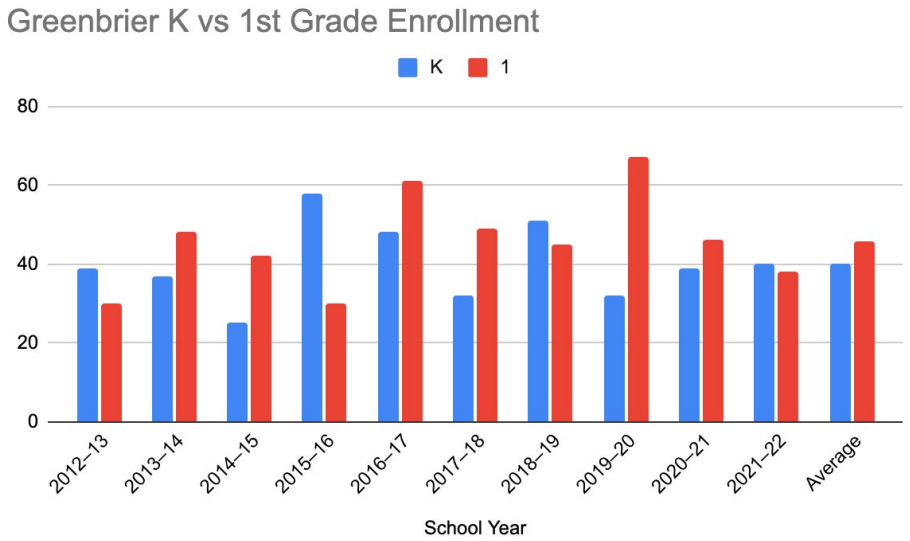


Full Day K Model



Anticipated Kindergarten Enrollment Bump

- Kindergarten enrollment is currently lower than first grade enrollment due to the current ½ day kindergarten model
- Parents currently choose other Kindergarten options to provide full day learning opportunities.
- Kindergarten enrollment is expected to be more aligned with first grade enrollment once Full Day K is implemented as parents choose to send their child to their neighborhood school.



Greenbrier Elementary School

2330 N. Verde Drive | Arlington Heights, IL 60004

CONCEPTUAL LOCATION MAP

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

November 1st, 2022

GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22

Greenbrier Elementary School

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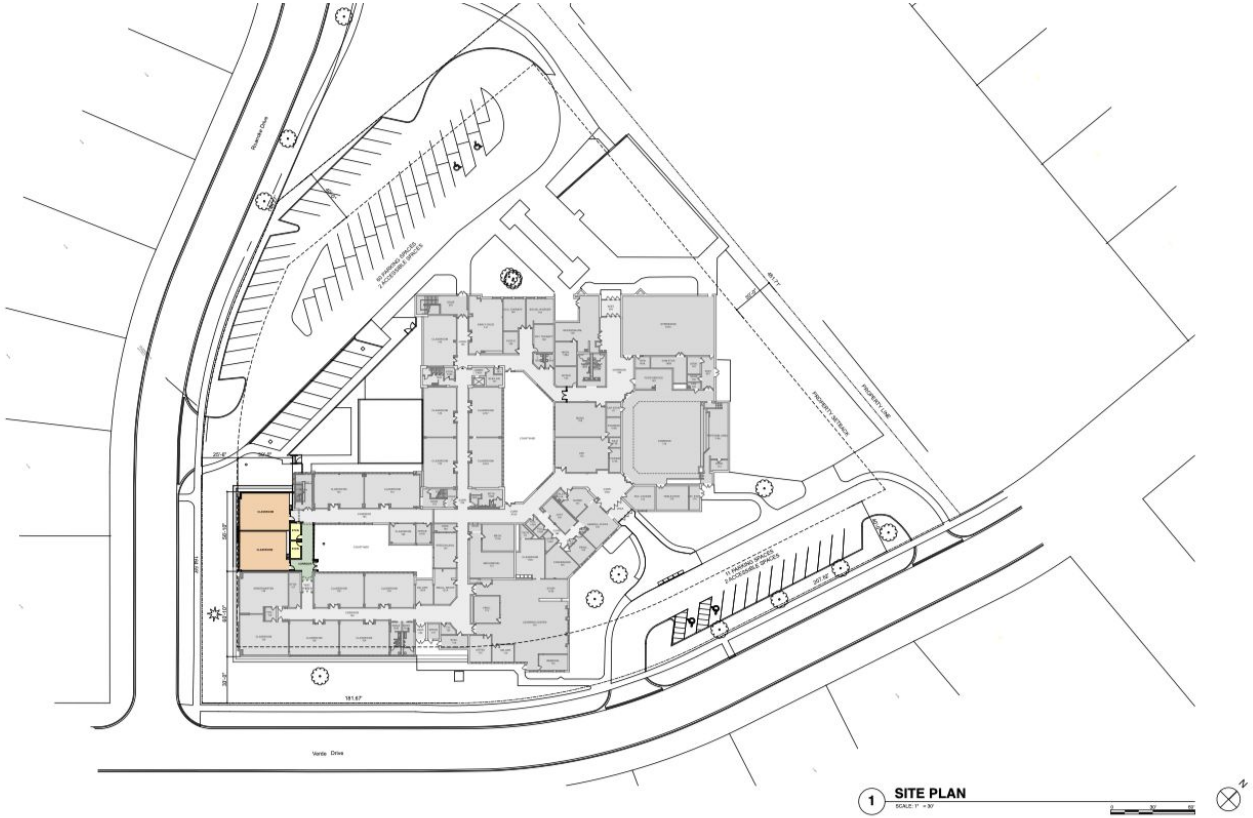

SITE PLAN - CONCEPTUAL

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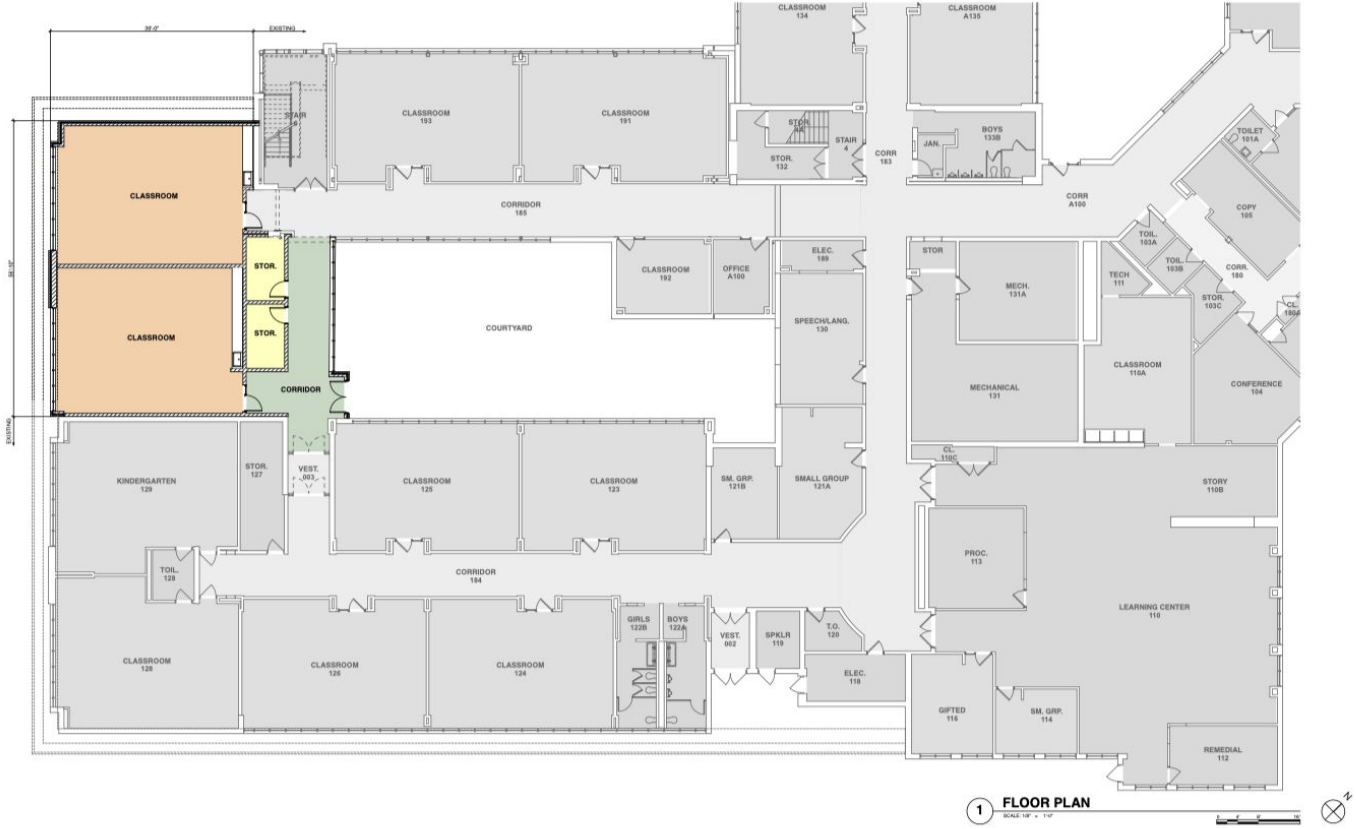

FLOOR PLAN - CONCEPTUAL

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November 1st, 2022

GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22

Parking and Traffic

- Currently **75** parking spaces onsite
- Village Requirement is **86** parking spaces onsite
- Requesting a variance on parking since a large portion of staff at Greenbrier is part time and parking demand is lower than at other schools because of the mobile nature of the GB staff.

Greenbrier Elementary School

2330 N. Verde Drive | Arlington Heights, IL 60004

VIEW 2

Preliminary Renderings Subject to Change

VIEW 1

Next Steps

- VAH Staff, Committee and Trustee reviews
- Continued design development
- Project(s) out to bid in spring / summer of 2023
- Break ground Fall of 2023 or Spring of 2024
- Projects complete Fall 2024
    - Full Day Kindergarten begins Fall of 2024

Questions?

PLAT OF SURVEY

OF

GREENBRIER ELEMENTARY SCHOOL

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

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

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

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

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

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

DATED AT GRAYSLAKE, ILLINOIS THIS 14TH DAY OF APRIL, A.D. 20 17.

PROFESSIONAL LAND SURVEYOR BRYAN J. LEE 3616 GRAYSLAKE ILLINOIS STATE OF ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-22
PROFESSIONAL DESIGN FIRM NO. 184-002732

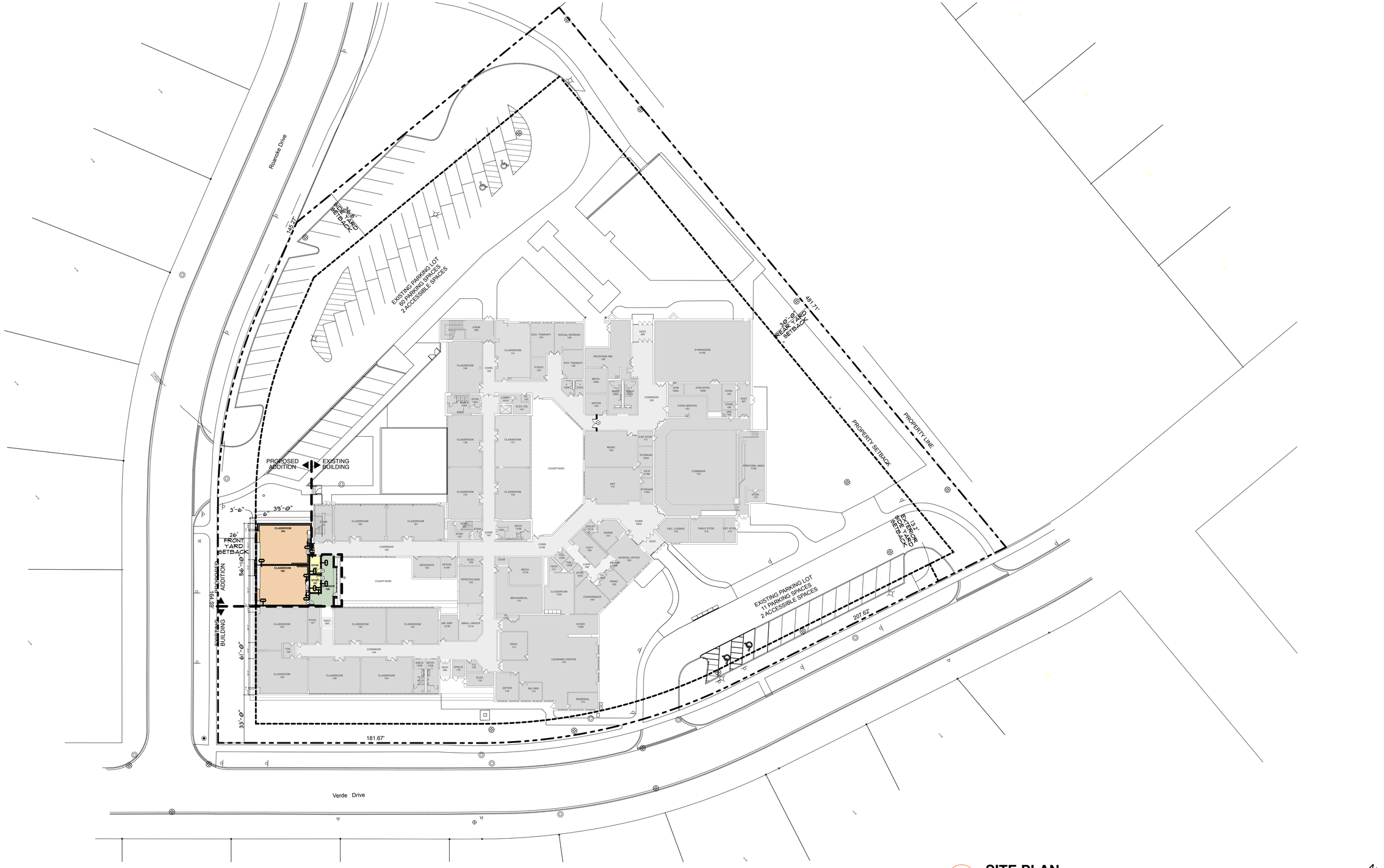
UPDATED ADDITION AREA AND COURTYARD 10-28-2022 B.J.L.

FIELDWORK COMPLETED: 10-20-2022 & 02-28-2017
CLIENT NAME: Arlington Heights School District 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL. 60005

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

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

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



1 **SITE PLAN**
SCALE: 1" = 30'

0 30' 60'

SITE PLAN

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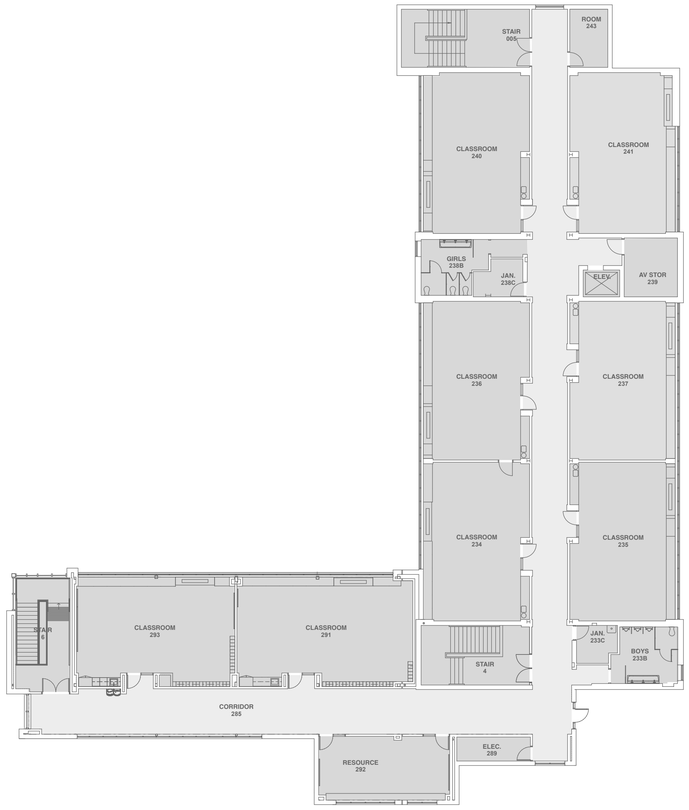
GREENBRIER ELEMENTARY SCHOOL ADDITION

2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
3/1/23



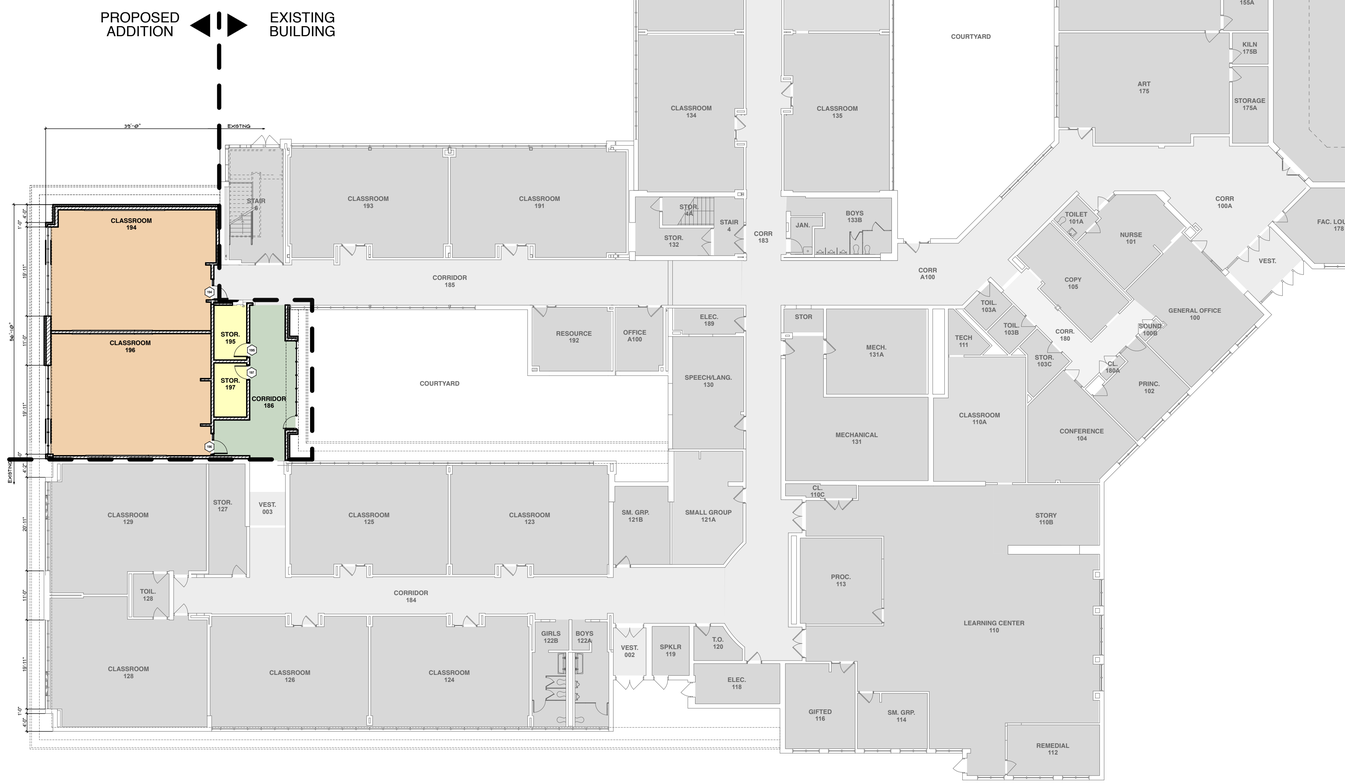
2 SECOND FLOOR PLAN

SCALE: 1/16" = 1'-0"

0 8' 16' 32'

PROPOSED ADDITION

EXISTING BUILDING



1 FIRST FLOOR PLAN

SCALE: 1/16" = 1'-0"

0 8' 16' 32'

N

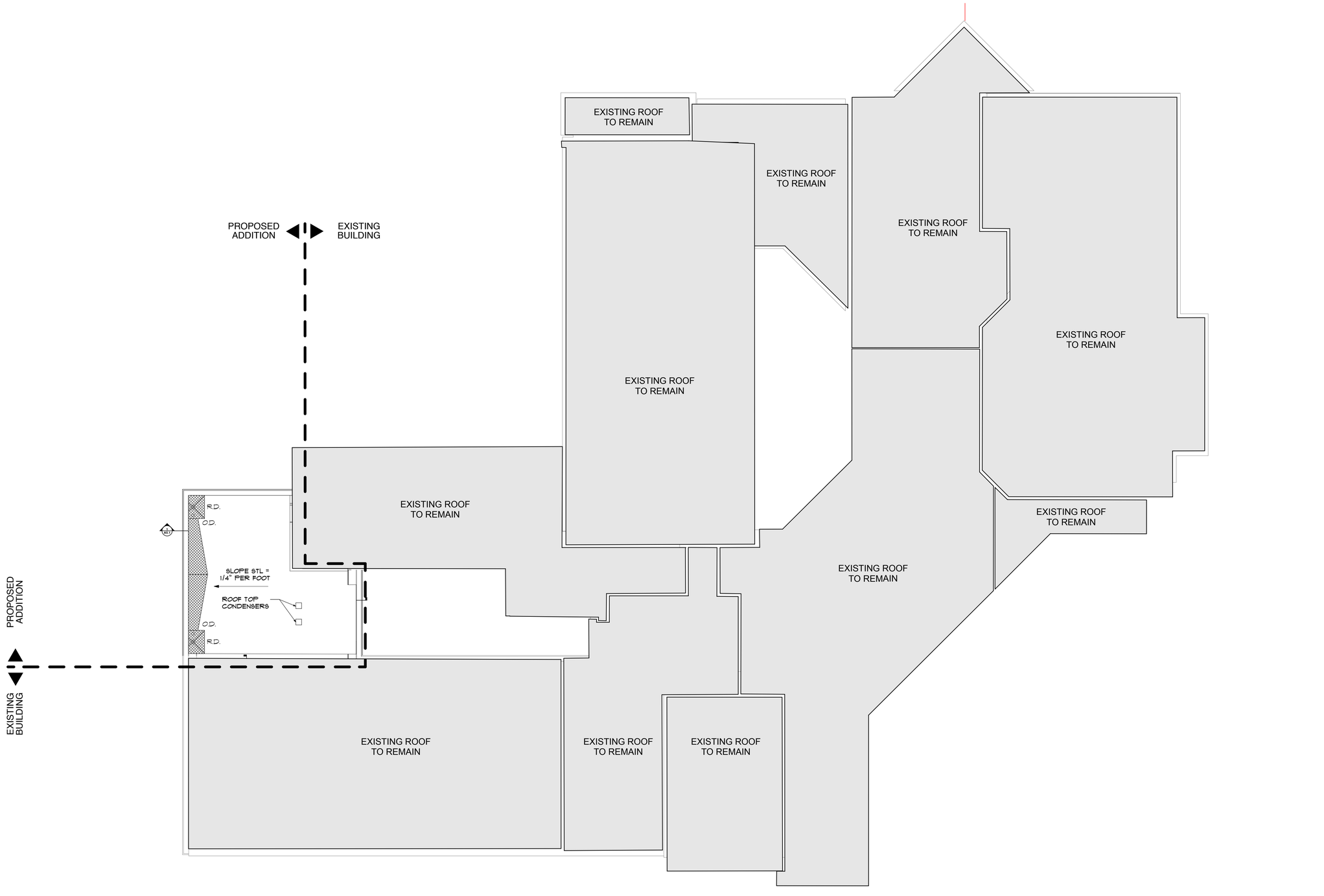
FLOOR PLANS

STR

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

GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



1 **ROOF PLAN**
SCALE: 1/16" = 1'-0"

0 8' 16' 32'

N

ROOF PLAN

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

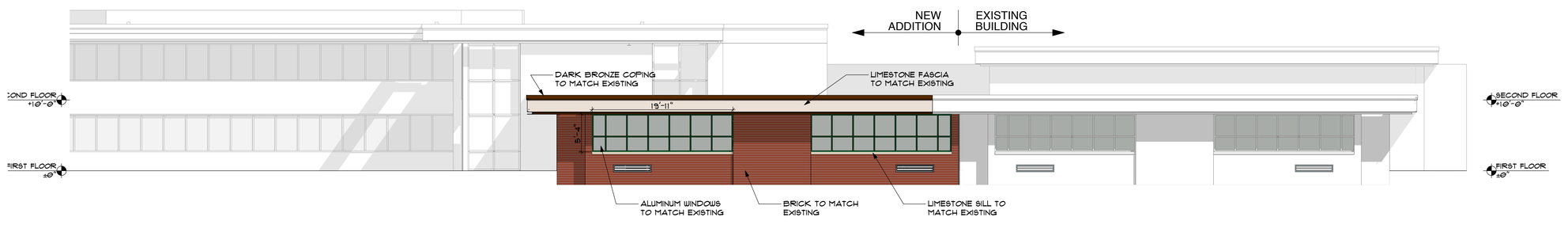
GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22

3 NORTHWEST ELEVATION

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

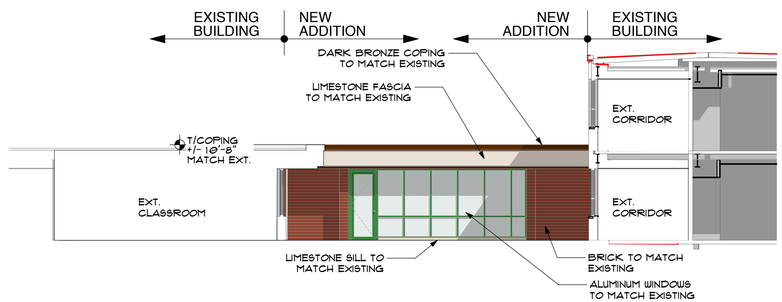
0 4' 8' 16'



2 SOUTHWEST ELEVATION

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

0 4' 8' 16'



1 NORTHEAST ELEVATION - COURTYARD

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

0 4' 8' 16'

BUILDING ELEVATIONS/COLOR RENDERING

STR

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

GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22

GREENBRIER SCHOOL ADDITION AND RENOVATIONS

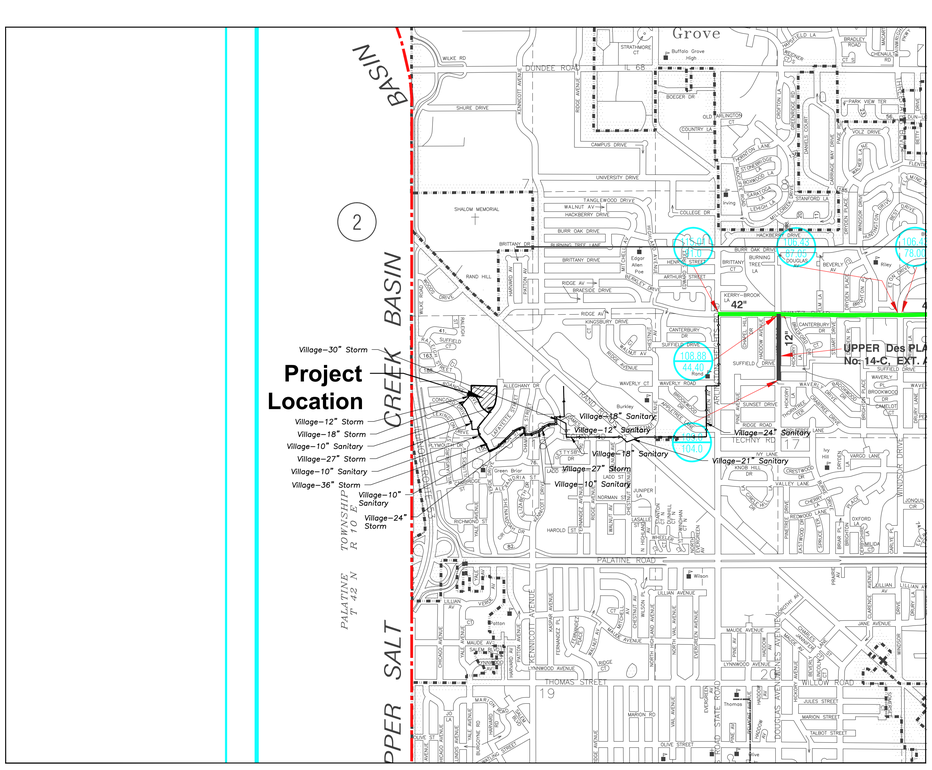
2330 N. Verde Dr.

Arlington Heights, IL 60004

2

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org



CIVIL SHEET INDEX

C000	CIVIL COVER SHEET
C001	TOPOGRAPHICAL SURVEY
C002	MWRD GENERAL NOTES
C101	SITE DEMOLITION PLAN
C201	SITE GEOMETRY PLAN
C301	SITE UTILITY PLAN
C401	SITE GRADING AND PAVING PLAN
C501	SITE EROSION AND CONTROL PLAN
C601	SITE WORK DETAILS
C602	SITE WORK DETAILS

LANDSCAPE SHEET INDEX

L100	LANDSCAPE PLAN
L200	PRELIMINARY LANDSCAPE DETAILS

1

EXHIBIT INDEX

CX101	EXISTING VS. PROPOSED SITE COVERAGE
CX201	EXISTING VS. PROPOSED REDEVELOPMENT AREA (VILLAGE SWM)
CX301	EXISTING STORAGE IN ONSITE PIPE
CX401	VILLAGE FIRE TRUCK EXHIBIT

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For The Arlington Heights School District on October 20, 2022.

PROJECT BENCHMARKS

Source Benchmark:
Village of Arlington Heights Recovery Sheet
Village of Arlington Heights, IL
Benchmark Designation: 17
At Verde Drive And Alleghany Drive.
NAVD88 Elevation = 726.29 NAVD88

Site Benchmark:
Survey Control Point, Cut Cross On The South Side Of Sidewalk.
NAVD88 Elevation = 723.13
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The Exact Location Of All Utilities Shall Be Verified By The Contractor Prior To Construction Activities. For Utility Locations Call: J.U.L.I.E. 1 (800) 892–0123

DRAINAGE STATEMENT

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

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS
2330 N. VERDE DR.
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/02/23	REVISED FOR PLAN COMMISSION
2	02/28/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:

CIVIL COVER SHEET

Sheet No:

C000

EEA — P:\Job\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Stepplan — Greenbrier.dwg
Plotted: 2/28/23 @ 9:20am By: jcop

PLAT OF SURVEY

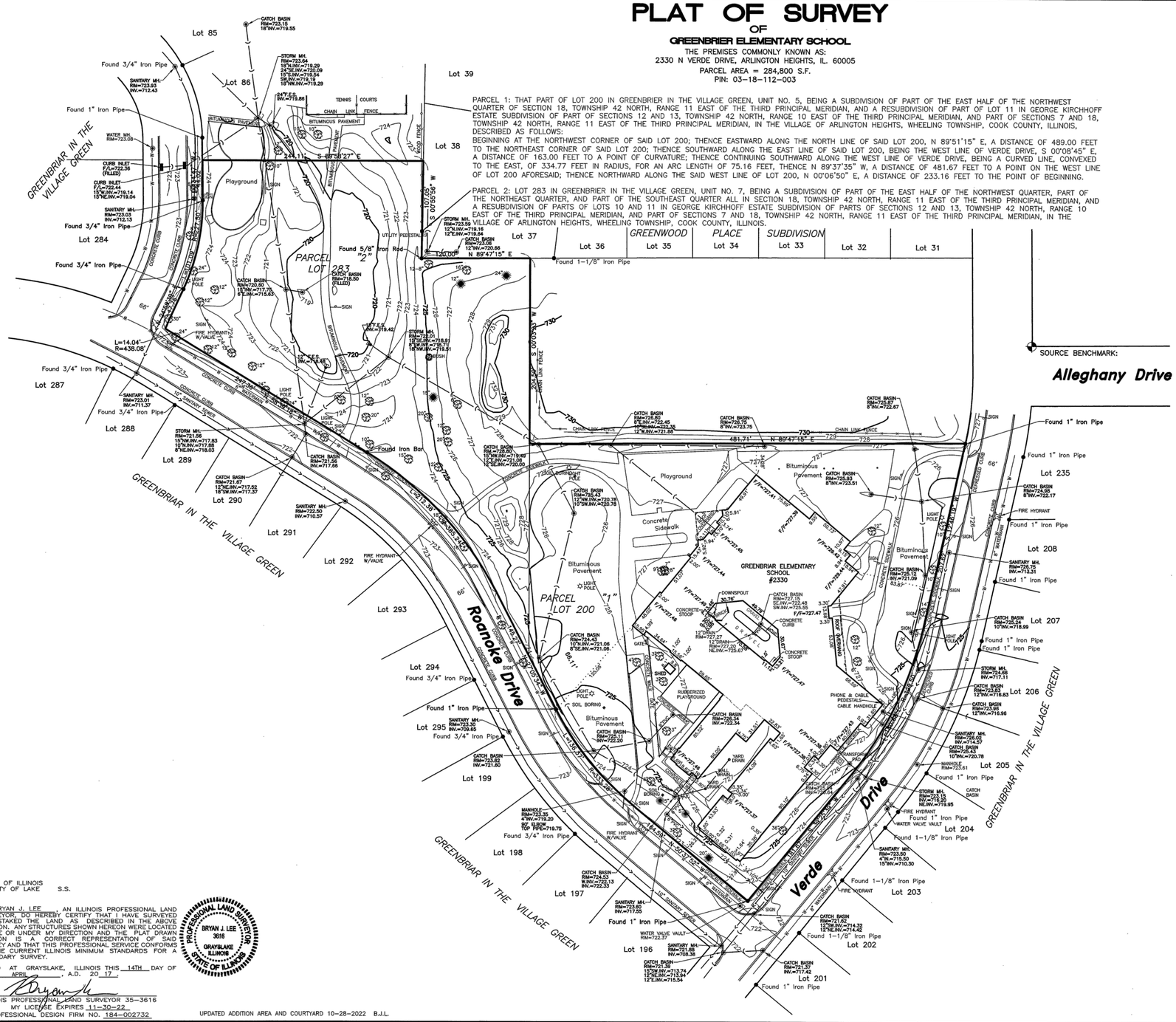
OF

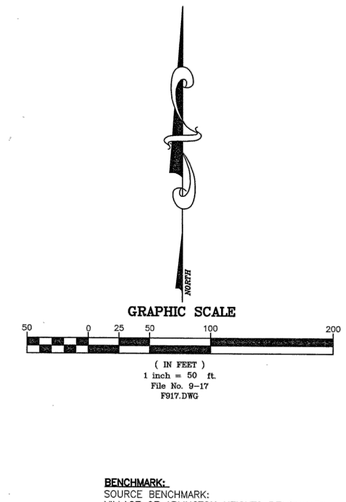
GREENBRIER ELEMENTARY SCHOOL

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

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

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





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

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

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

DATED AT GRAYSLAKE, ILLINOIS THIS 14TH DAY OF APRIL, A.D. 20 17 .

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-22
PROFESSIONAL DESIGN FIRM NO. 184-002732

PROFESSIONAL LAND SURVEYOR
BRYAN J. LEE
3616
GRAYSLAKE ILLINOIS
STATE OF ILLINOIS

UPDATED ADDITION AREA AND COURTYARD 10-28-2022 B.J.L.

FIELDWORK COMPLETED: 10-20-2022 & 02-28-2017
CLIENT NAME: Arlington Heights School District 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL 60005

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

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

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

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS
2330 N. VERDE DR.
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:
PLAT OF SURVEY

Sheet No:
C001

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Steplan — Greenbrier.dwg
Plotted: 2/28/23 @ 9:27am By: jcap

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF _____ MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMQJOBSTART@MWRD.ORG).

2. THE VILLAGE OF _____ ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS _____ FT.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

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

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

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

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

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

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

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.

11. 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.

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

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

14. 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.

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

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

17. 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.

18. 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.

19. 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.

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

21. 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.

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

23. 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.

TECHNICAL GUIDANCE MANUAL

10/13/2022

MWRD GENERAL NOTES

STD. DWG. NO.18

PAGE NO. 19

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EXPIRES: 04/30/2023

GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS
2330 N. VERDE DR.
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/02/23	REVISED FOR PLAN COMMISSION
2	02/28/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:
MWRD GENERAL NOTES

Sheet No:
C002

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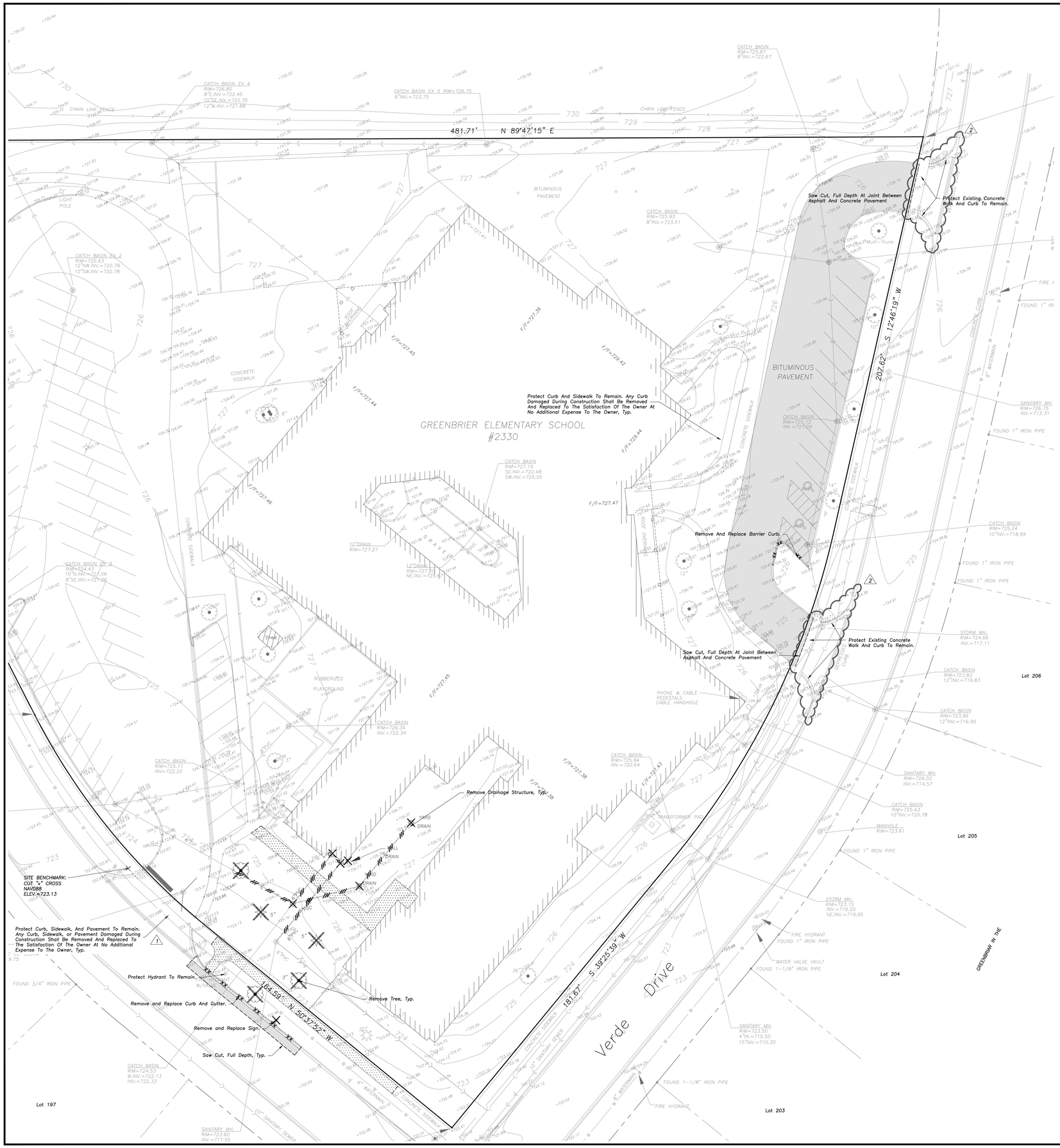
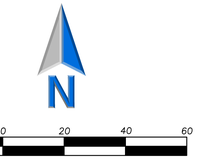
Plotted: 2/28/23 @ 9:27am By: jcap





DEMOLITION NOTES

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

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

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

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd, For The Arlington Heights School District on October 20, 2022.

PROJECT BENCHMARKS

Source Benchmark:
Village of Arlington Heights Recovery Sheet
Village of Arlington Heights, IL
Benchmark Designation: 17
At Verde Drive And Alleghany Drive.
NAVD88 Elevation = 726.29 NAVD88

Site Benchmark:
Survey Control Point, Cut Cross On The South Side Of Sidewalk.
NAVD88 Elevation = 723.13
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The Exact Location Of All Utilities Shall Be Verified By The Contractor Prior To Construction Activities. For Utility Locations Call: J.U.L.I.E. 1 (800) 892-0123

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GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS
2330 N. VERDE DR.
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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:

SITE DEMOLITION PLAN

Sheet No:

C101

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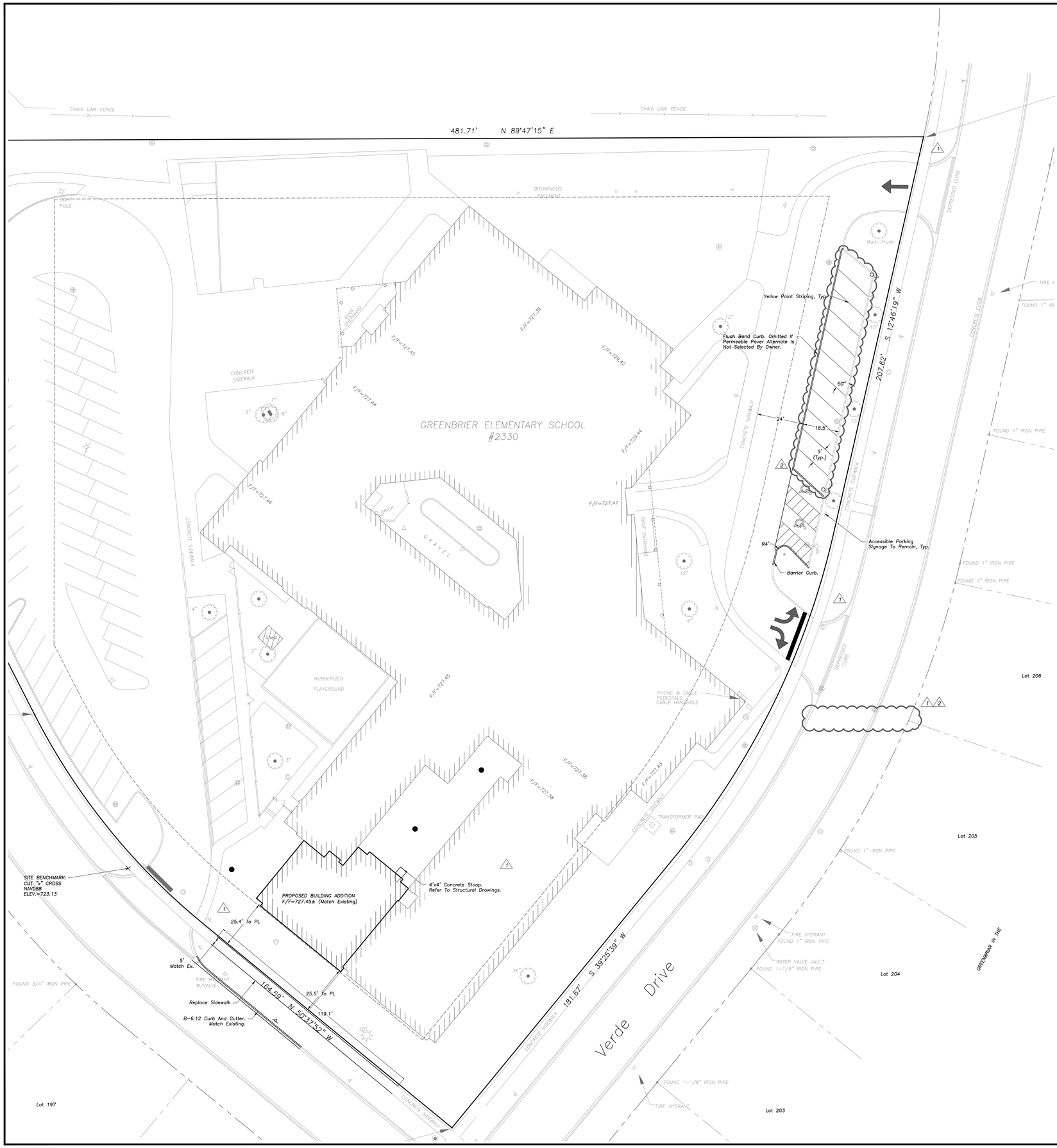

Scale: 1"=20'

GEOMETRY NOTES

1. *All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.*
2. *All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, Two Coats for Latex Paints.*
3. *Refer to Architectural Drawings for Exact Locations of All Buildings.*
4. *Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.*
5. *Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50 C 782.00
x G 782.00	Gutter Elevation	
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
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x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

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2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
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6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly.* ***Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.***
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8. *The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.*
9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Watermain and Valve and Appurtenance Locations.***
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For The Arlington Heights School District on October 20, 2022.

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Village of Arlington Heights, IL
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Survey Control Point, Cut Cross On The South Side Of Sidewalk.
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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:

SITE GEOMETRY PLAN

Sheet No:

C201

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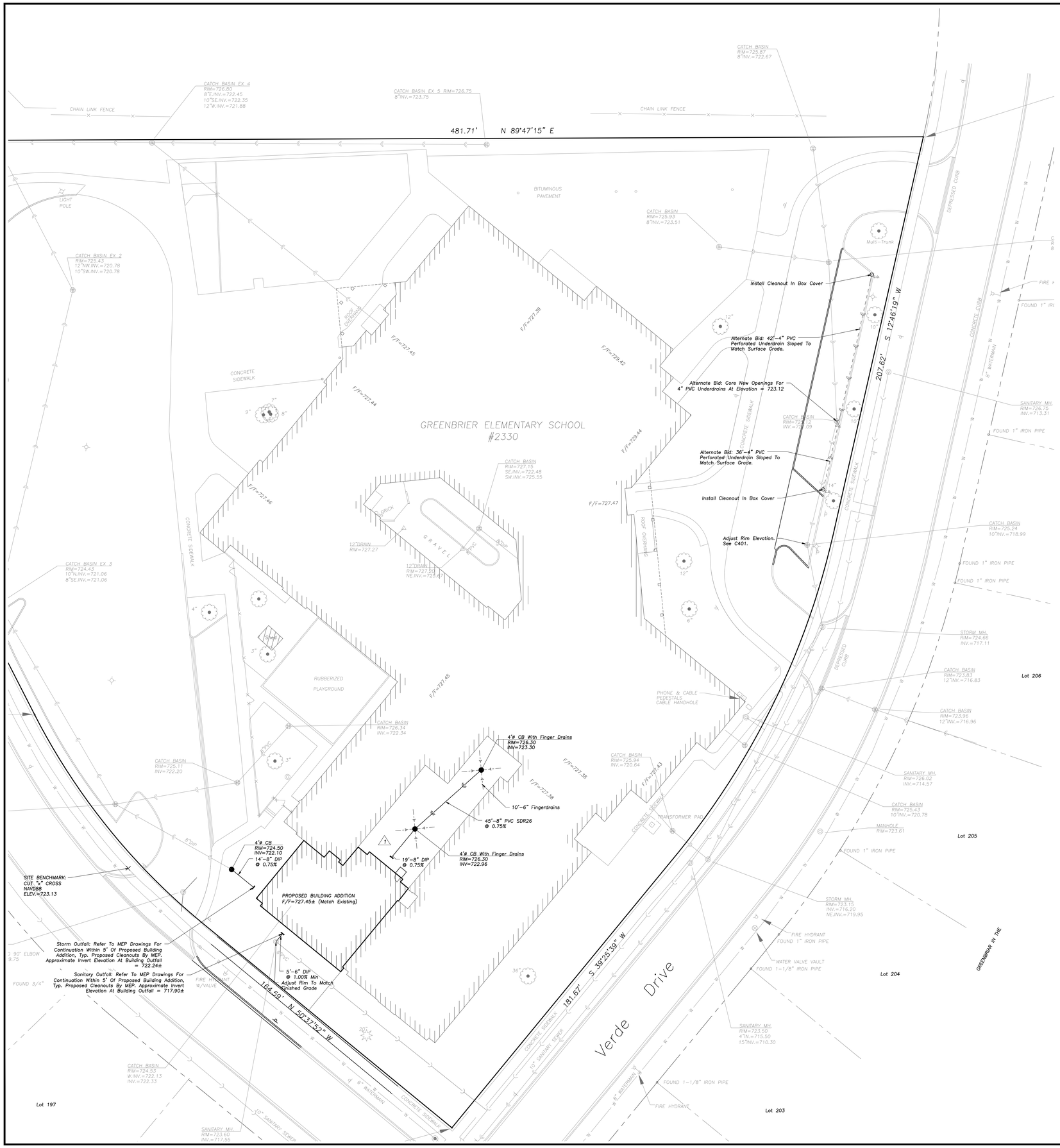

UTILITY NOTES

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

STRUCTURE NOTES

1. *All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.*
2. *All Catch Basins to Be Installed in Landscaped Areas Shall Have* ***Neenah R4340-B Frame & Grate*** *or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:*
   - *4' Diameter Structure- 4"*
   - *5' Diameter Structure- 6"*
   - *6' Diameter Structure- 8"*
3. *All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.*
4. *For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.*
5. *All Sanitary Manholes Shall Include a Chimney Seal.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

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9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Watermain and Valve and Appurtenance Locations.***
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SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For The Arlington Heights School District on October 20, 2022.

PROJECT BENCHMARKS

Source Benchmark:
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Village of Arlington Heights, IL
Benchmark Designation: 17
At Verde Drive And Alleghany Drive.
NAVD88 Elevation = 726.29 NAVD88

Site Benchmark:
Survey Control Point, Cut Cross On The South Side Of Sidewalk.
NAVD88 Elevation = 723.13
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

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ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS

2330 N. VERDE DR.
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/02/23	REVISED FOR PLAN COMMISSION
2	02/28/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:

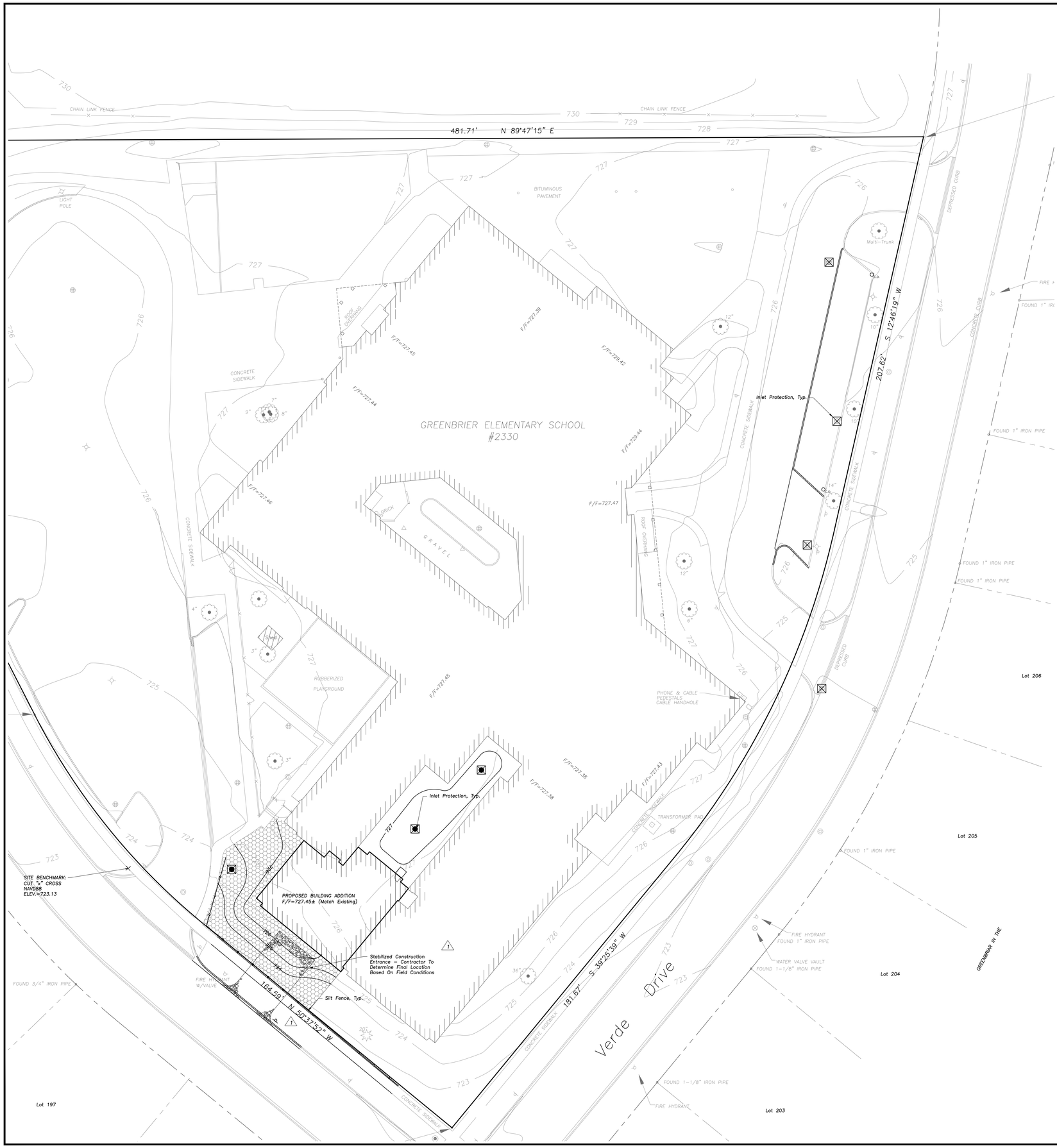
SITE UTILITY PLAN

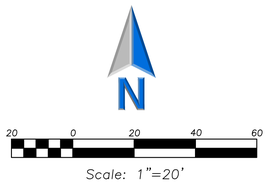
Sheet No:

C301

EEA - P:\Jash\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan - Greenbrier.dwg
Plotted: 2/28/23 @ 9:28am By: jcap

244.11' S 89°58'27" E
107.05' S 00°55'56" W
120.00' N 89°47'15" E
204.50' S 00°03'23" W
481.71' N 89°47'15" E
145.27' N 27°19'34" W
202.82' S 12°46'15" W
181.67' S 39°23'39" W
Approximate Contours To Expand Basin By 3,500 cf.
GREENWOOD PLACE SUBDIVISION
GREENBRIER ELEMENTARY SCHOOL #2330
Roanoke Drive
Verde Drive
Lot 36
Lot 35
Lot 34
Lot 33
Lot 32
Lot 31
Lot 292
Lot 293
Lot 294
Lot 295
Lot 199
Lot 198
Lot 197
Lot 205
Lot 204
Lot 203
P 726.80
P 726.88
P 726.79
P 726.70
P 725.62
P 725.70
P 725.62
P 725.90
P 726.06
P 726.17
P 725.70
P 726.03
P 725.85
C 726.00
P 725.90
C 726.30
P 725.80
P 725.40
P 725.61
P 725.49
P 724.77±
Match Ex.
4'ø CB With Finger Drains RIM=726.30
4'ø CB With Finger Drains RIM=726.30
4'ø CB RIM=724.50
726.9
726.9
726.9
725.4
PROPOSED BUILDING ADDITION F/F=727.45± (Match Existing)
f/f 727.45±
Adjust Rim Elevation = 725.95
Adjust Rim Elevation = 725.30
Slope Shall Not Exceed 1.99% in Any Direction Within ADA Parking Area.
SITE BENCHMARK: CUT "X" CROSS NAVD88 ELEV.=723.13
Match Ex. W 722.86±
C 722.95±
G 721.51±
Match Ex. W 722.93±
W 722.77
W 722.67±
C 722.40±
G 721.70±
C 722.37±
G 721.67±
Match Ex. W 722.61±
Match Ex. W 722.51±
W 722.86±
W 722.93±
W 722.67±
W 722.61±
W 722.51±
STORM MH. RIM=723.59
CATCH BASIN RIM=723.06
STORM MH. EX 2 RIM=720.01
CATCH BASIN EX 3 RIM=724.43
CATCH BASIN EX 4 RIM=726.80
CATCH BASIN EX 5 RIM=726.75
CATCH BASIN RIM=725.84
CATCH BASIN RIM=725.83
CATCH BASIN RIM=725.96
CATCH BASIN RIM=725.24
CATCH BASIN RIM=725.43
CATCH BASIN RIM=725.61
STORM MH. RIM=724.66
SANITARY MH. RIM=722.02
STORM MH. RIM=723.73
SANITARY MH. RIM=723.35
SANITARY MH. RIM=723.30
FOUND 5/8" IRON ROD
FOUND 1-1/8" IRON PIPE
FOUND 3/4" IRON PIPE
FOUND 1" IRON PIPE
FOUND WOW BAR
FOUND 1/2" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1-1/8" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1-1/8" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1-1/8" IRON PIPE
FOUND 3/4" IRON PIPE
FOUND 3/4" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1" IRON PIPE
FOUND 1





SOIL EROSION & SEDIMENTATION CONTROL NOTES

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

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. ***Install Stabilized Construction Entrance***
2. ***Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.***
3. ***Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.***
4. ***Cover and Stabilize Disturbed Areas As Soon As Possible.***
5. ***When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.***
6. ***Construct Sedimentation Basins and Structures.***
7. ***Perform Grading Operations and Installation of Site Infrastructure and Pavement.***
8. ***Install Permanent Seeding and Plantings.***
9. ***Remove Accumulated Sediment From Basins and Along Silt Fence.***
10. ***Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.***
11. ***Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.***

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- *Silt Fence*
- *Erosion Control Blanket North American Green DS75 Or Approved Equal*
- *Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
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EXPIRES: 04/30/2023

GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS
2330 N. VERDE DR.
ARLINGTON HEIGHTS, ILLINOIS

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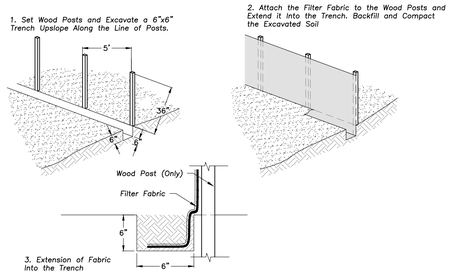
Design By:	Approved By:	Date:
JC	JC	02/02/23

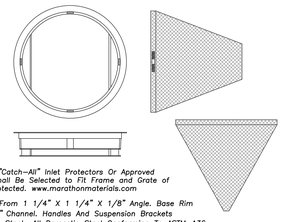
Sheet Title:
SITE EROSION AND SEDIMENT CONTROL PLAN

Sheet No:
C501

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan – Greenbrier.dwg
Plotted: 2/28/23 @ 9:28am By: jcap



SILT FENCE CONSTRUCTION (AASHTO 288-00)



General Notes:

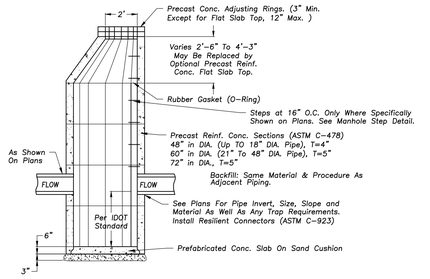
Use Marathon Materials, Inc., "Catch-All" Inlet Protectors Or Approved Equal. Inlet Protector Types Shall Be Selected to Fit Frame and Grate of Open Lid Structures to Be Protected. www.marathonmaterials.com

Frame: Top Flange Fabricated From 1 1/4" X 1 1/4" X 1/8" Angle. Base Rim Fabricated From 1 ½" x ½" x ¼" Channel. Handles And Suspension Brackets Fabricated From 1 ½" x ½" Flat Stock. All Domestic Steel Conforming To ASTM-A36

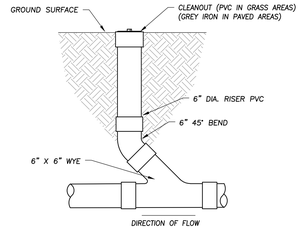
Sediment Bag: Bag Fabricated From 4 Oz./sq.yd. Non-woven Polypropylene Geotextile Reinforced With Polyester Mesh. Bag Secured To Base Rim With A Stainless Steel Strap And Lock.

Install Baskets In All Existing Storm Inlets Prior To Construction And All New Storm Inlets Immediately After Installation. Contractor Shall Maintain Throughout Construction Activities.

INLET PROTECTORS - SEDIMENT BAG



CATCH BASIN



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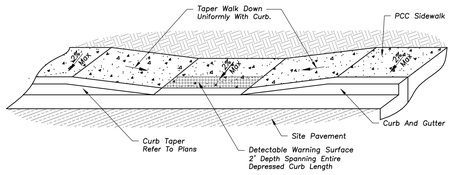
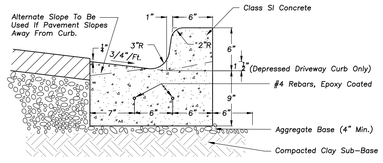


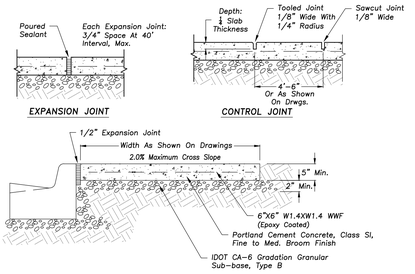
DEPRESSED ACCESSIBLE LANDING DETAIL



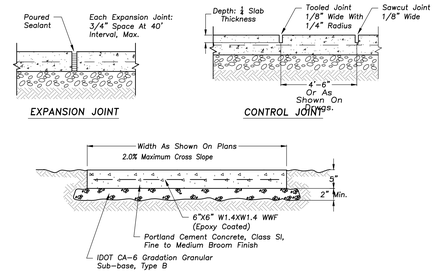
Notes:

1. A 1" Expansion Joint Shall Be Installed At All Points of Curvature For Short Radius (Under 25 ft) Curves. Maximum Expansion Joint Spacing Is 50'. Expansion Joints Shall Be Constructed With 1" Thick Preformed Expansion Joint Filler Conforming To The Curb And Gutter Cross Section And Shall Be Provided With One,1 1/4"ø 18" Long, Coated Smooth Dowel Bar. The Dowel Bar Shall Be Fitted With A Cap With A Pinched Stop Which Provides A Minimum Of 1" Of Expansion.
2. Maximum Contraction (Control) Joint Spacing Shall Be 20'.

B-6.12 CURB & GUTTER



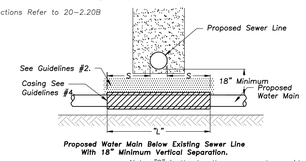
PORTLAND CEMENT CONC. SIDEWALK



PORTLAND CEMENT CONC. SIDEWALK

(Taken From Standard Specifications for Water and Sewer Main Construction in Illinois, May 1996)

Note: Compactions Refer to 20-2.20B



Guidelines

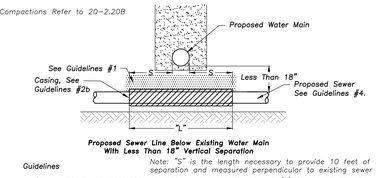
Note: "S" is the length necessary to provide 10 feet of separation and measured perpendicular to existing sewer line.

1. Omit select granular embedment and granular backfill to one (1) foot over top of watermain and use select excavated material (Class IV) and compact the length of "L".
2. If select granular backfill exists, remove within width of existing sewer line trench and replace with select excavated material (Class IV) and compact.
3. Provide adequate support for existing sewer line to prevent damage due to settlement.
4. Use "L" feet of water main material for casing of proposed water main and seal ends of casing.

WATER AND SEWER SEPARATION REQUIREMENTS

(Taken From Standard Specifications for Water and Sewer Main Construction in Illinois, May 1996)

Note: Compactions Refer to 20-2.20B



Guidelines

Note: "S" is the length necessary to provide 10 feet of separation and measured perpendicular to existing sewer line.

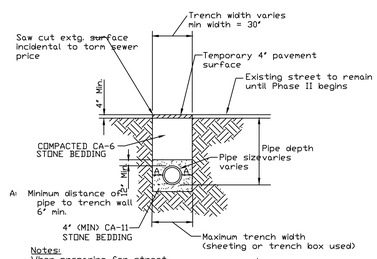
1. Omit select granular embedment and granular backfill to one (1) foot over top of watermain and use select excavated material (Class IV) and compact for "S" feet on each side of water main.

2a. Construct "L" feet of proposed sewer or water main material and pressure test, or;

2b. Use "L" feet of water main material for casing of proposed sewer and seal ends of casing.

3. Provide adequate support for existing water main to prevent damage due to settlement of sewer trench.

WATER AND SEWER SEPARATION REQUIREMENTS



Notes:

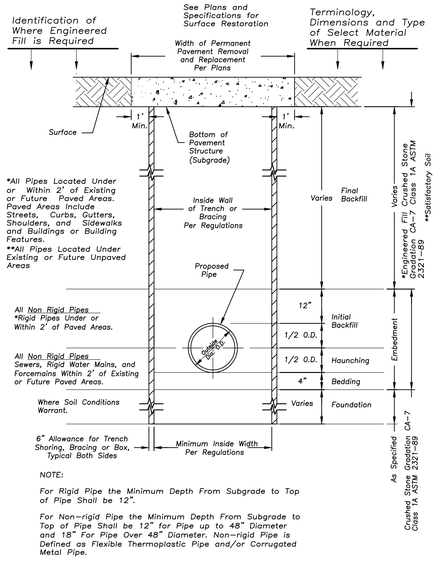
When preparing for street subgrade removal of compacted stone subgrade shall be included with earth ex. removal

No separate payment will be made for fittings required for diverting sanitary sewer lines around proposed sewers. this cost of fittings will be incidental to the cost of the storm sewer pipe.

Cost of stone bedding material as shown shall be incidental to sewer pay items

Nominal pipe dia (D)	Maximum trench width at pipe crown
8"	3'-2"
10"	3'-2"
12"	3'-2"
15"	3'-6"
18"	3'-10"
21"	4'-4"
24"	4'-8"
27"	4'-11"
30"	5'-3"
33"	6'-0"
36"	6'-4"

SANITARY SEWER TRENCH DETAIL

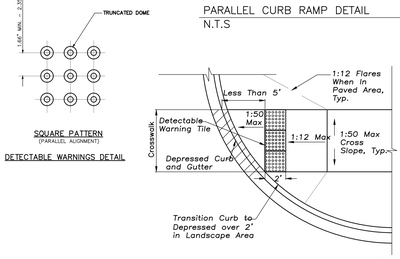


NOTE:

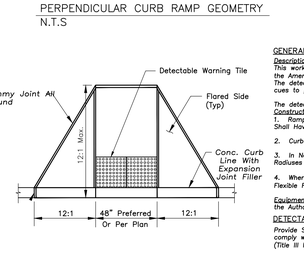
For Rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12".

For Non-rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12" for Pipe up to 48" Diameter and 18" For Pipe Over 48" Diameter. Non-rigid Pipe is Defined as Flexible Thermoplastic Pipe and/or Corrugated Metal Pipe.

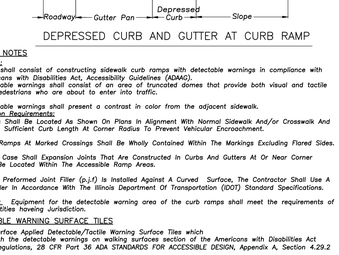
STANDARD SEWER AND WATER TRENCH SECTION



PARALLEL CURB RAMP DETAIL
N.T.S



PERPENDICULAR CURB RAMP GEOMETRY
N.T.S



CURB RAMP AT RADIUS SKEWED INTERFACE DETAIL
N.T.S

CURB RAMP IN PAVEMENT
N.T.S

GENERAL NOTES

Description:
This work shall consist of constructing sidewalk curb ramps with detectable warnings in compliance with the Americans with Disabilities Act, Accessibility Guidelines (ADAAG).
The detectable warnings shall consist of an area of truncated domes that provide both visual and tactile cues to pedestrians who are about to enter into traffic.

The detectable warnings shall present a contrast in color from the adjacent sidewalk.

Construction Requirements:

1. Ramps Shall Be Located As Shown On Plans In Alignment With Normal Sidewalk And/or Crosswalk And Shall Have Sufficient Curb Length At Corner Radius To Prevent Vehicular Encroachment.
2. Curb Ramps At Marked Crossings Shall Be Wholly Contained Within The Markings Excluding Flared Sides.
3. In No Case Shall Expansion Joints That Are Constructed In Curbs And Gutters At Or Near Corner Radiuses Be Located Within The Accessible Ramp Areas.
4. Where Preformed Joint Filler (p.j.f.) Is Installed Against A Curved Surface, The Contractor Shall Use A Flexible Filler In Accordance With The Illinois Department Of Transportation (IDOT) Standard Specifications.

Equipment: Equipment for the detectable warning area of the curb ramps shall meet the requirements of the Authorities having Jurisdiction.

DETECTABLE WARNING SURFACE TILES

Provide Surface Applied Detectable/Tactile Warning Surface Tiles which comply with the detectable warnings on walking surfaces section of the Americans with Disabilities Act (Title II Regulations, 28 CFR Part 36 ADA STANDARDS FOR ACCESSIBLE DESIGN, Appendix A, Section 4.29.2

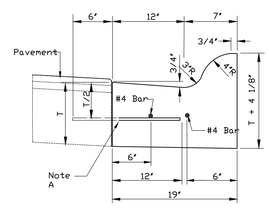
Dimensions: Cast In Place Detectable/Tactile Warning Surface Tiles shall be held within the following dimensions and tolerances:
Length and Width In One of the Following as Necessary for the Dimensions of the Surface In Which the Detectable Warning is Proposed: 12x12 24x24 24x36 24x48 24x60 36x48 36x60 nominal. No Cutting of Tiles is Allowed.

Installation of Detectable/Tactile Warning Surface Tiles Per Manufacturer's Instructions.

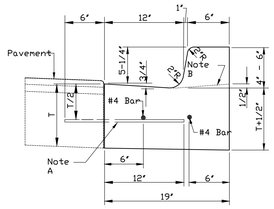
Verify With the Local Authorities Having Jurisdiction that Detectable/Tactile Warning Surface Tiles are an Acceptable Method of Providing for the Detectable Warning Surface.

Verify With the Local Authorities Having Jurisdiction that the Manufacturer's Products are Acceptable for the Detectable Warning Surface.

ACCESSIBLE RAMPS FOR SIDEWALKS



ROLL TYPE CURB



BARRIER TYPE CURB

Notes:

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

Note "a"
1/2" Dia. Steel Tie Bars @ 2'-6" Centers Grouted In Place Or 5/8" Dia. J-bolts Anchored In Place. (omit For Bituminous Base Course)

Note "b"
Profile For Depressed Curb @ Driveways And Ramps

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JG	JC	02/02/23

Sheet Title:

SITE WORK DETAILS

Sheet No:

C601

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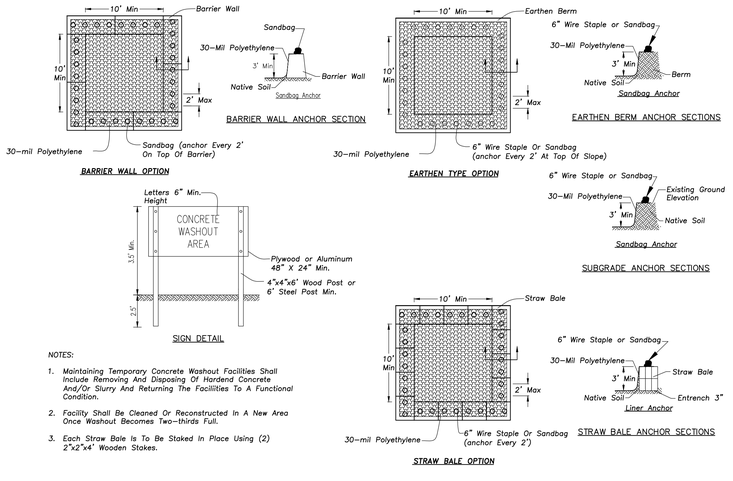


NOTES:

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.
3. Each Straw Bale Is To Be Staked In Place Using (2) 2"x2"x4' Wooden Stakes.

CONCRETE AND MORTAR WASHOUT FACILITY

GENERAL NOTES

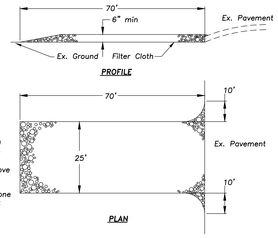
STONE SIZE – Use IDOT gradation CA-1 aggregate stone.

MAINTENANCE – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean-out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights-of-way must be removed immediately.

FILTER CLOTH – Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

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JG	JC	02/02/23

Sheet Title:

SITE WORK DETAILS

Sheet No:

C602

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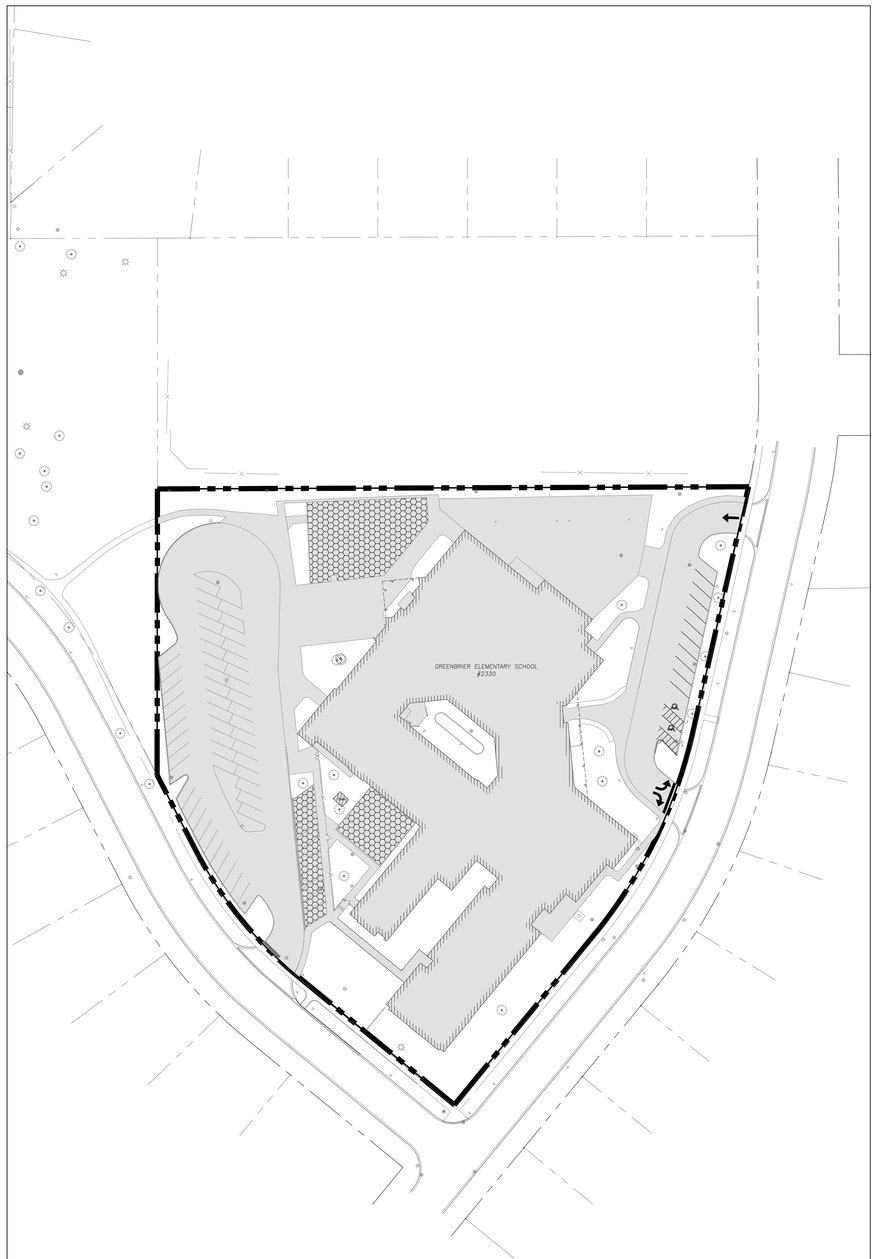
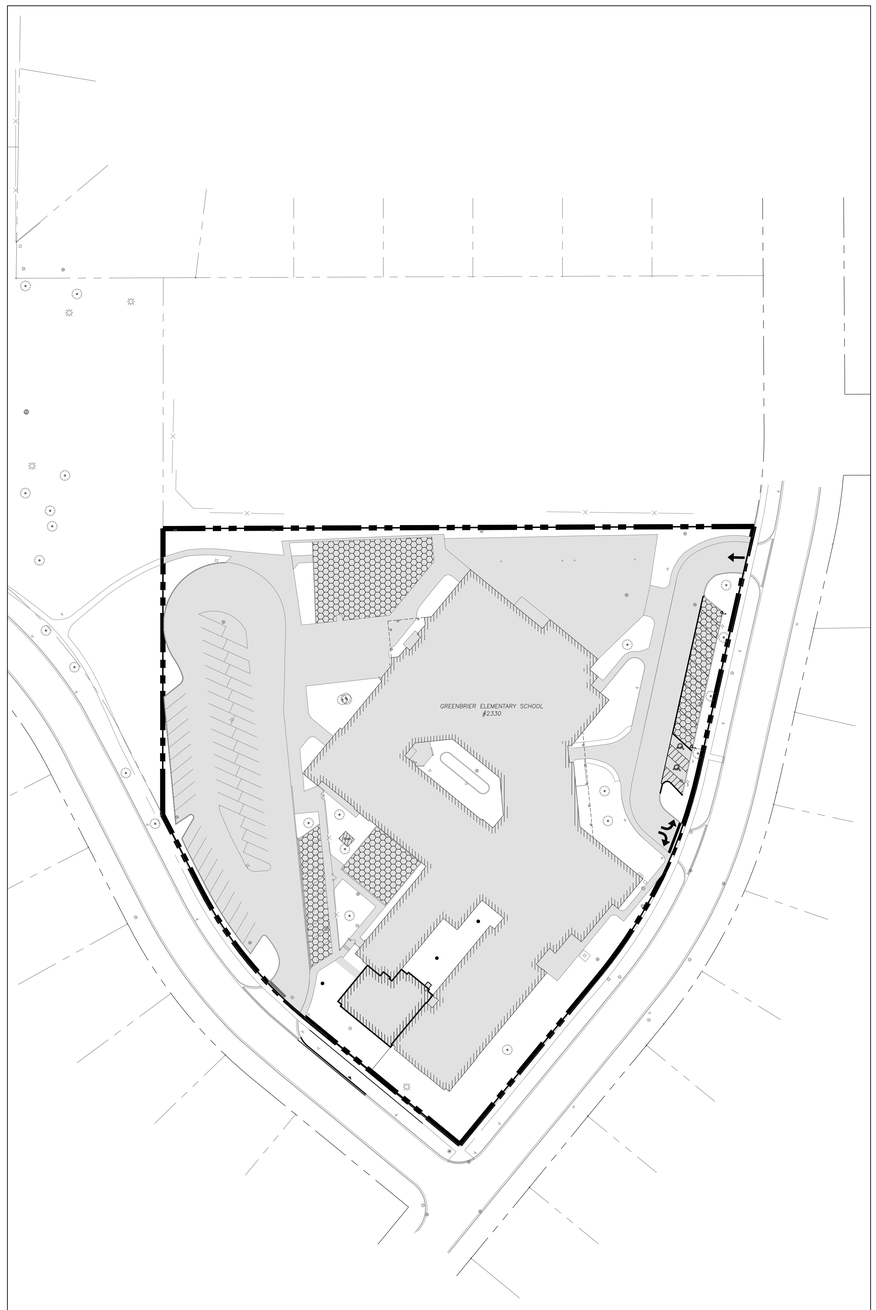


EXISTING CONDITIONS



PROPOSED CONDITIONS

50 0 50 100 150

Scale: 1"=50'

EXHIBIT LEGEND

IMPERVIOUS AREA

PERMEABLE AREA

PROPERTY LINE
173,147 SF
3.97 ACRES

EXISTING SITE CONDITIONS

IMPERVIOUS AREA
120,470 SF = 2.76 ACRES

PERMEABLE AREA
9,460 SF = 0.22 ACRES

PERVIOUS AREA
43,217 SF = 0.99 ACRES

RUNOFF COEFFICIENT
C = 0.83

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
122,565 SF = 2.81 ACRES

PERMEABLE AREA
9,460 SF = 0.22 ACRES

PERVIOUS AREA
41,122 SF = 0.94 ACRES

RUNOFF COEFFICIENT
C = 0.83

SUMMARY

IMPERVIOUS AREA
= +0.05 ACRES

PERVIOUS AREA
= -0.05 ACRES

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JC	JC	02/02/23

Sheet Title:

EXISTING VS. PROPOSED SITE COVERAGE

Sheet No:

CX101

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Plotted: 2/28/23 @ 9:36am By: jcap

EXHIBIT LEGEND

IMPERVIOUS AREA
660 SF
0.02 ACRES

REDEVELOPMENT AREA
5,580 SF
0.13 ACRES

VILLAGE STORMWATER DETENTION REQUIREMENT FOR REDEVELOPMENT AREA

Existing Impervious Area (Redevelopment)	0.02 Acres
Existing Pervious Area (Redevelopment)	0.11 Acres
$C_{Existing}$	0.57 (Per Village)
Detention Volume Provided 2017 (MRM B70, Village Release Rate)	0.029 Ac-Ft

EXISTING CONDITIONS

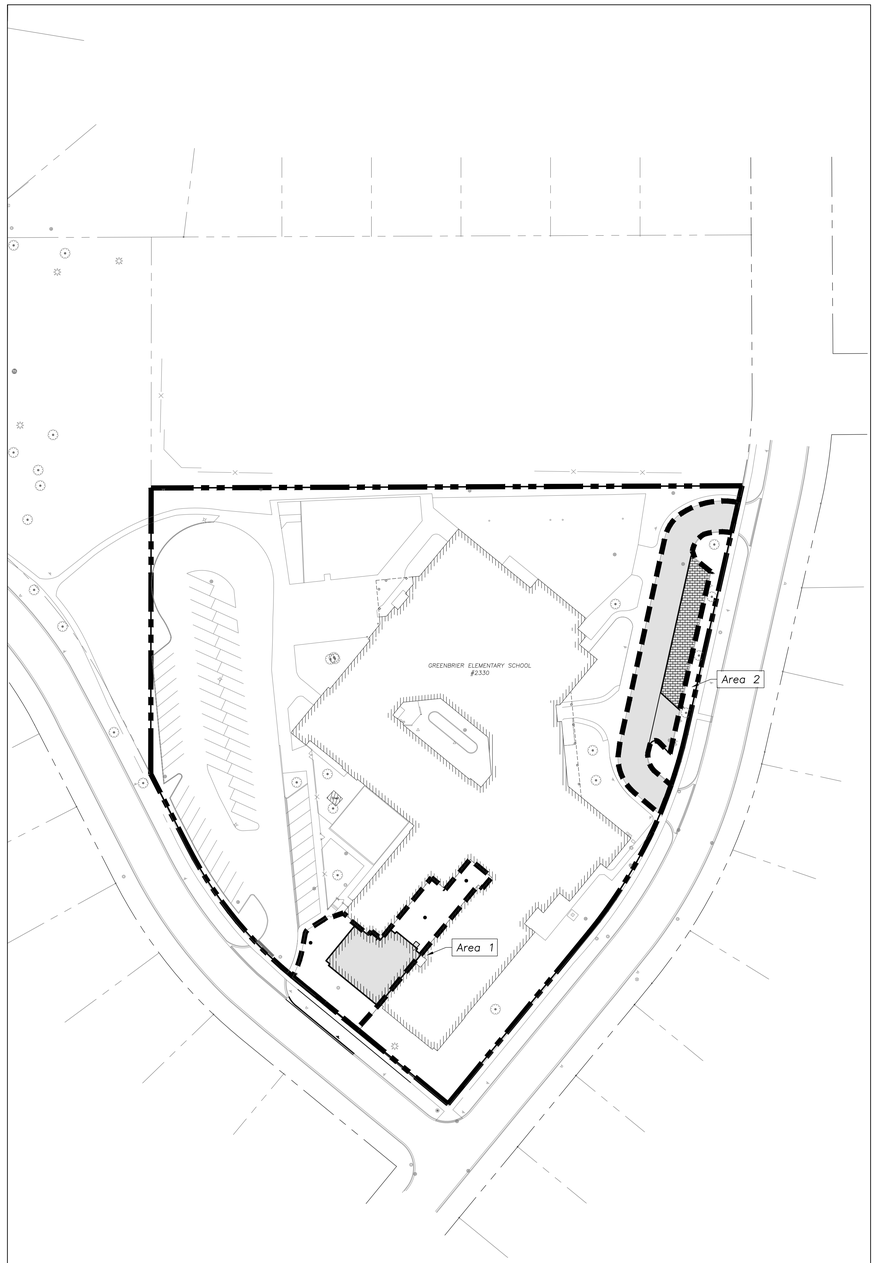

EXHIBIT LEGEND (AREA 1)

IMPERVIOUS AREA
2,690 SF
0.06 ACRES

REDEVELOPMENT AREA
8,000 SF
0.18 ACRES

VILLAGE STORMWATER DETENTION REQUIREMENT FOR REDEVELOPMENT (AREA 1)

Existing Impervious Area (Redevelopment)	0.06 Acres
Existing Pervious Area (Redevelopment)	0.12 Acres
$C_{Proposed}$	0.65 (Per Village)
Detention Volume Required (MRM B75, Village Release Rate)	0.047 Ac-Ft
Net Detention Volume Required	0.018 Ac-Ft (0.047-0.029)

EXHIBIT LEGEND (AREA 2)

IMPERVIOUS AREA
7,475 SF
0.17 ACRES

PERMEABLE PAVER AREA
2,060 SF
0.05 ACRES

DEVELOPMENT AREA
9,490 SF
0.22 ACRES

VILLAGE STORMWATER DETENTION REQUIREMENT FOR REDEVELOPMENT (AREA 2)

Impervious Area	0.17 Acres
Permeable Paver Area	0.05 Acres
$C_{Proposed}$	0.90 (Per Village)
Detention Volume Required (MRM B75, Village Release Rate)	0.087 Ac-Ft

PROPOSED CONDITIONS

50 0 50 100 150

Scale: 1"=50'

EXHIBIT LEGEND

IMPERVIOUS AREA

PERMEABLE PAVERS

PROPERTY LINE
173,147 SF
3.97 ACRES

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Sheet Title: EXISTING VS. PROPOSED REDEVELOPMENT AREA

Sheet No: CX201

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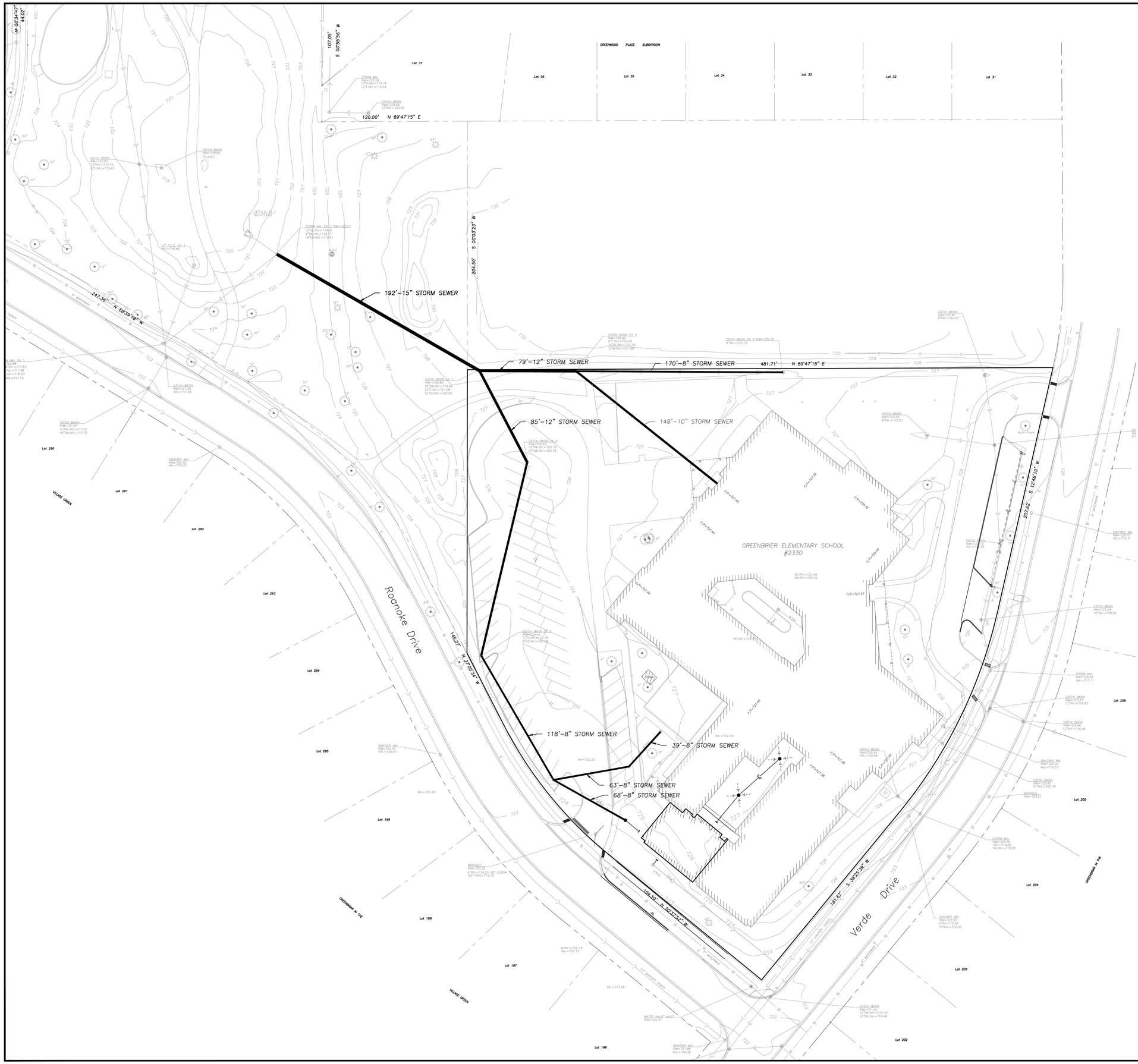

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Sheet Title:
EXISTING STORAGE IN ONSITE PIPE

Sheet No:
CX301

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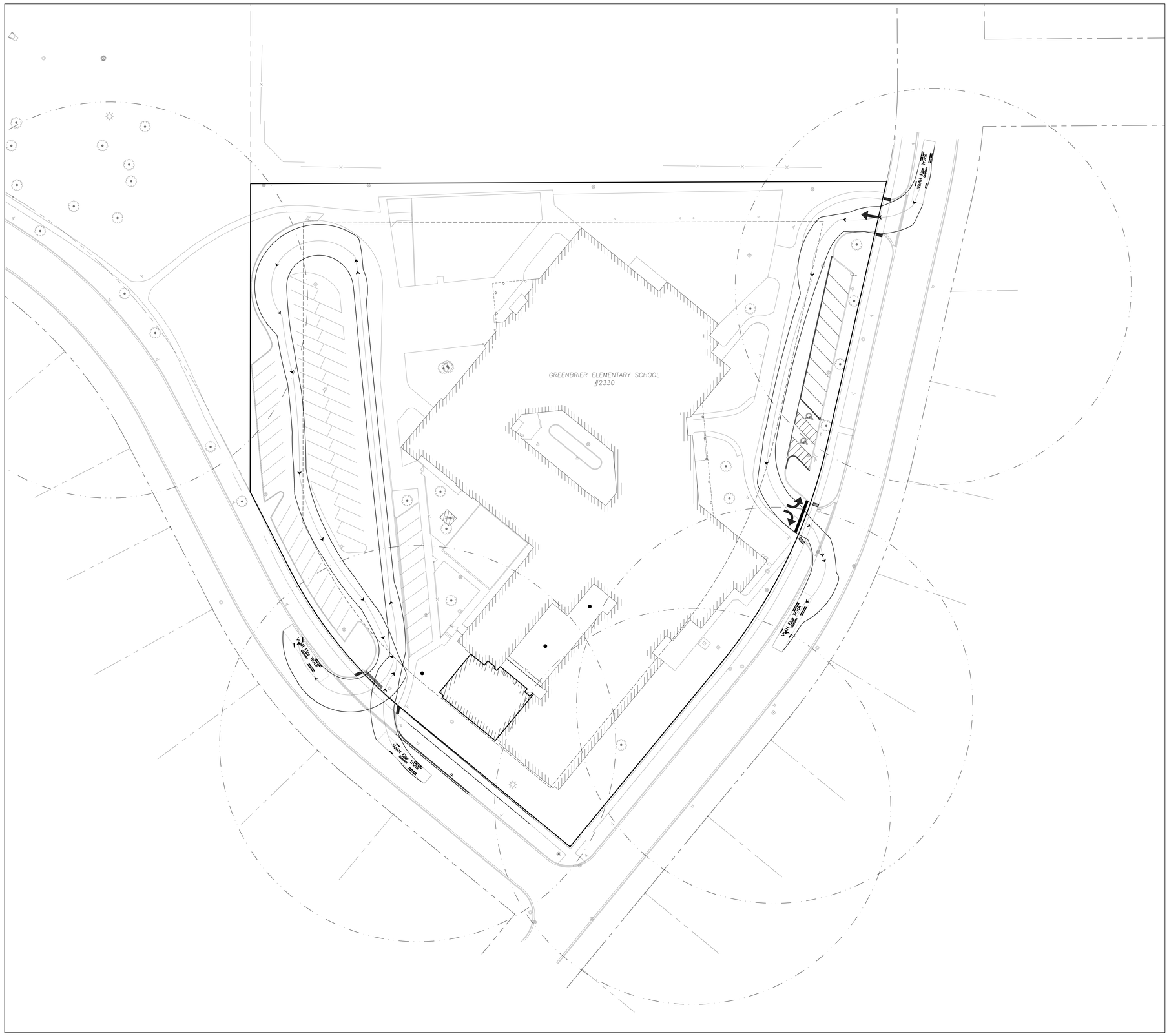

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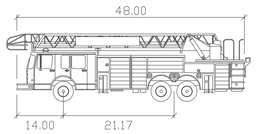

VoAH Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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Sheet Title: 1

VILLAGE FIRE TRUCK EXHIBIT

Sheet No:

CX401

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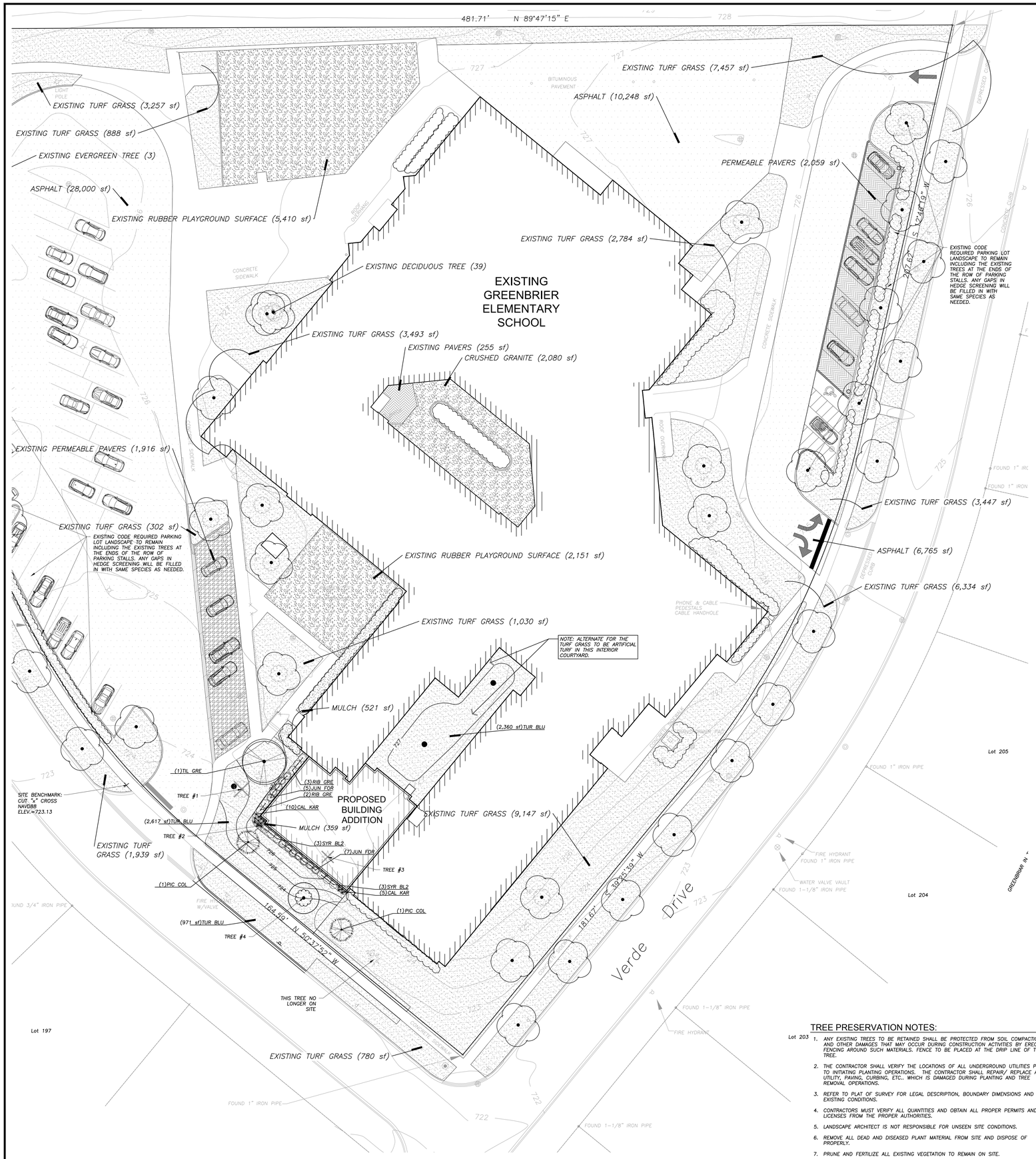

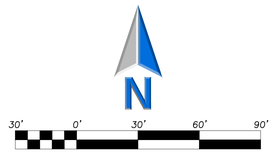

PLANT SCHEDULE

CANOPY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	4" CAL.	1
EVERGREEN TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PIC COL	PICEA PUNGENS 'COLORADO GREEN' / COLORODO GREEN SPRUCE	B & B	8' HT.	2
DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30\" HT.	5
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30\" HT.	6
EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24\" SPREAD	12
GRASSES	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CONT.	1 GAL.	15
TURF GRASS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	SOD	S.F.	5,948 SF

SITE MATERIALS SCHEDULE

EXISTING DECIDUOUS TREE	39
EXISTING EVERGREEN TREE	3
MULCH	880 SF
EXISTING PAVERS	255 SF
EXISTING RUBBER PLAYGROUND SURFACE	7,561 SF
CRUSHED GRANITE	2,080 SF
EXISTING TURF GRASS	40,860 SF
ASPHALT	45,013 SF
PERMEABLE PAVERS	2,059 SF
EXISTING PERMEABLE PAVERS	1,916 SF

LANDSCAPE NOTES:

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC.. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL
17. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
18. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
19. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
20. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
21. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
22. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
23. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
24. PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.

TREE PRESERVATION NOTES:

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

EXISTING TREE INVENTORY: (Development Area Only)

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Tilia cordata	Littleleaf Linden	4" Cal.	Good	
2	Picea pungens	Colorado Spruce	12' Ht.	Good	
3	Picea pungens	Colorado Spruce	12' Ht.	Good	
4	Tilia cordata	Littleleaf Linden	12" Cal.	Good	

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PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

GREENBRIER ELEMENTARY SCHOOL BUILDING ADDITIONS

2330 N. VERDE DRIVE
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/2022	ISSUE FOR PLAN COMMISSION
1	02/03/2023	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
SSG	JC	02/03/2023

Sheet Title:

LANDSCAPE PLAN

Sheet No:

L100

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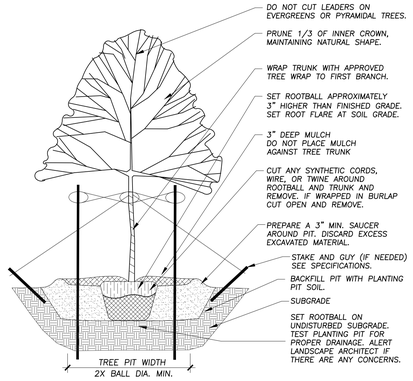
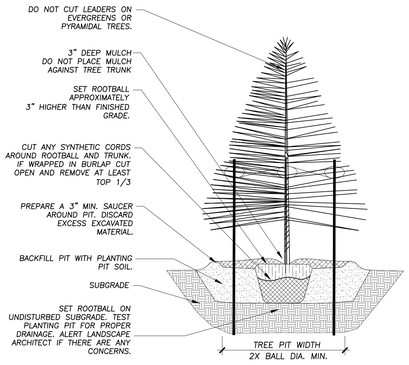
Plotted: 2/28/23 @ 10:03am By: sgregory



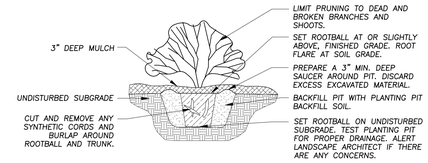
1 TREE PLANTING DETAIL

Not To Scale 329343-Ø1



2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-Ø2



3 SHRUB PLANTING DETAIL

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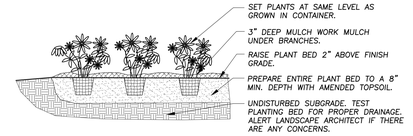
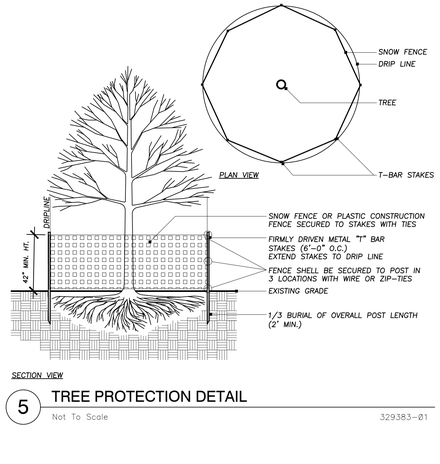


4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-Ø3



5 TREE PROTECTION DETAIL

Not To Scale 329383-Ø1

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GREENBRIER ELEMENTARY SCHOOL
BUILDING ADDITIONS

2330 N. VERDE DRIVE
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
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Design By:	Approved By:	Date:
SSG	JC	02/03/2023

Sheet Title:

LANDSCAPE DETAILS

Sheet No:

L200

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Plotted: 2/28/23 @ 10:04am By: sgregory

Greenbrier Elementary School
Traffic and Parking Study
Arlington Heights, Illinois

Prepared For:

Arlington Heights
School District 25

Prepared by:

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

www.eea-ltd.com

INTRODUCTION

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

EXISTING CONDITIONS

Site Location and Area Land-Uses

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

Bicycle and Pedestrian Routes

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

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

Roadway Characteristics

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

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

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

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

Existing Traffic Volumes

Weekday morning arrival (8:00-9:30 AM) and afternoon dismissal (2:30-4:00 PM) manual traffic counts were conducted along Verde and Roanoke Drives. Peak-hours of school traffic occurred from 8:15 to 9:15 AM and 3:00 to 4:00 PM on a school weekday which coincides with the school's 9:05 AM start and 3:35 PM dismissal times. The existing traffic volumes are shown on **Figure 3A** and included in the **Appendix**. EEA then separated the school traffic from the background non-school traffic in **Figures 3B and 3C**. **Figure 4** summarizes the existing pedestrian and bicycle volumes observed.

School Observations

Greenbrier School's attendance boundaries are Palatine Road to the south, Rand Road to the northeast and IL Route 53 to the west. The school has staggered start and dismissal times as follows:

1. First thru 5th Grade – 9:05 AM to 3:35 PM
2. Half Day Kindergarten
    a. 9:05 to 11:50 AM
    b. 12:50 PM to 3:35 PM
3. Earl Childhood Program
    a. 9:10 AM to 11:40 AM
    b. 12:50 AM to 3:20 PM

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

1. Kindergarten thru Fifth Grade – Use the west lot for arrival and dismissal
2. Early Childhood (Partial) - Use the east lot for arrival and dismissal
3. Early Childhood (Partial) – Use the west lot for arrival and dismissal

During the morning arrival period, traffic worked smoothly with little congestion. Parents were observed queueing on the north side of Roanoke Drive east of the school drive in anticipation of the second arrival period. As a result, cars were stacked side by side and blocking the westbound lane on Roanoke Drive. This left the south curb lane acting as a single lane used for two-way traffic along the south side of the school. This is an undesirable situation that must be addressed. **Exhibit 1** shows an aerial view of the morning arrival in the west parking lot.

Exhibit 1
Greenbrier School Arrival
Thursday September 29, 2022 (8:59 AM)

During the afternoon, parents started lining up around 3:07 PM in the west and east parking lots and on street. Parents were observed queueing on the north side of Roanoke Drive and the west side of Verde Drive in anticipation of the 3:35 PM dismissal. Parents arriving for the 3:20 PM early childhood dismissal started queuing in the west lot but eventually queued onto Roanoke Drive and Verde Drive next to the cars waiting for the later dismissal. As a result, cars were stacked side by side and blocking the westbound lane on Roanoke Drive. This left the south curb lane acting as a single lane used for two-way traffic along the south side of the school. This is an undesirable situation that must be addressed. **Exhibit 2** shows the afternoon dismissal period.

Exhibit 2
Greenbrier School Dismissal
Thursday September 29, 2022 (3:36 PM)

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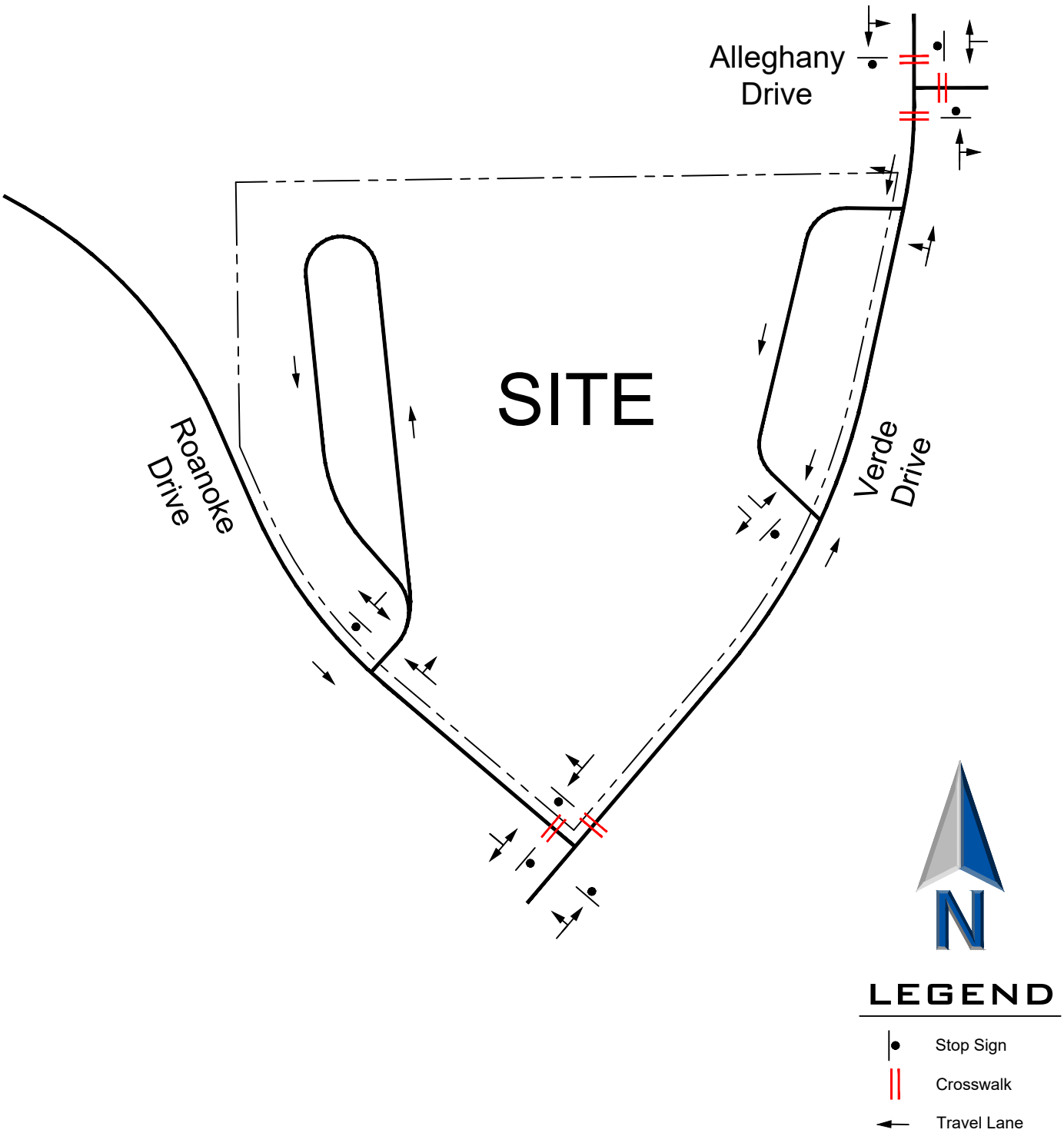
Site Location & Area Roadways

Figure 1



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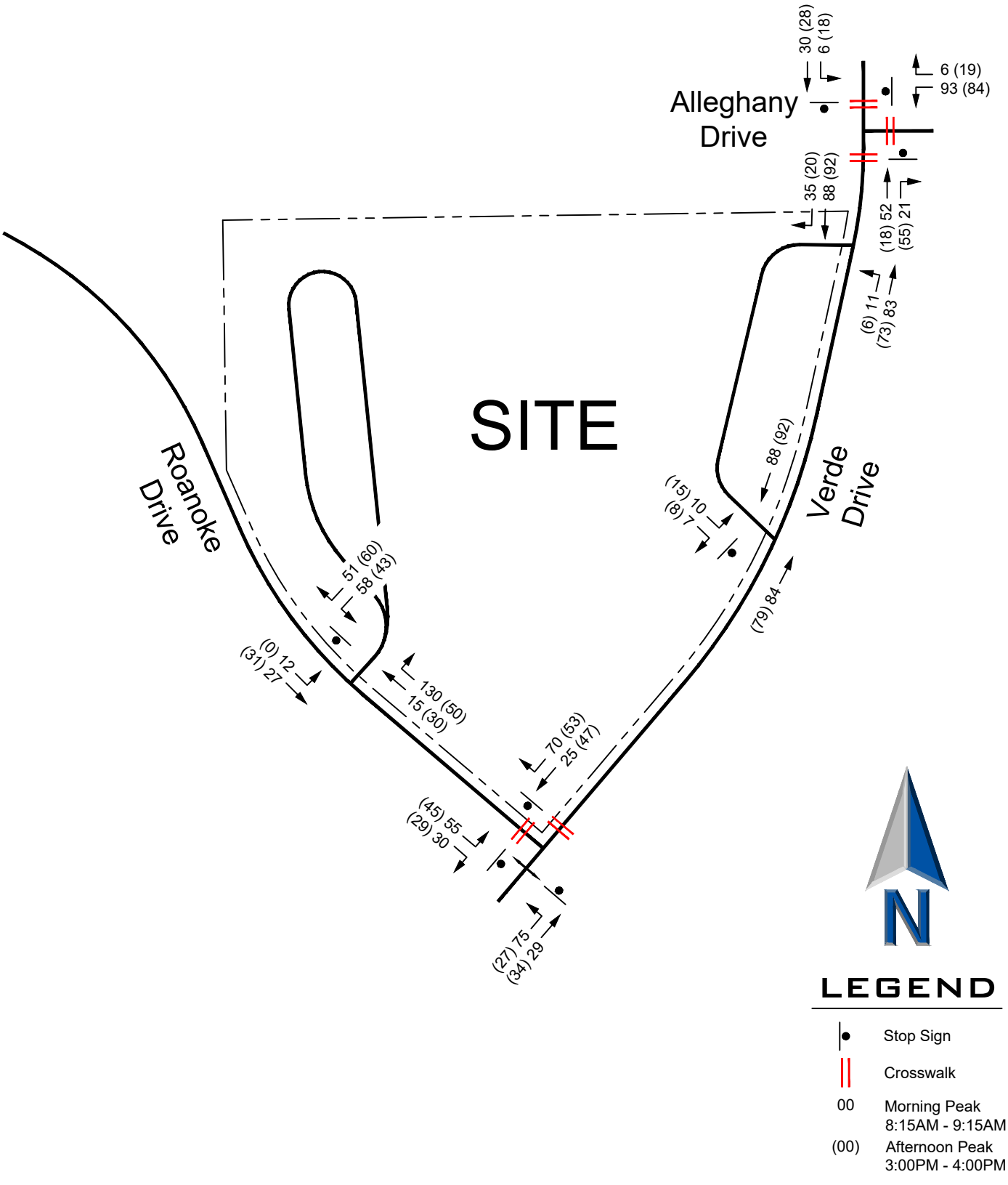
Existing Roadway Geometrics

Figure 2



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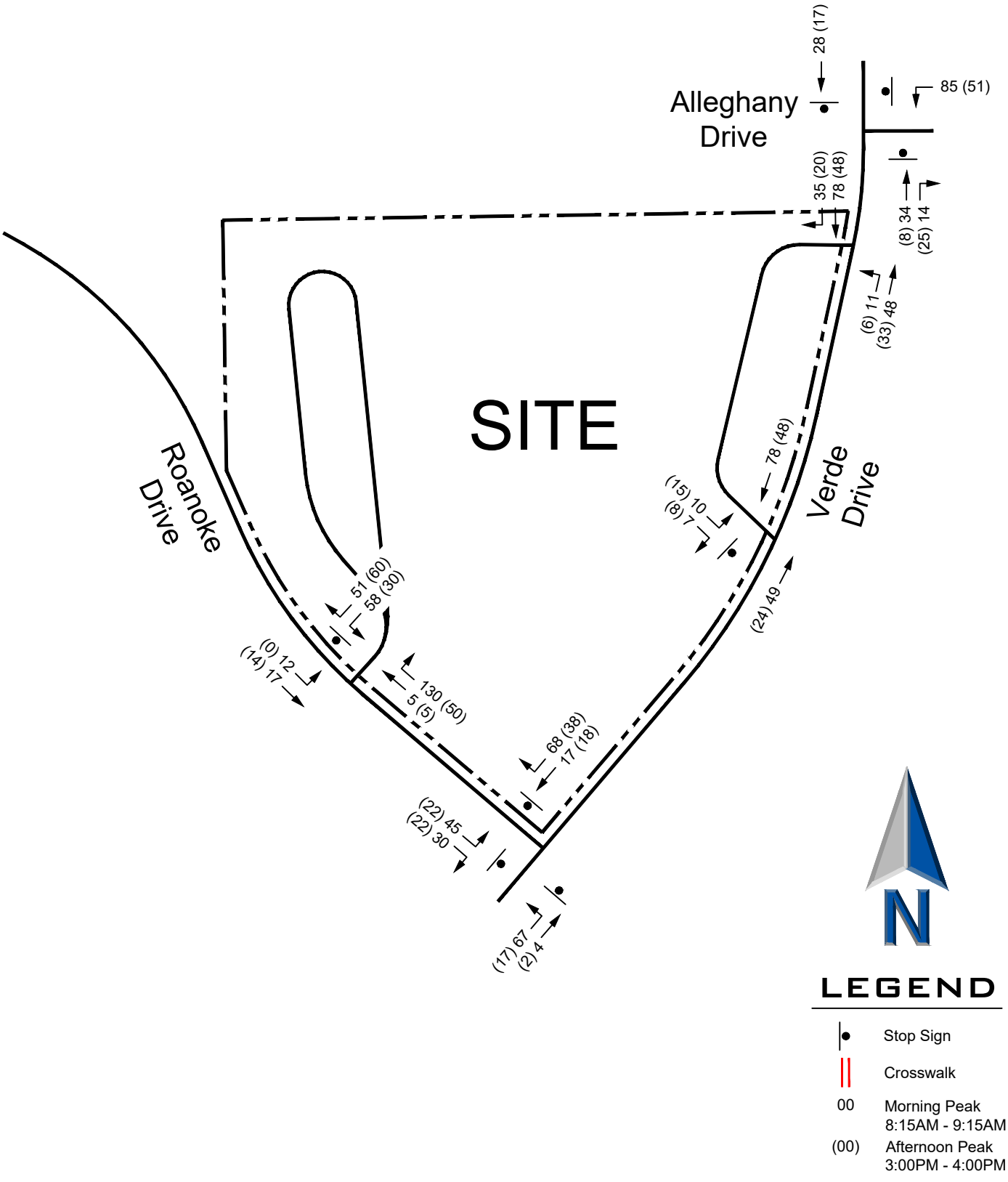
Existing Traffic Volumes

Figure 3A



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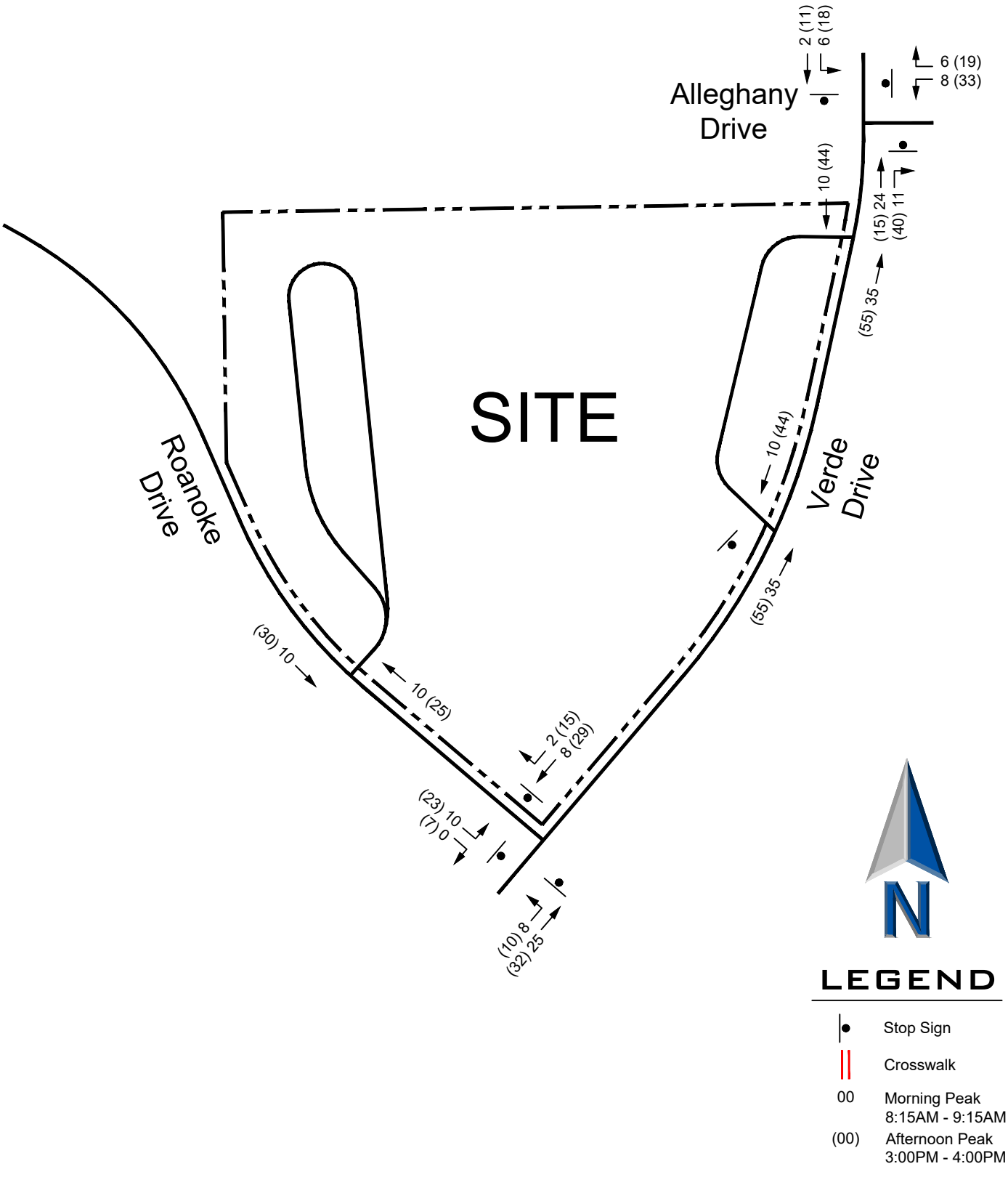
Existing School Traffic Volumes

Figure 3B



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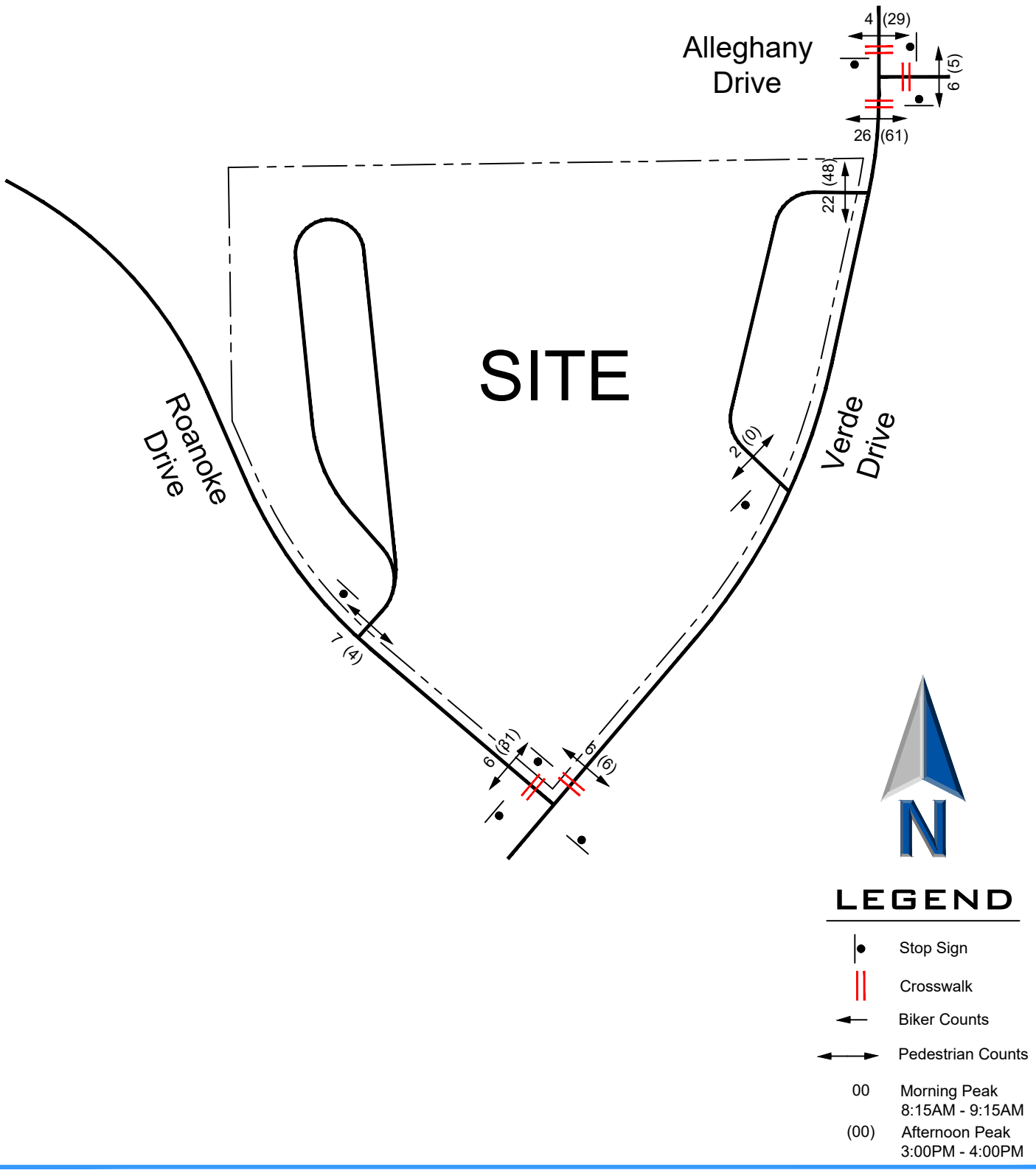
Existing Non-School Traffic Volumes

Figure 3C



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Year 2022 Pedestrian and Bike Volumes

Figure 4

SITE TRAFFIC CHARACTERISTICS

Site Plan

The school currently serves 386 children with 79 staff. A building addition is proposed to add two classrooms. Total classrooms will increase from 23 to 25. Student population is expected to grow to 406 students (+5%) over the next five years. The number of staff is expected to grow from 79 to 81 persons.

School Trip Generation and Distribution

Traffic estimates were made for the additional students using the traffic counts at the current school. The trip generation rates for the school are higher than the data provided by the Institute of Transportation Engineer's Trip Generation, 11th Ed. manual for elementary schools due to a higher percentage of automobile usage and minimal busing. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1.**

Table 1
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Trip Generation Based on Existing Traffic Volumes						
Existing 386 Students	213	151	364	101	138	239
Total 406 Students	239	169	408	113	155	268
Net Additional Traffic	**+26**	**+18**	**+44**	**+12**	**+17**	**+29**
ITE Trip Generation Comparison(1)						
Existing 386 Students	154	132	286	80	94	174
Total 406 Students	164	140	304	85	100	185
Net Additional Traffic(2)	**+10**	**+8**	**+18**	**+5**	**+6**	**+11**

(1) ITE Trip Generation Manual, 11th Edition – Land Use Code 520 (Elementary School)
(2) For comparison only – Not used for analyses

The directional distribution for school traffic is based on the existing school traffic counts and is shown in **Table 2** and on **Figure 5**.

Table 2
Existing Directional Distribution

Direction	Distribution
North on Verde Drive	15%
East on Alleghany Drive	30%
South on Verde Drive	30%
West on Roanoke Drive	25%
Total	**100%**

Trip Assignment

The future vehicular trips that are generated by the school were distributed to the area roadways based on the site plan, projected school volumes, and the directional distribution analysis. **Figure 6** illustrates the total traffic generated by the school (existing and expansion) and its assignment on the road system.

Figure 7 shows the total traffic volumes which a combination of Figure 3C (Non-School traffic) and Figure 6 (Projected School Volumes).

ANALYSES

Intersection Capacity Analyses

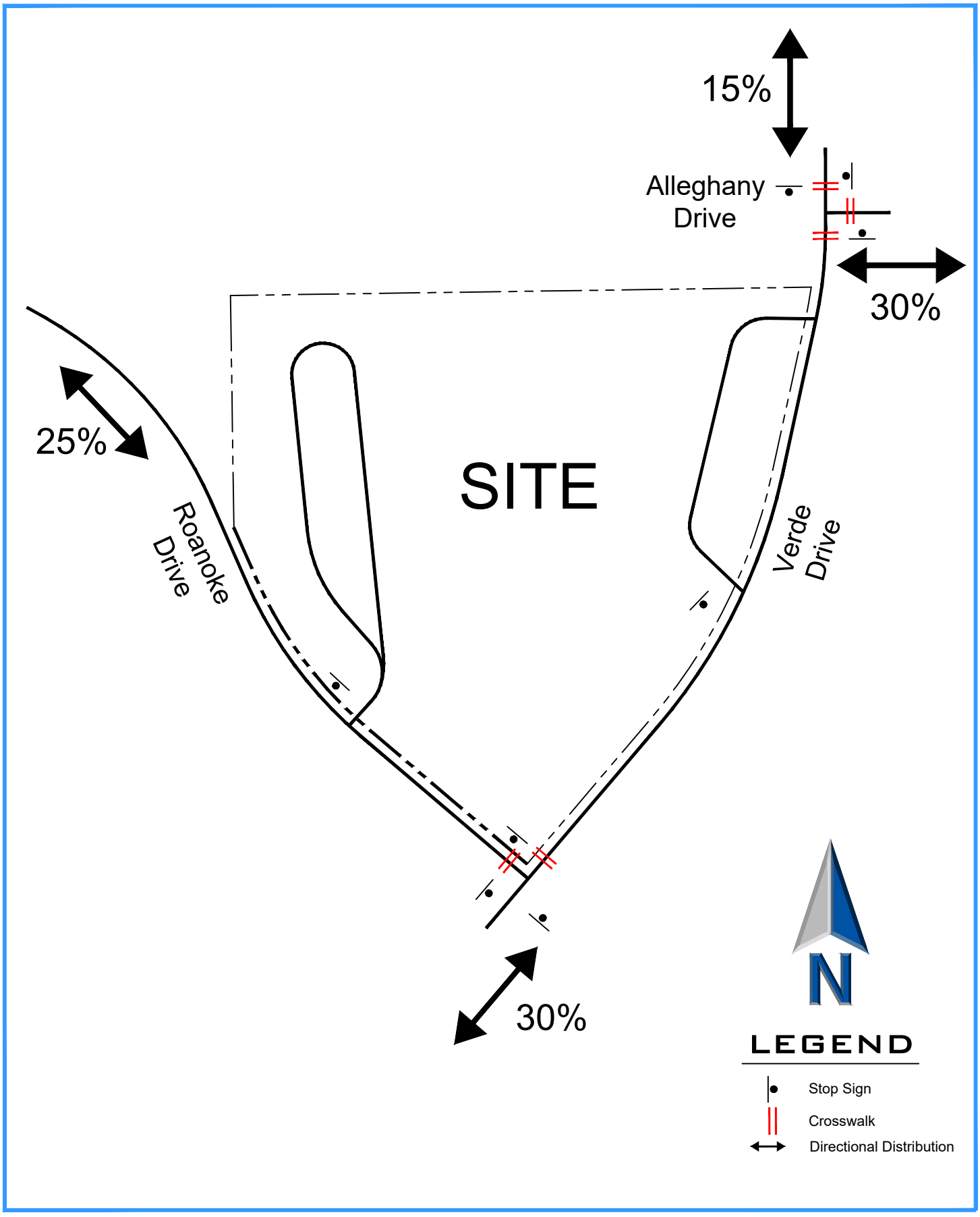
An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic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

Table 3
Level of Service Criteria for Intersections

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

Source: Highway Capacity Manual

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



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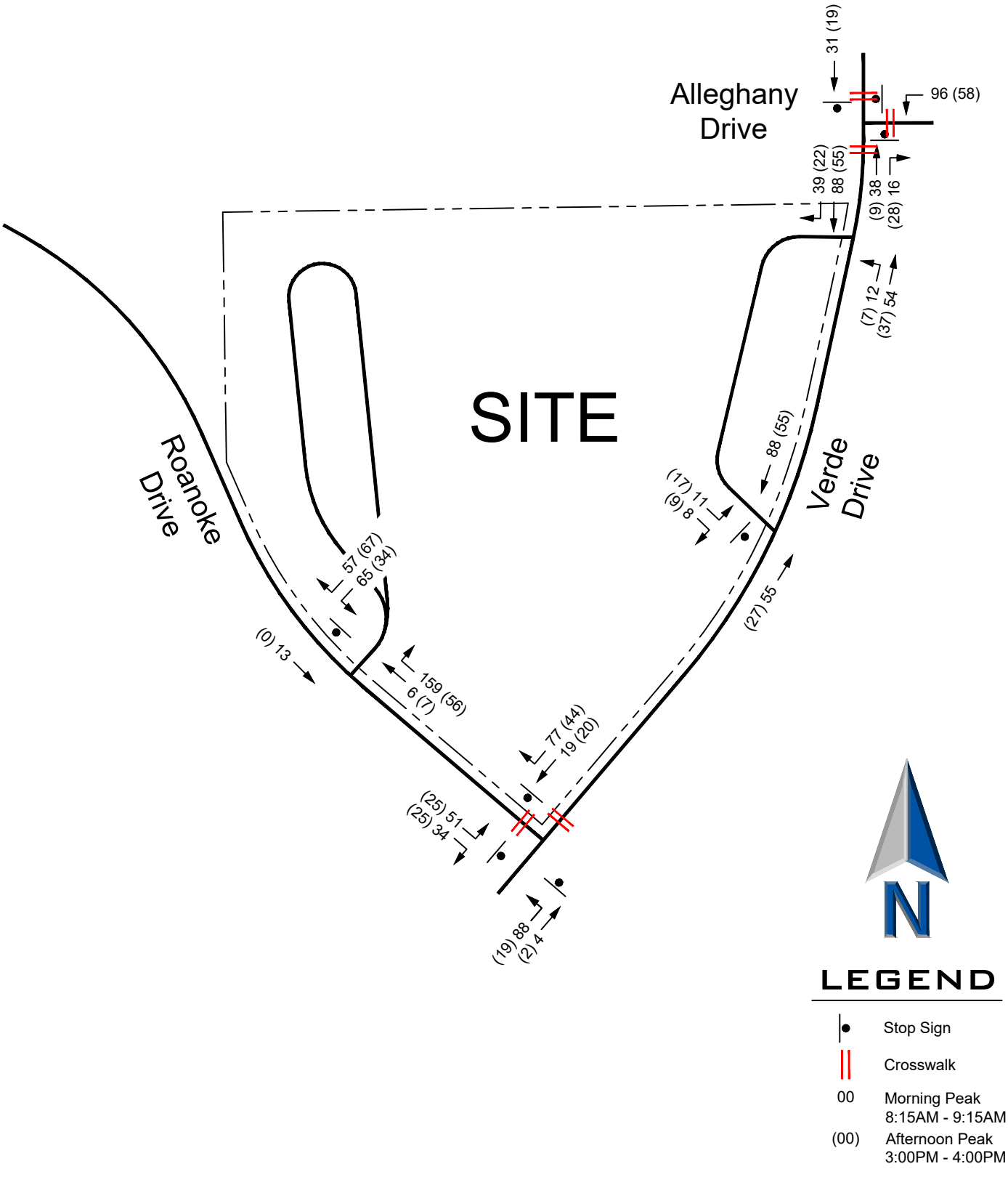
Directional Distribution

Figure 5



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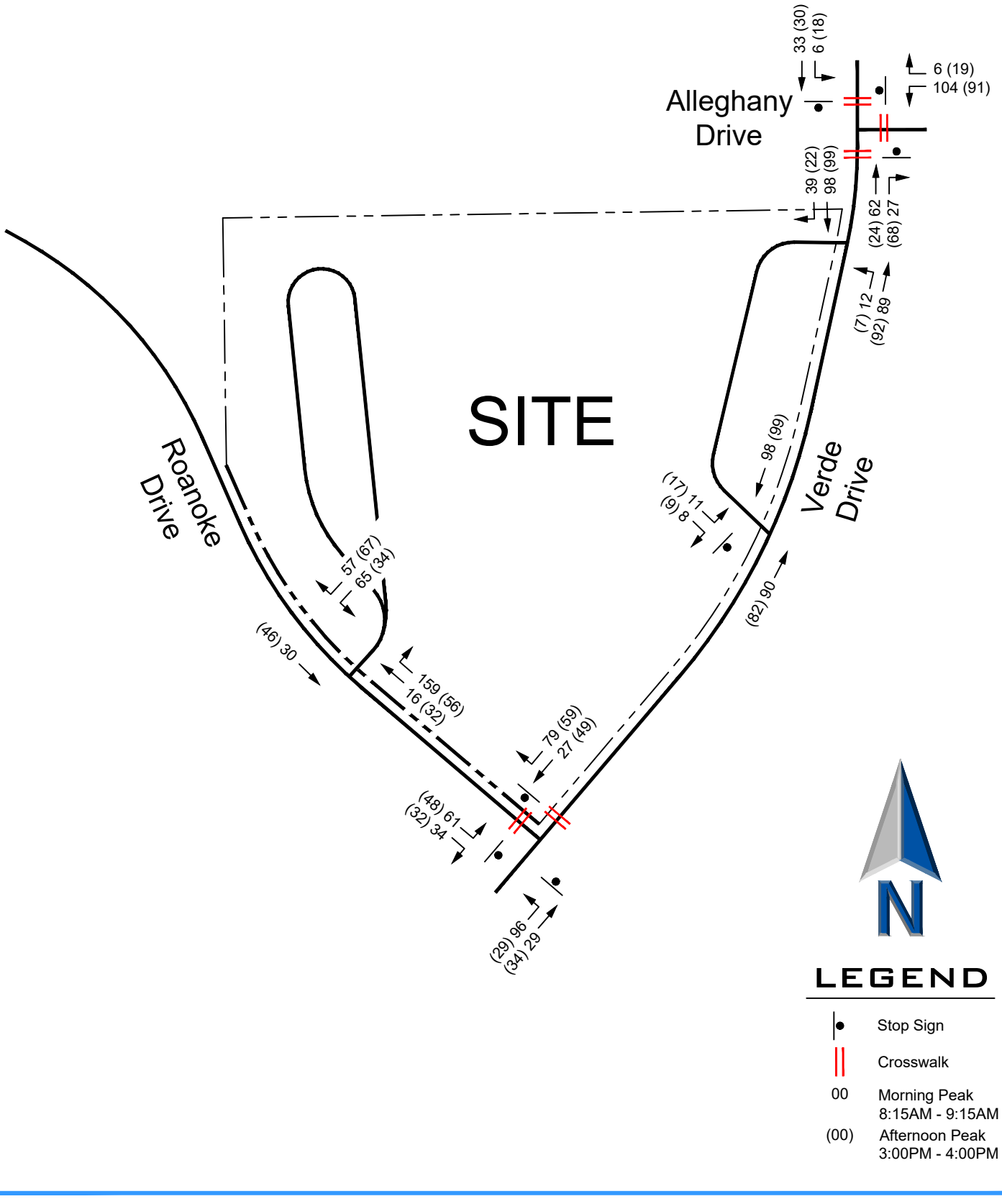
Projected School Traffic Volumes

Figure 6



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Total Traffic Volumes

Figure 7

Alleghany Drive at Verde Drive

The all-way-stop intersection north of the school will continue to operate at an acceptable level of service and no improvements are needed.

East Parking Lot Entrance and Exit

The East Parking Lot will operate well with the additional school traffic. No improvements are needed.

Verde Drive at Roanoke Drive

The all-way-stop intersection will continue to operate at an acceptable level of service and no improvements are needed. During the afternoon dismissal period, there will be vehicles stacking around the corner on Verde Drive when the dismissal begins.

Verde Drive at West Parking Lot

The West Parking Lot will operate well with the additional school traffic. No improvements are needed.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Verde Drive at Alleghany Drive (All-Way Stop)	**SB Lt/Th**	A-7.7	A-7.8	A-7.9	A-8.0
	WB Lt/Rt	A-8.3	A-8.5	A-8.4	A-8.6
	NB Th/Rt	A-7.7	A-7.8	A-7.4	A-7.7
Verde Drive at East Lot Entrance	**NB Lt**	A-7.6	A-7.6	A-7.6	A-7.7
Verde Drive at East Lot Exit (Stop Control)	**EB Lt/Rt**	B-9.6	A-9.7	B-10.1	B-10.2
Verde Drive At Roanoke Drive (All-Way Stop)	**SB Th/Rt**	A-8.3	A-8.7	A-7.8	A-7.9
	NB Lt/Th	A-9.4	B-10.2	A-8.0	A-8.1
	EB Lt/Rt	A-9.1	A-9.6	A-8.0	A-8.2
Roanoke Drive At West Lot Exit (Stop Control)	**SB Lt/Rt**	B-12.3	B-12.7	B-10.0	B-10.3
	EB Lt	A-8.0	-	A-7.5	-

Parking

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide one parking spaces per each employee (81 staff) and one per five classrooms (25 rooms) for a total of 86 spaces. A parking variation of 11 spaces would be required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 5th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.13 spaces per student (406 students) or 53 spaces.

The existing school on-site parking supply provides a total of 75 parking spaces including four accessible spaces. The East Lot has 13 diagonal spaces including two accessible spaces. The West Lot has 62 spaces including two accessible spaces.

Parking counts were conducted in September, 2022 after the morning arrival period which found the both lots nearly full (91%) with 5 staff members parking along Verde Drive. There was a total of 68 vehicles parked in 75 spaces and on-street. **Table 5** summarizes the parking inventory and survey by lot.

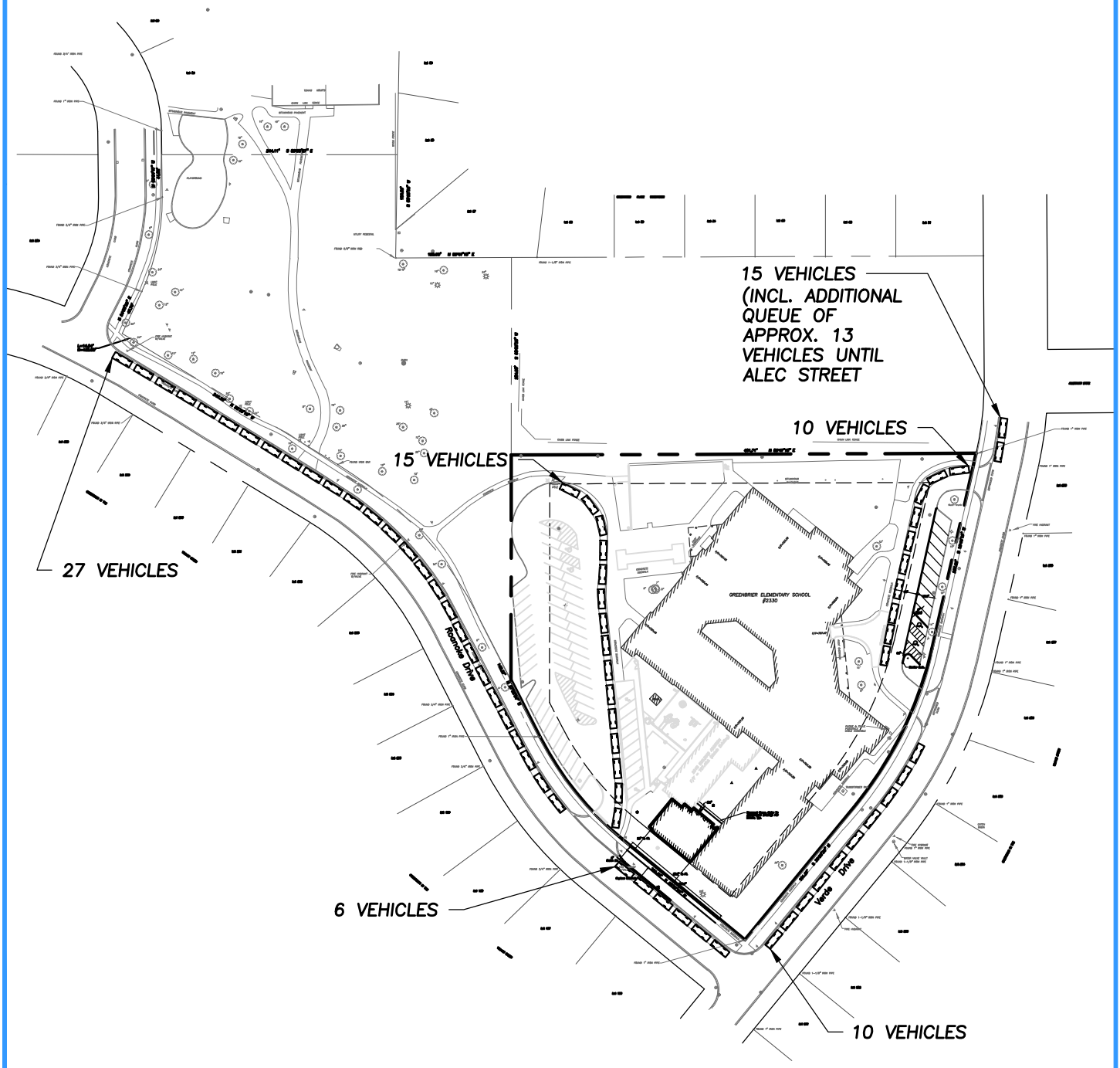
Table 5
Existing Greenbrier School Parking Inventory and Survey

Lot	Parking Inventory			Parking Survey	
	Standard	Accessible	Total	Vehicles	Occupancy
West	60	2	62	53	85%
East	11	2	13	10	77%
On-Street				5	
Total	**71**	**4**	**75**	**68**	**91%**

In the future with the all-day kindergarten and a small growth in the other grades and ECC, the overall parking demand is expected to increase to 76 vehicles which exceeds the current supply by one space. The current site constraints prevent additional parking to be constructed on-site. There is room along Verde Drive and Roanoke Drive. Parking for special events at the school can be accommodated by a combination of the off-street parking and on-street parking by the school.

Stacking

Figure 8 illustrates the existing on-site stacking available for use at Greenbrier School. The west lot has room for 15 vehicles and 10 vehicles in the east lot. The observed back-up was one or two vehicles from the east lot lasted momentarily. The west lot backed up onto Roanoke Drive onto Verde Drive in the afternoon. Increasing the loading area is limited by the size of the site. Along Verde and Roanoke Drive, there plenty of space available for parents to pick up their students.



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Parent On-Site Stacking

Figure 8

SUMMARY

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

1. The proposed expansion of Greenbrier School from 386 to 406 students will add 29 to 44 trips during the peak school hours will not adversely impact the level-of-service of study area intersections.
2. The north side of Roanoke Drive during the afternoon dismissal periods requires communication and monitoring by the school district so that parents do not arrive before their designated pick-up time and creates traffic congestion by double parking.
3. Parking counts at the school show that the 75 proposed parking spaces will serve the majority of the needs of the expanded school. A parking variation of 11 spaces is needed from the 86 spaces required by code.

Appendix

- Existing 2022 Traffic Counts
- School Signage Plan
- Arlington Heights Bike Map
- School Info
    - Bussing Schedule
    - Taxi Data
    - Crossing Guard Locations
    - Traffic Plan
- ITE Traffic and Parking Calculations
- Intersection Capacity Analyses
    - 2022 Existing Conditions
    - 2028 Total Traffic Volumes

Intersection Counts
Roanoke Drive at Parking Lot Entrance **Arlington Heights, Illinois**

Begin Time	Parking Lot Entrance Southbound		Roanoke Drive Westbound		Roanoke Drive Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts North Leg
	Right Turn	Left Turn	Right Turn	Through	Through	Left Turn				
	Tuesday October 13, 2022									
8:00 AM	0	0	16	3	2	2	23	241	0.35	1
8:15 AM	0	0	6	2	4	6	18	**293**	**0.43**	3
8:30 AM	3	1	17	4	3	1	29	287	0.42	2
8:45 AM	45	32	75	5	10	4	171			2
9:00 AM	10	18	32	4	10	1	75			0
9:15 AM	2	7	0	2	1	0	12			0
Total	60	58	146	20	30	14				8
8:15-9:15 AM	**58**	**51**	**130**	**15**	**27**	**12**	**293**			**7**
	Tuesday October 13, 2022									
2:30 PM	0	4	2	4	1	0	11	96	0.47	20
2:45 PM	1	0	3	4	5	1	14	176	0.48	0
3:00 PM	0	0	10	5	5	0	20	**185**	**0.51**	0
3:15 PM	9	17	14	8	3	0	51	165	0.45	0
3:30 PM	18	27	26	13	7	0	91	114	0.31	3
3:45 PM	3	16	0	3	1	0	23			1
Total		0	0							24
3:00-4:00 PM	**30**	**60**	**50**	**29**	**16**	**0**	**185**			**4**

Intersection Counts
Verde Drive at Roanoke Drive **Arlington Heights, Illinois**

Begin Time	Verde Drive Southbound		Verde Drive Northbound		Roanoke Drive Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Right Turn	Through	Through	Left Turn	Right Turn	Left Turn				North Leg	West Leg	South Leg
	Monday October 17, 2022											
8:00 AM	13	5	2	7	0	2	29	218	0.41	0	0	0
8:15 AM	1	3	1	8	0	4	17	**264**	**0.50**	1	1	0
8:30 AM	11	3	9	11	3	2	39	268	0.50	2	0	0
8:45 AM	33	6	5	47	19	23	133			3	5	0
9:00 AM	21	8	8	9	7	22	75			0	0	0
9:15 AM	5	5	2	0	3	6	21			1	0	0
Total	84	30	27	82	32	59				7	6	0
8:15-9:15 AM	**66**	**20**	**23**	**75**	**29**	**51**	**264**			**6**	**6**	**0**
	Monday October 17, 2022											
2:30 PM	4	2	4	2	1	3	16	133	0.49	0	0	0
2:45 PM	4	5	2	3	0	5	19	205	0.58	0	0	0
3:00 PM	13	4	5	3	2	3	30	**220**	**0.63**	0	2	0
3:15 PM	19	12	4	11	9	13	68	190	0.54	0	0	0
3:30 PM	18	23	4	13	12	18	88	122	0.35	4	29	0
3:45 PM	3	8	6	0	6	11	34			2	0	0
Total	61	54	25	32	30	53				6	31	0
3:00-4:00 PM	**53**	**47**	**19**	**27**	**29**	**45**	**220**			**6**	**31**	**0**

Intersection Counts
Verde Drive at East Parking Lot **Arlington Heights, Illinois**

Begin Time	Verde Drive Southbound Right Turn-In	Verde Drive Southbound Thru	Verde Drive Northbound Thru	Verde Drive Northbound Left Turn-In	School Access Drive Eastbound Right Turn-Out	School Access Drive Eastbound Left Turn-Out	15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts Inbound Leg	Pedestrian Counts Outbound Leg
	Thursday October 13, 2022										
8:00 AM	14	12	19	9	10	8	72	216	0.75	0	0
8:15 AM	8	11	13	3	2	3	40	**194**	**0.71**	0	2
8:30 AM	5	16	7	3	2	3	36	189	0.69	5	0
8:45 AM	7	34	21	3	2	1	68			17	0
9:00 AM	15	22	7	2	1	3	50			0	0
9:15 AM	1	4	12	1	8	9	35			2	0
Total	50	99	79	21	25	27				24	2
8:15-9:15 AM	**35**	**83**	**48**	**11**	**7**	**10**	**194**			**22**	**2**
	Thursday October 13, 2022										
2:30 PM	0	1	5	0	0	0	6	147	0.44	0	1
2:45 PM	1	12	6	0	0	1	20	178	0.53	0	0
3:00 PM	11	16	8	1	0	1	37	**190**	**0.57**	1	0
3:15 PM	7	30	29	3	4	11	84	153	0.46	4	0
3:30 PM	1	16	16	1	1	2	37	69	0.47	39	0
3:45 PM	1	6	20	1	3	1	32			4	0
Total	21	81	84	6	8	16				48	1
3:00-4:00 PM	**20**	**68**	**73**	**6**	**8**	**15**	**190**			**48**	**0**

Intersection Counts
Verde Drive at Alleghany Drive

Begin Time	Verde Drive Southbound		Alleghany Drive Westbound		Verde Drive Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts		
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through				North Leg	South Leg	West Leg
	Thursday October 13, 2022											
8:00 AM	6	6	2	21	8	13	56	198	0.68	0	0	0
8:15 AM	5	3	2	16	9	5	40	**208**	**0.71**	1	0	1
8:30 AM	6	1	2	13	1	6	29	186	0.64	0	8	1
8:45 AM	14	2	2	31	4	20	73			1	18	4
9:00 AM	5	0	0	33	7	21	66			2	0	0
9:15 AM	2	1	2	3	2	8	18			0	2	0
Total	38	13	10	117	31	73				4	28	6
8:15-9:15 AM	**30**	**6**	**6**	**93**	**21**	**52**	**208**			**4**	**26**	**6**
2:30 PM	0	1	0	3	2	3	9	146	0.48	0	0	0
2:45 PM	0	0	1	10	5	1	17	181	0.60	0	0	0
3:00 PM	5	4	2	26	4	3	44	**197**	**0.65**	2	2	0
3:15 PM	11	4	9	26	22	4	76	153	0.50	6	5	0
3:30 PM	4	6	7	11	11	5	44	77	0.44	21	50	3
3:45 PM	3	4	1	5	14	6	33			0	4	2
Total	23	19	20	81	58	22				29	61	5
3:00-4:00 PM	**23**	**18**	**19**	**68**	**51**	**18**	**197**			**29**	**61**	**5**

Intersection Counts
Greenbrier Elementary School - Total Movements

Arlington Heights, Illinois

ERIKSSON ENGINEERING ASSOCIATES, LTD.

Begin Time	Roanoke Drive at Parking Lot Entrance Total Movements	Verde Drive at Roanoke Drive Total Movements	Verde Drive at School Access Drive Total Movements	Verde Drive at Alleghany Drive Total Movements	15 Minute Totals	60 Minute Totals	Peak Hour Factor
8:00 AM	23	29	72	56	180	873	0.49
8:15 AM	18	17	40	40	115	**959**	**0.54**
8:30 AM	29	39	36	29	133	930	0.52
8:45 AM	171	133	68	73	445		
9:00 AM	75	75	50	66	266		
9:15 AM	12	21	35	18	86		
Total	328	314	301	282			
8:15-9:15 AM	**293**	**264**	**194**	**208**	**959**		
2:30 PM	11	16	6	9	42	522	0.47
2:45 PM	14	19	20	17	70	740	0.66
3:00 PM	20	30	37	44	131	**792**	**0.71**
3:15 PM	51	68	84	76	279	661	0.59
3:30 PM	91	88	37	44	260	382	0.37
3:45 PM	23	34	32	33	122		
Total	210	255	216	223			
3:00-4:00 PM	**185**	**220**	**190**	**197**	**792**		

Legend

SIGNS

1 SCHOOL SPEED LIMIT 20 ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT

2 NO PARKING HERE TO DRIVEWAY

3 NO PARKING HERE TO CORNER

4 STUDENT DROP OFF AND PICK UP BETWEEN SIGNS PROHIBITED

5 STUDENT DROP-OFF AND PICK-UP ZONE 8:00 AM TO 4:00 PM SCHOOL DAYS
NO UNATTENDED VEHICLES

6 NO PARKING STOPPING STANDING 8AM - 9AM 3PM - 4PM SCHOOL DAYS

7 NO PARKING STOPPING STANDING 8AM - 4PM SCHOOL DAYS

8 NO STUDENT DROP-OFF OR PICK UP
PARKING PERMITTED

9 STOPPING OR STANDING WITHIN INTERSECTION PROHIBITED

10 IDLE FREE ZONE

0 55 110 220 Feet

N W E S

MAP PREPARED BY:
VILLAGE OF ARLINGTON HEIGHTS
PUBLIC WORKS DEPARTMENT
TIFFANY SCHMOKER
33 S. ARLINGTON HTS. RD.
ARLINGTON HEIGHTS, IL 60005
(847) 368-5250
http://www.vah.com

Disclaimer:
This map is for analysis purposes only. It is not intended for navigation or location of infrastructure. The reliability of this map depends on the accuracy of its underlying data sources which have not been verified. Unauthorized duplication or distribution is prohibited.

GREENBRIER ELEMENTARY SCHOOL

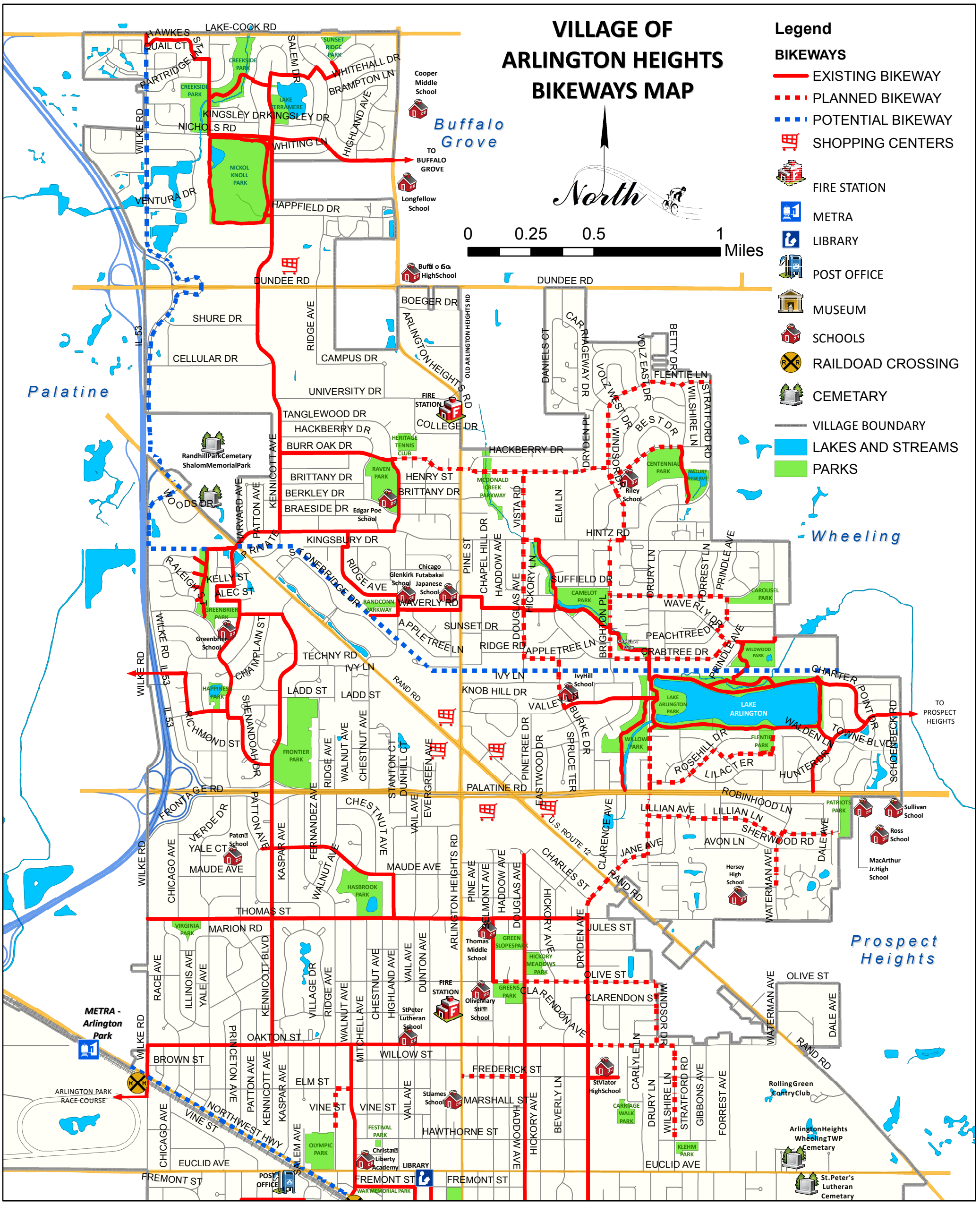
SCHOOL SITE MAP

VILLAGE OF ARLINGTON HEIGHTS

PUBLIC WORKS DEPARTMENT

DRAWN: TLS	V.MNGR:		ORD. NO. 1994-063
CHECKED: TJP	V. ENG:		DIR FAC 25:
DATE: 9/2019	POLICE:		
REVISION/DATE:			

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



BICYCLE SAFETY RULES

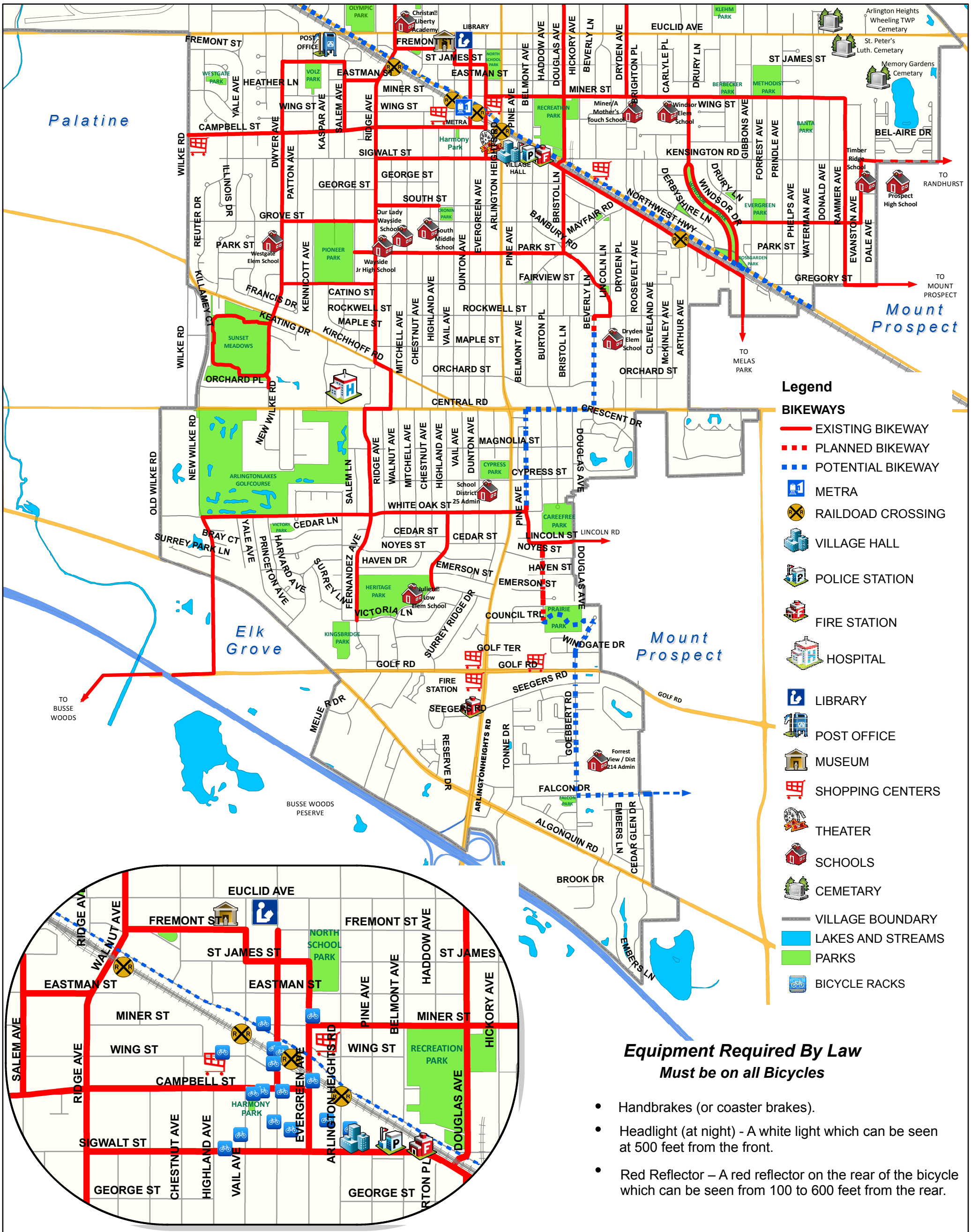
1. Always ride your bike in single file, in the same direction as traffic. Stay close to the right edge of the road.
2. Helmets are highly recommended for all bicyclists.
3. Bicycle riders are expected to know and obey all traffic regulations (signs, signals, pavement markings, etc.).
4. Riding on sidewalks is legal except in the Central Business District.
5. Indicate your intention to slow down, stop, turn or change lanes by using arm signals. This will prevent being cutoff.
6. Be extra careful at intersections and railroad crossings and when emerging from driveways, alleys or from behind parked cars. Establish eye contact with motorists who may not be looking for a cyclist.
7. Look out for motorists pulling into traffic. Keep a close watch for car doors opening suddenly in your path causing you to veer into traffic.
8. Maintain your bicycle in sake working order. Check brakes, tires and wheels.
9. Wear bright colored and reflective clothing when riding after dark. Make sure your bike has proper lights and reflectors before riding at night.
10. Stop before reaching a school bus which has s topped to load or unload passengers.
11. Be ready to yield the right-of-way to other moving vehicles.
12. Keep at least one hand on the handlebars at all times for control of the bicycle. Carry books, packages, or other items in a back pack or carrier.
13. Watch for poor road surfaces including drainage grates (tires may fall through grooves), pot holes, loose gravel, and unsafe shoulders.
14. Make sure that the bike you ride is the right size for you.
15. Right turns on red are permissible, after coming to complete stop, except where a sign is posted prohibiting such a turn. You must yield the right-of-way to other traffic lawfully using the intersection and to pedestrians.
16. Only one person should ride on a bicycle except on a tandem bicycle or with an attached child's seat if available.
17. Never hitch a ride with any motorized vehicle.
18. Do not wear headphones when riding a bicycle.

Source:

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

Prepared by the Village of Arlington Heights Engineering Department.

June, 2014



DOWNTOWN

Equipment Required By Law

Must be on all Bicycles

- Handbrakes (or coaster brakes).
- Headlight (at night) - A white light which can be seen at 500 feet from the front.
- Red Reflector – A red reflector on the rear of the bicycle which can be seen from 100 to 600 feet from the rear.

Village of Arlington Heights

Thomas W. Hayes, Mayor
33 South Arlington Heights Rd
Arlington Heights, IL 60005
(847) 368-5100

Reporting Bicycle Accidents

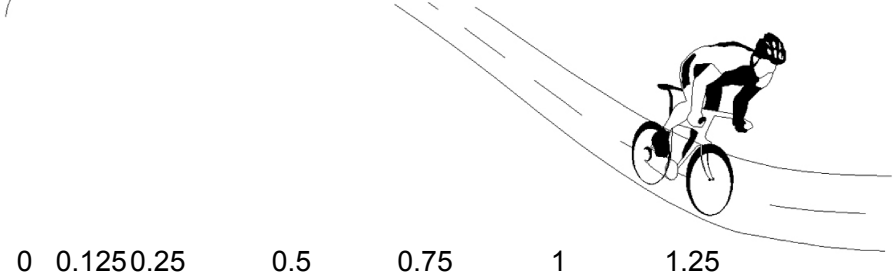
Police Department (847) 368-5300
Emergency 911

Bicycle Advisory Commission

Peter Szabo, Chairman
James K. Daley
Paul Danko
Janet Harlow
Alan Medsker
Mitchell D. Polonsky
Michael Walczak

Bike Map Information
(847) 368-5250

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



0 0.125 0.25 0.5 0.75 1 1.25 Miles

AM ROUTE THOMAS - IVY HILL - OLIVE - GREENBRIER SOUTH - WESTGATE - DRYDEN - PIONEER - OLIVE - REC PARK

1ST ROUTE 7:05-7:20AM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 8:20-8:40AM		DRIVER SUB	BUS SUB
THOMAS A 7:10				8		IVY HILL A	8:30		
THOMAS B 7:10				11		IVY HILL D (600, 700)	8:40		
THOMAS C 7:10				19		GREENBRIER A	8:35		
THOMAS D 7:10				22		IVY HILL E (800,900)	8:40		
THOMAS E 7:05				1909					
THOMAS F 7:05				5		IVY HILL B	8:35		
THOMAS G 7:15				21		IVY HILL C-(400, 500)			
THOMAS H 7:10				7GPT		OLIVE A	8:20		
THOMAS I 7:10				3		OLIVE-REC	8:40		
THOMAS J 7:10				9		DRYDEN C	8:15		
THOMAS K 7:20				1908					
THOMAS L 7:10				6GPT					

1ST ROUTE 7:05-7:20AM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 8:15-8:40AM		DRIVER SUB	BUS SUB
SOUTH A 7:10				16					
SOUTH B 7:15				4		DRYDEN B	8:15		
SOUTH C 7:10				58					
SOUTH D 7:20				24					
SOUTH E 7:20				1					
SOUTH F 7:05				2		WESTGATE A	8:20		
SOUTH G 7:15				20					
SOUTH H 7:15				1915					
SOUTH I 7:15				59		DRYDEN A	8:35		
SOUTH J 7:10				173		DRYDEN D	8:15		
SOUTH K 7:15				12		WESTGATE-PIONEER	8:35		

PM ROUTE THOMAS - IVY HILL - OLIVE **5/31/2022**

1ST ROUTE 2:45 PM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 3:35 PM	DRIVER SUB	BUS SUB
THOMAS A 2:40				8		IVY HILL A		
THOMAS B 2:40				11		IVY HILL D (600, 700)		
THOMAS C 2:40				19		GREENBRIER A		
THOMAS D 2:40				22		IVY HILL E (800,900)		
THOMAS E 2:40				1909				
THOMAS F 2:40				5		IVY HILL B		
THOMAS G 2:40				21		IVY HILL C (400,500)		
THOMAS H 2:40				7GPT		OLIVE A		
THOMAS I 2:40				3		OLIVE-REC 3:45		
THOMAS J 2:40				9		DRYDEN C		
THOMAS K 2:40				1908		ACTIVITY EAST THOMAS		
THOMAS L 2:40				6GPT		ACTIVITY WEST		

PM ROUTE SOUTH - WESTGATE - DRYDEN - PIONEER - OLIVE - REC-PARK

PUNCH	1ST ROUTE 2:45 PM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 3:35 PM	DRIVER SUB	BUS SUB
	SOUTH A 2:40				16		ACTIVITY SOUTH		
	SOUTH B 2:40				4		DRYDEN B		
	SOUTH C 2:40				58				
	SOUTH D 2:40				24		ACTIVITY NORTH		
	SOUTH E 2:40				1		ACTIVITY NORTHEAST		
	SOUTH F 2:40				2		WESTGATE A		
	SOUTH G 2:40				20				
	SOUTH H 2:40				1915				
	SOUTH I 2:40				59		DRYDEN A		
	SOUTH J 2:40				173		DRYDEN D		
	SOUTH K 2:40				12		WESTGATE-PIONEER 3:50		

MIDDAY ROUTE DRYDEN - IVY HILL - OLIVE - WESTGATE - DATE: **5/31/2022**

PUNCH	K ROUTE 11:45 AM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	L ROUTE 12:20 - 12:40 PM	DRIVER SUB	BUS SUB
11:15 AM	DRYDEN K2-31				21		DRYDEN 31L 12:20		
11:15 AM	DRYDEN K31				1909				
11:15 AM	IVY HILL K37				11		IVY HILL 37L 12:30		
11:15 AM	OLIVE K34				8		OLIVE 34L 12:40		
11:15 AM					22		WESTGATE 32L 12:40		

NOTES.-

Taxi at Schools 21-22	AM	MID-DAY	PM
Dryden Elementary School	-	-	-
Greenbrier Elementary School	6	11	6
Ivy Hill Elementary School	1		1
Olive Mary Stitt Elementary School	-	-	-
Westgate Elementary School	8	3	8
Windsor Elementary School	6	1	6
Thomas Middle School	6	1	5
South Middle School	4	1	4
Total	31	17	30

Crossing Guard Locations

Location	AM	PM	K-5	Middle School	Parochial
Arlington & Olive	7:15-9:00	2:25-4:10	Olive		St. Peters
Arlington & Park	7:10-8:25	2:45-3:30		South	OLW
Arlington & Thomas	7:15-7:45	2:45-3:15		Thomas	
Arlington @ St. James	7:45-8:30	3:15-4:00			St. James
Belmont & Thomas	7:15-7:45	2:30-4:00	Olive	Thomas	St. James, St. Peter
	8:15-9:00				
Dryden & Miner	8:05-9:05	3:40-4:10	Windsor		St. James
Dryden & Rockwell	8:35-9:05	3:35-4:05	Dryden		
Dwyer & Grove	8:35-9:05	3:35-4:05	Westgate		
Dwyer & Harvard	8:35-9:05	3:35-4:05	Westgate		
Kennicott & Maude	8:35-9:05	3:35-4:05	Patton		
Maude & Patton	8:35-9:05	3:35-4:05	Patton		
Olive & Belmont	8:35-9:05	3:35-4:05	Olive		
Olive & Douglas	8:35-9:05	3:35-4:05	Olive		
Park & Highland	7:15-7:45	2:45-3:15		South	
Ridge & Park	7:55-8:25	2:55-3:25			OLW
Thomas & Harvard	8:35-9:05	3:35-4:05	Patton		
Windsor & Kensington	8:25-9:10	3:30-4:15	Windsor		
Windsor & Miner	8:20-9:05	3:35-4:05	Windsor		

Traffic Safety Procedures
Early Childhood

A.M. Drop Off 9:10
A.M. Pick Up 11:40

P.M. Drop Off 12:50
P.M. Pick Up 3:20

Ms Dunlap
Mrs Kuehm
Ms Koch
Mrs Kross
Mrs Serio
Mrs Walsh

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

Options:
1. You may walk your child to and from school at door 8.
2. Adults may park legally on the street and escort their child. Do not park in the staff parking lot.
3. Adults may use the car line to drop off and pick up in the back circle drive.

Drop Off/ Pick Up Zone:
- Circle drive behind the school
- NO LEFT TURN into the parking lot from eastbound Roanoke
- NO LEFT TURN out of the parking lot.

Car Line Drop Off/ Pick Up Procedures:
- Display the teacher nameplate in the right corner of your windshield.
- Enter the lot and pull forward along the curb to the beginning of student pick up/drop off zone.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Parents must assist student in and out of the car.
- Do not leave car unattended.
- Students and parents should wait at the car for a staff member.
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

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

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

A.M. Drop Off 9:10
A.M. Pick Up 11:40

P.M. Drop Off 12:50
P.M. Pick Up 3:20

Phono Drop Off 1:20
Phono Pick Up 3:20

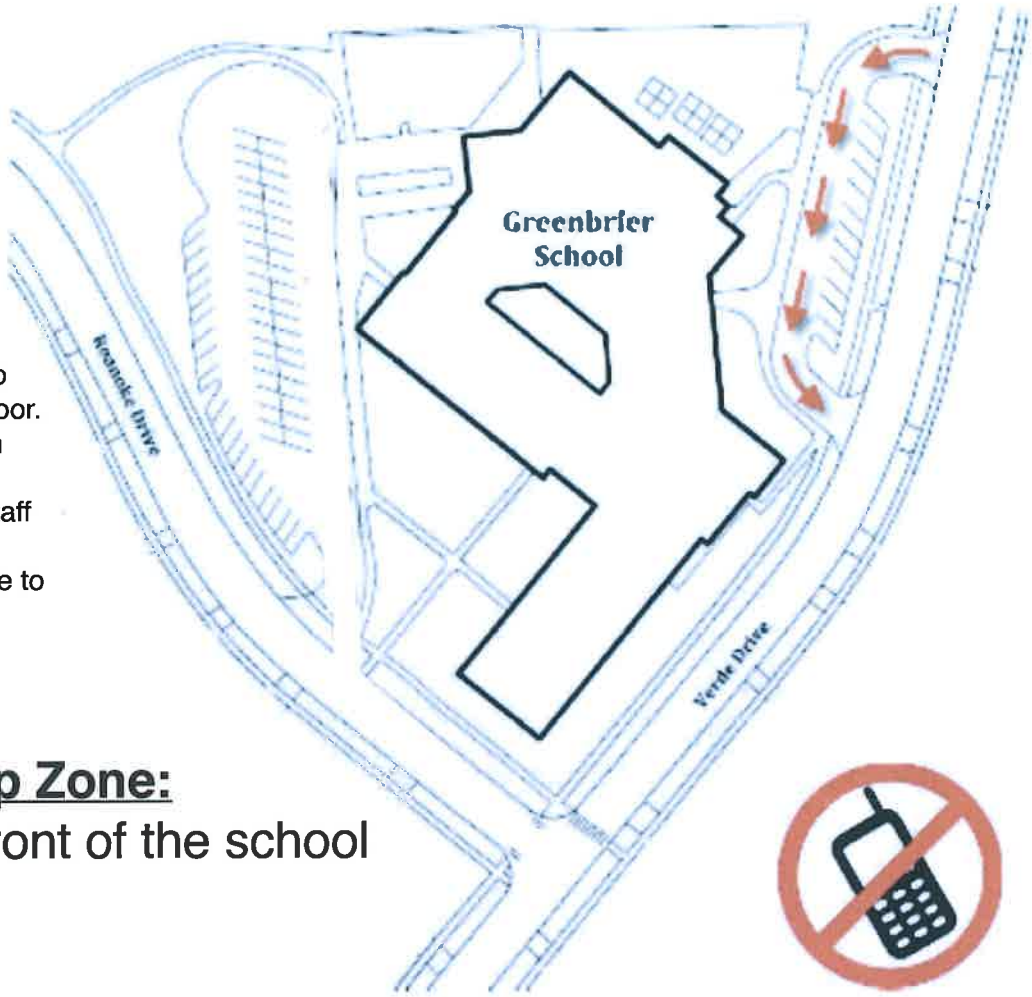
Traffic Safety Procedures

Early Childhood

Mrs Repsher
Mrs Sullivan
Phono Class

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

Options:
1. You may walk your child to and from school at front door.
2. Adults may park legally on the street and escort their child. Do not park in the staff parking lot.
3. Adults may use the car line to drop off and pick up in the front circle drive.



Drop Off/Pick up Zone:

- Circle drive in front of the school

Car Line Drop Off/ Pick Up Procedures:

- Display the teacher nameplate in the right corner of your windshield.
- Enter the lot and pull forward along the curb to the beginning of student pick up/drop off zone.
- Proceed in a single file line of cars. **NO LINE JUMPING.**
- Parents must assist student in and out of the car.
- Do not leave car unattended.
- Students and parents should wait at the car for a staff member.
- To exit the parking lot, remain in line and wait for the car in front of you to move forward. **NO LINE JUMPING.**

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

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

Greenbrier Elementary Traffic Safety Procedures

First - Fifth Grade

Drop Off 8:50 a.m.
Pick Up 3:35 p.m.

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

Options:

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

Walkers will exit the front doors of the school.

<u>Drop Off/ Pick Up Zone:</u>

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

<u>Car Line Drop Off/ Pick Up Procedures:</u>

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

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

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

Greenbrier Elementary Traffic Safety Procedures

A.M. Kindergarten

Drop Off 8:50 a.m.
Rear Circle
Pick Up 11:50 a.m.
Front Circle

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

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

Students will exit the front doors of the school.

<u>Drop Off Zone:</u>
- Circle drive behind the school
- NO LEFT TURN into the parking lot from eastbound Roanoke
- NO LEFT TURN out of the parking lot.

<u>Pick Up Zone:</u>
- Circle drive in front of the school

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

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

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

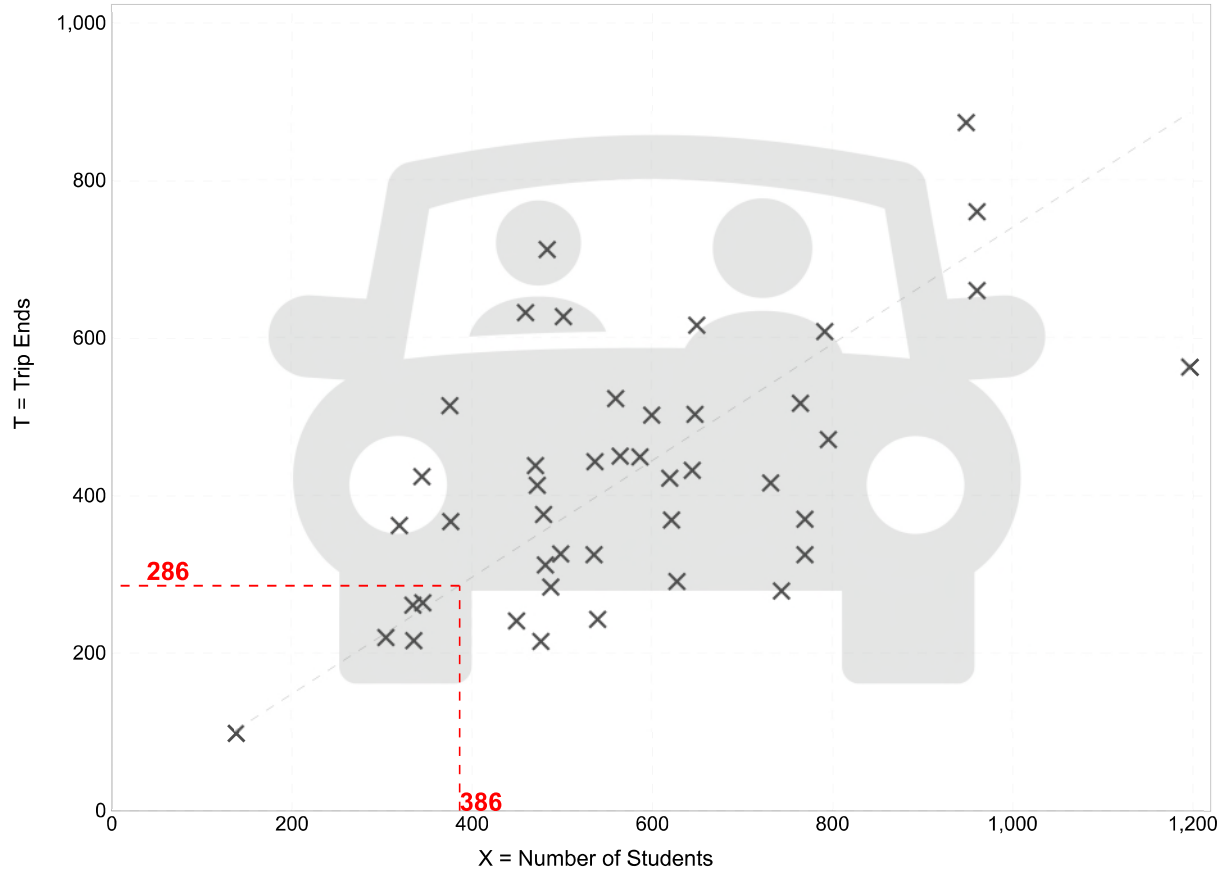
Elementary School
(520)

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: 44
Avg. Num. of Students: 575
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.74	0.38 - 1.47	0.25

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Elementary School
(520)

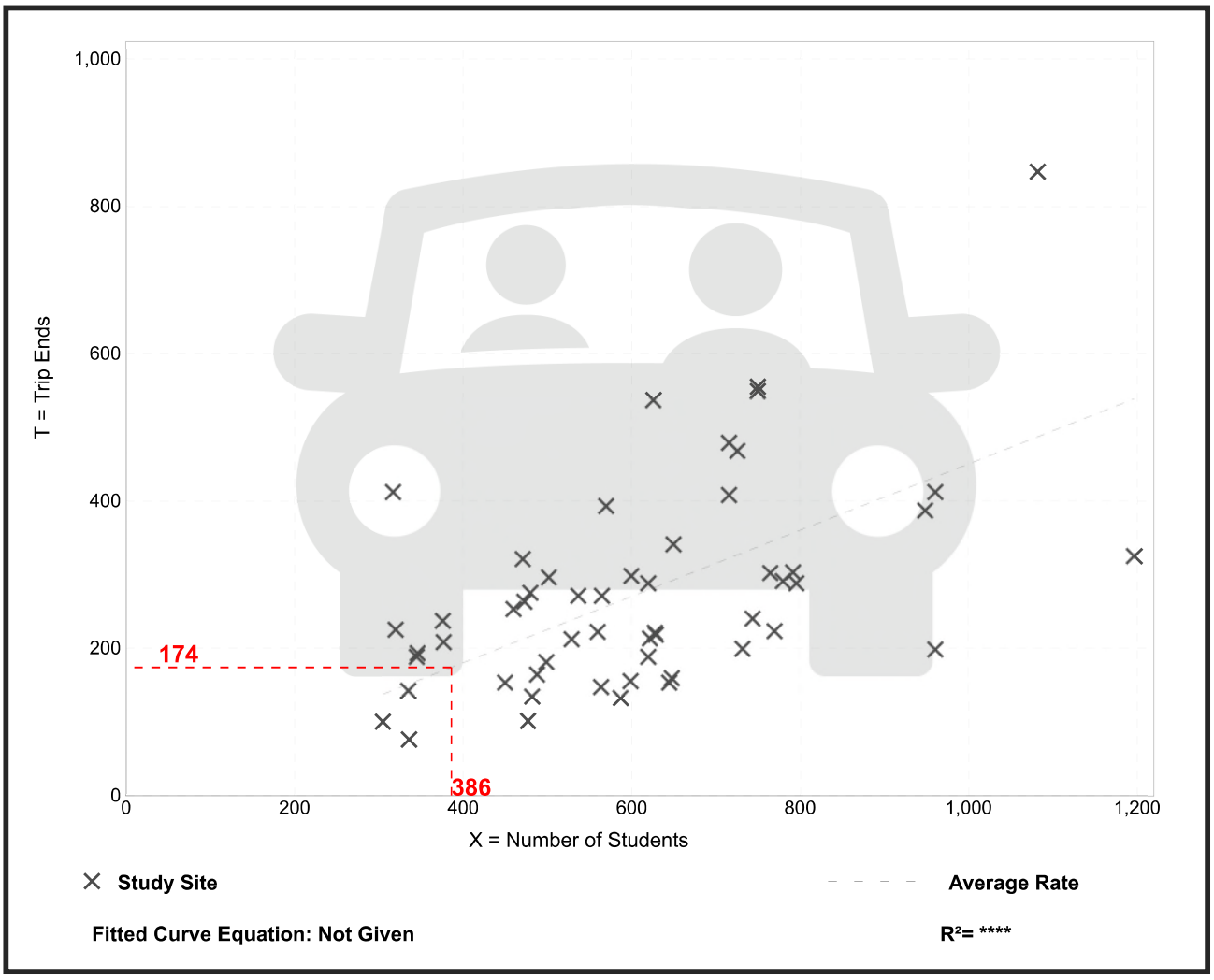
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. Num. of Students: 608
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.45	0.21 - 1.30	0.19

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Elementary School
(520)

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: 44
Avg. Num. of Students: 575
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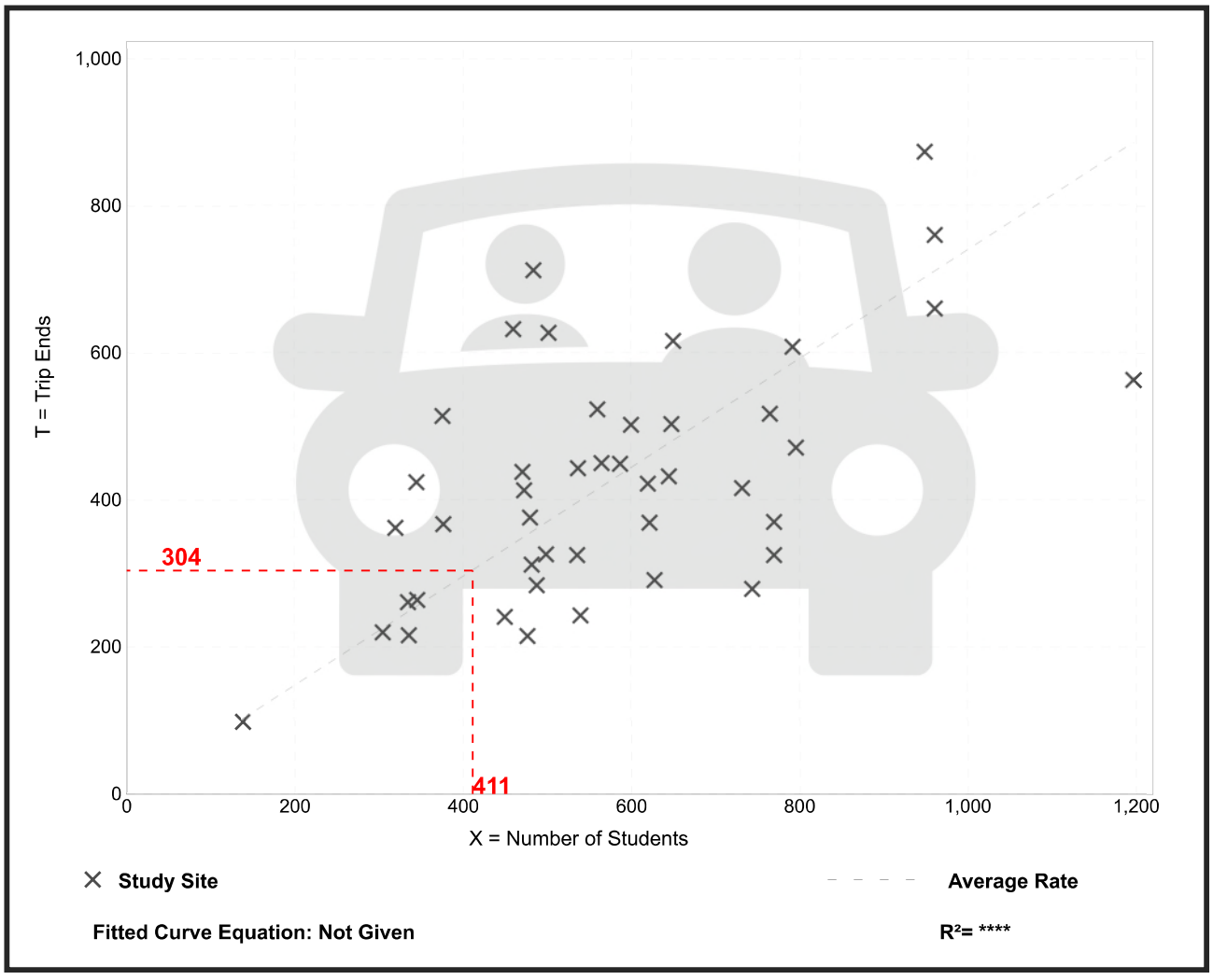
Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Elementary School
(520)

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

Setting/Location: **General Urban/Suburban**
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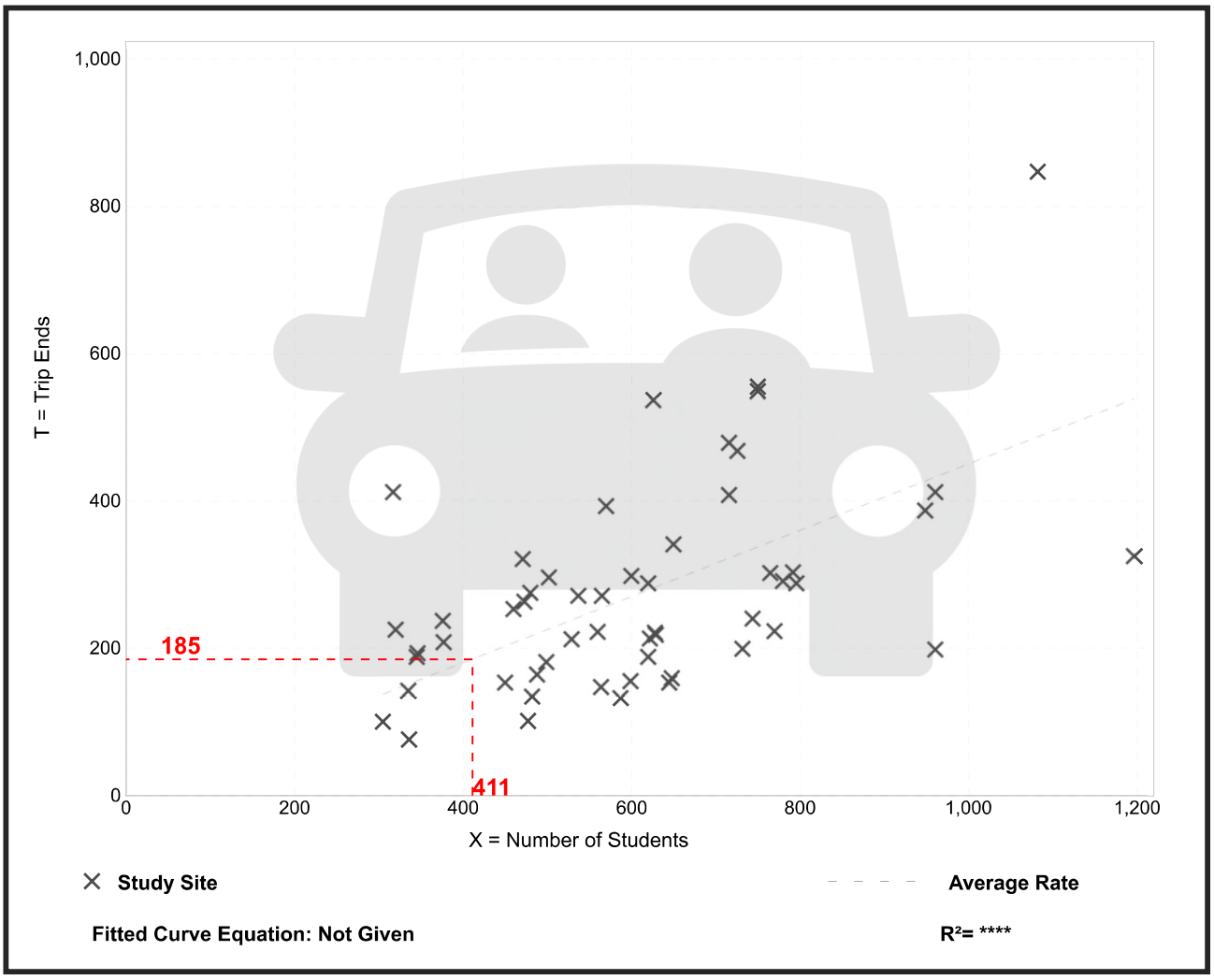


Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

HCS Two-Way Stop-Control Report

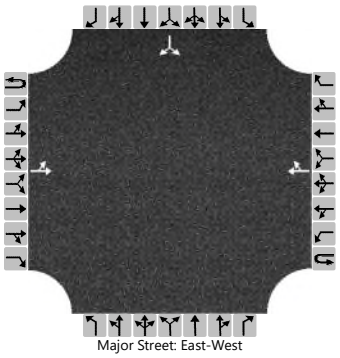
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		12	27				15	130						58		51
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28													253	
Capacity, c (veh/h)		1233													744	
v/c Ratio		0.02													0.34	
95% Queue Length, Q_{95} (veh)		0.1													1.5	
Control Delay (s/veh)		8.0	0.2												12.3	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		2.6												12.3		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

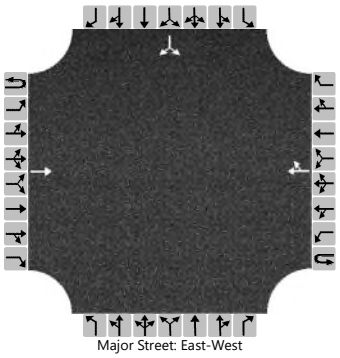
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T					TR							LR	
Volume (veh/h)			30				16	159						65		57
Percent Heavy Vehicles (%)														0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.40		6.20
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															284	
Capacity, c (veh/h)															747	
v/c Ratio															0.38	
95% Queue Length, Q_{95} (veh)															1.8	
Control Delay (s/veh)															12.7	
Level of Service (LOS)															B	
Approach Delay (s/veh)														12.7		
Approach LOS														B		

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General Information

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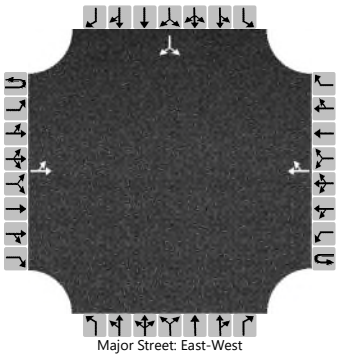
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

Intersection	Roanoke and West Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	West Lot
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	44				30	50						30		60
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													176	
Capacity, c (veh/h)		1435													890	
v/c Ratio		0.00													0.20	
95% Queue Length, Q_{95} (veh)		0.0													0.7	
Control Delay (s/veh)		7.5	0.0												10.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.0												10.0		
Approach LOS		A												B		

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General Information

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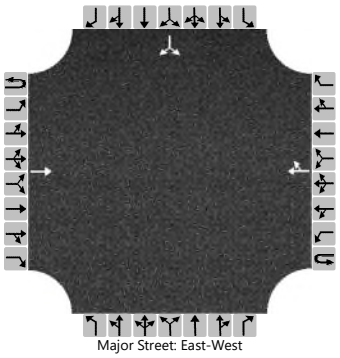
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

Intersection	Roanoke and West Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	West Lot
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T					TR							LR	
Volume (veh/h)			46				32	56						34		67
Percent Heavy Vehicles (%)														0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.40		6.20
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															198	
Capacity, c (veh/h)															876	
v/c Ratio															0.23	
95% Queue Length, Q_{95} (veh)															0.9	
Control Delay (s/veh)															10.3	
Level of Service (LOS)															B	
Approach Delay (s/veh)													10.3			
Approach LOS													B			

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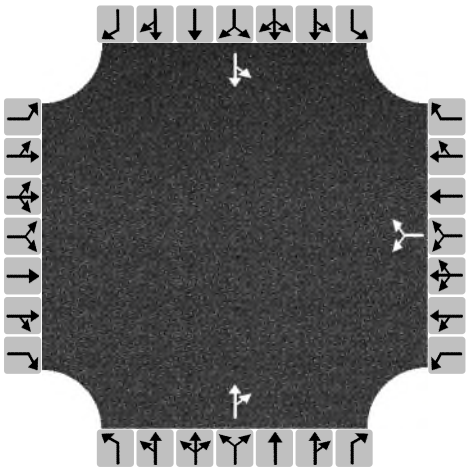
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.71

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				93		6		52	21	6	30	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				139			103			51		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.124			0.091			0.045		
Final Departure Headway, h_d (s)				4.38			4.11			4.36		
Final Degree of Utilization, x				0.170			0.117			0.061		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.38			2.11			2.36		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				139			103			51		
Capacity (veh/h)				821			876			825		
95% Queue Length, Q_{95} (veh)				0.6			0.4			0.2		
Control Delay (s/veh)				8.3			7.7			7.7		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.3		A	7.7		A	7.7		A
Intersection Delay (s/veh) | LOS	7.9						A					

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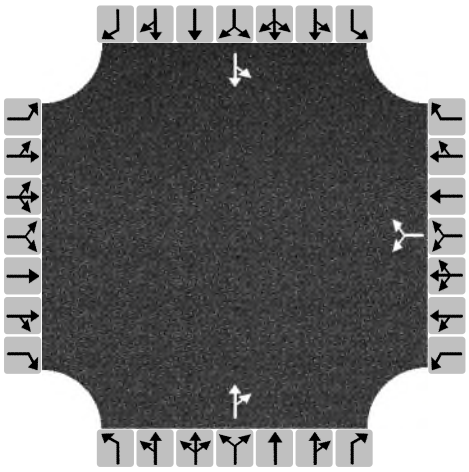
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.71

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				104		6		62	27	6	33	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				155			125			55		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.138			0.111			0.049		
Final Departure Headway, h_d (s)				4.46			4.15			4.43		
Final Degree of Utilization, x				0.192			0.144			0.068		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.46			2.15			2.43		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				155			125			55		
Capacity (veh/h)				808			868			812		
95% Queue Length, Q_{95} (veh)				0.7			0.5			0.2		
Control Delay (s/veh)				8.5			7.8			7.8		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.5		A	7.8		A	7.8		A
Intersection Delay (s/veh) | LOS	8.1						A					

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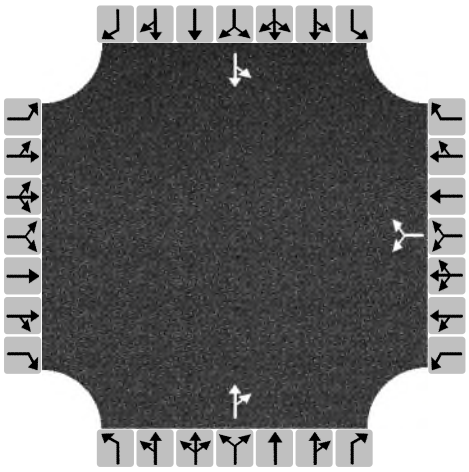
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.65

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				84		19		18	55	18	28	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				158			112			71		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.141			0.100			0.063		
Final Departure Headway, h_d (s)				4.35			3.89			4.46		
Final Degree of Utilization, x				0.191			0.121			0.088		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.35			1.89			2.46		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				158			112			71		
Capacity (veh/h)				828			924			808		
95% Queue Length, Q_{95} (veh)				0.7			0.4			0.3		
Control Delay (s/veh)				8.4			7.4			7.9		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.4		A	7.4		A	7.9		A
Intersection Delay (s/veh) | LOS	8.0						A					

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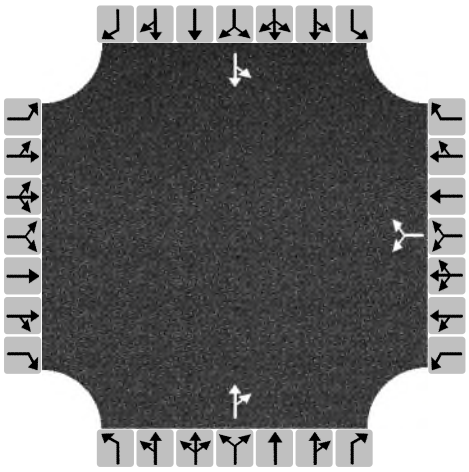
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.65

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				91		19		24	68	18	30	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				169			142			74		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.150			0.126			0.066		
Final Departure Headway, h_d (s)				4.43			3.94			4.52		
Final Degree of Utilization, x				0.208			0.155			0.093		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.43			1.94			2.52		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				169			142			74		
Capacity (veh/h)				813			914			797		
95% Queue Length, Q_{95} (veh)				0.8			0.5			0.3		
Control Delay (s/veh)				8.6			7.7			8.0		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.6		A	7.7		A	8.0		A
Intersection Delay (s/veh) | LOS	8.1						A					

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HCS Two-Way Stop-Control Report

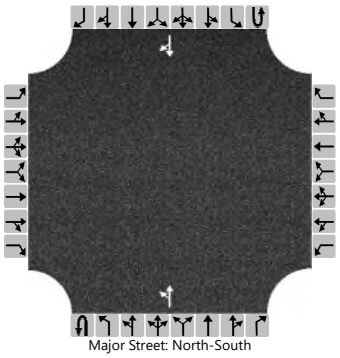
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										11	83				88	35
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										15						
Capacity, c (veh/h)										1416						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.6	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									1.0							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

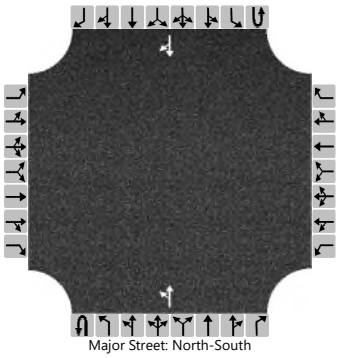
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										12	89				98	39
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										17						
Capacity, c (veh/h)										1392						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.6	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									1.0							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

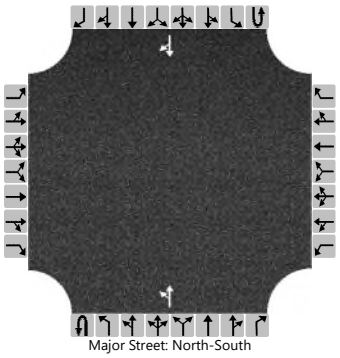
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										6	73				92	20
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										11						
Capacity, c (veh/h)										1388						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.6	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.6							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

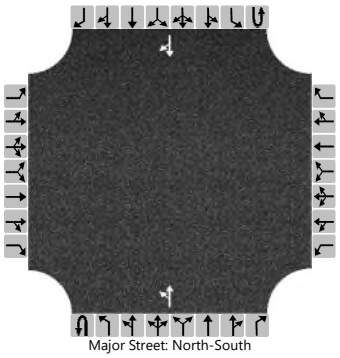
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										7	92				99	22
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										12						
Capacity, c (veh/h)										1370						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.7	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.6							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

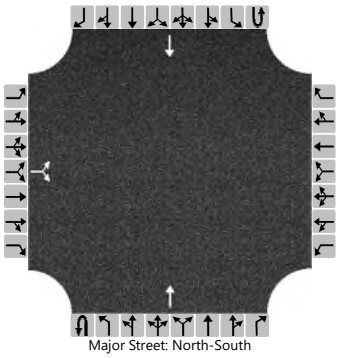
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		10		7							84				88	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24													
Capacity, c (veh/h)			815													
v/c Ratio			0.03													
95% Queue Length, Q_{95} (veh)			0.1													
Control Delay (s/veh)			9.6													
Level of Service (LOS)			A													
Approach Delay (s/veh)		9.6														
Approach LOS		A														

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HCS Two-Way Stop-Control Report

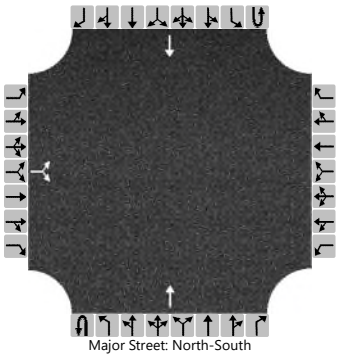
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		11		8							90				98	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27													
Capacity, c (veh/h)			796													
v/c Ratio			0.03													
95% Queue Length, Q_{95} (veh)			0.1													
Control Delay (s/veh)			9.7													
Level of Service (LOS)			A													
Approach Delay (s/veh)		9.7														
Approach LOS		A														

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HCS Two-Way Stop-Control Report

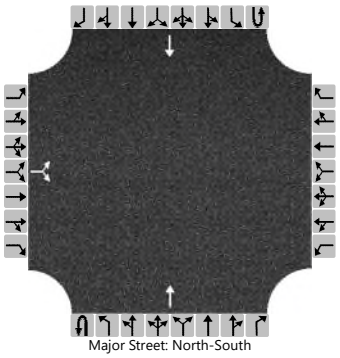
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		15		8							79				92	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			40													
Capacity, c (veh/h)			753													
v/c Ratio			0.05													
95% Queue Length, Q_{95} (veh)			0.2													
Control Delay (s/veh)			10.1													
Level of Service (LOS)			B													
Approach Delay (s/veh)		10.1														
Approach LOS		B														

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HCS Two-Way Stop-Control Report

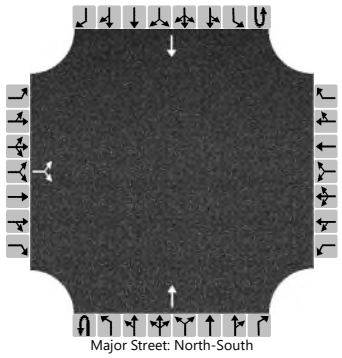
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		17		9							82				99	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46													
Capacity, c (veh/h)			737													
v/c Ratio			0.06													
95% Queue Length, Q_{95} (veh)			0.2													
Control Delay (s/veh)			10.2													
Level of Service (LOS)			B													
Approach Delay (s/veh)		10.2														
Approach LOS		B														

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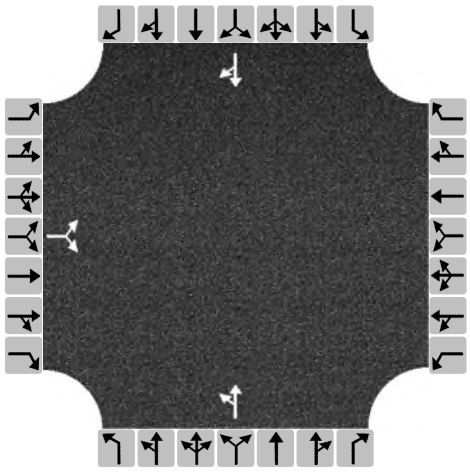
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.50

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	55		30				75	29			25	70
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	170						208			190		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.151						0.185			0.169		
Final Departure Headway, h_d (s)	4.71						4.68			4.14		
Final Degree of Utilization, x	0.223						0.270			0.218		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.71						2.68			2.14		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	170						208			190		
Capacity (veh/h)	764						769			870		
95% Queue Length, Q_{95} (veh)	0.8						1.1			0.8		
Control Delay (s/veh)	9.1						9.4			8.3		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh) | LOS	9.1	A					9.4	A		8.3	A	
Intersection Delay (s/veh) | LOS	8.9						A					

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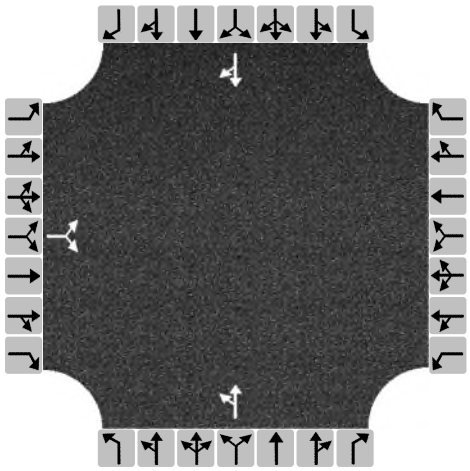
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.50

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	61		34				96	29			27	79
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	190						250			212		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.169						0.222			0.188		
Final Departure Headway, h_d (s)	4.87						4.79			4.26		
Final Degree of Utilization, x	0.257						0.333			0.251		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.87						2.79			2.26		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	190						250			212		
Capacity (veh/h)	739						752			845		
95% Queue Length, Q_{95} (veh)	1.0						1.5			1.0		
Control Delay (s/veh)	9.6						10.2			8.7		
Level of Service, LOS	A						B			A		
Approach Delay (s/veh) | LOS	9.6	A					10.2	B		8.7	A	
Intersection Delay (s/veh) | LOS	9.5						A					

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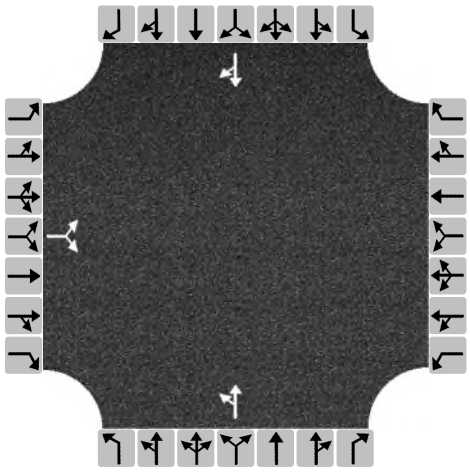
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.63

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	45		29				27	34			47	53
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	117						97			159		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.104						0.086			0.141		
Final Departure Headway, h_d (s)	4.32						4.41			3.95		
Final Degree of Utilization, x	0.141						0.119			0.174		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.32						2.41			1.95		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	117						97			159		
Capacity (veh/h)	833						816			910		
95% Queue Length, Q_{95} (veh)	0.5						0.4			0.6		
Control Delay (s/veh)	8.0						8.0			7.8		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh) | LOS	8.0	A					8.0	A		7.8	A	
Intersection Delay (s/veh) | LOS	7.9						A					

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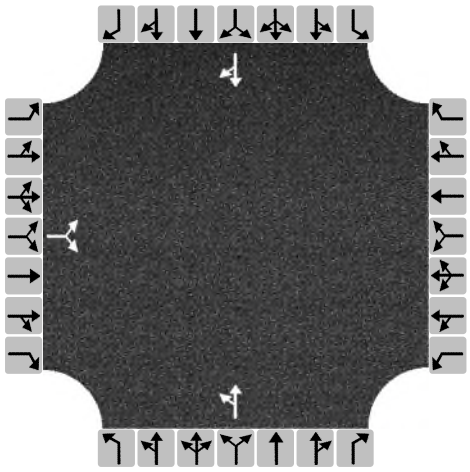
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.63

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	48		32				29	34			49	59
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	127						100			171		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.113						0.089			0.152		
Final Departure Headway, h_d (s)	4.37						4.46			3.98		
Final Degree of Utilization, x	0.154						0.124			0.190		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.37						2.46			1.98		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	127						100			171		
Capacity (veh/h)	824						807			904		
95% Queue Length, Q_{95} (veh)	0.5						0.4			0.7		
Control Delay (s/veh)	8.2						8.1			7.9		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh) | LOS	8.2	A					8.1	A		7.9	A	
Intersection Delay (s/veh) | LOS	8.0						A					

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COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - EXISTING SITE** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

___ PROPOSED CONDITION

X EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	2.76	2.62
Pervious (Village C)	0.50	0.99	0.50
Permeable (Permeable Pavers and Playground)	0.75	0.22	0.16
TOTALS:		3.97	3.28

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{3.28}{3.97} \rightarrow \text{Composite C} = \mathbf{0.83}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - EXISTING SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	3.970	acres
2. Composite Runoff Coefficient	0.830	
3. Actual Release Rate	0.715	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	1.416	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	40.73	40.01	0.276	
10 min	10.80	35.59	34.87	0.480	
15 min	9.28	30.58	29.86	0.617	
20 min	8.04	26.49	25.78	0.710	
30 min	6.34	20.89	20.18	0.834	
40 min	5.28	17.40	16.68	0.919	
50 min	4.55	14.99	14.28	0.983	
1 hr	4.03	13.28	12.56	1.038	
1.5 hr	3.03	9.98	9.27	1.149	
2 hr	2.49	8.20	7.49	1.238	
3 hr	1.83	6.03	5.32	1.318	
4 hr	1.48	4.88	4.16	1.376	
5 hr	1.25	4.12	3.40	1.407	
6 hr	1.07	3.53	2.81	1.394	
7 hr	0.96	3.16	2.45	1.416	←
8 hr	0.86	2.83	2.12	1.401	
9 hr	0.79	2.60	1.89	1.404	
10 hr	0.72	2.37	1.66	1.370	
11 hr	0.67	2.21	1.49	1.357	
12 hr	0.62	2.05	1.33	1.321	
18 hr	0.45	1.47	0.76	1.130	
24 hr	0.36	1.18	0.46	0.916	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - PROPOSED SITE **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA	___ MAJOR STORMWATER SYSTEM
___ UNRESTRICTED AREA	**X** OTHER: SITE
___ UPSTREAM AREA	

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION	___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	2.81	2.67
Pervious (Village C)	0.50	0.94	0.47
Permeable (Permeable Pavers and Playground)	0.75	0.22	0.17
TOTALS:		3.97	3.30

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{3.30}{3.97} \rightarrow \text{Composite C} = \mathbf{0.83}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - PROPOSED SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	3.970	acres
2. Composite Runoff Coefficient	0.830	
3. Actual Release Rate	0.715	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	1.416	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	40.73	40.01	0.276	
10 min	10.80	35.59	34.87	0.480	
15 min	9.28	30.58	29.86	0.617	
20 min	8.04	26.49	25.78	0.710	
30 min	6.34	20.89	20.18	0.834	
40 min	5.28	17.40	16.68	0.919	
50 min	4.55	14.99	14.28	0.983	
1 hr	4.03	13.28	12.56	1.038	
1.5 hr	3.03	9.98	9.27	1.149	
2 hr	2.49	8.20	7.49	1.238	
3 hr	1.83	6.03	5.32	1.318	
4 hr	1.48	4.88	4.16	1.376	
5 hr	1.25	4.12	3.40	1.407	
6 hr	1.07	3.53	2.81	1.394	
7 hr	0.96	3.16	2.45	1.416	←
8 hr	0.86	2.83	2.12	1.401	
9 hr	0.79	2.60	1.89	1.404	
10 hr	0.72	2.37	1.66	1.370	
11 hr	0.67	2.21	1.49	1.357	
12 hr	0.62	2.05	1.33	1.321	
18 hr	0.45	1.47	0.76	1.130	
24 hr	0.36	1.18	0.46	0.916	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - AREA 1 EXISTING** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- ___ PROPOSED CONDITION
- **X** EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.02	0.02
Pervious (Village C)	0.50	0.17	0.08
TOTALS:		0.18	0.10

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.10}{0.18} \rightarrow \text{Composite C} = \mathbf{0.54}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 1 EXISTING **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.183	acres
2. Composite Runoff Coefficient	0.540	
3. Actual Release Rate	0.033	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.037	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	1.22	1.19	0.008	
10 min	10.80	1.07	1.04	0.014	
15 min	9.28	0.92	0.89	0.018	
20 min	8.04	0.80	0.76	0.021	
30 min	6.34	0.63	0.59	0.025	
40 min	5.28	0.52	0.49	0.027	
50 min	4.55	0.45	0.42	0.029	
1 hr	4.03	0.40	0.37	0.030	
1.5 hr	3.03	0.30	0.27	0.033	
2 hr	2.49	0.25	0.21	0.035	
3 hr	1.83	0.18	0.15	0.037	
4 hr	1.48	0.15	0.11	0.037	←
5 hr	1.25	0.12	0.09	0.037	
6 hr	1.07	0.11	0.07	0.036	
7 hr	0.96	0.09	0.06	0.036	
8 hr	0.86	0.09	0.05	0.034	
9 hr	0.79	0.08	0.05	0.034	
10 hr	0.72	0.07	0.04	0.032	
11 hr	0.67	0.07	0.03	0.030	
12 hr	0.62	0.06	0.03	0.028	
18 hr	0.45	0.04	0.01	0.017	
24 hr	0.36	0.04	0.00	0.005	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - AREA 1 PROPOSED** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- **X** PROPOSED CONDITION
- ___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.06	0.06
Pervious (Village C)	0.50	0.12	0.06
TOTALS:		0.18	0.12

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.12}{0.18} \rightarrow \text{Composite C} = \mathbf{0.65}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 1 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.183	acres
2. Composite Runoff Coefficient	0.650	
3. Actual Release Rate	0.033	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.048	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	1.47	1.44	0.010	
10 min	10.80	1.29	1.25	0.017	
15 min	9.28	1.11	1.07	0.022	
20 min	8.04	0.96	0.92	0.025	
30 min	6.34	0.75	0.72	0.030	
40 min	5.28	0.63	0.60	0.033	
50 min	4.55	0.54	0.51	0.035	
1 hr	4.03	0.48	0.45	0.037	
1.5 hr	3.03	0.36	0.33	0.041	
2 hr	2.49	0.30	0.26	0.044	
3 hr	1.83	0.22	0.18	0.046	
4 hr	1.48	0.18	0.14	0.047	
5 hr	1.25	0.15	0.12	0.048	←
6 hr	1.07	0.13	0.09	0.047	
7 hr	0.96	0.11	0.08	0.047	
8 hr	0.86	0.10	0.07	0.046	
9 hr	0.79	0.09	0.06	0.045	
10 hr	0.72	0.09	0.05	0.044	
11 hr	0.67	0.08	0.05	0.043	
12 hr	0.62	0.07	0.04	0.041	
18 hr	0.45	0.05	0.02	0.030	
24 hr	0.36	0.04	0.01	0.019	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - AREA 2 PROPOSED** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: AREA 2

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.22	0.21
Pervious (Village C)	0.50	0.00	0.00
TOTALS:		0.22	0.21

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.21}{0.22} \rightarrow \text{Composite C} = \mathbf{0.95}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 2 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.217	acres
2. Composite Runoff Coefficient	0.950	
3. Actual Release Rate	0.039	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.092	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	2.54	2.50	0.017	
10 min	10.80	2.22	2.18	0.030	
15 min	9.28	1.91	1.87	0.039	
20 min	8.04	1.65	1.62	0.044	
30 min	6.34	1.30	1.27	0.052	
40 min	5.28	1.09	1.05	0.058	
50 min	4.55	0.94	0.90	0.062	
1 hr	4.03	0.83	0.79	0.065	
1.5 hr	3.03	0.62	0.58	0.072	
2 hr	2.49	0.51	0.47	0.078	
3 hr	1.83	0.38	0.34	0.084	
4 hr	1.48	0.30	0.27	0.088	
5 hr	1.25	0.26	0.22	0.090	
6 hr	1.07	0.22	0.18	0.090	
7 hr	0.96	0.20	0.16	0.092	
8 hr	0.86	0.18	0.14	0.091	
9 hr	0.79	0.16	0.12	0.092	←
10 hr	0.72	0.15	0.11	0.090	
11 hr	0.67	0.14	0.10	0.090	
12 hr	0.62	0.13	0.09	0.088	
18 hr	0.45	0.09	0.05	0.079	
24 hr	0.36	0.07	0.03	0.068	

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	ACCEPTABLE MANUFACTURER
W1	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE 4 DISTRIBUTION, DARK BRONZE FINISH, AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 10'-0" A.F.G.	L.E.D. 23 WATT 6000K	MVOLT	LITHONIA DSXW1 LED 20C 350 80K T4M MVOLT PIR DDBXD	APPROVED EQUAL

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.6 fc	4.8 fc	0.0 fc	N/A	N/A

Luminaire Locations

No.	Label	Location X	Location Y	MH	Orientation	Tilt
3	W1	393.05	442.30	8'	0.00	0.00
2	W1	373.60	411.60	8'	270.00	0.00

1 SITE PLAN - ELECTRICAL

SCALE: 1" = 30'

0 10' 20' 40'

N

Actual size to read at scale
2 IN
1 IN
0 IN

ARCHITECTS:

STR Partners, LLC
350 West Ontario Street | Suite 200
Chicago, IL 60654

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www.strpartners.com

- CIVIL ENGINEERING:
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  Grayslake, IL 60030
  (847) 223-4804
- LANDSCAPE ARCHITECTURE:
  ERIKSSON ENGINEERING ASSOCIATES, LTD.
  145 Commerce Drive, Suite A
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  (847) 223-4804
- ROOFING AND BUILDING ENVELOPE:
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  350 West Ontario Street, Suite 200
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  707 Lake Cook Road, Suite 300
  Deerfield, IL 60015
  (847) 562-1977
- MEP/FP ENGINEERING:
  CS2 DESIGN GROUP LLC
  837 Oakton Street
  Elk Grove Village, IL 60007
  (847) 981-1880
- CONSTRUCTION MANAGER:
  NICHOLAS & ASSOCIATES
  1001 Feehanville Drive
  Mount Prospect, IL 60056
  (847) 394-6205

KEY PLAN

SCOPE DOCUMENT

This drawing is one drawing within a complete set of documents and shall not be considered separately from the Drawings as a whole. The Drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, and electrical systems. As Scope Documents, the Drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the Construction Documents. On the basis of the general scope indicated or described, the Contractor shall furnish all items required for the proper execution and completion of the Work.

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PROJECT

GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr.
Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
1200 South Dunton Avenue
Arlington Heights, IL 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER
22049

DRAWING DATES

NUMBER	DATE	COMMENTS
	FEB. 2, 2023	ISSUE FOR PLAN COMMISSION

IN-PROGRESS
NOT FOR CONSTRUCTION
2/2/23

DRAWING TITLE

SITE PLAN - PHOTOMETRIC CALCULATION

SHEET NUMBER

PH0.0

D-Series Size 1
LED Wall Luminaire

Catalog Number

Notes

Type

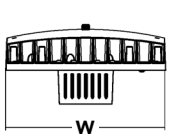
Hit the Tab key or mouse over the page to see all interactive elements.

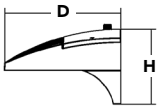
d-series

Specifications

Luminaire

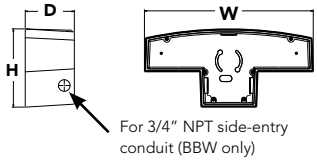
Width:	13-3/4" *(34.9 cm)*	**Weight:**	12 lbs *(5.4 kg)*
Depth:	10" *(25.4 cm)*		
Height:	6-3/8" *(16.2 cm)*		





Back Box (BBW, E20WC)

Width:	13-3/4" *(34.9 cm)*	**BBW Weight:**	5 lbs *(2.3 kg)*
Depth:	4" *(10.2 cm)*	**E20WC Weight:**	10 lbs *(4.5 kg)*
Height:	6-3/8" *(16.2 cm)*		



Introduction

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

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

Ordering Information

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

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines) [1]	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) [1]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT [2] 120 [3] 208 [3] 240 [3] 277 [3] 347 [3,4] 480 [3,4]	**Shipped included** (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) [5]	**Shipped installed** PE Photoelectric cell, button type [6] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [1,7] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [1,7] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [1,7] PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [1,7] E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant [8,9]

Other Options

Shipped installed

SF	Single fuse (120, 277 or 347V) [3,10]
DF	Double fuse (208, 240 or 480V) [3,10]
HS	House-side shield [11]
SPD	Separate surge protection [12]

Shipped separately [11]

BSW	Bird-deterrent spikes
VG	Vandal guard
DDL	Diffused drop lens

Finish *(required)*

DDBXD	Dark bronze	DSSXD	Sandstone	DWHGXD	Textured white
DBLXD	Black	DDBTXD	Textured dark bronze	DSSTXD	Textured sandstone
DNAXD	Natural aluminum	DBLBXD	Textured black		
DWHXD	White	DNATXD	Textured natural aluminum		

Accessories

Ordered and shipped separately.

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

NOTES

1 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4 Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5 Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6 Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
7 Reference Motion Sensor table on page 3.
8 Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
9 Not available with SPD.
10 Not available with E20WC.
11 Also available as a separate accessory; see Accessories information.
12 Not available with E20WC.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70CRI)					40K (4000 K, 70CRI)					50K (5000 K, 70CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	350mA	13W	T2S	1,415	0	0	1	109	1,520	0	0	1	117	1,530	0	0	1	118	894	0	0	1	69
			T2M	1,349	0	0	1	104	1,448	0	0	1	111	1,458	0	0	1	112	852	0	0	1	66
			T3S	1,399	0	0	1	108	1,503	0	0	1	116	1,512	0	0	1	116	884	0	0	1	68
			T3M	1,385	0	0	1	107	1,488	0	0	1	114	1,497	0	0	1	115	876	0	0	1	67
			T4M	1,357	0	0	1	104	1,458	0	0	1	112	1,467	0	0	1	113	858	0	0	1	66
			TFTM	1,411	0	0	1	109	1,515	0	0	1	117	1,525	0	0	1	117	892	0	0	1	69
	530 mA	19W	T2S	2,053	1	0	1	108	2,205	1	0	1	116	2,220	1	0	1	117	1,264	0	0	1	67
			T2M	1,957	1	0	1	103	2,102	1	0	1	111	2,115	1	0	1	111	1,205	0	0	1	63
			T3S	2,031	1	0	1	107	2,181	1	0	1	115	2,194	1	0	1	115	1,250	0	0	1	66
			T3M	2,010	1	0	1	106	2,159	1	0	1	114	2,172	1	0	1	114	1,237	0	0	1	65
			T4M	1,970	1	0	1	104	2,115	1	0	1	111	2,129	1	0	1	112	1,212	0	0	1	64
			TFTM	2,047	0	0	1	108	2,198	1	0	1	116	2,212	1	0	1	116	1,260	0	0	1	66
	700 mA	26W	T2S	2,623	1	0	1	101	2,816	1	0	1	108	2,834	1	0	1	109	1,544	0	0	1	59
			T2M	2,499	1	0	1	96	2,684	1	0	1	103	2,701	1	0	1	104	1,472	0	0	1	57
			T3S	2,593	1	0	1	100	2,785	1	0	1	107	2,802	1	0	1	108	1,527	0	0	1	59
			T3M	2,567	1	0	1	99	2,757	1	0	1	106	2,774	1	0	1	107	1,512	0	0	1	58
			T4M	2,515	1	0	1	97	2,701	1	0	1	104	2,718	1	0	1	105	1,481	0	0	1	57
			TFTM	2,614	1	0	1	101	2,808	1	0	1	108	2,825	1	0	1	109	1,539	0	0	1	59
	1000 mA	39W	T2S	3,685	1	0	1	94	3,957	1	0	1	101	3,982	1	0	1	102	2,235	1	0	1	57
			T2M	3,512	1	0	1	90	3,771	1	0	1	97	3,794	1	0	1	97	2,130	1	0	1	55
			T3S	3,644	1	0	1	93	3,913	1	0	1	100	3,938	1	0	1	101	2,210	1	0	1	57
			T3M	3,607	1	0	1	92	3,873	1	0	1	99	3,898	1	0	1	100	2,187	1	0	1	56
			T4M	3,534	1	0	2	91	3,796	1	0	2	97	3,819	1	0	2	98	2,143	1	0	1	55
			TFTM	3,673	1	0	1	94	3,945	1	0	1	101	3,969	1	0	1	102	2,228	1	0	1	57
20C (20 LEDs)	350mA	23W	T2S	2,820	1	0	1	123	3,028	1	0	1	132	3,047	1	0	1	132	1,777	1	0	1	77
			T2M	2,688	1	0	1	117	2,886	1	0	1	125	2,904	1	0	1	126	1,693	1	0	1	74
			T3S	2,789	1	0	1	121	2,994	1	0	1	130	3,014	1	0	1	131	1,757	0	0	1	76
			T3M	2,760	1	0	1	120	2,965	1	0	1	129	2,983	1	0	1	130	1,739	1	0	1	76
			T4M	2,704	1	0	1	118	2,905	1	0	1	126	2,922	1	0	1	127	1,704	1	0	1	74
			TFTM	2,811	1	0	1	122	3,019	1	0	1	131	3,038	1	0	1	132	1,771	0	0	1	77
	530 mA	35W	T2S	4,079	1	0	1	117	4,380	1	0	1	125	4,407	1	0	1	126	2,504	1	0	1	72
			T2M	3,887	1	0	1	111	4,174	1	0	1	119	4,201	1	0	1	120	2,387	1	0	1	68
			T3S	4,033	1	0	1	115	4,331	1	0	1	124	4,359	1	0	1	125	2,477	1	0	1	71
			T3M	3,993	1	0	2	114	4,288	1	0	2	123	4,315	1	0	2	123	2,451	1	0	1	70
			T4M	3,912	1	0	2	112	4,201	1	0	2	120	4,227	1	0	2	121	2,402	1	0	1	69
			TFTM	4,066	1	0	2	116	4,366	1	0	2	125	4,394	1	0	2	126	2,496	1	0	1	71
	700 mA	46W	T2S	5,188	1	0	1	113	5,572	1	0	1	121	5,607	1	0	1	122	3,065	1	0	1	67
			T2M	4,945	1	0	2	108	5,309	1	0	2	115	5,343	1	0	2	116	2,921	1	0	1	64
			T3S	5,131	1	0	2	112	5,510	1	0	2	120	5,544	1	0	2	121	3,031	1	0	1	66
			T3M	5,078	1	0	2	110	5,454	1	0	2	119	5,487	1	0	2	119	3,000	1	0	1	65
			T4M	4,975	1	0	2	108	5,343	1	0	2	116	5,376	1	0	2	117	2,939	1	0	1	64
			TFTM	5,172	1	0	2	112	5,554	1	0	2	121	5,589	1	0	2	122	3,055	1	0	1	66
	1000 mA	73W	T2S	7,204	1	0	2	99	7,736	2	0	2	106	7,784	2	0	2	107	4,429	1	0	1	61
			T2M	6,865	1	0	2	94	7,373	2	0	2	101	7,419	2	0	2	102	4,221	1	0	1	58
			T3S	7,125	1	0	2	98	7,651	1	0	2	105	7,698	1	0	2	105	4,380	1	0	1	60
			T3M	7,052	1	0	2	97	7,573	2	0	2	104	7,620	2	0	2	104	4,335	1	0	2	59
			T4M	6,909	1	0	2	95	7,420	1	0	2	102	7,466	1	0	2	102	4,248	1	0	2	58
			TFTM	7,182	1	0	2	98	7,712	1	0	2	106	7,761	1	0	2	106	4,415	1	0	2	60

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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	24 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	74 W	0.69	0.40	0.35	0.30	0.23	0.17

Motion Sensor Default Settings

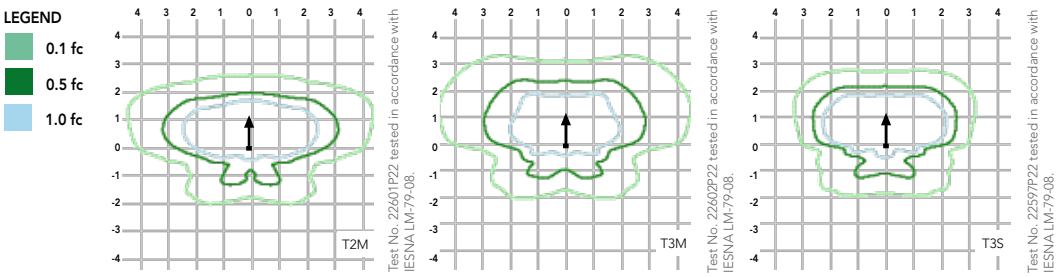
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

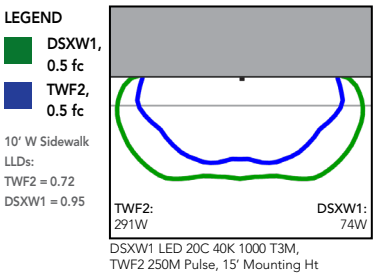
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 1 homepage.

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Distribution overlay comparison to 250W metal halide.



DSXW1 LED 20C 40K 1000 T3M, TWF2 250M Pulse, 15' Mounting Ht

Options and Accessories

T3M (left)

HS - House-side shields

BSW - Bird-deterrent spikes

VG - Vandal guard

DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE
The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL
Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION
Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS
CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

BUY AMERICAN ACT
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations.
Please refer to www.acuitybrands.com/resources/buy-american for additional information.

WARRANTY
Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 22-020
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
Location: Greenbrier Elem. School, 2330 N. Verde Dr
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: ✓ For: parking stalls
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 173,147 SF
# 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 ____
c. ARMY CORP ____ d. IEPA ____
e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?		X	
5. PRELIMINARY PLAT ACCEPTABLE?	N/A		
6. TRAFFIC STUDY ACCEPTABLE?		X	
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: ERIKSSON ENG.
DATE OF PLANS: 12/6/2022

~~Director~~ VILLAGE ENGINEER 12/27/22
Date

PLAN COMMISSION PC #22-020
Greenbrier School Expansion
2330 North Verde Avenue
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 existing detention and proposed volume control facility will be a private system and as such will not be the Village's responsibility to maintain. 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 showing HWL, storage required, storage provided, and restrictor sizing calculations.
    a) An MWRD permit is required.
    b) The brief stormwater summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.
    c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size 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. 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.
    d) Provide a detail showing the restrictor structure.
    e) The parking lot is shown to be reconstructed. This area should be accounted for in the detention.
    f) The existing topography indicates that the parking lot off of Verde Ave may have detention on the lot. This must be accounted for in the detention.
    g) Show the overflow route.
    h) Additional comments will be forthcoming once preliminary stormwater calculations are received.

15. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot and building mounted luminaires. All fixtures must be flat bottom sharp cut-off, and no wall pack style fixtures are permitted.

16. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming that the 150 ft rule is met.

17. Provide clarification if the addition will have an approved automatic sprinkler system.

18. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

19. Verify the condition of the existing ductile iron sanitary sewer to remain in place.

20. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

21. The existing parking lot off of Verde Ave has directional arrows, stop bar for the exit and additional signage not shown on the plans.
    a) Provide a full striping plan for the parking lot, including signage.
    b) The exit is under stop control. Provide detectable warning panels for the exit.

22. The existing parking lot off of Roanoke Dr does not show any proposed work.
    a) The entrance to the parking lot is shown to be the construction entrance. In the event the pavement, curb or sidewalk is damaged as a result of the construction, the entrance shall be repaired.
    b) The existing parking lot access off of Roanoke Dr is under stop control. Provide detectable warning panels.

Public Works:

23. Any roadway cuts or pavement removal in the right-of-way shall have a 2 ft wide section of asphalt removed at a minimum.

Traffic:

24. The Traffic & Parking Study observed parents queueing on the north side of Roanoke east of the school drive in anticipation of the second arrival period causing vehicles to be stacked side by side, blocking the westbound lane of Roanoke Drive, creating an undesirable situation as this left the south curb lane acting as a single lane. During the afternoon, the queueing and stacking began earlier than the designated pick-up time, resulting in cars stacking side by side, again blocking the westbound lane of Roanoke Drive. The school district should review current guidelines and provide a plan to eliminate the traffic congestion created by the cars double parking.

25. At this time, staff does not have any concerns with the requested parking variation; however, in the event the traffic conditions change once the all-day kindergarten has been implemented, staff may reassess the variance. The petitioner shall acknowledge that they accept this understanding.

Michael L. Pagones, P.E. 12/27/22
Michael L. Pagones, P.E. Date
Village Engineer

PLAN COMMISSION PC #22-020
Greenbrier School Expansion
2330 North Verde Avenue
Round 1 (stormwater additional comments)

26. The Stormwater Management Report for the 2017 Greenbrier addition and renovations and the volume control requirements from MWRD permit 17-318 show the following:

2017 SWM Report for Greenbrier addition & renovations summary:

MWRD volume control required	0.013 ac-ft
Additional net volume required by VAH	0.006 ac-ft
Total volume required	**0.019 ac-ft**
Volume control provided	0.061 ac-ft
Excess volume in volume control	**0.042 ac-ft**
Volume allocated to SD 25 from Park District	0.70 ac-ft
Volume required by VAH	0.68 ac-ft
Excess volume in Park District Facility	**0.02 ac-ft**
TOTAL EXCESS VOLUME AVAILABLE	**0.062 ac-ft (0.042+0.02)**

The SWM exhibit CX201 shows 0.03 ac-ft is available in the existing pipe storage, the total excess storage available is 0.11 ac-ft, and storage required for the addition is 0.103 ac-ft.

a) Provide a detailed SWM report with a narrative.
b) Provide calculations for the storage in the pipe.
c) Provided there is 0.03 ac-ft of storage in the pipe, the overall total excess volume calculates to 0.092 ac-ft, not 0.11 ac-ft as shown on CX201. Please explain this discrepancy.
d) Additional storage of approximately 0.011 ac-ft (0.103 – 0.092) is required, assuming pipe storage of 0.03 ac-ft.
e) The runoff from the parking lot off of Verde Ave is not tributary to either the regional Park District facility or the volume control installed in 2017. The narrative should explain whether or not this area is included in the storage calculations provided. Is there detention provided in the existing parking lot? If not, provide calculations on how detention for this parking lot reconstruction will be provided (the plan shows permeable pavers as an alternate).

1/19/23

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

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

Greenbrier School Building Expansion
2330 N Verde Ave

Round 1 Review Comments **12/26/2022**

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.

   - Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   - This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

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.

- With the sizeable addition to Greenbrier School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

Natural Surveillance and Access Management – Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

Landscaping:

- 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. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

- Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering, exiting, and navigating the parking lot to make other vehicles and pedestrians easily

visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

- Signage should also be used to delineate school property boundaries from adjacent properties.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

Territoriality and Maintenance – Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

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. 22-020
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
Location: Greenbrier Elem. School, 2330 N. Verde Dr
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: ✓ For: parking stalls
_____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 173,147 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments.

12-14-22
Environmental Health Officer Date

12/14/22
for Direc Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 22-020
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
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Special Use: ✓ For: Public Elem. School
Land Use Variation: ✓ For: parking stalls
_____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 173,147 SF
# 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.	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.

Sam Hubbard 12/29/22
Date

Planning & Community Development Dept. Review

December 29, 2022

REVIEW ROUND 1

Project: Greenbrier School Building Expansion
2330 N. Verde Patton Ave.

Case Number: PC 22-020

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
   - Amendment to SUP Ordinance #17-035 to allow a building addition.
   - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
   - Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'
   - Additional Variations may be required depending upon your response to certain comments.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 23 classrooms and the expected student enrollment and staffing at 23 classrooms. However, the school is being constructed to include 25 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 25 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 25 classrooms with associated student population and staffing).

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - The bar chart shows 24 existing classrooms and a total of 26 classrooms upon completion of the building addition.
    - The parking demand section needs editing.
    - Provide a summary of any exterior site changes proposed (reconstructed parking lots, any changes to the play areas, etc.).

Floorplans and Elevations:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 18 classrooms (assuming the Early Childhood room and Kindergarten rooms are used as classrooms); are the remaining 7 classrooms located on the 2nd floor?

13. The required front yard setback is along Roanoke as this is a corner lot with the shorter of the frontages being along Roanoke. Per section 5.1-3.3a, the front yard is determined by the average of the structures on the frontage, with the existing building establishing that average (26'). The proposed building addition is proposed

at 26' setback from the Roanoke property line, however, the roof overhang projects 3' into the setback where Code restricts the maximum encroachment to be 2.5' (Section 6.6-5.1). Please either revise the elevations to reduce the overhang to conform to the code requirement or request a variation and revise the Project Narrative and Written Justification accordingly. The Staff Development Committee would be supportive of this variation as it is assumed the proposed overhang would mirror the existing overhang in this location.

Site:

14. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (southwest): 26'
    - Side (west): 36.8'
    - Exterior side (east): 13.2 (per previously granted variation via Ord. 17-035)

15. The parking lot striping within the East lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency. Assuming the engineering plans show the correct striping, the East lot will contain 12 parking stalls (a reduction of one stall from the existing 13 stalls), equating to a site total of 74 stalls. Please revise the Project Narrative accordingly and Written Justification accordingly.

16. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

17. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

Traffic/Circulation/Parking:

18. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized.

19. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

20. Double stacking along Roanoke Drive during both arrival and dismissal is a concern. How does the traffic consultant recommend addressing and enforcing this issue? No stopping/standing/parking is allowed on Roanoke between the West lot and Verde, however, this appears to be the primary cause of the double stacking on Roanoke. Does Greenbrier actively monitor and enforce this restriction?

21. During the 2017 Special Use Permit approval process it was recommended that egress from the West lot be restricted to right-out only during drop-off and pick-up times. Was this implemented and is it actively enforced?

22. Would assigning certain grade levels to use Roanoke Drive for any drop-off and pick-up be effective in reducing the queue from overflowing the West lot and stacking to the Roanoke/Verde intersection?

Prepared by:

Greenbrier School Building Expansion
2330 N. Verde Avenue
PC #22-020
December 20, 2022

Landscape Issues

1) The ends of all parking rows shall include a landscape island that includes a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Please indicate on the landscape plan that the existing code required trees will remain.

2) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. For the parking area on the east side of the building, please indicate on the plan that the existing three foot high screen will remain. In addition, infill where there are any gaps in the required landscape screen.

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 6, 2023

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

Re: Plan Commission PC #22-020
Responses to Round 1 Comments

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

STR Project #22049

Dear Mr. Hubbard:

Responses to Round 1 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

1. Public Improvements Required:
   a) Underground Utilities: No
      Water: No
      Sanitary Sewer: No
      Storm Sewer: No
   b) Surface Improvement: No
      Pavement: No
      Curb & Gutter: No
      Sidewalks: No
      Street Lighting: No
   c) Easements: No
      Utility & Drainage: No
      Access: No

RESPONSE: Noted.

2. Permits Required Other Than Village:
    a) MWRDGC

    RESPONSE: Noted. This project will receive the appropriate MWRD permits. An IEPA permit shall be applied for if the increased flow exceeds 15 PE.

3. R.O.W. Dedications? No.

    RESPONSE: Noted.

4. Site Plan Acceptable? No.

    RESPONSE: Noted.

5. Preliminary Plat Acceptable? N/A.

    RESPONSE: Noted.

6. Traffic Study Acceptable? No.

    RESPONSE: See response in Comment #24 for correction made.

7. Storm Water Detention Required? Yes.

    RESPONSE: Noted. Stormwater management shall be provided in compliance with the Village and MWRDGC requirements.

8. Contribution Ordinance Existing? No.

    RESPONSE: Noted.

9. Flood Plain or Floodway Existing? No.

    RESPONSE: Noted.

10. Wetland Existing? No.

    RESPONSE: Noted.

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.

Detail plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

RESPONSE: With the exception that plans for the building permit will be submitted to the North Cook Intermediate Service Center/Regional Office of Education who will issue the Building Permit, we acknowledge 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

RESPONSE: Final engineering plans will be georeferenced.

13. The existing detention and proposed volume control facility will be a private system and as such will not be the Village's responsibility to maintain. 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: An Onsite Utility Maintenance Agreement will be provided as part of the final engineering review.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations.
    a) An MWRD permit is required.
    b) The brief storm water summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.

c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size 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. 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.
d) Provide a detail showing the restrictor structure.
e) The parking lot is shown to be reconstructed. This area should be accounted for in the detention.
f) The existing topography indicates that the parking lot off of Verde Ave may have detention on the lot. This must be accounted for in the detention.
g) Show the overflow route.
h) Additional comments will be forthcoming once preliminary storm water calculations are received.

RESPONSE: This information will be provided as part of the final engineering review.

15. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot and building mounted luminaires. All fixtures must be flat bottom sharp cut-off, and no wall pack style fixtures are permitted.

RESPONSE: A site photometric plan and the catalog cuts are provided.

16. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming that the 150 ft rule is met.

RESPONSE: A preliminary Village Fire Truck Exhibit has been prepared. Additional information will be provided as required for final engineering.

17. Provide clarification if the addition will have an approved automatic sprinkler system.

RESPONSE: The addition will have an approved automatic sprinkler system complying with the codes required by an Illinois public school, International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13.

18. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

    RESPONSE: Water flow testing will be coordinated with the Village to determine current static pressure, residual pressure and flow. The bid documents will require the contractor to provide a complete hydraulically calculated and operating sprinkler system to comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and NFPA 2013 Edition.

19. Verify the condition of the existing ductile iron sanitary sewer to remain in place.

    RESPONSE: Noted. The condition will be verified. We will work with Village staff to verify the condition of the sanitary sewer through Final Engineering review.

20. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

    RESPONSE: The heavy-duty pavement section has been revised.

21. The existing parking lot off of Verde Ave has directional arrows, stop bar for the exit and additional signage not shown on the plans.
    a) Provide a full striping plan for the parking lot, including signage.
    b) The exit is under stop control. Provide detectable warning panels for the exit.

    RESPONSE: The striping plan has been revised.

22. The existing parking lot off of Roanoke Dr does not show any proposed work.
    a) The entrance to the parking lot is shown to be the construction entrance. In the event the pavement, curb or sidewalk is damaged as a result of the construction, the entrance shall be repaired.
    b) The existing parking lot access off of Roanoke Dr is under stop control. Provide detectable warning panels.

    RESPONSE: The construction entrance has been relocated to the proposed location of curb and gutter removal and replacement along Roanoke Dr. The final location of the construction entrance shall be determined by the contractor. Should the walk be damaged, new detectable warning tiles shall be incorporated into the removal and replacement of the walk.

PUBLIC WORKS:

23. Any roadway cuts or pavement removal in the right-of-way shall have a 2 ft wide section of asphalt removed at a minimum.

    RESPONSE: Noted. The proposed roadway cuts in the right-of-way are 4' in width.

TRAFFIC:

24. The Traffic & Parking Study observed parents queueing on the north side of Roanoke east of the school drive in anticipation of the second arrival period causing vehicles to be stacked side by side, blocking the westbound lane of Roanoke Drive, creating an undesirable situation as this left the south curb lane acting as a single lane. During the afternoon, the queueing and stacking began earlier than the designated pick-up time, resulting in cars stacking side by side, again blocking the westbound lane of Roanoke Drive. The school district should review current guidelines and provide a plan to eliminate the traffic congestion created by the cars double parking.

    RESPONSE: Text Corrected. There are stacking for 18 vehicles in the south lot and 10 vehicles on the west side of Patton next to the school.

25. At this time, staff does not have any concerns with the requested parking variation; however, in the event the traffic conditions change once the all-day kindergarten has been implemented, staff may reassess the variance. The petitioner shall acknowledge that they accept this understanding.

    RESPONSE: No, it is a staff lot.

26. The Stormwater Management Report for the 2017 Greenbrier addition and renovations and the volume control requirements from MWRD permit 17-318 show the following:

    2017 SWM Report for Greenbrier addition & renovations summary:

MWRD volume control required	0.013 ac-ft
Additional net volume required by VAH	0.006 ac-ft
Total volume required	**0.019 ac-ft**
Volume control provided	0.061 ac-ft
Excess volume in volume control	**0.042 ac-ft**
Volume allocated to SD 25 from Park District	0.70 ac-ft

Volume required by VAH	0.68 ac-ft
Excess volume in Park District Facility	**0.02 ac-ft**
TOTAL EXCESS VOLUME AVAILABLE	**0.062 ac-ft (00.042+0.02)**

The SWM exhibit CX201 shows 0.03 ac-ft is available in the existing pipe storage, the total excess storage available is 0.11 ac-ft, and storage required for the addition is 0.103 ac-ft.

a) Provide a detailed SWM report with a narrative.
b) Provide calculations for the storage in the pipe.
c) Provided there is 0.03 ac-ft of storage in the pipe, the overall total excess volume calculates to 0.092 ac-ft, not 0.11 ac-ft as shown on CX201. Please explain this discrepancy.
d) Additional storage of approximately 0.011 ac-ft (0.103 - 0.092) is required, assuming pipe storage of 0.03 ac-ft.
e) The runoff from the parking lot off of Verde Ave is not tributary to either the regional Park District facility or the volume control installed in 2017. The narrative should explain whether or not this area is included in the storage calculations provided. Is there detention provided in the existing parking lot? If not, provide calculations on how detention for this parking lot reconstruction will be provided (the plan shows permeable pavers as an alternate).

RESPONSE: These items have been coordinated under a separate cover. Additional information will be provided as necessary for final engineering review.

FIRE DEPARTMENT:

1. All spaces added should be covered by the fire alarm and/or fire suppression systems.

   RESPONSE: All spaces will be covered by fire alarm and fire sprinkler systems. The fire alarm will comply with current National Electric Code (NEC). The fire sprinkler system will comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13 as required for Illinois public schools.

2. Alarm and suppression systems should be tested upon completion of the work.

   RESPONSE: The fire alarm and sprinkler systems will be tested as is required by the Illinois State Board of Education (ISBE) to obtain a Certificate of Occupancy from the North Cook Intermediate Service Center/Regional Office of Education.

VAH POLICE:

1. Character of use:
   The character of use is consistent with the area and is not a concern.

   RESPONSE: Noted.

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: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

   - Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

   - This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12-to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

   RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

3. Present traffic problems? There are no traffic problems at this location.

   RESPONSE: Noted.

4. Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.

   RESPONSE: Noted.

5. Traffic problems that may be created by the development. This development should not create any additional traffic problems.

   RESPONSE: Noted.

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.

  RESPONSE: Noted. District 25 believes the Arlington Heights Police Department continuously has up to date contact information for District 25 facilities with their School Resource Officers.

- With the sizeable addition to Greenbrier School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

  RESPONSE: Noted. We do not intend to place any mechanical equipment in locations that would allow roof or building access.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

  RESPONSE: Noted. We will comply with VAH Zoning and Design commission requirements related to building aesthetics and may not always be able to accommodate the windows height request due to the current aesthetics of the building and the incorporation of the new addition design.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the

building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. Classrooms will be assigned based on administrator input and not necessarily be assigned to the youngest students.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. District 25 is internally exploring various security measures that they will inform first responders of any potential changes to normal operations or procedures.

Natural Surveillance and Access Management:

- Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

Landscaping:

- 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. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

- Plantingss higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering,

exiting, and navigating the parking lot to make other vehicles and pedestrians easily visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with VAH zoning requirements related to parking and traffic.

- Signage should also be used to delineate school property boundaries from adjacent properties.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as

well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We intend to install the appropriate exterior door numbers and relay any changes to local first responders.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. It is not always feasible for one pick-up and drop-off location to be utilized based on site layout and the necessary capacity needed to load and unload the building on a daily basis.

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

  RESPONSE: Noted. We will comply with Village zoning requirements related to parking and traffic.

Territoriality and Maintenance:

- Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with Village zoning requirements as it relates to site and landscaping items.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

HEALTH SERVICES DEPARTMENT:

1. No comments.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

1. Complies with Comprehensive Plan? Yes

   RESPONSE: Noted.

2. Complies with Thoroughfare Plan? Yes.

   RESPONSE: Noted.

3. Variations needed from Zoning Regulations? Yes.

   RESPONSE: Noted. Variations are being requested. See Written Justification for Special Use and Variations.

4. Variations needed from Subdivision Regulations? No.

   RESPONSE: Noted.

5. Subdivision Required? No.

   RESPONSE: Noted.

6. School/Park District Contributions Required? No.

   RESPONSE: Noted.

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
    - Amendment to SUP Ordinance #17-035 to allow a building addition.
    - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
    - Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'.
    - Additional Variations may be required depending upon your response to certain comments.

    RESPONSE: Noted. See revised Written Justification for Special Use and Variation provided.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 23 classrooms and the expected student enrollment and staffing at 23 classrooms. However, the school is being constructed to include 25 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 25 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 25 classrooms with associated student population and staffing).

    RESPONSE: AHSD25 will work with VAH to determine what measures, if any, should be taken at Greenbrier should the student enrollment exceed the 406 students anticipated.

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

    RESPONSE: All new and revised plans/documents include the date they are issued or revised.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

    RESPONSE: One full size hard copy and a USB/flash drive is provided for all new and revised plans/documents.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - The bar chart shows 24 existing classrooms and a total of 26 classrooms upon completion of the building addition.
    - The parking demand section needs editing.
    - Provide a summary of any exterior site changes proposed (recontructed parking lots, any changes to the play areas, etc.)

    RESPONSE: The revised project narrative is provided.

Floorplans and Elevations:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 18 classrooms (assuming the Early Childhood room and Kindergarten rooms are used as classrooms); are the remaining 7 classrooms located on the 2nd floor?

    RESPONSE: The 2nd floor is provided. The rooms are labeled. The revised 1st floor plan with uses corrected is provided.

Site:

13. The required front yard setback is along Roanoke as this is a corner lot with the shorter of the frontages being along Roanoke. Per section 5.1-3.3a, the front yard is determined by the average of the structures on the frontage, with the existing building establishing that average (26'). The proposed building addition is proposed at 26' setback from the Roanoke property line, however, the roof overhang projects 3' into the setback where Code restricts the maximum encroachment to be 2.5' (Section 6.6-5.1). Please either revise the elevations to reduce the overhang to conform to the code requirement or request a variation and revise the Project Narrative and Written Justification accordingly. The Staff Development Committee would be supportive of this variation as it is assumed the proposed overhang would mirror the existing overhang in this location.

    RESPONSE: A variance is requested. A revised Written Justification is provided.

14. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (southwest): 26'
    - Side (west): 36.8'
    - Exterior side (east): 13.2' (per previously granted variation via Ord. 17-035)

    RESPONSE: The architectural site plan is revised.

15. The parking lot striping within the East lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency. Assuming the engineering plans show the correct striping, the East lot will contain 12 parking stalls (a reduction of one stall from the existing 13 stalls), equating to a site total of 74 stalls. Please revise the Project Narrative accordingly and Written Justification accordingly.

    RESPONSE: The architectural site plan is revised for consistency. The Project Narrative and Written Justification are revised accordingly.

16. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

    RESPONSE: No new ground mounted equipment is proposed.

17. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

    RESPONSE: No landscape variations are requested.

Traffic/Circulation/Parking:

18. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized.

    RESPONSE: See comment 8.

19. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

RESPONSE: During cold or inclement weather, some of the students that walk to school would be driven instead. Reviewing the number of pedestrian crossings, the morning peak may see an additional 1- to 20 vehicles and the afternoon peak may see 30 to 40 additional vehicles.

20. Double stacking along Roanoke Drive during both arrival and dismissal is a concern. How does the traffic consultant recommend addressing and enforcing this issue? No stopping/standing/parking is allowed on Roanoke between the West lot and Verde, however, this appears to be the primary cause of the double stacking on Roanoke. Does Greenbrier actively monitor and enforce this restriction?

    RESPONSE: Communication to the parents and enforcement by staff would be required.

21. During the 2017 Special Use Permit approval process it was recommended that egress from the West lot be restricted to right-out only during drop-off and pick-up times. Was this implemented and is it actively enforced?

    RESPONSE: It is not currently restricted and the traffic study has not recommended restricting the left-turn out.

22. Would assigning certain grade levels to use Roanoke Drive for any drop-off and pick-up be effective in reducing the queue from overflowing the West lot and stacking to the Roanoke/Verde intersection?

    RESPONSE: The school district will consider the suggestion and it could work for the morning drop-off period. However, the concern is that Grade 1-5 parents would arrive early in the east lot and interfere with the afternoon pick-up of the EC students.

LANDSCAPE ISSUES:

1. The ends of all parking rows shall include a landscape island that includes a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Please indicate on the landscape plan that the existing code required trees will remain.

    RESPONSE: The landscape plan is revised to indicate that the existing code required trees will remain.

2. Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. For the parking area on the east side of the building, please indicate on the plan that the existing three foot high

screen will remain. In addition, infill where there are any gaps in the required landscape screen.

RESPONSE: The landscape plan is revised to indicate that the existing three foot high screen will remain and that any gaps in hedge screening will be filled in with the same species as needed.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager

PLAN COMMISSION PC #22-020
Greenbrier School Expansion
2330 North Verde Avenue
Round 2

27. The petitioner's responses to comments 12-23, & 26 are acceptable.

28. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

29. Please clarify the response to comment no. 24: the response mentions Patton Avenue and does not directly address the comment.

30. Please clarify the response to comment no. 25: the response does not directly address the comment.

2/9/23

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

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Greenbrier School Building Expansion
2330 N Verde Ave

Round 2 Review Comments **02/09/2023**

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.

#358

Steven Dinov #358, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

583

Supervisor's Signature

Planning & Community Development Dept. Review

February 15, 2023

REVIEW ROUND 2

Project: Greenbrier School Building Expansion
2330 N. Verde Patton Ave.

Case Number: PC 22-020

23. The responses to the following comments are acceptable: 9, 10, 12-14, 16, and 17.

24. The response to comment #7 is noted. Based on a review of the revised plans, approval of the following actions are required:
    - Amendment to SUP Ordinance #17-035 to allow a building addition.
    - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
    - Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

25. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Greenbrier School if enrollment exceeds or is projected to exceed 406 students within the proposed building.

26. The response to comment #11 is noted, however, the narrative is still incorrect. Please clarify: aerials of the site show 13 parking stalls currently striped in the east lot, which equates to a site total of 75 parking stalls. The plans submitted with this application show 12 stalls will be restriped in the east lot upon its reconstruction, reducing the site total to 74 parking stalls as a result of this project. The table in the project narrative shows 12 existing stalls in the east lot and 12 proposed stalls in the east lot upon completion of the project.

27. The response to comment #15 is noted. Please see #26 above.

28. The response to comment #18 is noted. Please see #25 above.

29. The response to comment #19 is noted. Parent education and enforcement of drop-off/pick-up and parking procedures will be most important during the winter months and when the weather is poor.

30. The response to comment #20 is noted. What is the Districts plan for communication and enforcement? Please provide specifics on what communications take place now and how they will be improved, as well as what enforcement takes place now and how it will be improved. Additionally, please provide several strategies that the District would employ if better communication and enforcement did not adequately address the problem.

31. The response to comment #21 is noted. This restriction would reduce trips through the congested Verde/Roanoke intersection and the School District may wish to consider it given the double stacking that occurs along Roanoke. Please be aware that the Traffic Safety Procedure sheets for Greenbrier state that left turns out of the west lot are not allowed.

32. The response to comment #22 is noted, however, it is unclear how requiring certain grade levels to utilize the on-street Roanoke loading areas west of the school would contribute to parents using the east lot for early arrival? If these parents were arriving early, wouldn't they wait/stop/stand along the north side of Roanoke west of the school?

Prepared by:

Greenbrier School Building Expansion
2330 N. Verde Avenue
PC #22-020
February 15, 2023

Landscape Issues

No Comments

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 16, 2023

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

Re: Plan Commission PC #22-020
Responses to Round 2 Comments

Greenbrier Elementary School
2330 North Verde Avenue
Arlington Heights, IL 60004

STR Project #22049

Dear Mr. Hubbard:

Responses to Round 2 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

27. The petitioner's responses to comments 12-23, & 26 are acceptable.

    RESPONSE: Noted.

28. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

    RESPONSE: We will submit to the Village for required permitting for the stormwater items and work within the Village ROW.

29. The clarify the response to comment no. 24: the response mentions Patton Avenue and does not directly address the comment.

    RESPONSE: Noted. AHSD25 will continue communicating with the School Community to relay expectations with traffic operations and partner with VAH to address concerns abut the double stacking on westbound Roanoke at the west parking lot entrance. The school district will remind parents that they can't come earlier and park prior to the second arrival or dismissal period and their

impact on traffic flow and safety. Signage could be added along prohibiting this activity and school staff can monitor and discourage this activity.

30. Please clarify the response to comment no. 25: the response does not directly address the comment.

    RESPONSE: The school district will work with the village if any unforeseen parking issues arise.

POLICE DEPARTMENT:

1. Character of use: Nothing further.

   RESPONSE: Noted.

2. Are lighting requirements adequate? Nothing further.

   RESPONSE: Noted.

3. Present traffic problems? Nothing further.

   RESPONSE: Noted.

4. Traffic accidents at particular location? Nothing further.

   RESPONSE: Noted.

5. Traffic accidents that may be created by the development. Nothing further.

   RESPONSE: Noted.

6. General comments: Nothing further.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

23. The responses to the following comments are acceptable: 9, 10, 12-14, 16, and 17.

    RESPONSE: Noted.

24. The response to comment #7 is noted. Based on a review of the revised plans, approval of the following actions are required:
    - Amendment to SUP Ordinance #17-035 to allow a building addition.
    - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
    - A Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

    RESPONSE: The Written Justification is revised to indicate now allowing 75 spaces. See Comment #26 below.

25. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Greenbrier School if enrollment exceeds or is projected to exceed 406 students within the proposed building.

    RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

26. The response to comment #11 is noted, however, the narrative is still incorrect. Please clarify: aerials of the site show 13 parking stalls currently striped in the east lot, which equates to a site total of 75 parking stalls. The plans submitted with this application show 12 stalls will be restriped in the east lot upon its reconstruction, reducing the site total to 74 parking stalls as a result of this project. The table in the project narrative shows 12 existing stalls in the east lot and 12 proposed stalls in the east lot upon completion of the project.

    RESPONSE: The proposed parking lot striping has been revised to match the existing conditions. There are a total of 11 standard parking stalls and 2 accessible parking stalls proposed in the revised condition. The Project Narrative is revised.

27. The response to comment #15 is noted. Please see #26 above.

    RESPONSE: The proposed parking lot striping has been revised to match the existing conditions. There are a total of 11 standard parking stalls and 2 accessible parking stalls proposed in the revised condition. The Project Narrative is revised.

28. The response to comment #18 is noted. Please see #25 above.

    RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

29. The response to comment #19 is noted. Parent education and enforcement of drop-off/pick-up and parking procedures will be most important during the winter months and when the weather is poor.

    RESPONSE: Noted. AHSD25 will continue communicating with the School Community to relay expectations with traffic operations and partner with VAH to address concerns.

30. The response to comment #20 is noted. What is the Districts plan for communication and enforcement? Please provide specifics on what communications take place now and how they will be improved, as well as what enforcement takes place now and how it will be improved. Additionally, please provide several strategies that the District would employ if better communication and enforcement did not adequately address the problem.

    RESPONSE: Noted. AHSD25 will continue communicating with the School Community to relay expectations with traffic operations and partner with VAH to address concerns abut the double stacking on westbound Roanoke at the west parking lot entrance. The school district will remind parents that they can't come earlier and park prior to the second arrival or dismissal period and their impact on traffic flow and safety. Signage could be added along prohibiting this activity and school staff can monitor and discourage this activity. Alternate strategies' could include painting a line delineating the entry lane for the west parking lot the two travel lanes on Roanoke. Also, traffic cones could be used to keep westbound school traffic in the right-lane so vehicles won't stop and block the entrance.

31. The response to comment #21 is noted. This restriction would reduce trips through the congested Verde/Roanoke intersection and the School District may wish to consider it given the double stacking that occurs along Roanoke. Please be aware that the Traffic Safety Procedure sheets for Greenbrier state that left turns out of the west lot are not allowed.

    RESPONSE: The left-out restriction is not signed at the west parking lot which was to minimize the traffic volumes at Verde/Roanoke. However, the observations and changes in the traffic procedures at the school have reduced the congestion at Verde/Roanoke so this restriction is no longer needed.

32. The response to comment #22 is noted, however, it is unclear how requiring certain grade levels to utilize the on-street Roanoke loading areas west of the school would contribute to parents using the east lot for early arrival?If these parents were arriving early, wouldn't they wait/stop/stand along the north side of Roanoke west of the school?

    RESPONSE: Some parents are already using the north side of Roanoke west of the west of the parking lot for pick-up. If this area was designated for 5th grade pick-up, then those other parents, who don't have 5th graders, would be displaced and they would likely use the west parking lot. The district would have to provide additional staff to direct and monitor the students at another loading area.

LANDSCAPE:

1. No comments.

    RESPONSE: Noted.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager

Plan Commission
4/12/2023

Item: Windsor School Addition - 1315 E. Miner St. - PC#22-021

Department: Planning & Community Development

Requested Action

1. Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition.

Variations Required

None required.

Recommendation

The Staff Development Committee (SDC) reviewed the proposed Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition on the subject property and recommends APPROVAL of the application subject to the following conditions:

1. If enrollment at Windsor Elementary school exceeds or is projected to exceed 466 students within the proposed building, the school district shall demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this Special Use Permit shall be required.

2. The petitioner shall continue to work with the Village and neighbors to address any drop-off/pick-up concerns.

3. The petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all applicable MWRD and Village regulations to the satisfaction of the Village.

4. Compliance with the 2-28-23 Design Commission motion shall be required.

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

Regulations, and Policies.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
PC Minutes - 2-22-23	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 2-28-23	Minutes
Public Notice #2	Exhibits
Aerial	Exhibits
Justification for SUP	Correspondence
Project Narrative	Exhibits
Neighborhood Meeting Summary	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Traffic & Parking Study	Exhibits
Preliminary Stormwater Calculations	Exhibits
Photometric Plan & Light Fixture Specs	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

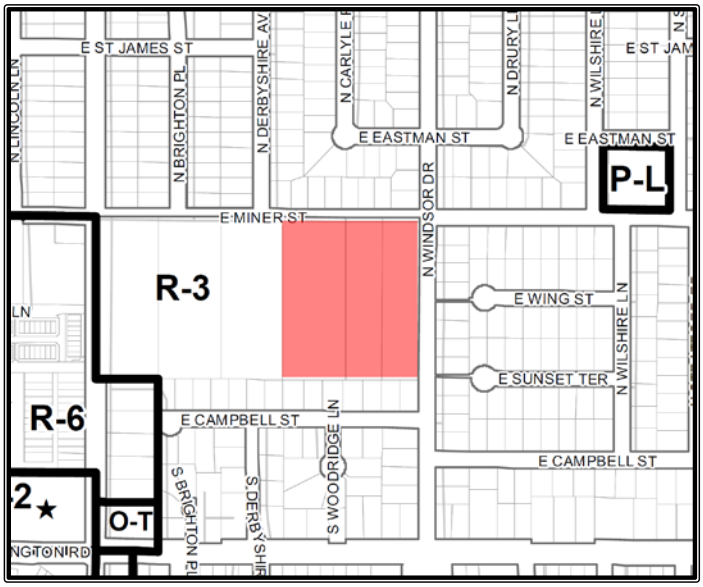
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 22-021*
***Project Title**: Windsor School Building Expansion*
***Address**: 1315 E. Miner Street*
***PIN**: 03-29-412-015, -016, and -042*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: April 12, 2023*
***Date Prepared**: April 7, 2023*

***Petitioner**: Arlington Heights School District 25*
Ryan Schulz
***Address**: 1200 South Dunton Avenue*
Arlington Heights, IL 60005

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



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	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
West	R-3, One-Family Dwelling District	Recreational Playing Fields/Miner School	Parks

Requested Action:

1. Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition.

Variations Required:

- None required.

Project Update:

On February 22, 2023, this project appeared before the Plan Commission for a public hearing. Upon conclusion of the hearing, the Plan Commission voted 8-0 in favor of a recommendation of approval of the application, subject to the five conditions of approval as outlined in the Recommendation section at the end of this report. All public hearings before the Plan Commission must be duly advertised utilizing three methods: 1) a sign placed on the property, 2) a letter sent to neighboring property owners, and 3) an advertisement published in a newspaper that is locally circulated within the community. Said advertisements must occur no more than 30 and no less than 15 days prior to the scheduled public hearing.

Subsequent to the February 22nd public hearing on this application, it was determined that the published public hearing notification within the *Daily Herald* contained the incorrect date of the public hearing. As a result, the hearing that occurred on February 22nd was held without proper public notification. Therefore, this project is being brought back before the Plan Commission in order to hold a properly advertised public hearing in accordance with local zoning regulations and Illinois State Statutes. It should be noted that no substantive modifications to the project have occurred since this project appeared before the Plan Commission on February 22nd; the project remains as originally proposed.

Project Background:

In June of 2022, the Arlington Heights School District 25 community passed a referendum to establish a full day kindergarten program for all children within District 25. As a result, the district will transition away from the current half-day kindergarten model where approximately half of the kindergarten cohort arrives at 9:05am and is dismissed for the day at 11:50am, and the remaining kindergarten students arrive at 12:50pm and are dismissed at 3:35pm. The full day kindergarten program is scheduled to begin at the start of the 2024/2025 school year. In order to accommodate the entire kindergarten cohort within each elementary school building at one time, building additions have been proposed at six of the elementary schools within the district, which will result in an increase to the number of staff, classrooms, and overall student population at each of these six schools.

Windsor Elementary School is one of the six schools that needs additional space for the full day kindergarten program. In order to accommodate anticipated kindergarten enrollment, as well as to have the appropriate capacity to absorb future variations in student population, the building needs two new classrooms. In 1990, Windsor School received Special Use Permit approval to allow a two-story building addition and an expansion to their parking lot. In 2017, this approval was amended to allow construction of six new classrooms, an expansion of the gym, and new office areas and bathrooms. The two newly proposed classrooms would be housed in a one-story addition constructed within the southeastern courtyard in an area that is currently occupied by greenspace and service walks.

Windsor School has a single parking lot, which is located to the west of the school building. Primary access to the parking area comes from two curb cuts along Miner Street; the western curb cut is restricted to ingress only and the eastern curb cut is restricted to egress only. Secondary access to the parking lot comes from the shared Miner School/Windsor School parking lot located abutting the subject property to the west and located between Miner School and Windsor School.

Traffic through the Windsor parking lot flows in a counter clockwise direction and the parking area includes a total of 101 parking stalls. Drop-off and pick-up both occur within this parking lot and along Miner Street and Windsor Drive. As part of the 2017 Special Use Permit amendment, 19 parking stalls are land-banked in the area immediately west of the school parking lot. The land-banked parking area is part of the playing fields that are located between Windsor School and Miner School. This area is not part of the subject property but

is owned by School District 25. No modifications to the parking lot have been proposed at this time and the land-banked parking would remain as greenspace.

Windsor School currently has 455 students, 91 employees, and 24 classrooms. The school is expected to have 466 students, 93 employees, and 26 classrooms as a result of the building addition and full day kindergarten program. It should be noted that the proposed building addition is meant to provide capacity for 15% above the five-year enrollment and staffing projections in order to accommodate possible future "bumps" in enrollment beyond the five-year projections.

There are no busses that serve the school and this is not anticipated to change as a result of the full day kindergarten. The standard 9:05am arrival and 3:35pm dismissal times would also remain unchanged. Windsor School is also home to district-wide special education programs for students in grades K-5.

Zoning and Comprehensive Plan

The subject property is zoned R-3, One-Family Dwelling District, which allows schools through the issuance of a Special Use Permit. As mentioned above, Windsor School was approved for a Special Use Permit in 1990 (and amended in 2017), however, the proposed building expansion requires another amendment to the previously granted Special Use Permit. In order to justify that the amended Special Use Permit complies with the three standards for Special Use Permit approval, the School District has submitted a written response outlining how each standard will be met. The written response from the School District has been included in the materials provided to the Plan Commission and the standards of approval are summarized below:

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

The Village notes the following with regards to this request:

- The Staff Development Committee recognizes the need for the school and building at this location, which is illustrated by the expected growth in enrollment and passage of a community referendum to provide a full-day kindergarten;
- The additional classrooms are only expected to increase enrollment by 11 students and two staff, which will not have a substantial or undue adverse effect upon adjacent property;
- The school is regularly inspected by the Illinois State Board of Education (ISBE) for compliance with ISBE health and safety regulations which will protect the safety, morals, and general welfare of persons residing or working in the vicinity.

The Village's Comprehensive Plan designates the majority of the subject property as "Schools", however, a small portion of the western side of the site falls within the "Parks" classification. The Staff Development Committee has reviewed the Comprehensive Plan and verified that the Official Map of the Village also lists the western side of the site as a "Neighborhood Park" site. Given that this portion of the subject property is used by the Park District for some of their youth sports, the existing usage of the site is compatible with the Comprehensive Plan.

Neighborhood Meeting

On November 2, 2022, District 25 held a neighborhood meeting to present their conceptual plans to surrounding property owners and solicit early feedback to understand any potential concerns with the project. According to the petitioner, two residents attended this meeting and had general questions relative to the construction process and height of the building addition. A summary of the discussion, as prepared by School District 25, is part of the materials transmitted to the Plan Commission.

Conceptual Plan Review Committee

On December 14, 2022, District 25 appeared before the Conceptual Plan Review Committee. The discussion was primarily related to the neighborhood meeting, the land-banked parking, and drop-off/pick-up operations. In general, the Conceptual Plan Review Committee was supportive of the project and encouraged the petitioner to proceed with their Plan Commission application.

Design Commission

The Windsor School building addition is expected to go before the Design Commission on February 28, 2023. The School District shall be required to incorporate any design or architectural changes as required by the Design Commission during their meeting.

Building, Site and Landscaping

The proposed building addition would be located at the southeast side of the existing school building within the building courtyard in that area. Upon completion, the courtyard would be completely enclosed by the building addition. The two new classrooms and associated hallways are proposed at one-story in height and comply with all height, setback, and bulk restrictions. As mentioned above, the majority of the property will remain unchanged. There are no changes proposed to parking lot, playgrounds, or to the large underground stormwater trap located on the western side of the site. Based upon review of the preliminary stormwater calculations, the capacity within the existing stormwater system for the school appears sufficient to accommodate for the proposed site improvements.

The proposed building addition will be reviewed by the Regional Office of Education for permitting, however, a Village permit for the site changes will be required. Based on review of the final engineering plans, an MWRD permit relative to the stormwater modifications may be required. While the petitioner has preliminarily demonstrated that the existing stormwater system will be able to comply with all MWRD and Village requirements, final stormwater calculations are needed and minor details/modifications may be necessary prior to site development permit issuance. The petitioner shall continue to work with the Village to provide finalized stormwater information and plans to verify compliance with all applicable MWRD and Village regulations. It should be noted that both the existing building and the proposed addition will be protected by a fire sprinkler system.

The proposed building addition does not trigger any landscaping improvements in order to comply with Code requirements. Nonetheless, the District has proposed foundation plantings along the eastern side of the addition to soften the buildings appearance from the east. Staff has evaluated the existing onsite landscaping and found the site to be well maintained.

Parking and Loading:

Morning arrival and afternoon dismissal are the peak traffic times for elementary schools. With regards to Windsor, drop-off/pick-up occurs primarily within the Windsor parking lot, but also occurs along Windsor and to a lesser extent on Miner. During afternoon pick-up, parents typically begin arriving to the site around 3:10pm and they start queuing in the Windsor parking lot pick-up lane, as well as on the west side of Windsor

Drive (south of Miner Street), and on the south side of Miner (west of Windsor Drive). Some parents will park within the Windsor parking lot, and to a lesser extent they may park on Miner east of Windsor or Windsor north of Miner. During observations of the pick-up operations, the queue of cars within the Windsor parking lot was seen stacking outside of the property and into Miner Street west of the Windsor parking lot entrance. While this only lasted approximately 1-2 minutes before the queue was completely contained onsite, it has the potential to create unsafe movements along Miner Street. The School District will need to continually monitor this situation and make adjustments to their procedures as necessary to ensure that queuing is contained onsite. It should be noted that there were ample available parking stalls within the Windsor lot to accommodate for the number of cars observed queuing within Miner Street during the pick-up operations.

The School District provided a traffic and parking study from Ericksson Engineering Associates (EEA), which accessed the drop-off/pick-up operations, traffic, and parking for the school. The study was predicated on the School District projections for staffing and enrollment in the year 2026/2027 (466 students and 93 staff), however, it is important to note that the number of classrooms proposed is meant to accommodate capacity at 15% above the 2026/2027 projections to allow for future enrollment "bumps" and potential unanticipated growth. Therefore, the school is proposing capacity to accommodate enrollment beyond the findings as outlined within the EEA study. Staff has concerns that, should enrollment increase to fill the 15% excess capacity within the school, unanticipated traffic, parking, and/or drop-off/pick-up issues could be created.

In order to manage possible future problems, should they occur, a condition has been recommended that would require the School District to demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Should it be determined that improvements to the site or modifications to the drop-of/pick up procedures are needed to satisfactorily accommodate an increase beyond 466 students, any such improvements or modifications would need to be implemented upon administrative approval by the Village.

Relative to parking, since approval of the 2017 Windsor School building addition, the Village has modified the parking requirements for elementary schools. Based on these newer requirements, a total of 100 parking stalls are required for Windsor School and a total of 101 parking stalls are included within the existing parking lot at the west of the school. As part of the 2017 building addition, the School District designed an area of land-banked parking that could be located to the west of the existing parking lot and would increase the parking supply by 19 spaces. This land will remain as greenspace until such time as the Village or the School District determine that its construction is necessary. Detailed parking calculations for the site are shown below:

Location	Code Use	Ratio	Number of Employees	Number of Classrooms	Number of Students	Parking Required
1315 E Miner St.	Elementary School	1 per employee + 1 per 5 classrooms	93	34	466	100
Total						
					Total Required	100
					Total Provided	101*
					Land-banked parking	19
					Surplus/Deficit	**22**

*Will increase to 103 spaces once ADA parking stalls are restriped.

In review of the adequacy of the onsite parking supply, the existing west lot is well used for staff parking through-out the day. However, based on several surveys over the last three years (see table below), there is still limited capacity within the parking lot to accommodate for additional vehicles. Additionally, the petitioner will be restriping the handicap parking stalls to where they share an accessible aisle, which will increase the parking supply from 101 spaces to 103 spaces.

Parking Lot Usage:

Date	Time	Number of Vacant Stalls in Windsor Lot	Number of Vacant Stalls In Shared Miner/Windsor Lot
2/15/2023	3:30pm	12	3
10/4/2022	12:55pm	20	3
4/12/2022	10:30am	18	7
3/13/2020	11:30am	12	13

The parking study submitted by the petitioner estimates that parking demand on the site will increase by approximately four cars as a result of the building addition. Given the vacancies observed in the Windsor parking lot, along with the existing requirement to install the land-banked parking should the Village believe it necessary, the Staff Development Committee believes the existing parking supply to be suitable. However, it should be noted that through-out the day, on-street parking occurs as a result of the combined capacities of Windsor and Miner School operations. On-street parking was observed on the west side of Dryden Avenue south of Miner Steet, as well as on both the north and south sides of Miner east of Dryden Avenue and west of the Windsor parking lot entrance. It is a delicate balance maintaining greenspace while allowing a certain amount of on-street parking. Given the existing land-banked parking condition from 2017 which will remain, and the proposed conditions below, there should be sufficient mechanisms to continue to monitor this situation in the future.

Per code, 16 bike parking stalls are required. The existing site has five bike parking racks located on the eastern side of the school which contain a total of 45 bike parking spaces.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition on the subject property and recommends **APPROVAL** of the application subject to the following conditions:

1. If enrollment at Windsor Elementary school exceeds or is projected to exceed 466 students within the proposed building, the school district shall demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this Special Use Permit shall be required.
2. The petitioner shall continue to work with the Village and neighbors to address any drop-off/pick-up concerns.
3. The petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all applicable MWRD and Village regulations to the satisfaction of the Village.
4. Compliance with the 2-28-23 Design Commission motion shall be required.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies

_____ February 17, 2023

Charles Witherington-Perkins, Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

APPROVED

PLAN
_____
_____
_____

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

COMMISSION

RE: WINDSOR SCHOOL BUILDING EXPANSION - 1315 EAST MINER STREET - PC #22-021
AMENDMENT TO SUP ORDINANCE #90-082 AND #17-013 FOR BUILDING ADDITION, AMENDMENT TO THE COMPREHENSIVE PLAN FROM PARKS TO SCHOOLS

REPORT OF PROCEEDINGS had before the Village of

Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village

Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,

Illinois on the 22nd day of February, 2023 at the hour of 8:10 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRPERSON DAWSON: Next up, Windsor. We're getting quicker through the --

MR. SCHULZ: We're getting smaller. I believe if we want to celebrate, this is six of six. So, this is the last one we intend to bring forward for a while, but --

CHAIRPERSON DAWSON: All right.

MR. SCHULZ: -- this is the Windsor expansion, again, primarily driven by the full-day Kindergarten program that will be implemented in District 25. Two classrooms will be constructed at this time.

Sam, if you want to go forward a couple?

Again, two classrooms will be added here. We do again anticipate a slight enrollment increase at this school, but again, it's very small and primarily driven by the full-day Kindergarten enrollment increase that we anticipate will be coming to District 25 now that it's a full-day program.

Ownership and notification. Again, we did the title commitment search again for this site, that was verified a couple of years ago. We redid it just to make sure that all the PINs were still ours and there was no other liens or anything else on there, but the old parcels are still under our ownership.

We had a neighborhood meeting in early November. We had two neighbors attend primarily asking about construction site logistics, and then is the addition going to be two stories. Again, this will primarily be a single-story addition to start with but will be able to accept a second story addition in the future.

The Conceptual Design Review meeting had unanimous support for the project. Design Commission meeting again is on February 28th which is next week. We're here tonight for the Plan Commission. We provided all of our notifications that were required for postings and mailings to the neighbors. Then also we'll be seeking Village Trustee approval at a future date once that's to be determined.

With this project as well, we're looking to start either in the winter of '23 or the early spring of 2024 due to the minimal site disruptions that we anticipate and the only two classrooms that would be constructed at this site.

Just a summary of the items we're requesting tonight, really we're requesting the amendment to the special use permit for this addition. There are no variations required at this time. Then also the conditions of approval, the recommendation are the items similar to the last projects for parking and the other items related to engineering with stormwater and so forth.

Going over the site plan, again, the addition is going to be placed on the east side, more towards the southern end of the site. It was designed in 2017 to accept an addition in that location in the future, so the addition that was put out on the south was designed specifically to accept an addition in the future. So, that's where we're proposing to put the classrooms at this time. We're proposing to put the two classrooms on the inside of the corridor, so in case an addition is ever needed in the future, two more classrooms can be put on the first floor on the outside on the east side of the site as well and kind of come where the east side, the right side of that red box. Again, nothing proposed at this time and nothing foreseen in our enrollment projections, but the design would accept that in the future if it is needed as well as accepting the second story addition of four classrooms that could go on top of that in the future. So, a lot would need to happen for the enrollment to get to that point, but we did at least set the building up that it could accept that if it was needed.

Again, a courtyard will be constructed in this location. Right now, it's kind of an indent area to the building that has a sidewalk in that that flows through. So, we're constructing a courtyard in that location that can be used by students and staff, a fairly sizeable courtyard that will be nice to use with a sidewalk that can connect an existing door over to the new doorway in the facility. We're looking to add some new foundation plantings in that location as well to give it a little bit of aesthetic along that side. But in general, we feel that this is the best location that was designed to accept the addition in this location for this project.

Showing the floor plan, again, the green is the corridor. So, with this addition, we will be impacting two existing classrooms, so the corridor will be going through two classrooms. Those classrooms are a little bit oversized, so they work well, but the classrooms that we're going to be impacting are going to be actually more of our normal sized classrooms after this is completed. Then the two orange classrooms are the new classrooms that again we're placing on the inside of the building so we can kind of build our way out, and then in the future if an addition would ever be needed on that first floor, it's easier to construct so we're taking over into a courtyard space. So, that's why the design was kind of chosen in that aspect.

Renderings, again, as you can see in the top picture on the left side with the tan brick and the red, that is existing. That's not within the red box. So, we're looking to carry through that design aesthetic over to the new addition. So, the brick and the light tan colored brick will be similar and matching to the existing addition that was put on. Those windows and doors in that location are actually overlooking into a corridor, so again, it will provide a nice aesthetic along that way as well as, you can see it a little bit better in the lower picture, how it connects the design aesthetic and theme over to the existing addition that was done recently in 2017.

Here's the 2D elevation. The top again is the primarily elevation that will be seen by the public. That will be seen from Windsor Avenue, the streets, and then the other one below is from the courtyard side, so that again will only primarily be seen by staff or students or visitors that would come to the site.

Enrollment and staffing. Again, at the school we see a slight increase in enrollment that will be coming up from 455 to 466. Again, that is primarily driven by more kids that will be coming to the full-day Kindergarten program. For staffing, again, we're only anticipating two additional staff to support the full-day Kindergarten just because we have again more classes/sections of Kindergarten that will be run the full day, so we need two more staff to support that.

By the classroom count, we currently have 32 classrooms at the facility. We see the number going up to 34 after the addition. The number of sections that we see needed ranges between 30 and 29. Again, this building does have special support program services at the school, so we do need more spaces available to the school. So, that's why we have a little bit bigger number of classrooms that will be available for support services that would be used for those services going forward.

Traffic and parking. Again, kind of the same recommendations and information that we discussed in the last ones regarding no major traffic impacts that we anticipate with this school.

First, I want to go over the parking lot. Again, the parking lot was reconstructed in the 2017 addition. We worked a lot with the neighborhood in that, on working on traffic flow. Specifically in the west parking lot, we had a large addition in the queuing area. So, the queuing area used to be relatively small, but the new parking lot allowed for a lot more

queuing in that location. As well on the east side where there is still a large number of drop-off and pickup that occurs on Windsor Street, we've put in carriage walks to allow students to get out of their vehicles in the inclement weather and not have to traipse into the mud and bring them to the building or even offloaded more into the street.

So, we did extensive carriage walks along in that area. You can see the sidewalks kind of connecting from the public sidewalk over towards the street, and right next to the street there are carriage walks. So, we believe that that implementation from that timeframe really helped traffic flow in that location. We don't see any major issues at the Windsor-Miner intersection anymore. Again, we do have capacity that we could actually put more cars through the west lot just based on how the building is setting it up right now. Right now, the way they're bringing traffic in, there's still a large number of cars in Windsor, but if we worked through that a little bit more, we could bring a substantial amount of cars more through that west parking lot if needed.

For parking, we do have adequate parking based on the current code ordinance with 101 spots available on site and 100 spots required by the Village ordinance.

Here is again the parking lot. I tried to give you a little bit more on departure with the street view. You can see that a lot better along Windsor. Again, this is the primary parking lot on the west side. There is drop-off occurring along Windsor Avenue as well, we just didn't have drone footage of that location at that time. But again, I'll show you on the departure video, on the street view that occurred several weeks ago, that it does appear to flow fairly well.

As you can see, we could definitely bring more cars to this lot. So, if we see that we're having problems with backups on Windsor or in the Miner intersection, we'll have to rework the communication on how people come in and bring them through this western lot more.

Showing the primary areas of queuing and stacking for departure, again, this is for the afternoon section. Again, we see a large number of cars stacking up in the western parking lot. We see a large number of cars on Windsor Street, and we see some cars up on Miner around the corner in that location on Miner Street which is the short red dash at the top of the screen.

There are some cars in the orange section that are stacked there kind of continuously. We believe that there's a large number of residents that are parked in that location, and there may be a few parents that are also parked in there to pick up their students at the end of the day just based on where they want to go. It's a little hard to discern on who exactly is who, but there does seem to be some mixed parking in that location where the orange is.

Then we do see some intermittent queuing in the yellow locations on Miner Street where cars are facing east to head eastbound. Then we see some cars up on Windsor occasionally, on the north side of Windsor there, waiting to come down on Windsor to pick up their student.

Here again is departure of the parking lot. Again, the next video will show the street level view of departure to give you a better idea of overall traffic flow in the location. As you can see, there's not a large quantity of cars stacked up in this lot for departure. Some parents are pulling into parking spots and pulling out after they get their student.

Then again at 3:35 is when the general population is released.

Then I believe I do have a street level with the next slide. Again, this is sped up drastically. This is again headed eastbound on Miner and then will be turning

southbound on Windsor next to the school where the carriage walks and the primary pickup location is.

So, approximately right there is the end of the property, and you can see there is not many cars. Occasionally to the west on the street, the side street here, there will be a few cars parked there, but typically it's limited to one or two cars on that corner of the intersection.

Just showing the stacking, again, the main parking lot on the west side can accept approximately 20 vehicles. Along Windsor Street, there can be 23 vehicles along the main stretch. Then on Miner Street where we see a few cars every once in a while, there can be seven vehicles stacked in that location.

Stormwater. Again, this site had substantial stormwater improvements with the addition that was previously done. There is a very large underground stormwater vault in this location that allows for the soccer fields to still be used in flat green space. So, this vault does have enough capacity to accept the addition, so we're proposing to put the additional stormwater volume into that vault in that location. For sustainability, we do have the same items that we have discussed with all of our other sites that we're looking to implement at this site.

Then the final slide, I just want to show you a picture of that vault just to give you a little perspective on the size. I think the first top left one gives you the best, if you really start looking at it, the size of the excavator and the size of the vault that is in that location, it's substantial. Again, we do have volume available in that location to accept the addition of the two classrooms.

With that, I am open to any questions you may have for our Windsor.

CHAIRPERSON DAWSON: Okay, great. Have you read through the Staff report and the conditions of approval, and are you in agreement?

MR. SCHULZ: Yes, we are.

CHAIRPERSON DAWSON: Terrific.

All right, Sam?

MR. HUBBARD: Sure.

So, Windsor School, the Plan Commission may recall, came before them in the end of 2016-early 2017 for an amendment to the existing special use permit that exists on the site. It was originally approved for a special use permit in 1990, and a building addition in 2017 triggered the need to amend that special use permit. The building addition today triggers the need for a second amendment to that special use permit, and so that's why the Petitioner is before you this evening.

This project requires no variations, so this is the only one that did not require any variations relative to the other five schools that have come before the Plan Commission recently.

The Comprehensive Plan designates the site as appropriate for schools, and on the western side it classifies it as appropriate for parks. That corresponds to the field usage on the western portion of this site. Additionally, the Comprehensive Plan does designate that western area as a neighborhood park, and so the existing usage and the proposed future usage complies with the Comprehensive Plan designation.

You heard about the neighborhood meeting that occurred back in November, and the Conceptual Plan Review Committee that occurred in December. There weren't too many questions at the Conceptual Plan Review Committee in December. Discussion

was related to, again, the drop-off/pickup operations. There were some questions about the neighborhood meeting that had occurred, and there was some discussion about the land-banked parking. If the Plan Commission recalls, back in 2017 as part of the first special use permit amendment, a 19-space land-banked parking option was approved as part of that. Those parking spaces were not constructed but a condition of approval at that time required that the School District would have to implement that land-banked parking if requested by the Village, which would be done if a substantial problem occurred with on-site parking and the drop-off/pickup operations.

This project is scheduled to appear before the Design Commission next week, and any changes or requirements stipulated by the Design Commission must be integrated into the design of the school as the School District moves forward with their final permit drawings.

Here's an aerial of the site, subject property bounded in yellow. You can see the parking lot that was reconstructed as part of that 2017 approval. Additionally, to the west, you can see the shared Miner School and Windsor School parking lot. This is owned by the School District and it's shared by both Windsor School and Miner School to the west.

The land-banked parking would be constructed approximately in this area, just west of the existing parking lot. As you've heard, primary drop-off/pickup occurs within the parking lot and also on Windsor, occasionally down to Campbell, and then occasionally even in this area as well, and of course right in front of the school on Miner. Also, some parents have been observed parking here for drop-off and pickup, although that's limited.

Again, here is the site plan showing the building addition. The rest of the school, the existing school, is shown in gray and the building addition is colored. Again, there are no variations associated with this proposed building addition.

One item I just want to point out, and maybe it's better seen in this aerial, but there are five existing ADA parking stalls located here. They were constructed under the previous code for ADA parking where each space had to have its own accessible aisle. The current regulations allow ADA parking stalls that are next to each other to share an accessible aisle. So, if they were to re-stripe these ADA parking spaces, they could pick up an additional two standard parking stalls, increasing their overall supply on the site from 101 to 103.

The Village is not requiring that this be implemented at this time but we're strongly encouraging the School District to explore and implement that re-striping there. That's kind of the lowest hanging fruit as far as increasing parking supply. You'll see, as I get into parking later on in this presentation, that the existing parking lot is very heavily used and close to capacity with parking also occurring on the public streets.

Again, here's the elevations. The landscape plan, you can see the addition shaded in yellow here. There are some foundation plantings being proposed. These are not code requirements, but they are being proposed to increase the aesthetic of the building addition here.

Finally, relative to drop-off, pickup and parking, the site does comply to code requirements relative to parking. But in observations both from the Petitioner's traffic and parking consultant and the Village, the parking lot is very heavily used. The parking consultant found that it was used up to 92 percent capacity, meaning there were only nine vacant spaces in that parking lot. However, they did observe 15 vehicles parking on the street and 10 vehicles parking within the shared Windsor and Miner parking lot, so capacity is a little bit short of demand here and that's only going to slightly increase with the implementation of the full-day

Kindergarten.

Staff did some observations of the parking as well, and we found that there were between, anywhere between 12 and 20 parking spaces vacant in the parking lot. So, that's about somewhere between 12 to 20 percent excess capacity available. But then keep in mind, you know, there is street parking occurring, and in our surveys we didn't survey the shared Windsor-Miner lot. So, we are again strongly encouraging the School District to re-stripe those ADA parking stalls to pick up two spaces, but we do believe that the parking lot has a little bit of surplus capacity to accommodate some of the expected increase in demand. Then of course, given the land-bank parking, that gives the Village a mechanism to address any future parking problems should they result from this building addition.

Similar to all the other schools, the traffic and parking study was predicated on the 2026-2027 projected enrollment. The school is being built to accommodate for capacity at 15 percent above those projections. So, just to mitigate any potential future problems, should that full enrollment capacity be realized here at Windsor, we are recommending a condition of approval that if the School District exceeds or is projected to exceed the 466 students, that they must demonstrate to the Village's satisfaction that on-site parking and drop-off/pickup operations will not create unsafe vehicular or pedestrian movements. Then the remaining conditions of approval are as outlined on the slide.

The Staff Development Committee is supportive of this project and recommending approval.

CHAIRPERSON DAWSON: Okay, great.

Do I have a motion to include the Staff report in the record?

COMMISSIONER WARSKOW: I'll make such motion.

CHAIRPERSON DAWSON: Second?

COMMISSIONER CHERWIN: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed, abstain?

(No response.)

CHAIRPERSON DAWSON: Okay, before we open for public commentary, I'll look down here.

Any questions?

(No response.)

CHAIRPERSON DAWSON: Down here? No?

(No response.)

CHAIRPERSON DAWSON: Okay, so I'm going to open up for public commentary.

Yes, come on up and you know the drill. State your name, spell your last name please.

PUBLIC COMMENTARY FOR PC #22-021

MS. CAYER: Melissa Cayer speaking, C-a-y-e-r. Digging a big hole and removing all the soil and then replacing it with a cement box doesn't sound like a good idea to me.

Also, let's see. I want to find the results of the vote for the

referendum.

Oh, yes, okay. The result of the vote: School District 25 issue bonds, vote for one, 100 percent, 38 of 38 precincts reported. Registered voters: 36,981. Ballots cast: 10,690. Turn-up: 28.91 percent. Yes: 5,227 at 50.24 percent. No: 5,177 at 49.76 percent. Thanks.

CHAIRPERSON DAWSON: All right, anyone else on that side of the room? No?

(No response.)

CHAIRPERSON DAWSON: Anyone on this side of the room?

(No response.)

CHAIRPERSON DAWSON: All right, that's the end of public commentary. Any other questions or comments?

COMMISSIONER CHERWIN: I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #22-021, an Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition.

This recommendation is subject to the following conditions:

1. **If enrollment at Windsor Elementary School exceeds or is projected to exceed 466 students within the proposed building, the School District shall demonstrate to the satisfaction of Village Staff that adequate onsite parking can accommodate peak demand, and drop-off/pickup operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this special use permit shall be required.**
2. **The Petitioner shall continue to work with the Village and neighbors to address any drop-off/pickup concerns.**
3. **The Petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all applicable MWRD and Village regulations to the satisfaction of the Village.**
4. **Compliance with the 2/28/23 Design Commission motion shall be required.**
5. **The Petitioner shall comply with all federal, state and Village codes, regulations and policies.**

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: Any discussion?

(No response.)

CHAIRPERSON DAWSON: Okay. All right, roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
All right, we did it. That's six schools.
COMMISSIONER GREEN: They did it.
CHAIRPERSON DAWSON: We all did it. We all, Sam did it, we all did it.
MR. SCHULZ: Yes, again, I'd like to thank all the Village Staff, especially Sam. He kind of spirited all this from the Village, and everybody on the Commissions, I really appreciate that. Thank you for all your input.
CHAIRPERSON DAWSON: Thank you. I did just want to say Windsor, being where my kids went to school, when you did the last addition, everything changed.
MR. SCHULZ: It did, yes.
CHAIRPERSON DAWSON: It went from a parking drop-off nightmare to a smooth, smooth situation.
MR. SCHULZ: Appreciate that.
CHAIRPERSON DAWSON: So, you guys have done a great job, and I'm sure this will be more of the same.
MR. SCHULZ: Thanks a lot. Thanks, everybody.
CHAIRPERSON DAWSON: Thank you.
All right, so next item of business is general public comment. Do we have anyone in the audience for general public commentary?
(No response.)
CHAIRPERSON DAWSON: Okay, seeing none, then we close the public comment period.
Anything else, Sam?
MR. HUBBARD: No, I don't believe we have a meeting, the first meeting in March, so you guys can enjoy an evening off. We may have a meeting the second meeting in March but that's still yet to be determined.
COMMISSIONER JENSEN: Sam, is that for the Conceptual Plan Review Committee as well?
MR. HUBBARD: No, Conceptual Plan Review is going to have a meeting in the first meeting in March.
COMMISSIONER JENSEN: Excellent, thank you.
CHAIRPERSON DAWSON: All right, do we have a motion to adjourn?
COMMISSIONER LORENZINI: I'll make that motion.
COMMISSIONER GREEN: Second.
CHAIRPERSON DAWSON: All in favor?
(Chorus of ayes.)
CHAIRPERSON DAWSON: All right, we are adjourned.

APPROVED

(Whereupon, at 8:36 p.m., the public hearing on the above-mentioned petition was adjourned.)

S T A F F D E S I G N C O M M I S S I O N R E P O R T

PROJECT INFORMATION:		**PETITION INFORMATION**:	
Project Name:	Windsor Elementary School	**DC Number:**	22-092
Project Address:	1315 E. Miner Street	**Petitioner Name:**	Don Hansen
Prepared By:	Steve Hautzinger	**Petitioner Address:**	STR Partners LLC 350 W. Ontario Street, Suite 200 Chicago, IL 60654
Date Prepared:	February 22, 2023	**Meeting Date:**	February 28, 2023

Requested Action(s):
Approval of the proposed architectural design for an addition to an existing elementary school.

Design Commission Responsibility for Projects Being Reviewed by 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 a Special Use Permit to allow a public school with the proposed addition in the R-3 One-Family Zoning District. 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 and Background:
In June of 2022, the Arlington Heights School District 25 community passed a referendum to establish a full day Kindergarten program for all children within School District 25. The full day Kindergarten program is scheduled to begin at the start of the 2024/2025 school year. In order to accommodate the new program, six of the elementary schools within the district require building additions.

Windsor Elementary School is one of the six schools that needs additional space for the full day Kindergarten program. The petitioner is proposing to add two new classrooms to the school. The proposed building addition is located on the east side of the school facing Windsor Drive.

Architectural Design:
The proposed addition is nicely designed to fit with the existing school. All exterior materials have been selected to match the existing materials and colors. The new classrooms will face into a courtyard, and the new corridor wall will face Windsor Drive. The massing of the proposed addition fits seamlessly between the wings of the existing school.

Mechanical Equipment Screening:
There is no new rooftop mechanical equipment proposed on the new addition.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed architectural design for the addition to Windsor Elementary School located at 1315 E. Miner Street. This recommendation is based on the plans received 12/9/22, 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, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building 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/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

February 22, 2023

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 22-092

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
FEBRUARY 28, 2023

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

Members Present:	Jonathan Kubow, Chair Kirsten Kingsley John Fitzgerald
Members Absent:	Ted Eckhardt Scott Seyer
Also Present:	Mahdi Nazeri, Thomas Architects for *129 S. Vail Ave.* Gary Wronkiewicz, Stonefield Custom Homes for *947 N. Haddow Ave.* Rob Kirk, Group A for *947 N. Haddow Ave.* Ryan Schulz, AH School District 25 for *Windsor School & Greenbrier School* Don Hansen, STR Partners, for W*indsor School & Greenbrier School* Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR FEBRUARY 14, 2023

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF FEBRUARY 14, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

Chair Kubow stated that with only 3 commissioners here tonight, a positive vote from all three members is required for a motion to pass.

ITEM 3. SCHOOL REVIEW

DC#22-092 – Windsor School Addition– 1315 E. Miner St.

Ryan Schulz, representing *Arlington Heights School District 25*, and Don Hansen representing *STR Partners*, were present on behalf of this project.

Mr. Hautzinger presented Staff comments. This project requires Plan Commission review and Village Board approval for a Special Use Permit to allow a public school with the proposed addition in the R-3 One-Family Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

In June of 2022, the Arlington Heights School District 25 community passed a referendum to establish a full day Kindergarten program for all children within School District 25. The full day Kindergarten program is scheduled to begin at the start of the 2024/2025 school year. In order to accommodate the new program, six of the elementary schools within the district require building additions.

Windsor Elementary School is one of the six schools that needs additional space for the full day Kindergarten program. The petitioner is proposing to add two new classrooms to the school. The proposed building addition is located on the east side of the school facing Windsor Drive. The proposed addition is nicely designed to fit with the existing school. All exterior materials have been selected to match the existing materials and colors. The new classrooms will face into a courtyard, and the new corridor wall will face Windsor Drive. The massing of the proposed addition fits seamlessly between the wings of the existing school. There is no new rooftop mechanical equipment proposed on the new addition.

Staff has no concerns with the proposed design that is very straightforward, and recommends approval as submitted.

Mr. Schulz said that in 2017, Windsor School completed an addition to the south that was constructed to accept an addition sometime in the future, which is where the currently proposed addition will be located. The new addition will give flow in the building and create another courtyard, with the two new classrooms located on the courtyard side, and also allow for additional classrooms in the future on the outside of the building. The parapet wall on this addition is slightly higher to match the existing second floor height because it is being constructed to accommodate a second-story addition in the future if needed. The existing light tan brick and red brick will be used on the proposed addition; the design elements of the recently completed addition on the south is being carried over to this new addition. He welcomed any questions from the commissioners.

Chair Kubow asked if there was any public comments on this project and there was no response from the audience.

The commissioners summarized their comments. Commissioner Fitzgerald liked the design as presented. Commissioner Kingsley agreed that the design looks nice, and she asked if the brick will be the same or similar to the 2-story section of the building on the right. Mr. Schulz said it is the same brick. The existing blocks of tan brick above the windows will carry over to the new addition, above the doorway and the windows in the new corridor. Chair Kubow had no additional comments.

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR AN ADDITION TO *WINDSOR ELEMENTARY SCHOOL* LOCATED AT 1315 E. MINER STREET, AS SUBMITTED. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 12/9/22, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATION 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 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 Kingsley said that as done on the other recently reviewed and approved school additions, she wanted the motion to include a recommendation to improve the appearance of the existing rooftop unit screens on the building.

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION TO ADD THE FOLLOWING:

2. A RECOMMENDATION TO LOOK AT THE EXISTING RTU SCREENS AND DETERMINE IF THERE ARE FUNDS AVAILABLE WITHIN THE PROJECT BUDGET TO MITIGATE THE SEVERITY OF THE APPEARANCE OF THOSE UNITS.

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

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON APRIL 12, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 22-021, a request for an Amendment to Special Use Permit Ordinances #90-082 and #17-013 to allow a building addition on the subject property. The subject property is located at 1315 E. Miner Street in Arlington Heights, Illinois. The subject property is bounded by Miner Street to the north, Windsor Drive to the east, residential homes to the south, and Miner School to the west. The PIN's for the subject property are 03-29-412-042, 03-29-412-016, and 03-29-412-015 and the property is currently occupied by the Windsor Elementary School.

The legal description for the subject property is as follows: WINDSOR SCHOOL, ARLINGTON HEIGHTS, ILLINOIS. IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals.

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.

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald March 28, 2023 (4597552)

Daily Herald | E

TUESDAY, MARCH 28, 2023

NOTIFICATION AFFIDAVIT

I, Ryan Schulz hereby certify as follows:

1. That on the 23 day of March, 2023, affiant caused to be mailed in the Post Office of Arlington Heights, 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 24th day of March, 2023.

Notary Public

OFFICIAL SEAL
BRADLEY A KATZ
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:08/15/23

1315

WINDSOR SCHOOL

NOTICE OF PUBLIC HEARING

HEARING FOR: AMENDMENT TO SUP ORDINANCES # 90-082 AND #17-013 TO ALLOW A BUILDING ADDITION.

HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

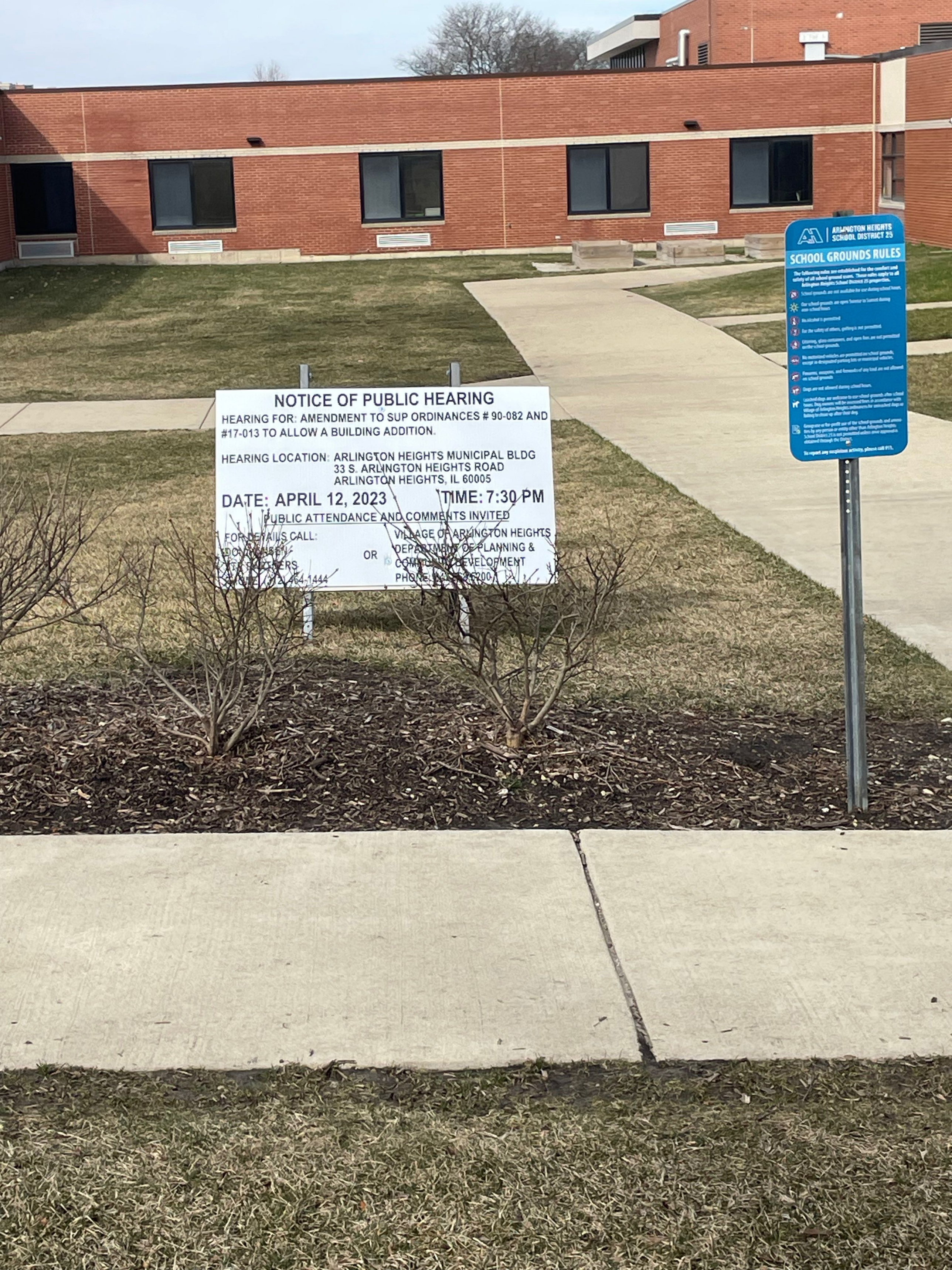
DATE: APRIL 12, 2023 **TIME: 7:30 PM**

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: (312) 464-1444

OR

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200


ARLINGTON HEIGHTS
SCHOOL DISTRICT 25
SCHOOL GROUNDS RULES
NOTICE OF PUBLIC HEARING
HEARING FOR: AMENDMENT TO SUP ORDINANCES # 90-082 AND #17-013 TO ALLOW A BUILDING ADDITION.
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: APRIL 12, 2023
TIME: 7:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
PHONE:

March 22nd, 2023

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for an Amendment to Special Use Permit Ordinances # 90-082 and #17-013 to allow a building addition.

The location of the subject property is the Windsor Elementary School at 1315 E. Miner Street, Arlington Heights, IL 60004.

Arlington Heights School District 25 is the beneficial owner of the property.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals.

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Height, Illinois 3rd floor at 7:30 PM, on Wednesday, April 12th, 2023.

Please note that a previous Notice of Public Hearing letter was sent regarding a public hearing on this matter, which letter outlined the hearing date as occurring on February 22nd. A hearing occurred on that date, however, upon conclusion of the hearing it was determined that an error had been made in the required public hearing legal notice that was published in the *Daily Herald*. Consequently, the public hearing on this matter must be held again. Please note that the project remains as originally proposed in February and no changes have occurred to the development plan. Should you have any questions, please reach out to Sam Hubbard in the Village of Arlington Heights Planning & Community Development Department at (847) 368-5223.

Signature

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado at 33 S. Arlington Heights Road, Arlington Heights, IL 60005, (847) 368-5793 (Voice) or 847-368-5980 (Fax) or emercado@vah.com

2022.10.18 Windsor 250' Addresses

PIN	mailing_name	mail_address	mailing_city	mailing_state	mailing_zip
03283070140000	LEE E NEWAR	1417 E EASTMAN	ARLNGTON HTS	IL	60004
03283070150000	ANDREW D BARKER JR	1415 E EASTMAN ST	ARLNGTON HTS	IL	60004
03283070160000	MATT&MAUREEN STUKENBER	1409 E EASTMAN ST	ARLNGTON HTS	IL	60004
03283070170000	S RAMANAPUDI & S KOMME	211 N WINDSOR DR	ARLINGTN HTS	IL	60004
03283070180000	MARY VASSOS	1400 E MINER ST	ARLINGTN HTS	IL	60004
03283070190000	JOHN POHL	1408 E MINER ST	ARLNGTON HTS	IL	60004
03283070200000	JOHN P MARINER	1412 E MINER ST	ARLINGTON HT	IL	60004
03283070210000	ERIC COVAL	1416 E MINER ST	ARLNGTON HTS	IL	60004
03283150010000	HEIDI & M WALCZAK	1411 E MINER ST	ARLINGTN HTS	IL	60004
03283150020000	AMANDA CHRISTIAN & BEN	1417 E MINER ST	ARLNGTON HTS	IL	60004
03283150150000	BRADLEY W STAKE	1416 E WING ST	ARLINGTN HTS	IL	60004
03283150160000	MICHAEL GIANNELLI	1412 E WING ST	ARLNGTON HTS	IL	60004
03283150170000	ELIZABETH ANASTASIA	1405 E MINER	ARLINGTON HT	IL	60004
03283150180000	GARY CUNNINGHAM	119 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283150190000	DINA M GEORGAS ESHOO &	115 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283150200000	ARTHUR R SLATERS JR	111 N WINDSOR DRIVE	ARLINGTON HT	IL	60004
03283160010000	1413 WING LLC	1413 E WING	ARLINGTON HT	IL	60004
03283160020000	KENNETH BALINSKI	1417 E WING STREET	ARLINGTN HTS	IL	60004
03283160090000	ROBERT F HORWATH	107 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283160100000	ELLEN N FRIEDMAN	103 N WINDSOR DR	ARLINGTN HTS	IL	60004
03283160110000	YOUNES TAZI	23 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283160120000	DANIEL LAWLOR	19 N WINDSOR DR	ARLINGTN HTS	IL	60004
03283160130000	VINCENT SCALETTA	15 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283160140000	THOMAS & NANCY HUDSON	11 N WINDSOR DR	ARLINGTON HT	IL	60004
03283160150000	WILLIAM & A JOZEFOWSKI	7 N WINDSOR	ARLNGTON HTS	IL	60004
03283160160000	BRIAN DUPEROW	1406 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03283160230000	JEFFREY D ALTHEIDE	1418 E SUNSET TERR	ARLNGTN HTS	IL	60004
03283160240000	JOHN E MIJAL	1414 E SUNSET TER	ARLNGTON HTS	IL	60004
03283160250000	MICHAEL JOHANNESEN	1411 E SUNSET TERR	ARLNGTON HTS	IL	60004
03283160260000	ROBERT M WOODS	1415 E SUNSET TERR	ARLNGTN HTS	IL	60004
03283160400000	RONALD HERRICK	1412 E CAMPBELL ST	ARLINGTON HT	IL	60004

03294120130000	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School
03294120140000	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School
03294120150000	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL
03294120160000	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL
03294120390000	REX Q REVESZ	1115 E CAMPBELL ST	ARLINGTN HTS	IL	60004
03294120400000	CHARLES & LISA DUSHANE	8 S DERBYSHIRE LN	ARLNGTON HTS	IL	60004
03294120420000	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL
03294210070000	GEORGE & C LAROCCA	211 N BRIGHTON PL	ARLNGTON HTS	IL	60004
03294210080000	JEROME & LISA M OAKES	207 N BRIGHTON PL	ARLNGTON HTS	IL	60004
03294210090000	TIMOTHY J GOTTSCHALK	203 N BRIGHTON PL	ARLINGTON HT	IL	60004
03294210160000	ADRIENNE D MEYER	222 N DERBYSHIRE	ARLNGTN HTS	IL	60004
03294210170000	ERNEST GALINDO	216 N DERBYSHIVE AVE	ARLINGTN HTS	IL	60004
03294210180000	DANIEL T WITKUS	212 N DERBYSHIRE AVE	ARLINGTON HEIGHTS	IL	60004
03294210190000	RICHARD C JONES JR	206 N DEREYSHIRE AVE	ARLINGTN HTS	IL	60004
03294210200000	JAMES SCHREIBER	1116 E MINER ST	ARLNGTN HTS	IL	60004
03294230120000	RICHARD & MARY BALDINO	300 N CARLYLE PL	ARLNGTON HTS	IL	60004
03294230130000	CHRISTOPHER GARDINO	1301 E EASTMAN ST	ARLNGTON HTS	IL	60004
03294230140000	STEPHEN BALA	1303 E EASTMAN ST	ARLNGTON HTS	IL	60004
03294230150000	SUSAN PAASCH	1307 E EASTMAN	ARLNGTON HTS	IL	60004
03294230160000	ERIC D CLARK & KAITLIN	1311 E EASTMAN ST	ARLNGTON HTS	IL	60004
03294230170000	THOMAS ZWOLINSKI	1317 EASTMAN AV	ARLINGTON HT	IL	60004
03294230260000	R OR J RICHARDSON	219 N DERBYSHIRE AVE	ARLNGTON HTS	IL	60004
03294230270000	K CARNEY	215 N DERBYSHIRE AVE	ARLINGTON HT	IL	60004
03294230280000	JAMES C BRENNAN	209 N DERBYSHIRE AV	ARLNGTN HTS	IL	60004
03294230290000	E C CAHILL JR	201 N DERBYSHIRE AV	ARLINGTN HTS	IL	60004
03294230300000	NMZ PROPERTIES LLC	115 S BUSSE RD	MT PROSPECT	IL	60056
03294230310000	JEANETTE M SMITH	1214 E MINER ST	ARLNGTON HTS	IL	60004
03294230320000	HALEY & CHRISTOPHER RE	1220 E MINER ST	ARLNGTON HTS	IL	60004
03294230330000	MICHAL JAN HNATIUK	1300 E MINER ST	ARLNGTON HTS	IL	60004
03294230340000	MELANIE E FOLEY & PATR	1304 E MINER ST	ARLNGTON HTS	IL	60004
03294230350000	ERIC A HULL	1310 E MINER ST	ARLNGTON HTS	IL	60004
03294230360000	RICHARD E & K SPIESS	208 N WINDSOR DR	ARLINGTN HTS	IL	60004

03294230370000	JENS HARTLING & MONIKA	1316 E MINER ST	ARLNGTON HTS	IL	60004
03294250010000	ANDREW C BRYNICZKA	1206 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250020000	DIANA LORD	1202 E CAMPBELL ST	ARLINGTON HT	IL	60004
03294250030000	LAWRENCE B SULLIVAN	1118 E CAMPBELL ST	ARLINGTN HTS	IL	60004
03294250040000	ALEX L COCHRANE	1114 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250080000	MICHAEL C MCCANN	1210 E CAMPBELL AV	ARLNGTN HTS	IL	60004
03294250090000	JOSEPH & MARY SCHWALL	1214 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250100000	KATHLEEN L MILES	1218 E CAMPBELL	ARLINGTON HT	IL	60004
03294250110000	ALLWYN & ANITA BAPTIST	1304 E CAMPBELL	ARLNGTON HTS	IL	60004
03294250120000	JEFFREY M JOSEPHS	1308 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250130000	JAMES P PENZ	1312 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250140000	OMKAR BHATT	12 N WINDSOR DR	ARLINGTN HTS	IL	60004
03294260030000	MATT MEGAN BARTLING	9 S DERBYSHIRE LN	ARLINGTON HT	IL	60004
03294260040000	CTLTC 8002380082	3 S DERBYSHIRE LN	ARLNGTON HTS	IL	60004
03294260050000	EWA WOJTACH	1209 E CAMPBELL ST	ARLINGTON HT	IL	60004
03294260060000	BRUCE BANK	1215 E CAMPBELL	ARLNGTON HTS	IL	60004
03294260070000	JAMES D CROOK	8 SO WOODRIDGE LN	ARLINGTON HT	IL	60004
03294260100000	MATTHEW A HENTSCHEL	7 S WOODRIDGE LN	ARLINGTON HT	IL	60004
03294260110000	BRIAN CHAPIN	1305 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294260120000	STEVE PAXSON	1309 E CAMPBELL	ARLNGTN HTS	IL	60004
03294260200000	WANITA B BORN IRR TRST	4 S WINDSOR DR	ARLINGTN HTS	IL	60004
03294260210000	RYAN P ODONNELL TRUST	1317 E CAMPBELL ST	ARLNGTON HTS	IL	60004

E Miner St
E Miner St
E Miner St
Miner School
Windsor Elementary School
365 Ride Limo - Chicago Car and...
LogiTag Systems
E Sunset Terrace
E Campbell St
E Campbell St
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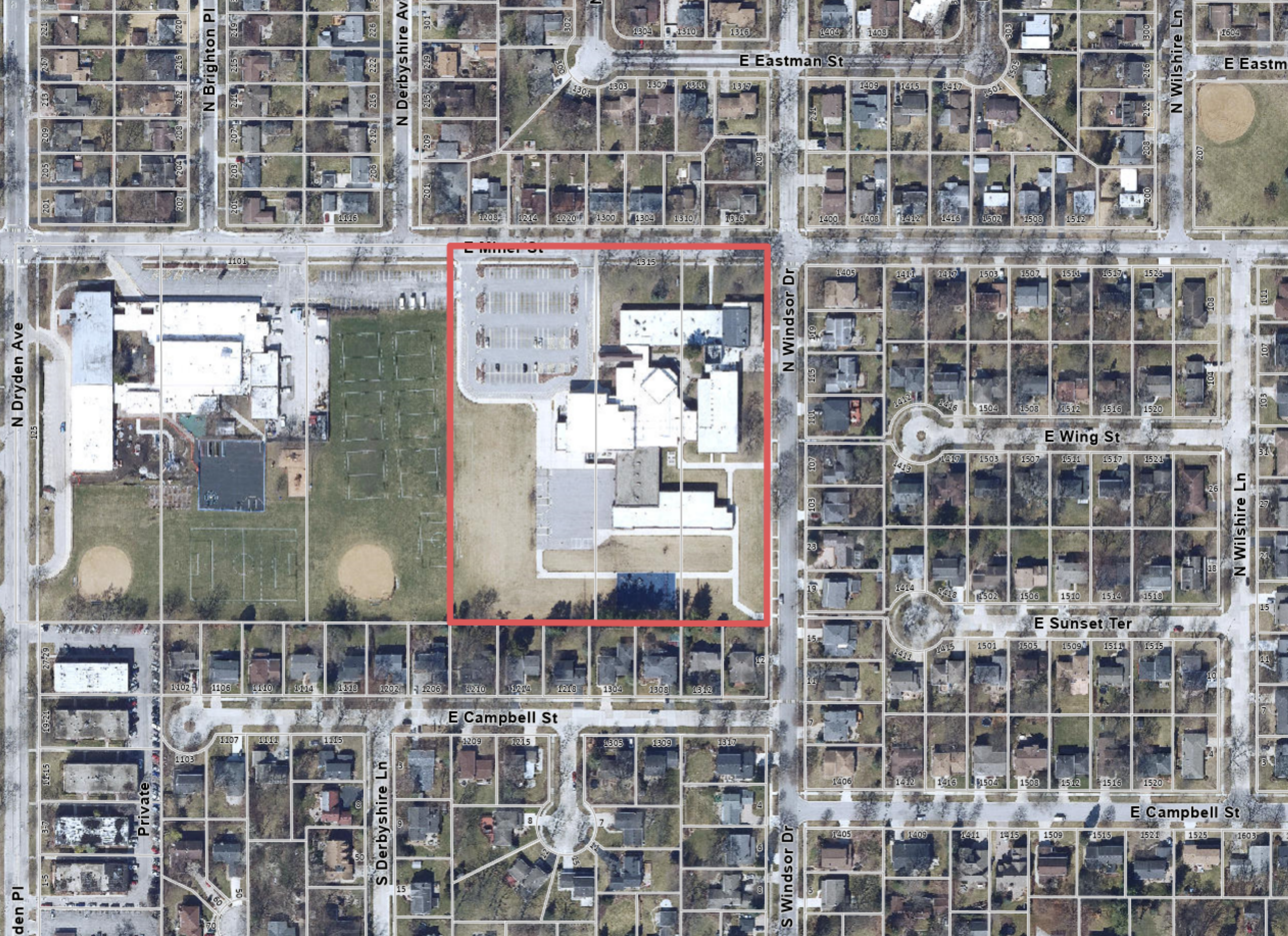
E Campbell St
E Campbell St
S Derbyshire Ln
Woodridge Ln
N Windsor Dr
S Windsor Dr
The Dog Sitters Of Arlington Heights
NORTH
Google


N Brighton Pl
N Derbyshire Ave
E Eastman St
N Wilshire Ln
N Dryden Ave
N Windsor Dr
E Wing St
E Sunset Ter
E Campbell St
S Derbyshire Ln
S Windsor Dr
Private

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

WRITTEN JUSTIFICATION

SPECIAL USE AND VARIATION

PETITIONER NAME:	Don Hansen, STR Partners LLC Architects
OWNER:	Arlington Heights School District 25 (Contact: Ryan Schulz)
DATE:	~~December 05, 2022~~ ~~Revised February 06, 2023~~ Revised February 16, 2023
PROJECT:	Windsor Elementary School
LOCATION:	1315 N. Miner St.

- **Amendments to Special Use Permit Ordinances # 90-082 and #17-013 are requested to allow a building addition.**

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

Windsor Elementary School provides education to school-age children of the surrounding area and is of benefit to the community. An addition will allow the school to accommodate full day kindergarten.

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

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

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

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

- **An amendment is requested to the Comprehensive Plan to reclassify the "parks" portion of the subject property to "schools.".**

The variation will align the site with its current use.

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

PROJECT DESCRIPTION
Refer to Conceptual Project Narrative:

Conceptual Project Narrative

Petitioner Name:	Arlington Heights School District 25
Contact:	Ryan Schulz, LEED AP Director of Facilities Management
Date:	October 21st, 2022 Updated February 6, 2023 DH Updated February 16, 2023 DH
Project:	Windsor Elementary School Addition and Renovations
Location:	1315 E. Miner St., Arlington Heights, IL 60004

The addition to Windsor Elementary School is necessary to support Arlington Heights School District 25 transition from the current half day kindergarten program to a full day kindergarten program as a result of the recent successful community referendum. The full day program is scheduled to be implemented for the 2024/25 school year. Due to the transition into a full day program, additional classrooms are necessary since in the current half day model classrooms are shared between the morning and afternoon sections of Kindergarten classes. An example, in the half day model, (2) sections of kindergarten classes could utilize (1) classroom space due to the scheduling of a morning section and an afternoon section in that classroom. In the updated full day model, these (2) sections will each need their own classroom for the duration of the school day and classrooms are unable to be shared between sections.

Windsor is in need of (2) new classrooms in order to accommodate the full day kindergarten program, anticipated future enrollment and to allow the building to have the appropriate occupancy rates to ensure the building is able to absorb future enrollment variations and support District provided programs. The additional (2) classrooms were calculated taking into account the existing number of classrooms that are occupied, classrooms used for support services, current enrollment, future enrollment, full day kindergarten program and program needs for Windsor.

The addition to Windsor Elementary School consists of two classrooms and associated circulation spaces. The additional classrooms are required to accommodate the full day Kindergarten program.

The addition will be one story at a height of approximately 14'-8"for the new addition for the classrooms. The addition will be the same or similar materials of the existing school building. Exterior materials include matching red brick and oyster grey brick, windows to match the existing windows and a dark bronze metal coping.

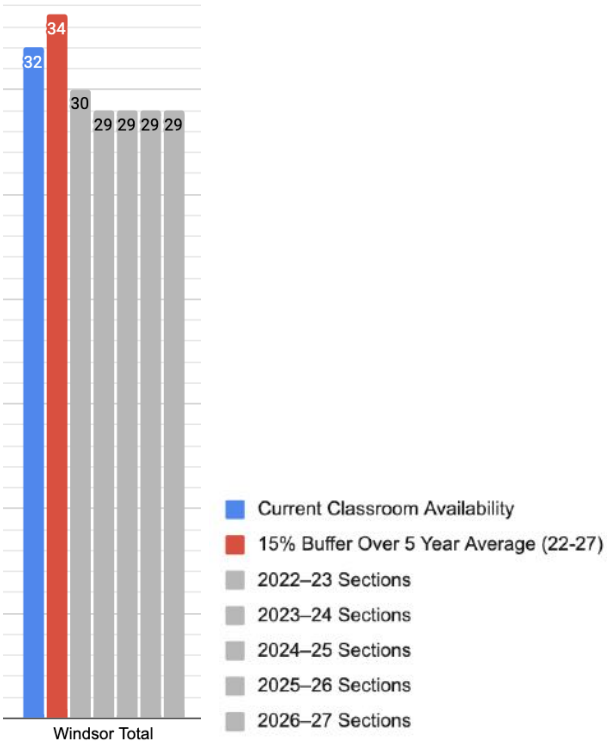
Completion of the project is planned for August 2024 at the beginning of 2024-2025 school year. Construction is anticipated to begin in fall of 2023.

Walls will typically be constructed of brick and concrete block which are long lasting materials. Efficient LED lighting will be used in the addition. The quality of materials will be similar to those of the other recent additions in Arlington Heights School District 25.

There are no changes to existing parking or to existing play areas.

Full Day Kindergarten Additional Classroom Needs Calculation

Windsor +2 Classroom Spaces



Number of Staff

2021/2022			Anticipated 2026/2027		
K	**1st-5th / Support**	**Total**	**K**	**1st-5th / Support**	**Total**
2 fulltime	78 fulltime 11 parttime	**91**	4	78 fulltime 11 parttime	**93**

Changes in staff is 2 new staff due for full day kindergarten.

Number of Students

2021/2022			Anticipated 2026/2027		
K	**1st-5th**	**Total**	**K**	**1st-5th**	**Total**
68	387	**455**	84	382	**466**

Changes of the total number of students is a total of approximately 11 students. Windsor typically picks up about 10 students between kindergarten and 1st grade due to those families choosing private school options for kindergarten. Those students are anticipated to start in D25 in kindergarten. Windsor also hosts a large special education instructional program.

Number of Classrooms

2021/2022			Anticipated 2026/2027		
K	**1st-5th/ Support**	**Total**	**K**	**1st-5th / Support**	**Total**
2	30	**32**	4	30	**34**

Changes of the number of classrooms is a total of 2 which are for full day kindergarten and to allow for capacity for enrollment variability or "bumps".

Approximate Building Area

	2021/2022	Area Added	Total
1st Floor	66,795 SF	2,910 SF	**69,705 SF**
2nd Floor	7,891	-	**7,891 SF**
Total	**74,686 SF**	**2,910 SF**	**77,596 SF**

The proposed addition will add approximately 2,910 square feet to the existing building. The school building with the new addition will be approximately 77,596 square feet. The maximum floor area is under 50% of the lot area of 328,316 SF.

Number of Parking Spaces

2021/2022	Anticipated 2026/2027

Parking Supply	Standard	HC	Total	Standard	HC	Total
Main Lot	96	5	**101**	96	5	**101**
Total	**96**	**5**	**101**	**96**	**5**	**101**
Village Requirement						**Classroom Requirement= 7 Staff Requirement= 93 Total=100**

Parking Demand

2021/2022	Anticipated 2026/2027

Demand	Vehicles	Occupancy	Vehicles	Occupancy
North Lot	92	91%	94	-
Land Banked Parking	-	-	-	-
Miner Lot	10	-	11	-
On-Street	15	-	16	-
Total	**117**		**121**	

The previous land bank parking plan, with capacity to provide an additional 19 spaces, has not been built since the last building improvements were completed. The inclusion of the land banked parking will allow the site to meet the zoning code requirement of 99/100 spaces. The parking surveys indicate some staff park on-street, along the north side of Miner Street, opposite the school, and along the south side of Miner Street, west of the main lot's inbound driveway.

Number of Buses

	2021/2022	Anticipated 2026/2027
Large	0	0
Small	0	0

No changes to the number/size of buses.

Variations Requested

Amendment to Special Use Ordinance #90-082 and #17-013 to allow an addition to the existing elementary school within the R-3 District.

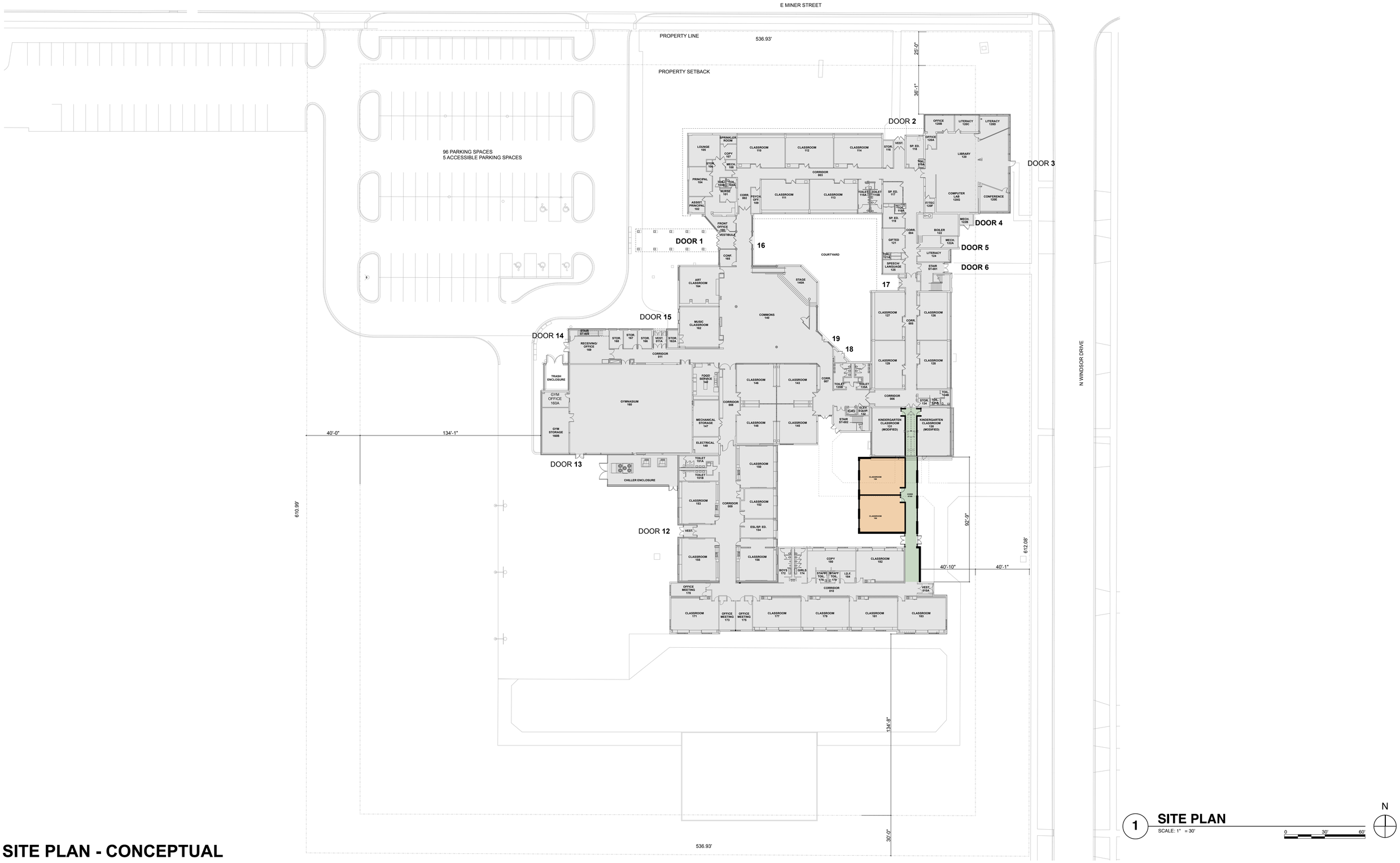
Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to schools.

CONCEPTUAL LOCATION MAP

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

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22



1 **SITE PLAN**
SCALE: 1" = 30'

0 30' 60'

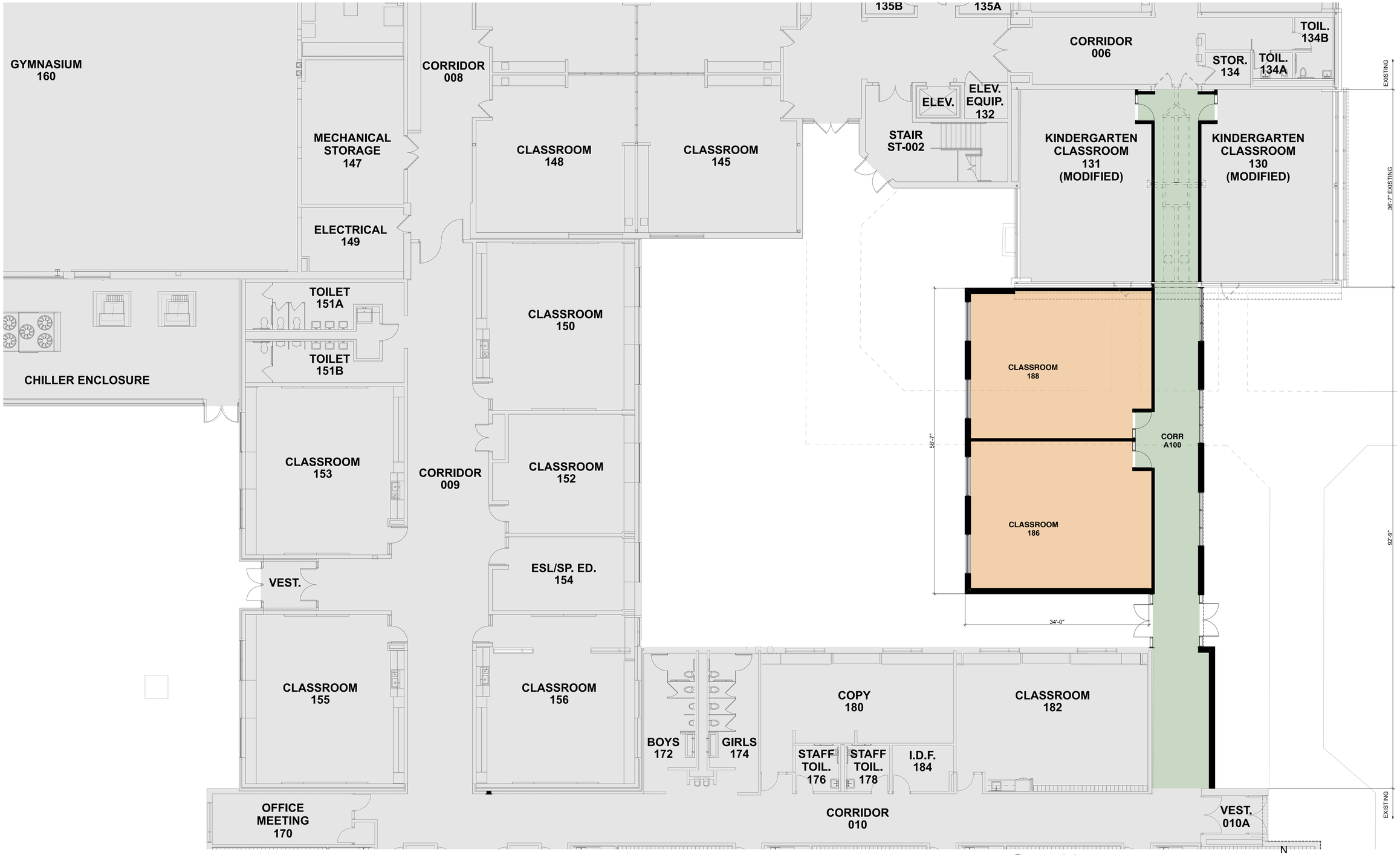
N

SITE PLAN - CONCEPTUAL

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

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22



1 **FLOOR PLAN**
SCALE: 1/8" = 1'-0"
0 4' 8' 16'

FLOOR PLAN - CONCEPTUAL

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

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22

To: Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights

From: Ryan Schulz
Director of Facilities Management
Arlington Heights School District 25

Date: December 2nd, 2022

Re: Windsor Elementary School Expansion Neighborhood Meeting November 2nd, 2022

Sam,
On November 2nd, 2022 at 6:00 pm, we hosted the required neighborhood meeting for property owners within 250' of the subject property to give a brief overview of the project scope and answer any questions they may have. The meeting was held in the commons at Windsor Elementary School. There were (2) neighbors in attendance at the meeting. Below are the questions the attendees asked during the presentation and our initial response based on the current progress of the design. I have also included a copy of the sign-in sheet as well as the presentation that was used for the neighbors.

- **What are the general logistics for trucks, hours of work, and construction traffic?**
  - Per village ordinance, construction cannot commence before 7:00 am on weekdays and cannot proceed past 7:00 pm. Typically during past projects, we have seen construction typically wrap up by 3:00 pm on weekdays with occasional times when work progresses later in the permitted working hours. The site will also have construction fencing around the entire work area in an attempt to limit trespassing. The construction management firm will coordinate truck staging and deliveries to limit impacts on the school operations.
- **Is the addition going to be 2 stories?**
  - The currently proposed addition is a one-story brick addition with similar features to the most recent addition on the southern end of the building. We are exploring the possibility of structurally reinforcing the addition so it could accommodate a second story in the future if building enrollment or program needs of the school / District warrant an expansion.

AHSD25 Meeting Attendees: Dr. Lori Bein, Superintendent, Ryan Schulz, Director of Facilities Management.

Sincerely,

Ryan Schulz
Director of Facilities Management

Arlington Heights School District 25 - Neighborhood Meeting Sign In Sheet

Meeting: Windsor Elementary School Addition

Facilitator: Arlington Heights School District 25

Place/Room: Windsor Elementary School Commons

Date: November 2nd, 2022

Time: 6:00pm

PRINT NAME	Address	Phone
1. Kathleen L. Miles	1218 E. Campbell Rd. Hgts.	847 877 3550
2. Gina O'Donnell	1317. E Campbell AH	414-534-5308
3.		
4.		
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25.		

Windsor Expansion
Neighborhood Review Meeting

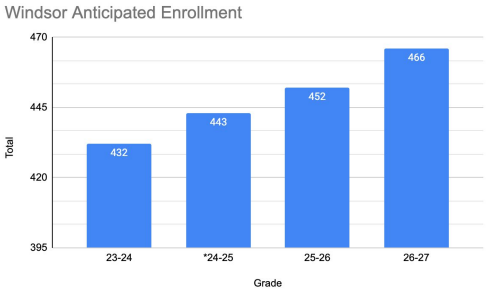
November 2nd, 2022

Windsor Expansion

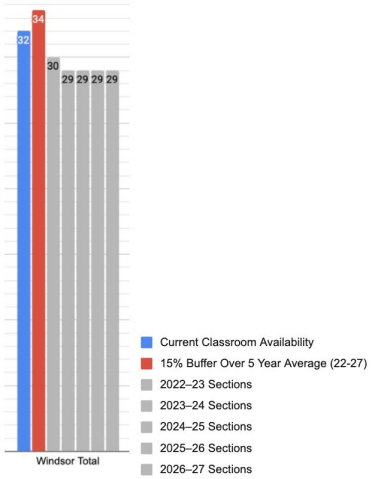
Why Now?

- **Full Day Kindergarten Program**
  - *Need additional classrooms since currently (1) single classroom can be shared between AM section and PM section.*
- **Increase in Enrollment**
  - *Anticipated Kindergarten enrollment bump due to transition to full day model.*
  - *Slight General Enrollment Increase.*
- **Expansion Allows Flexibility For School to Provide Educational Services**

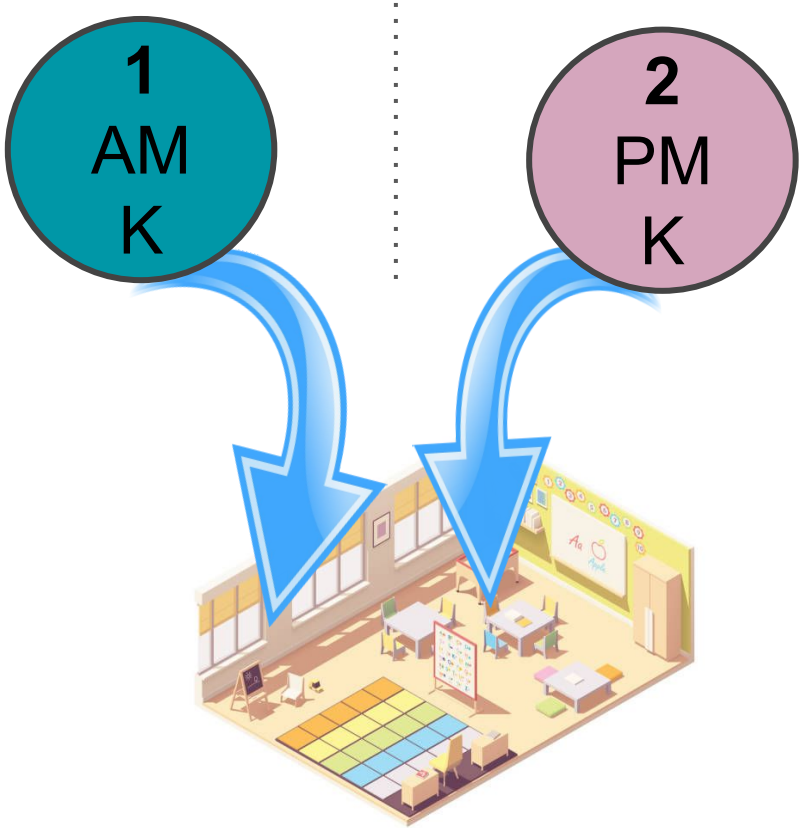
Proposed addition will support future enrollment, full day K, provide and allow the building flexibility in their programming and support services.



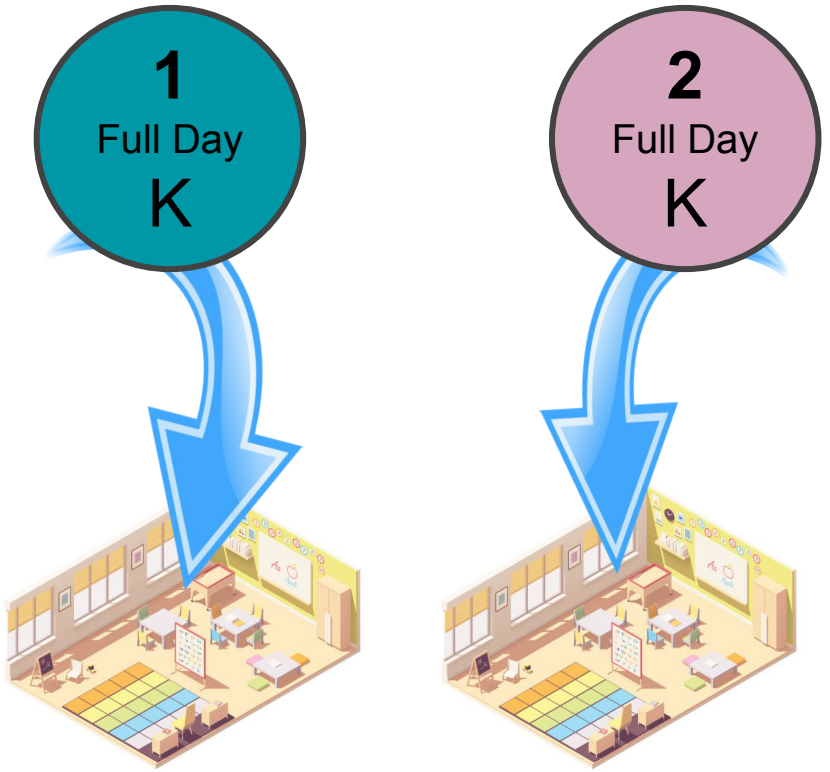
***'24-25 First Year of Full Day K**



Half Day K Model

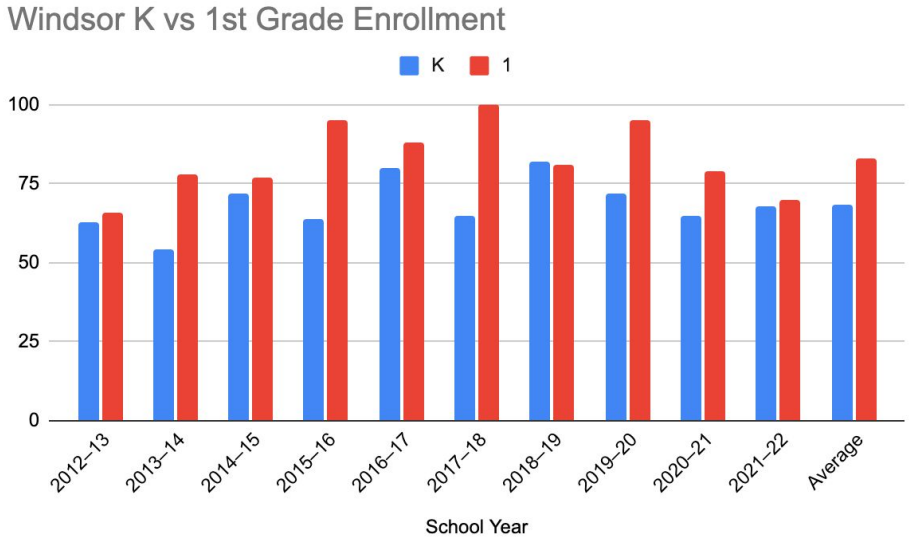


Full Day K Model



Anticipated Kindergarten Enrollment Bump

- Kindergarten enrollment is currently lower than first grade enrollment due to the current ½ day kindergarten model
- Parents currently choose other Kindergarten options to provide full day learning opportunities.
- Kindergarten enrollment is expected to be more aligned with first grade enrollment once Full Day K is implemented as parents choose to send their child to their neighborhood school.



Windsor Elementary School

1315 E. Miner Street | Arlington Heights, IL 60005

CONCEPTUAL LOCATION MAP

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

November 2nd, 2022

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22

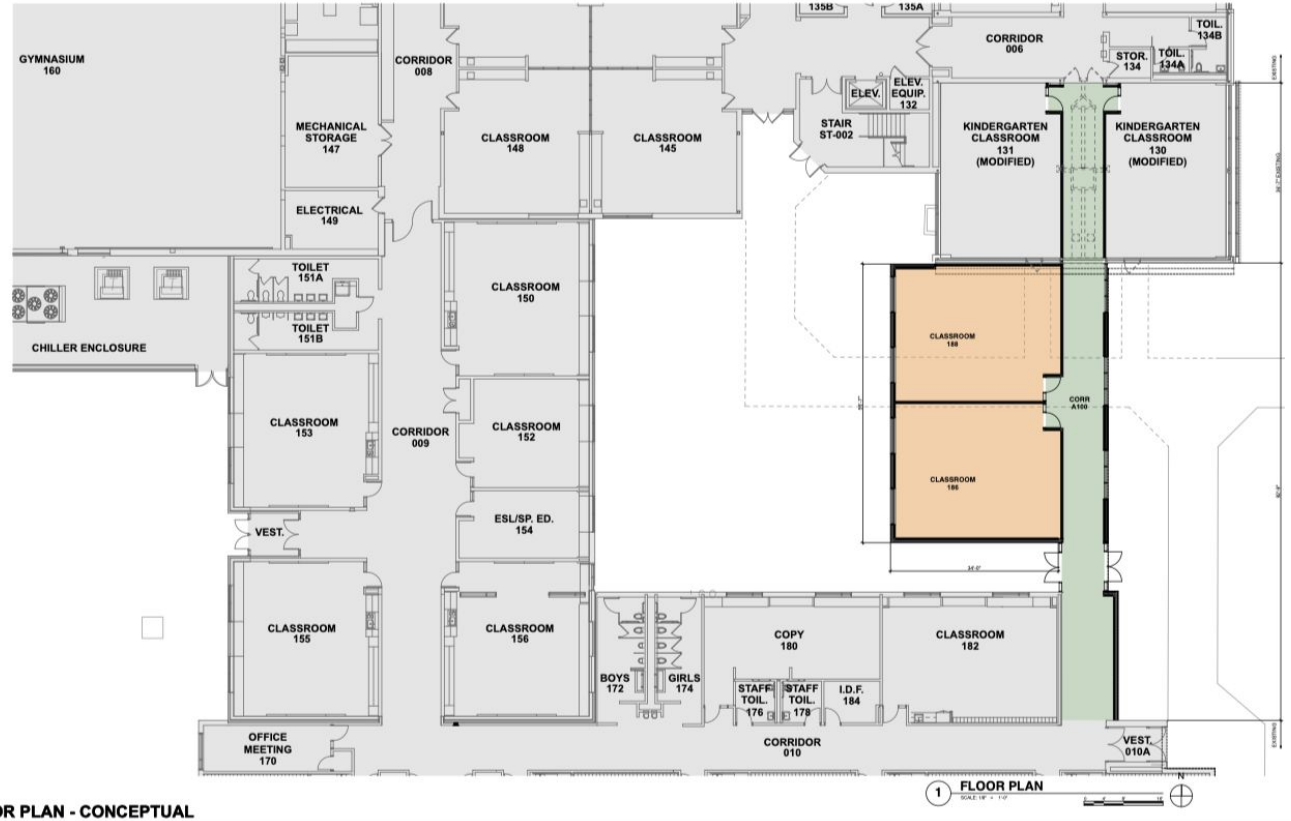
Windsor Elementary School

1315 E. Miner Street | Arlington Heights, IL 60005

SITE PLAN - CONCEPTUAL

Windsor Elementary School

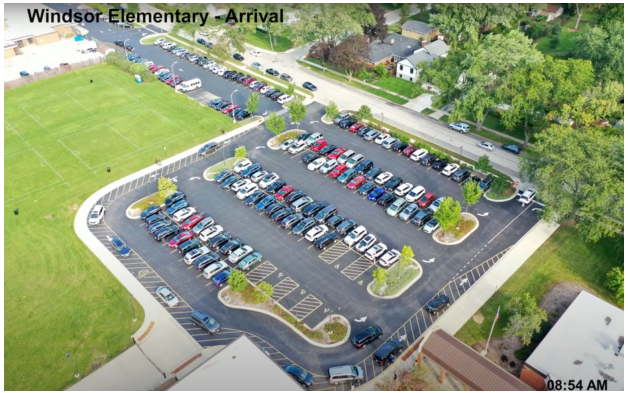
1315 E. Miner Street | Arlington Heights, IL 60005



FLOOR PLAN - CONCEPTUAL

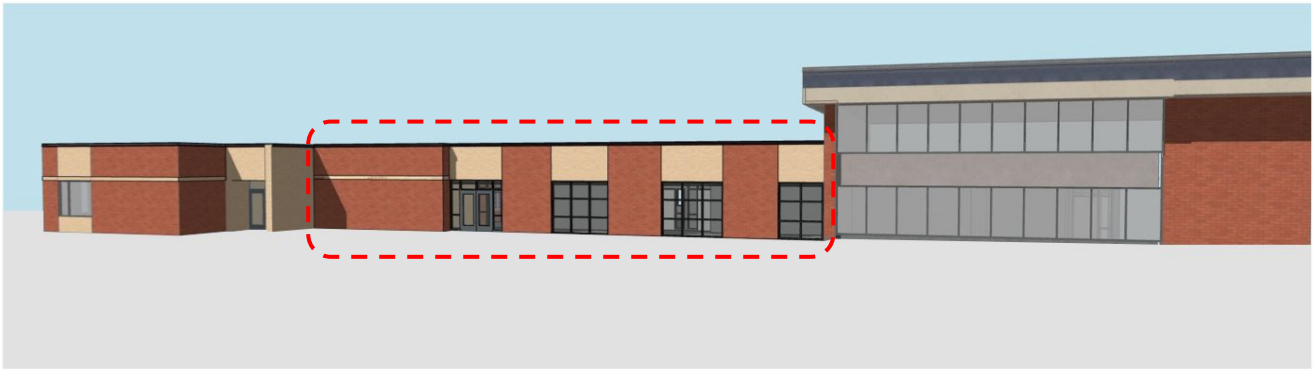
Parking and Traffic

- Currently **101** parking spaces onsite
- Village Requirement is **100** parking spaces onsite
- Main parking lot size and queueing space improved in 2018 with renovation.



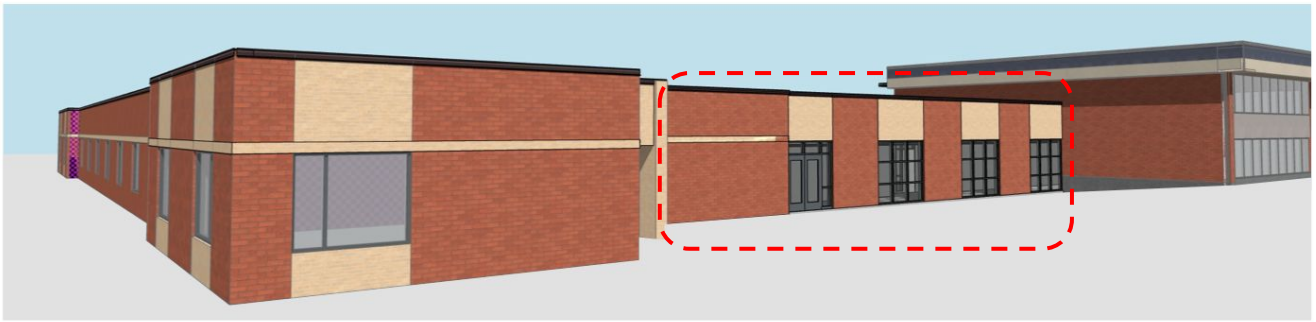
Windsor Elementary School

1315 E. Miner Street | Arlington Heights, IL 60005



VIEW

Preliminary Renderings Subject to Change



VIEW

Next Steps

- VAH Staff, Committee and Trustee reviews
- Continued design development
- Project(s) out to bid in spring / summer of 2023
- Break ground Fall of 2023 or Spring of 2024
- Projects complete Fall 2024
    - Full Day Kindergarten begins Fall of 2024

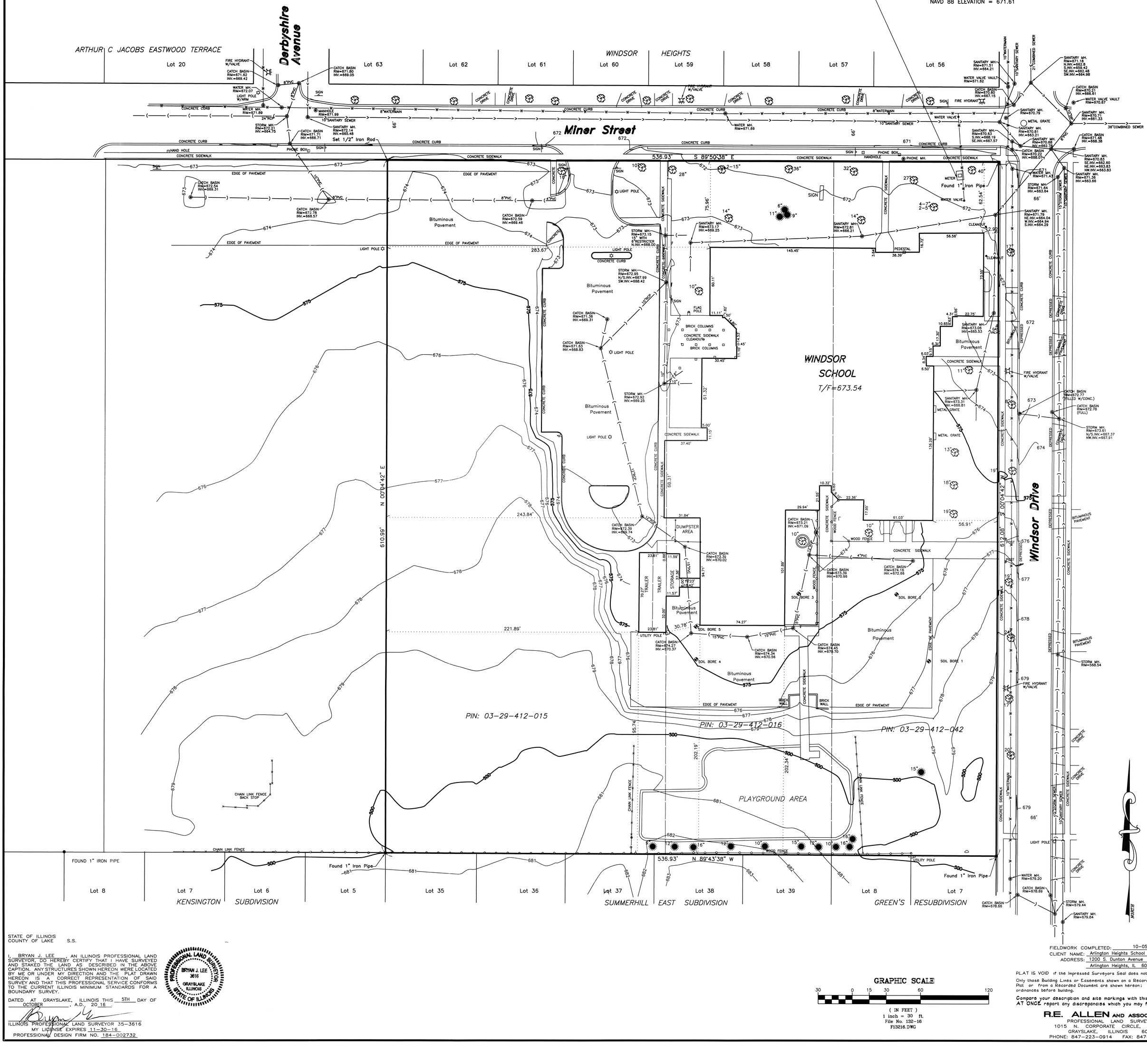
Questions?

PLAT OF SURVEY
OF

WINDSOR SCHOOL, ARLINGTON HEIGHTS, ILLINOIS.
IN THE EAST HALF OF THE SOUTHEAST QUARTER
OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11,
EAST OF THE THIRD PRINCPAL MERIDIAN,
IN COOK COUNTY, ILLINOIS.

SOURCE AND SITE BENCHMARK

MONUMENT RECOVERY SHEET
VILLAGE OF ARLINGTON HEIGHTS, IL
LOCATION ADDRESS:
1397 E. MINER STREET
MONUMENT 55
1" DIA. BRASS DISC IN SOUTHWESTERLY CORNER OF WATER METER VAULT, 44.5' SOUTH OF THE CENTERLINE OF MINER STREET AND 67' WEST OF THE CENTERLINE OF WINDSOR DRIVE
NAVD 88 ELEVATION = 671.61



STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

DATED AT GRAYSLAKE, ILLINOIS THIS 5TH DAY OF OCTOBER, A.D., 20 16.

PROFESSIONAL LAND SURVEYOR
BRYAN J. LEE
3616
GRAYSLAKE
ILLINOIS
STATE OF ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-16
PROFESSIONAL DESIGN FIRM NO. 184-002732

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.
File No. 132-16
F13216.DWG

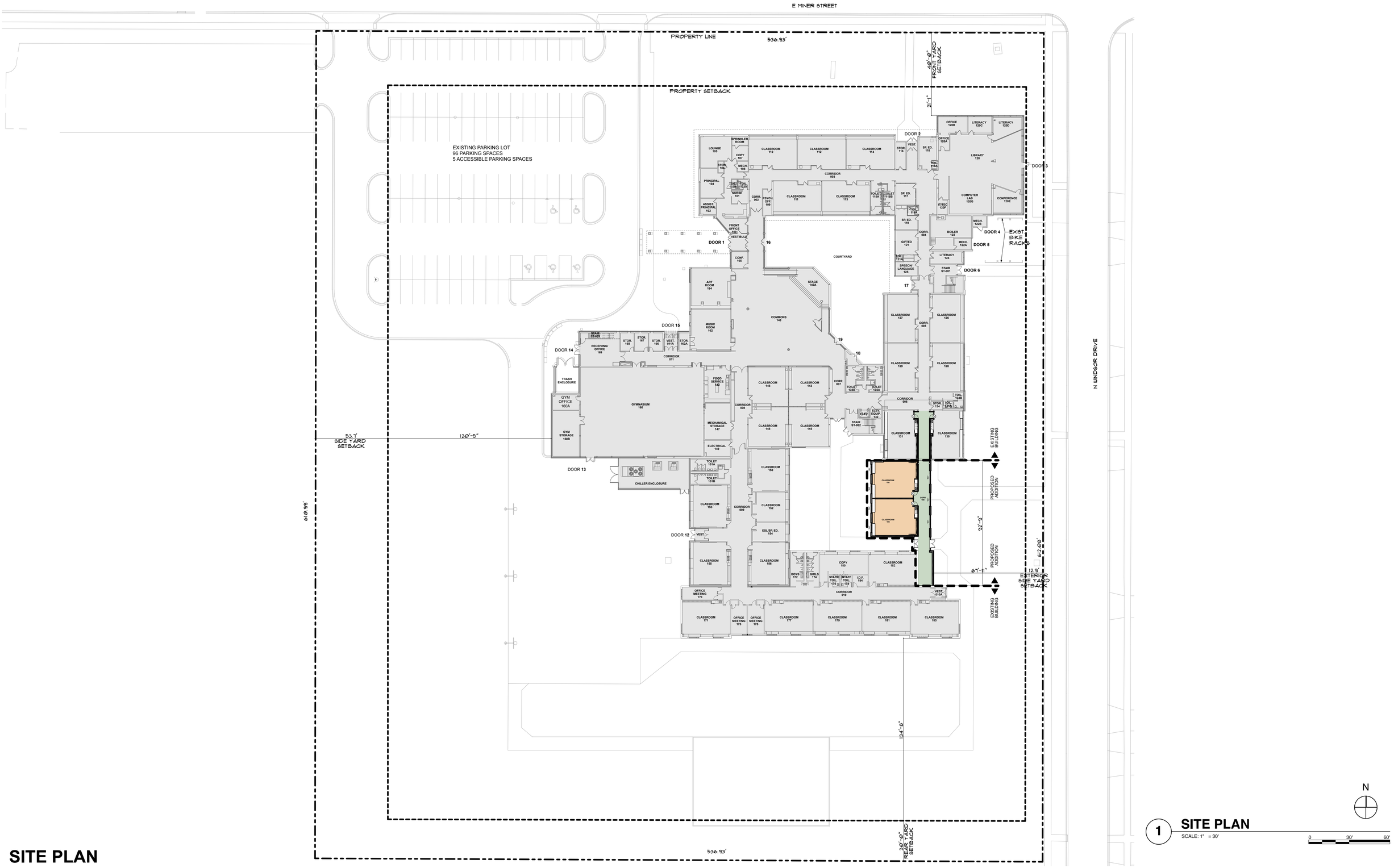
FIELDWORK COMPLETED: 10-05-2016
CLIENT NAME: Arlington Heights School Dist. 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL 60005

PLAT IS VOID if the impressed Surveyors Seal does not appear.

Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon; check local ordinances before building.

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

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



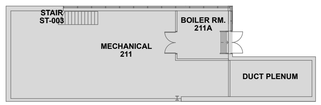
1 **SITE PLAN**
SCALE: 1" = 30'
0 30' 60'

SITE PLAN

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

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

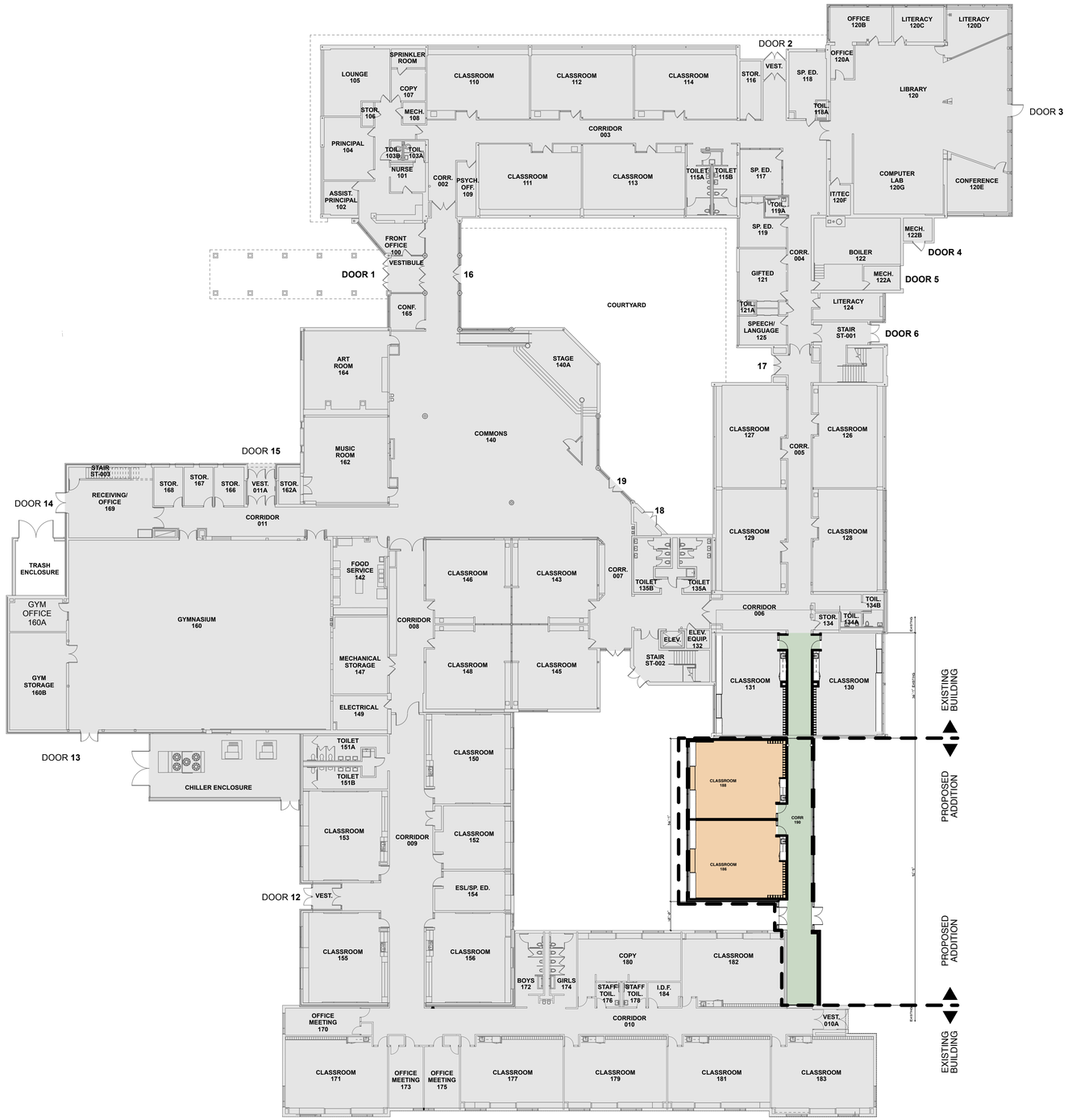
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



3 MECHANICAL MEZZANINE PLAN

SCALE: 1" = 20'

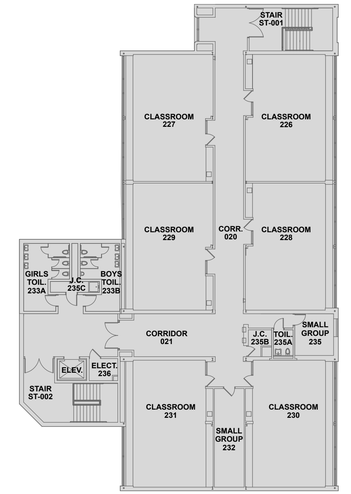
0 10' 20' 40'



1 FIRST FLOOR PLAN

SCALE: 1" = 20'

0 10' 20' 40'



2 SECOND FLOOR PLAN

SCALE: 1" = 20'

0 10' 20' 40'

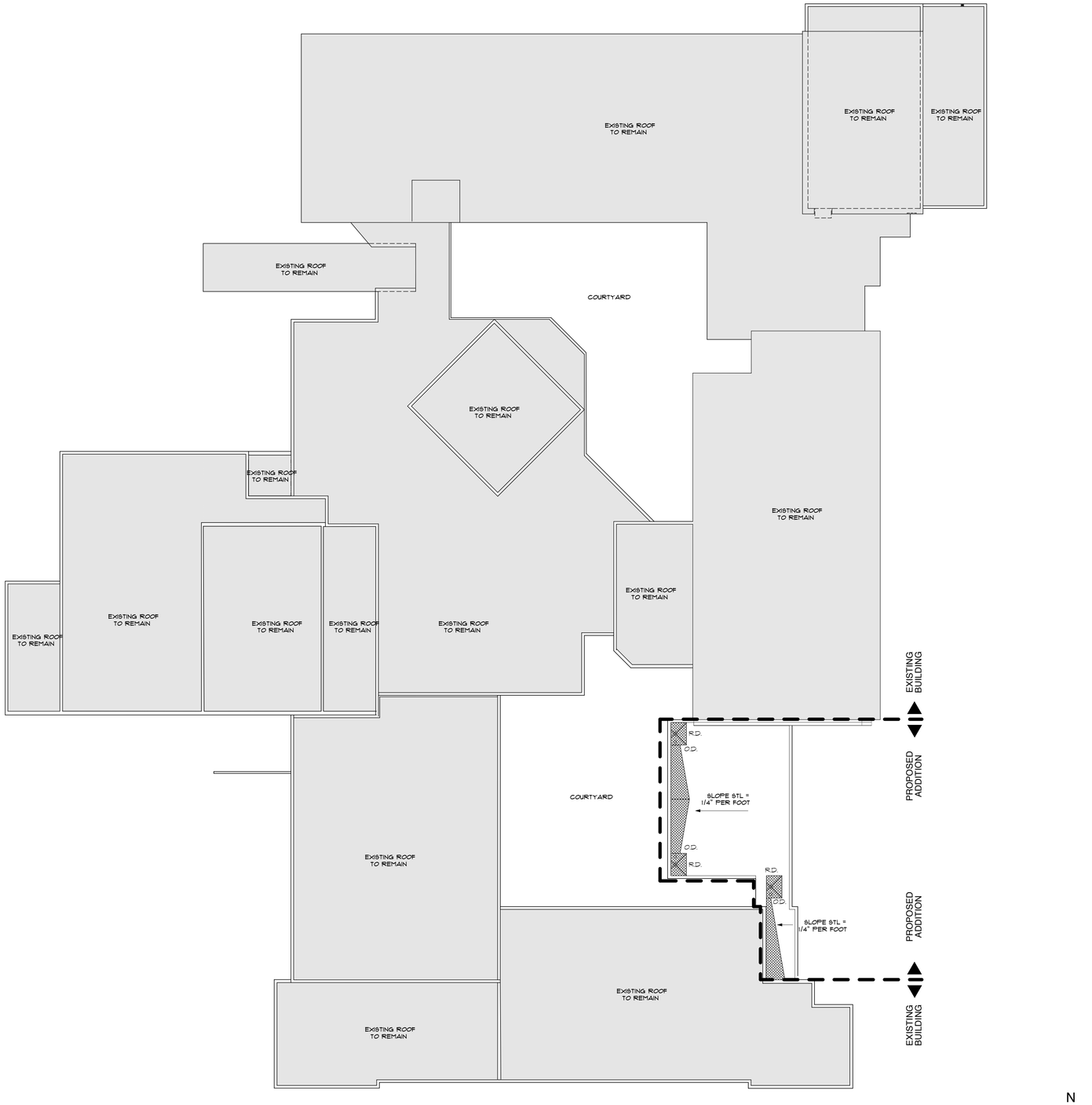
N

FLOOR PLANS

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

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



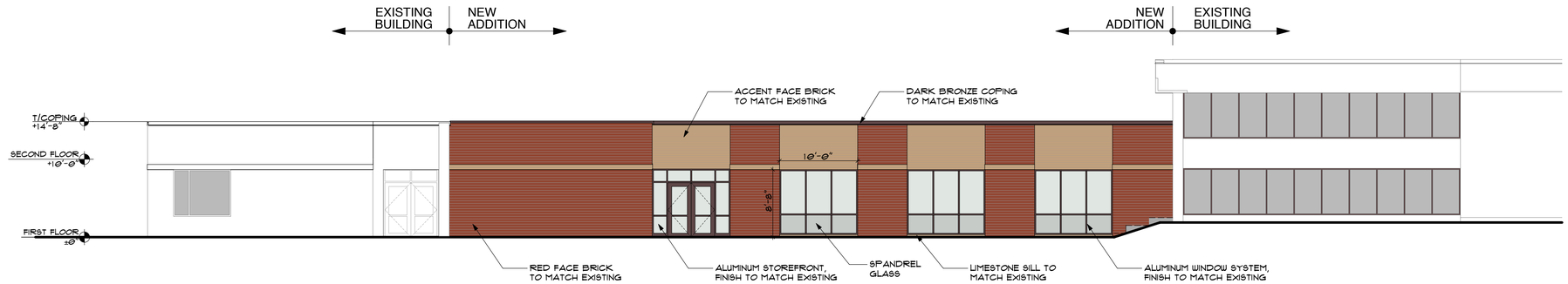
1 **PROPOSED ROOF PLAN**
SCALE: 1" = 20'
0 10' 20' 40'

ROOF PLAN

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

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

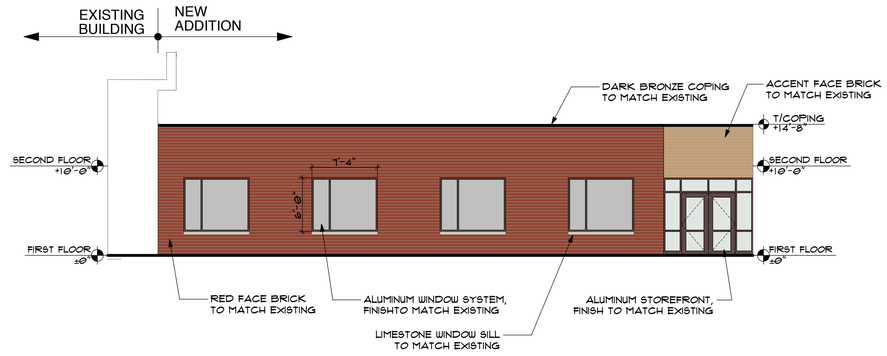
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22



1 EAST ELEVATION

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

0 4' 8' 16'



2 WEST ELEVATION

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

0 4' 8' 16'

BUILDING ELEVATIONS/COLOR RENDERING

STR

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

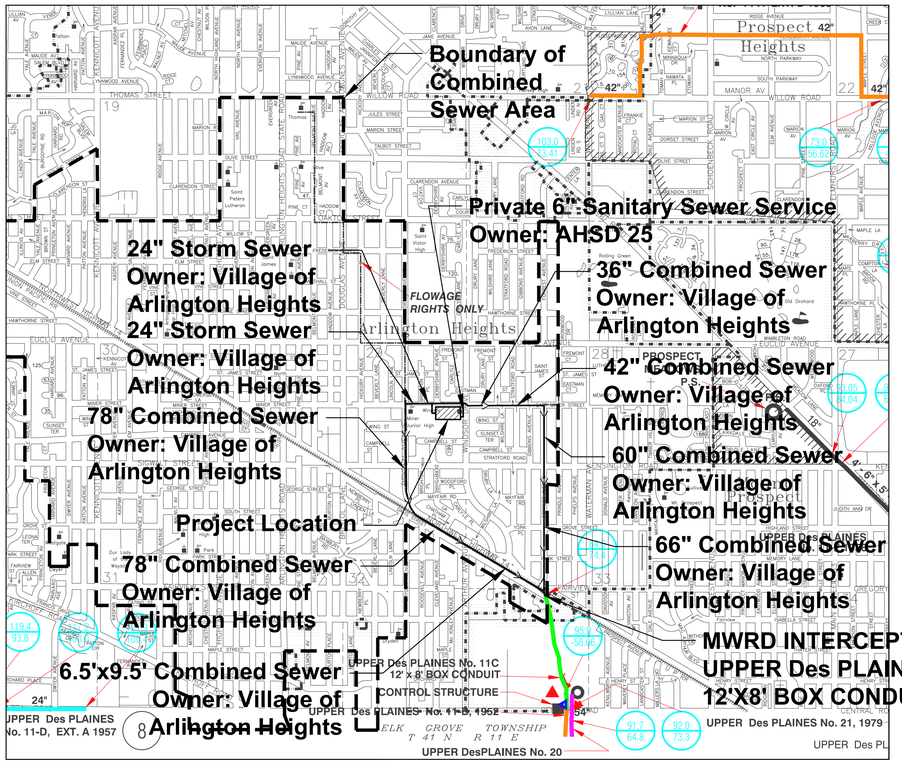
WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22

WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS
1315 E. Miner St.
Arlington Heights, IL 60004

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org



CIVIL SHEET INDEX

C000	CIVIL COVER SHEET
C001	TOPOGRAPHICAL SURVEY (RECORD)
C002	SITE WORK NOTES AND LEGENDS
C003	MWRD GENERAL NOTES
C101	SITE DEMOLITION PLAN
C201	SITE GEOMETRY PLAN
C301	SITE UTILITY PLAN
C401	SITE GRADING AND PAVING PLAN
C501	SITE EROSION AND CONTROL PLAN
C601	SITE WORK DETAILS
CX1.1	AUTOTURN EXHIBIT – FIRE TRUCK
CX101	EXISTING VS PROPOSED COVERAGE
CX201	DEVELOPMENT AREA (VILLAGE SWM)
CX202	PROPOSED DEVELOPMENT AREA (MWRD SWM)

LANDSCAPE SHEET INDEX

L101	Landscape Plan

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

DRAINAGE STATEMENT

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

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS
1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION
2	02/28/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
CIVIL COVER SHEET

Sheet No:
C000

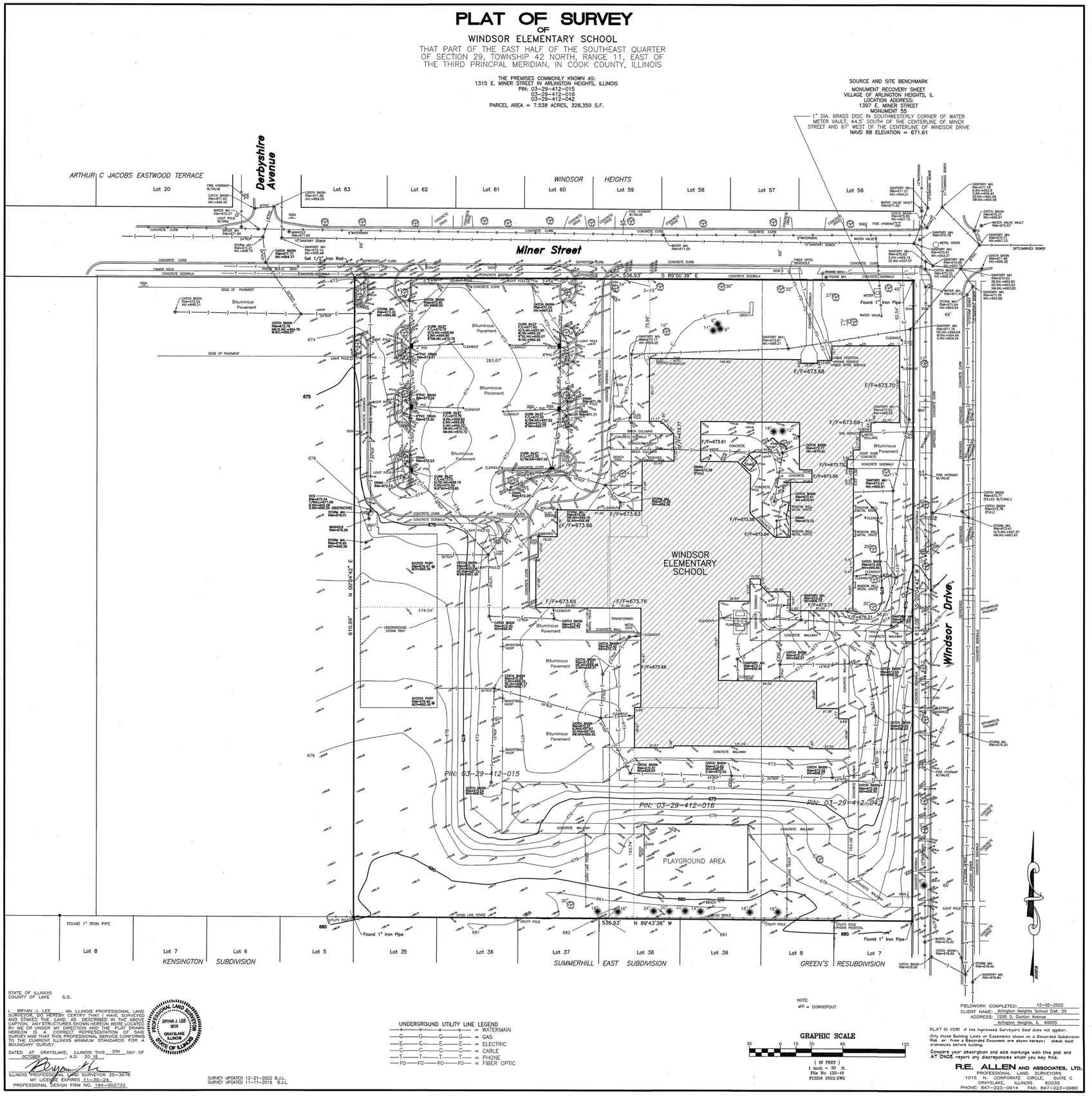
EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan – Windsor.dwg
Plotted: 2/28/23 @ 11:02am By: jcap

PLAT OF SURVEY
OF
WINDSOR ELEMENTARY SCHOOL

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

THE PREMISES COMMONLY KNOWN AS:
1315 E. MINER STREET IN ARLINGTON HEIGHTS, ILLINOIS
PIN: 03-29-412-015
03-29-412-016
03-29-412-042
PARCEL AREA = 7.538 ACRES, 328,350 S.F.

SOURCE AND SITE BENCHMARK
MONUMENT RECOVERY SHEET
VILLAGE OF ARLINGTON HEIGHTS, IL
LOCATION ADDRESS:
1397 E. MINER STREET
MONUMENT 55
1" DIA. BRASS DISC IN SOUTHWESTERLY CORNER OF WATER METER VAULT, 44.5' SOUTH OF THE CENTERLINE OF MINER STREET AND 67' WEST OF THE CENTERLINE OF WINDSOR DRIVE
NAVD 88 ELEVATION = 671.61



NOTE:
⊙DS = DOWNSPOUT

UNDERGROUND UTILITY LINE LEGEND
—W—W—W—W— = WATERMAIN
—G—G—G—G— = GAS
—E—E—E—E— = ELECTRIC
—C—C—C—C— = CABLE
—T—T—T—T— = PHONE
—FO—FO—FO—FO— = FIBER OPTIC

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.
File No. 132-16
FIS2116 2022.DWG

FIELDWORK COMPLETED: 12-05-2022
CLIENT NAME: Arlington Heights School Dist. 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL 60005

PLAT IS VOID if the Impressed Surveyors Seal does not appear.
Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon; check local ordinances before building.
Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

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

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

DATED AT GRAYSLAKE, ILLINOIS THIS 5TH DAY OF OCTOBER, A.D. 20 16

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-24
PROFESSIONAL DESIGN FIRM NO. 184-002732

BRYAN J. LEE 3616 GRAYSLAKE ILLINOIS STATE OF ILLINOIS

SURVEY UPDATED 12-21-2022 BJL
SURVEY UPDATED 11-11-2016 BJL

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan — Windsor.dwg
Plotted: 2/28/23 @ 11:03am By: jcap

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS
1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION
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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
TOPOGRAPHICAL SURVEY (RECORD)

Sheet No:
C001

GENERAL NOTES

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

DEMOLITION NOTES

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

GEOMETRY NOTES

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

UTILITY NOTES

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

STRUCTURE NOTES

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

GRADING NOTES

1. ***<<If not included with erosion control notes>>****Install And Maintain Silt Fence at the Perimeter of the Construction Zone.*
2. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
3. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and* **Sodded** *Unless Noted Otherwise On The Landscape Drawings.*
4. *Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.*
5. *Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.5%. Contact Engineer if Conflicts Exist.*
6. ***Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.***

SOIL EROSION & SEDIMENTATION CONTROL NOTES

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

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. *Install Stabilized Construction Entrance*
2. *Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.*
3. *Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.*
4. *Cover and Stabilize Disturbed Areas As Soon As Possible.*
5. *When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.*
6. *Construct Sedimentation Basins and Structures.*
7. *Perform Grading Operations and Installation of Site Infrastructure and Pavement.*
8. *Install Permanent Seeding and Plantings.*
9. *Remove Accumulated Sediment From Basins and Along Silt Fence.*
10. *Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.*
11. *Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.*

LEGEND

EXISTING	PROPOSED
Manhole	
Catch Basin	
Inlet	
Area Drain	
Clean Out	O_{CO}
Flared End Section	
Storm Sewer	
Sanitary Sewer	
Combined Sewer	
Water Main	W
Gas Line	G
Overhead Wires	OH
Electrical Cable (Buried)	E
Telephone Line	T
Fire Hydrant	
Valve Vault	
Buffalo Box	B_B
Downspout	O_{DS}
Bollard	O_{BOL}
Gas Valve	
Gas Meter	
Electric Meter	
ComEd Manhole	
Hand Hole	
Light Pole	
Light Pole w/ Mast Arm	
Utility Pole	
Telephone Pedestal	
Telephone Manhole	
Sign	
Fence	
Accessible Parking Stall	
Curb & Gutter	
Depressed Curb	
Curb Elevation × C 782.50	C 782.50
Gutter Elevation × G 782.00	G 782.00
Pavement Elevation × P 783.25	P 783.25
Sidewalk Elevation × W 782.10	W 782.10
Ground Elevation × 784.0	x 784.0
Top of Retaining Wall Elevation × T/W 785.20	T/W 785.20
Swale	
Contour Line 781	781
Deciduous Tree	
Coniferous Tree	
Brushline	
Tree Protection Fencing at Drip Line	

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed
(Omit Welded Wire Fabric In Public ROW)

Heavy-Duty (Fire Lane) Asphalt Pavement Section
2" Hot Mix Asphalt Surface,Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N30
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Light-Duty Asphalt Pavement Section
3" Hot Mix Asphalt,Mix D, IL-9.5, N50
6" Aggregate Base Course, Type B, Crushed

Asphalt Pavement Seal Coat and Crack Fill
Asphalt Emulsions Seal Coat-2 Coats
(NO COAL TAR SEALER OR PRODUCT)
Crack Filling, Hot Applied Joint Sealant

Pavement Restoration in Public Way
See Detail

BASE BID: Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)
Flush Bend Curb Omitted If Base Bid Is Selected.

ALTERNATE: **UniLock Eco-Priora™ Permeable Paver**
Large or Small Square (TBD by Architect And/Or Owner)
Color: Heritage Brown
3-1/8" Paver Depth
1-1/2" CA-16 Setting Bed
6" Min. CA-7 (Variable Based On Pavement Slope)
12" CA-1 Permeable Subbase
Aggregate Subbase Stone Shall Be Wrapped In Non-Woven Geotextile Fabric As Required By The MWRD, Typ.
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Stormwater Overland Flow Path

Ridge Line/High Point

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

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

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EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION
2	02/28/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:

SITE WORK NOTES AND LEGENDS

Sheet No:

C002

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan - Windsor.dwg
Plotted: 2/28/23 @ 11:04am By: jcap

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).
2. THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0 FT.
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

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.
11. 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.
12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
14. 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.
15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
17. 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.
18. 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.
19. 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.
20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
21. 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.
22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
23. 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.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

STD. DWG. NO.18

PAGE NO. 19

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LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
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1	02/03/23	REVISED FOR PLAN COMMISSION
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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
MWRD GENERAL NOTES

Sheet No:
C003

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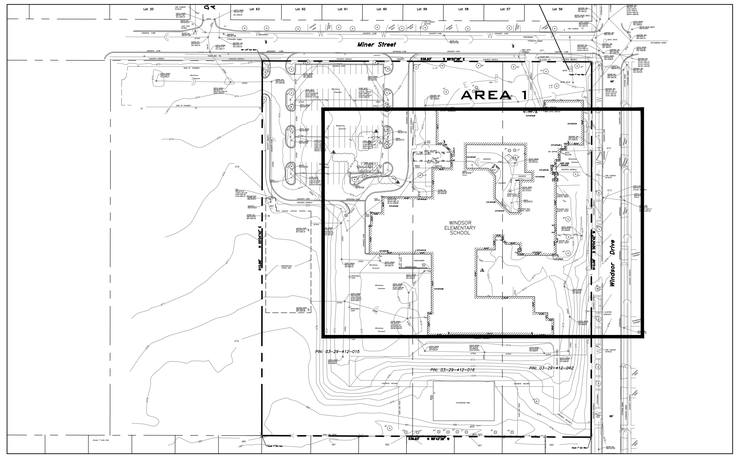
Plotted: 2/28/23 @ 11:04am By: jcap



KEY MAP

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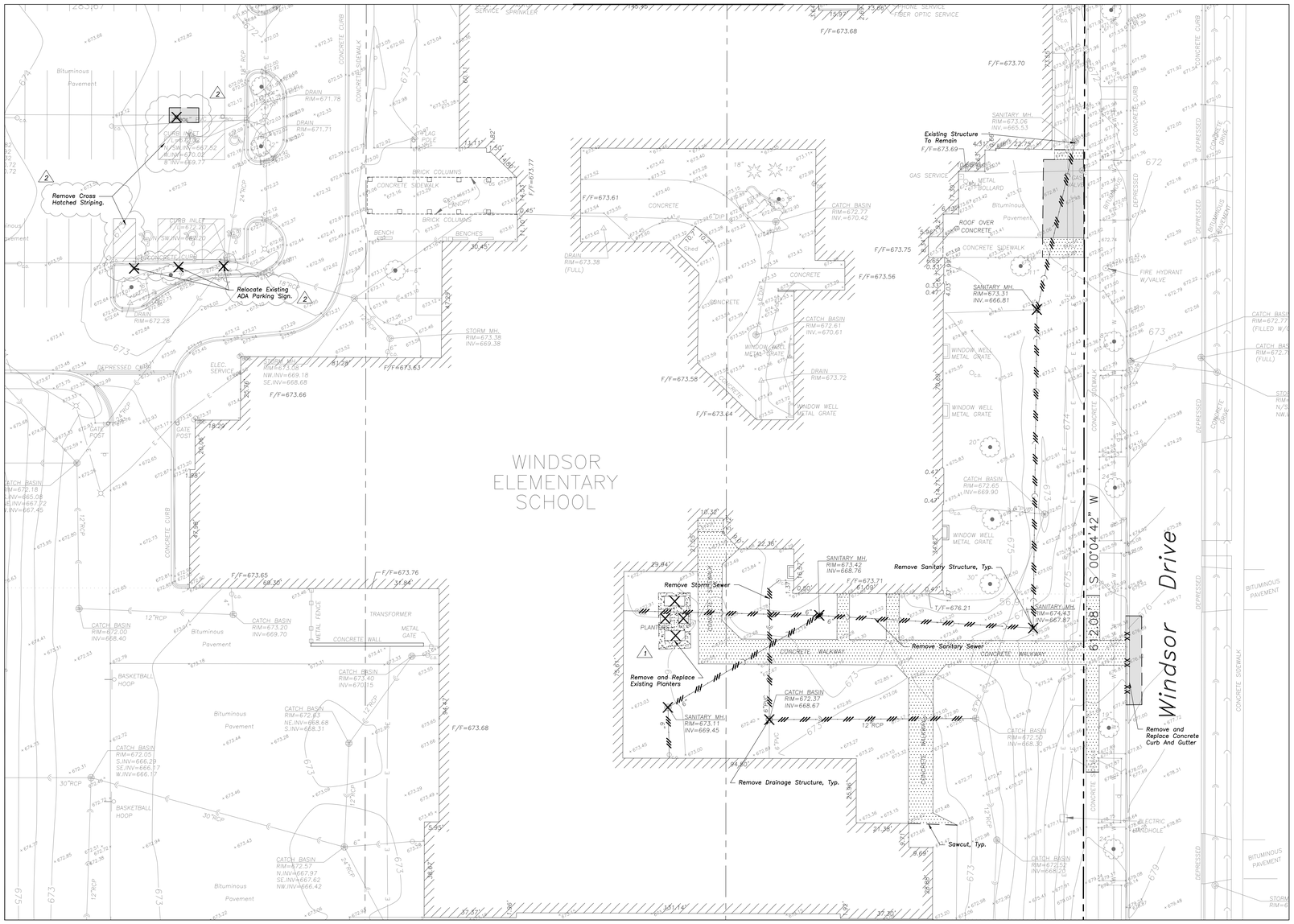

AREA 1

Scale: 1"=20'

DEMOLITION NOTES

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

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (2" Mill)
- Bituminous Pavement Removal (Full Removal)
- Concrete Pavement Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	×784.0
× T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

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

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

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WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

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Design By:	Approved By:	Date:
CS	JC	02/03/23

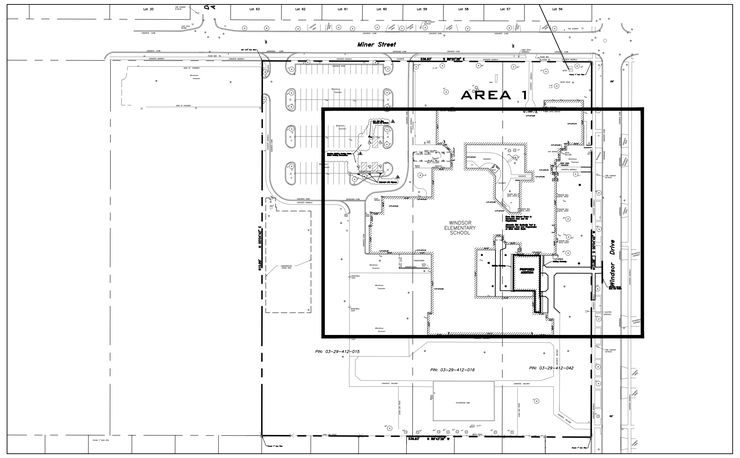
Sheet Title:

SITE DEMOLITION PLAN

Sheet No:

C101

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan — Windsor.dwg
Plotted: 2/28/23 @ 11:05am By: jcap



KEY MAP

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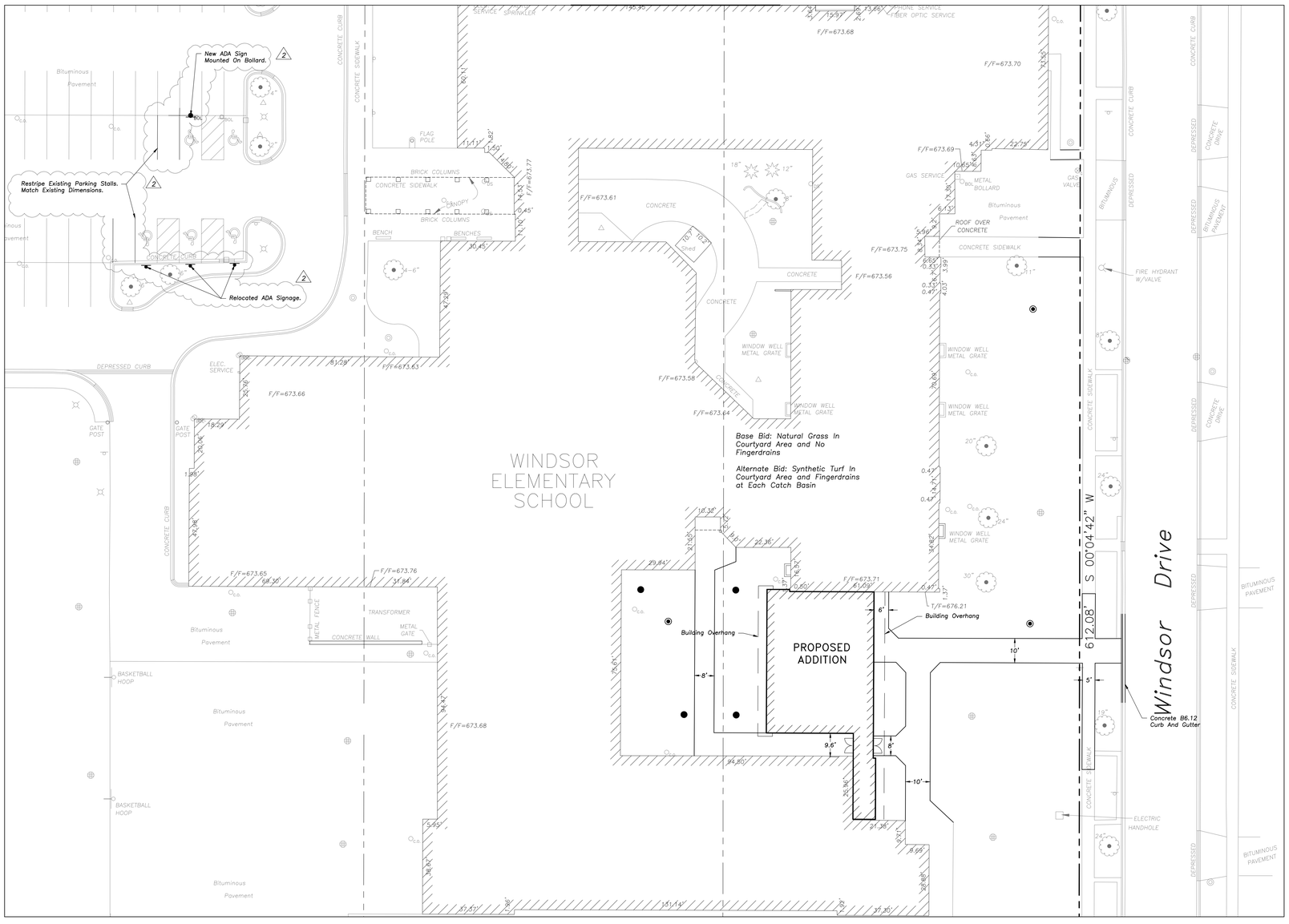
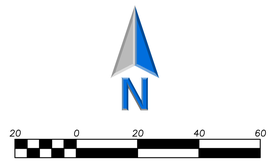


AREA 1

GEOMETRY NOTES

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



LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
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781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

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Source Benchmark:
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Village of Arlington Heights, IL
Location Address:
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Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:

SITE GEOMETRY PLAN

Sheet No:

C201

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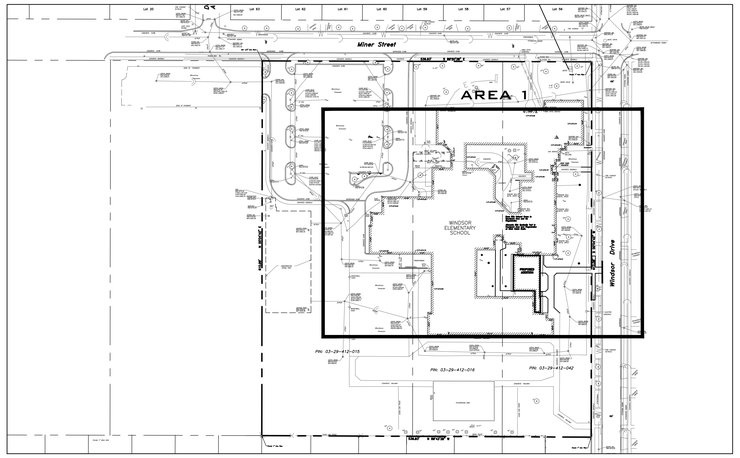

KEY MAP

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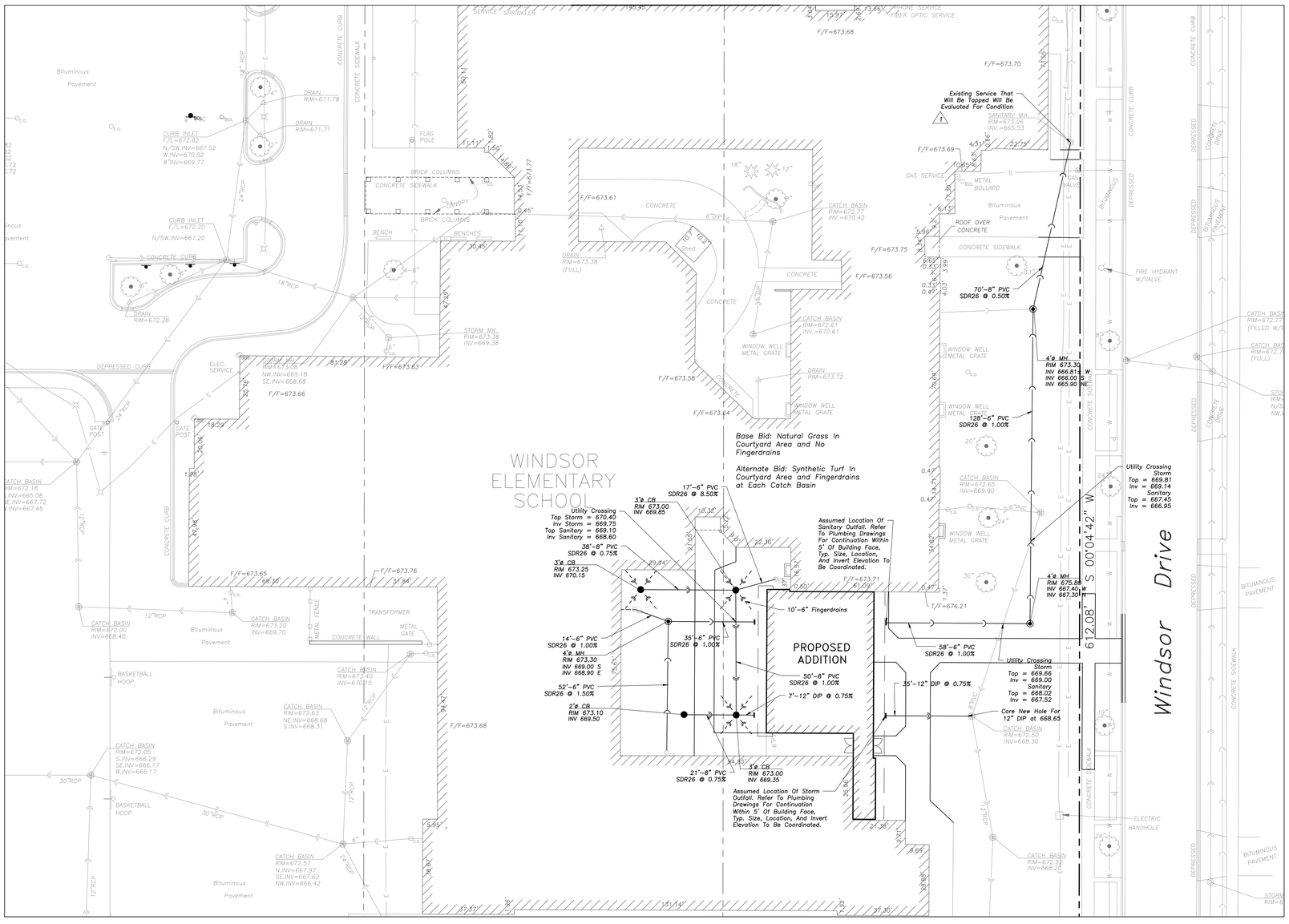

20 0 20 40 60

Scale: 1"=20'

UTILITY NOTES

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

STRUCTURE NOTES

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

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

1. *The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.*
2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
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8. *The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.*
9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.***
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

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GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
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Design By:	Approved By:	Date:
CS	JC	02/03/23

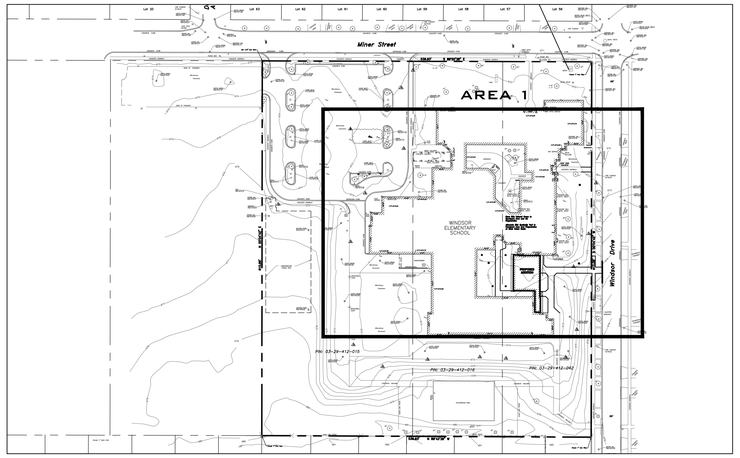
Sheet Title:

SITE UTILITY PLAN

Sheet No:

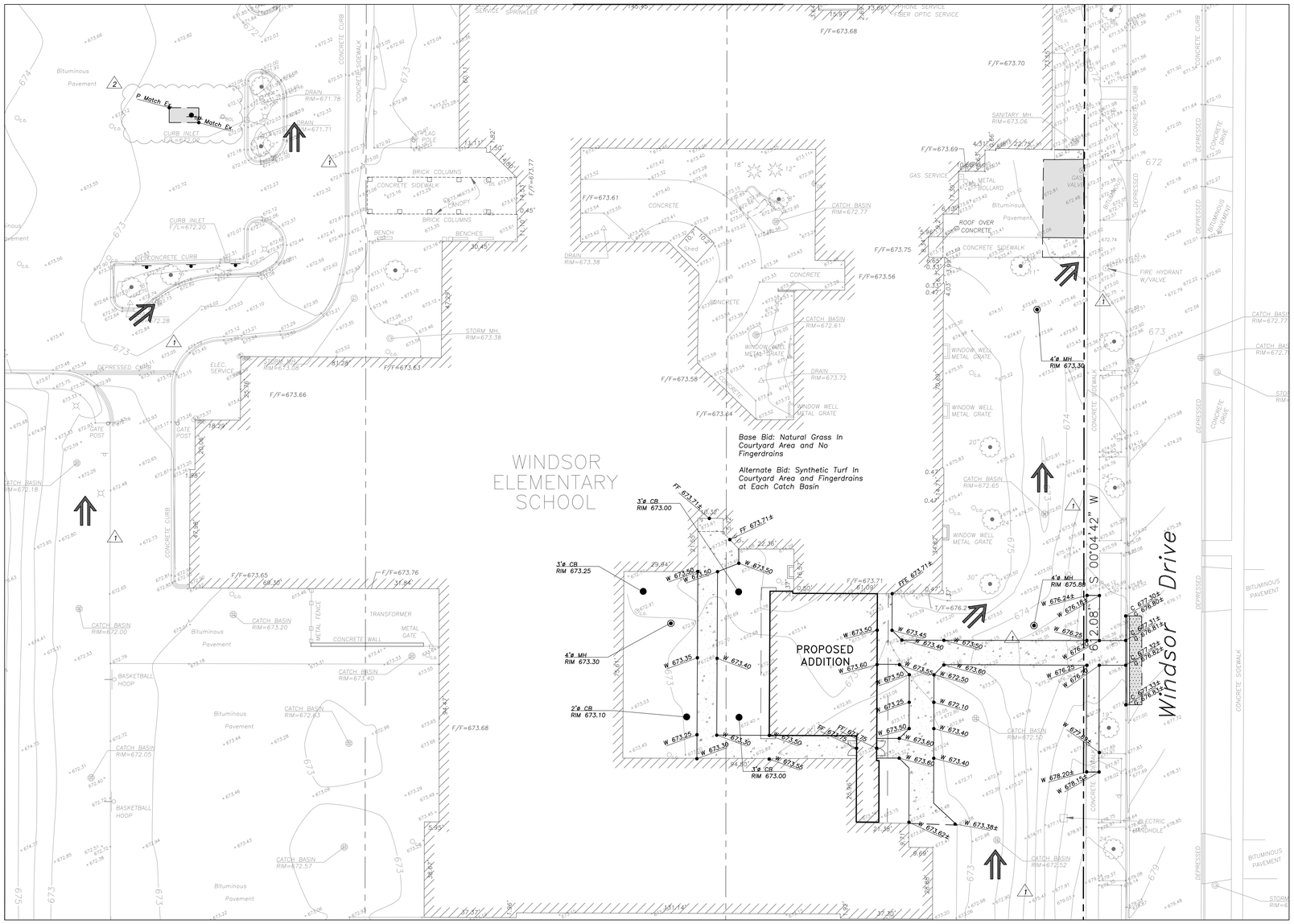
C301

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Stephon - Windsor.dwg
Plotted: 2/28/23 @ 11:05am By: jcap



KEY MAP

(NOT TO SCALE)



AREA 1

GRADING NOTES

1. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
2. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sodded Unless Noted Otherwise On The Landscape Drawings.*
3. *Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.*
4. *Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.*
5. ***Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.***

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
***ADD ALTERNATE:** Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed
(Omit Welded Wire Fabric In Public ROW)

Heavy-Duty (Fire Lane) Asphalt Pavement Section
2" Hot Mix Asphalt Surface,Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N30
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed
***ADD ALTERNATE:** Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)

Light-Duty Asphalt Pavement Section
3" Hot Mix Asphalt,Mix D, IL-9.5, N50
6" Aggregate Base Course, Type B, Crushed

Asphalt Pavement Seal Coat and Crack Fill
Asphalt Emulsions Seal Coat-2 Coats
(NO COAL TAR SEALER OR PRODUCT)
Crack Filling, Hot Applied Joint Sealant

Pavement Restoration in Public Way
See Detail

BASE BID: Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
***ADD ALTERNATE:** Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)
Flush Band Curb Omitted If Base Bid Is Selected.

ALTERNATE: UniLock Eco-Priora™ Permeable Paver
Large or Small Square (TBD by Architect And/Or Owner)
Color: Heritage Brown
3-1/8" Paver Depth
1-1/2" CA-16 Setting Bed
6" Min. CA-7 (Variable Based On Pavement Slope)
12" CA-1 Permeable Subbase
Aggregate Subbase Stone Shall Be Wrapped In Non-Woven Geotextile Fabric As Required By The MWRD, Typ.
***ADD ALTERNATE:** Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)

Stormwater Overland Flow Path

Ridge Line/High Point

N

20 0 20 40 60

Scale: 1"=20'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
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	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

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Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

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EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:

GRADING AND PAVING PLAN

Sheet No:

C401

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Steplan — Windsor.dwg
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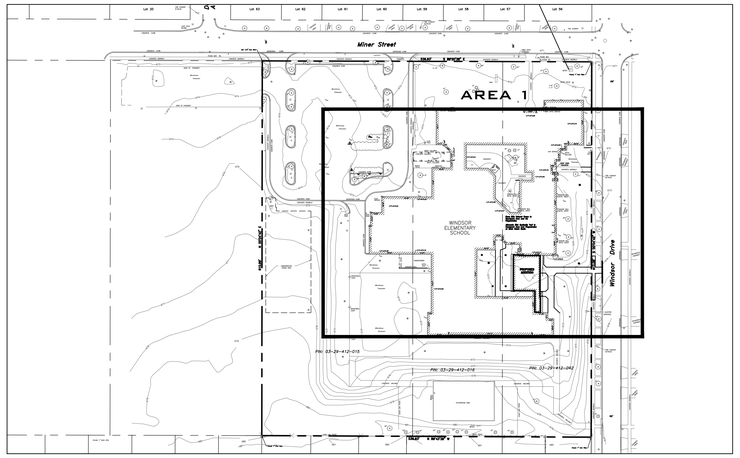
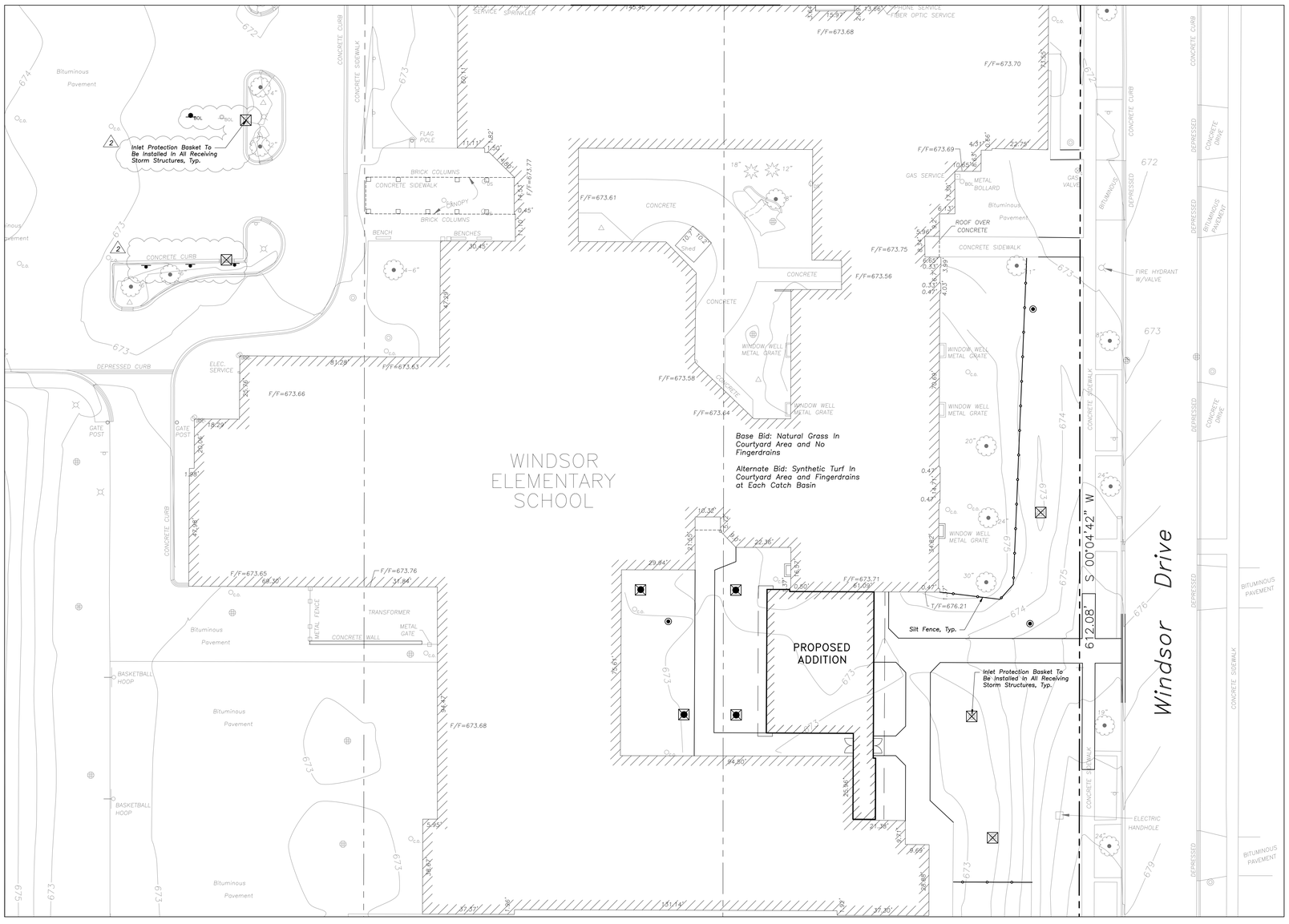


KEY MAP

(NOT TO SCALE)



AREA 1

SOIL EROSION & SEDIMENTATION CONTROL NOTES

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

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. ***Install Stabilized Construction Entrance***
2. ***Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.***
3. ***Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.***
4. ***Cover and Stabilize Disturbed Areas As Soon As Possible.***
5. ***When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.***
6. ***Construct Sedimentation Basins and Structures.***
7. ***Perform Grading Operations and Installation of Site Infrastructure and Pavement.***
8. ***Install Permanent Seeding and Plantings.***
9. ***Remove Accumulated Sediment From Basins and Along Silt Fence.***
10. ***Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.***
11. ***Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.***

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- *Silt Fence*
- *Erosion Control Blanket North American Green DS75 Or Approved Equal*
- *Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas*

N

20 0 20 40 60

Scale: 1"=20'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
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	Combined Sewer	
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G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
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	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
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	Sign	
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8. *The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.*
9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.***
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

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LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION
2	02/28/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

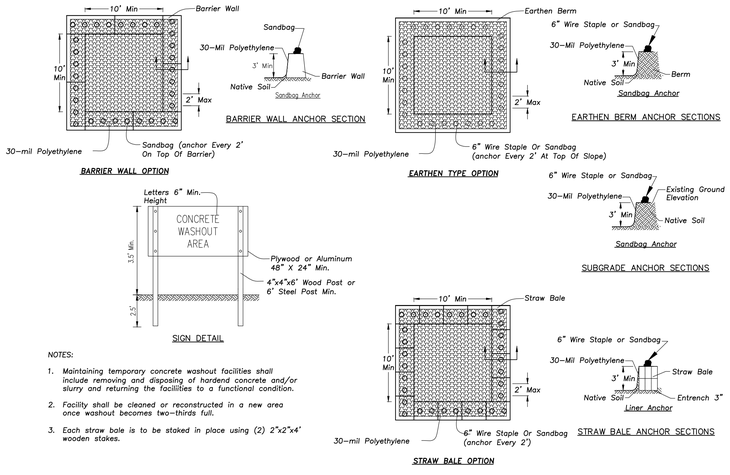
Sheet Title:

SITE EROSION AND SEDIMENT CONTROL PLAN

Sheet No:

C501

EEA — P:\Jobs\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Steplon — Windsor.dwg
Plotted: 2/28/23 @ 11:06am By: jcap



BARRIER WALL ANCHOR SECTION

EARTHEN BERM ANCHOR SECTIONS

BARRIER WALL OPTION

EARTHEN TYPE OPTION

SUBGRADE ANCHOR SECTIONS

SIGN DETAIL

STRAW BALE ANCHOR SECTIONS

STRAW BALE OPTION

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.*
3. *Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.*

CONCRETE WASHOUT FACILITY

GENERAL NOTES

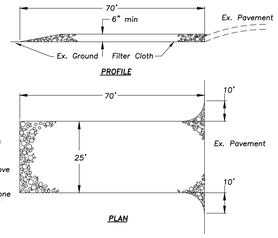
STONE SIZE – Use IDOT gradation CA-1 aggregate stone.

MAINTENANCE – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean-out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights-of-way must be removed immediately.

FILTER CLOTH – Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

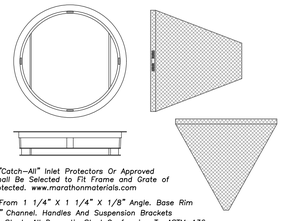
WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



General Notes:

Use Marathon Materials, Inc., "Catch-All" Inlet Protectors Or Approved Equal. Inlet Protector Types Shall Be Selected to Fit Frame and Grate of Open Lid Structures to Be Protected. www.marathonmaterials.com

Frame: Top Flange Fabricated From 1 1/4" X 1 1/4" X 1/8" Angle. Base Rim Fabricated From 1 1/2" x 1/2" x 1/8" Channel. Handles And Suspension Brackets Fabricated From 1 1/2" x 1/2" Flat Stock. All Domestic Steel Conforming To ASTM-A36

Sediment Bag: Bag Fabricated From 4 Oz./sq.yd. Non-woven Polypropylene Geotextile Reinforced With Polyester Mesh. Bag Secured To Base Rim With A Stainless Steel Strap And Lock.

Install Baskets In All Existing Storm Inlets Prior To Construction And All New Storm Inlets Immediately After Installation. Contractor Shall Maintain Throughout Construction Activities.

INLET PROTECTORS – SEDIMENT BAG

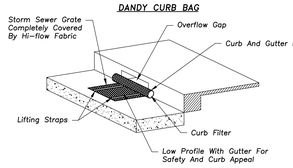
Note: The Dandy Bag Will Be Manufactured In The Usa From A Woven Monofilament Fabric That Meets Or Exceeds The Following Specifications:

Hi-flow Dandy Bag(safety Orange)

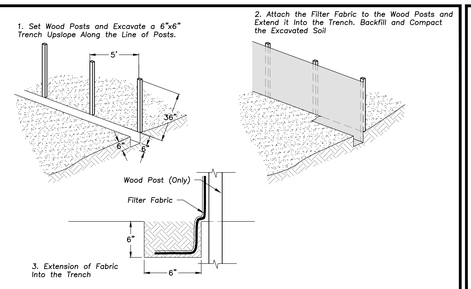
Mechanical Properties	Test Method	Units	Marv
Grab Tensile Strength	Astm D 4632	Kn (lbs)	1.64 (360) 1.89 (400)
Grab Tensile Elongation	Astm D 4632	%	25 % 50
Puncture Strength	Astm D 4833	Kn (lbs)	0.67 (150)
Mullen Burst Strength	Astm D 3786	Kpa (psi)	3103 (450)
Trapezoid Tearing Strength	Astm D 4533	Kn (lbs)	0.67 (150) 0.934 (210)
Apparent Opening Size	Astm D 4751	Mm	0.43
Flow Rate	Astm D 4491	Min-up (Per Sing)	9140 (241)
Permittivity	Astm D 4491	l/min/m² (gal/min/ft²)	4900 (120)
	Astm D 4491	Sec-1	2.1

**note: All Dandy Bags Ô Can Be Ordered With Our Optional Oil Absorbent Pillows*

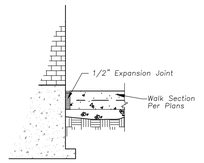
DANDY CURB BAG



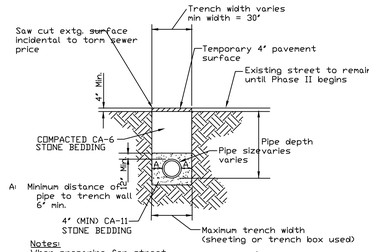
DANDY CURB BAG SEDIMENT CONTROL DEVICE



SILT FENCE CONSTRUCTION (AASHTO 288-00)



WALK ADJACENT TO BUILDING



Notes:
When preparing for street subgrade renoval of compacted stone subgrade shall be included with earth ex. renoval

No separate payment will be made for fittings required for diverting sanitary sewer lines around proposed sewers. this cost of fittings will be incidental to the cost of the storm sewer pipe.

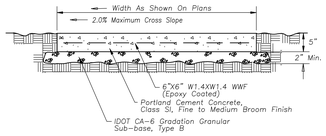
Cost of stone bedding material as shown shall be incidental to sewer pay items.

Nominal pipe dia (D)	Maximum trench width at pipe crown
8"	3'-2"
10"	3'-2"
12"	3'-2"
15"	3'-6"
18"	3'-10"
21"	4'-4"
24"	4'-8"
27"	4'-11"
30"	5'-3"
33"	6'-0"
36"	6'-4"

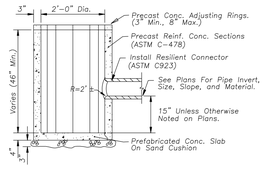
SANITARY SEWER TRENCH DETAIL

EXPANSION JOINT

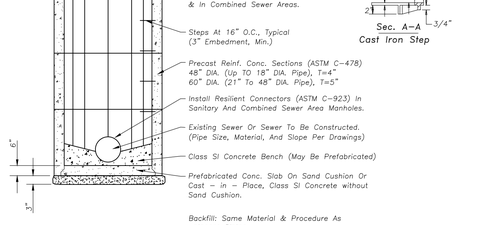
CONTROL JOINT



PORTLAND CEMENT CONC. SIDEWALK



CATCH BASIN – 2' DIA.



MANHOLE – 48"-60" DIA.

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WINDSOR ELEMENTARY SCHOOL
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ARLINGTON HEIGHTS, ILLINOIS

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Design By:	Approved By:	Date:
CS	JC	02/03/23

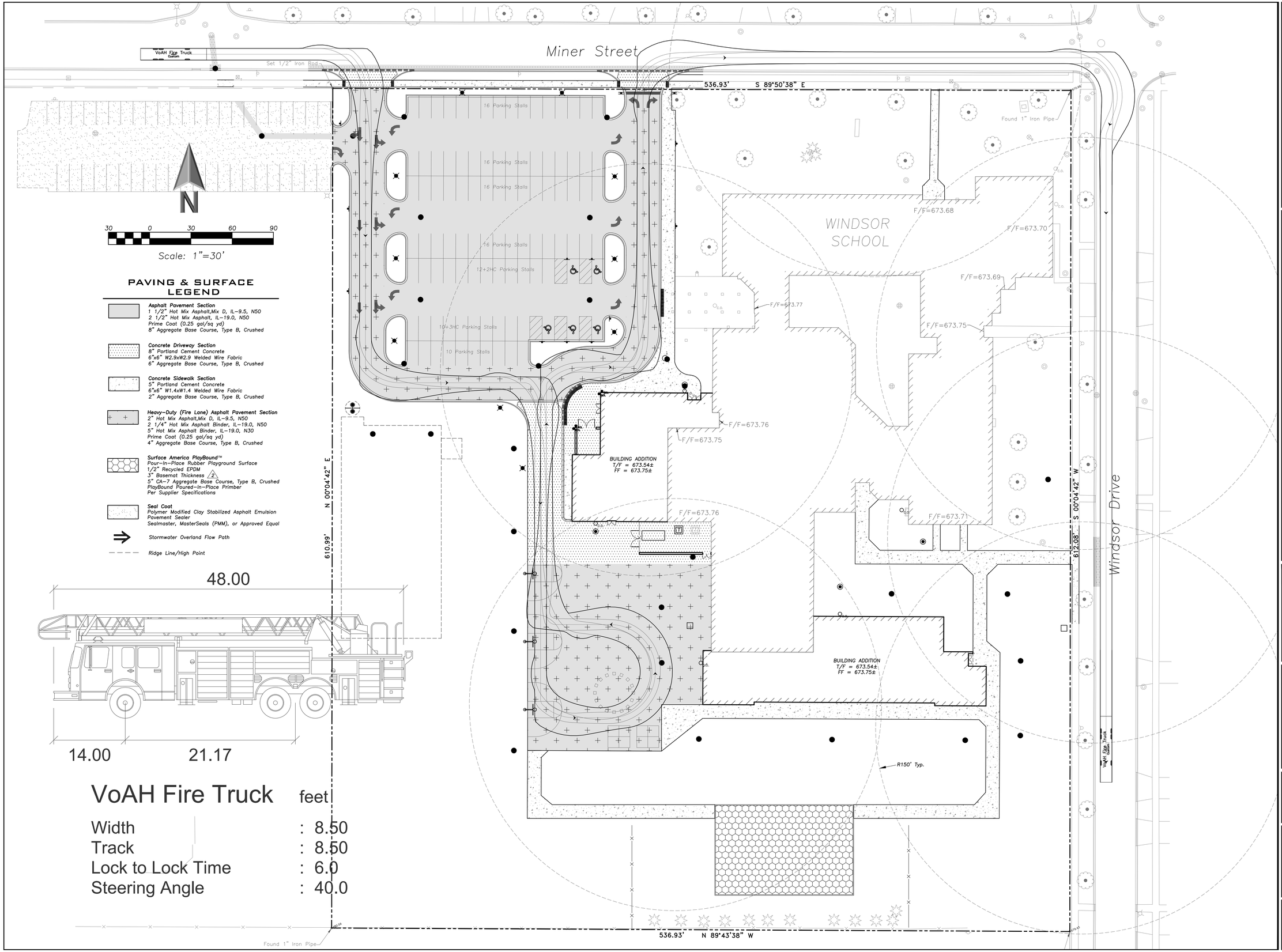
Sheet Title:

SITE WORK DETAILS

Sheet No:

C601

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan – Windsor – NEW.dwg
Plotted: 2/03/23 @ 9:07am By: cstanker



PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
8" Aggregate Base Course, Type B, Crushed

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

Heavy-Duty (Fire Lane) Asphalt Pavement Section
2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N30
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed

Surface America PlayBound™
Pour-In-Place Rubber Playground Surface
1/2" Recycled EPDM
3" Basemat Thickness (2)
5" CA-7 Aggregate Base Course, Type B, Crushed
PlayBound Poured-In-Place Primber
Per Supplier Specifications

Seal Coat
Polymer Modified Clay Stabilized Asphalt Emulsion
Pavement Sealer
Sealmaster, MasterSeals (PMM), or Approved Equal

Stormwater Overland Flow Path

Ridge Line/High Point

VoAH Fire Truck feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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WINDSOR ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

1315 E. Miner Street
Arlington Heights, Illinois

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1	12/14/16	ISSUE FOR BID & PERMIT
2	01/05/17	ADDENDUM 2
3	01/24/17	REVISED PARKING LOT LAYOUT
	01/27/17	ISSUED FOR CONSTRUCTION

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Design By:	Date:
JC	12/14/16
Approved By: KC	Project No.

Sheet Title: (2)
AUTOTURN EXHIBIT - FIRE TRUCK

Sheet No:
CX1.1

EXISTING SITE CONDITIONS

IMPERVIOUS AREA
161,510 SF = 3.71 ACRES

PERMEABLE PLAYGROUND AREA
6,500 SF = 0.15 ACRES

PERVIOUS AREA
160,339 SF = 3.68 ACRES

RUNOFF COEFFICIENT
C = 0.73

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
164,460 SF = 3.79 ACRES

PERMEABLE PLAYGROUND AREA
6,500 SF = 0.15 ACRES

PERVIOUS AREA
157,389 SF = 3.60 ACRES

RUNOFF COEFFICIENT
C = 0.73

SUMMARY

IMPERVIOUS AREA
= +0.08 ACRES

PERMEABLE PLAYGROUND AREA
= ±0.00 ACRES

PERVIOUS AREA
= -0.08 ACRES

SWM REQUIREMENTS

EXISTING CONDITIONS (Site, MRM B-70, Village Allowable Release)
= 1.963 AC-FT

EXISTING CONDITIONS (Site, MRM B-75, Village Allowable Release)
= 2.281 AC-FT

PROPOSED CONDITIONS (Site, MRM B-75, Village Allowable Release)
= 2.281 AC-FT (Required For Entire Site)

EXISTING SWM PROVIDED UNDER MWRD 17-034 (DEVELOPMENT AREA)

VILLAGE:

Required = 1.28 AC-FT
Provided = 1.28 AC-FT

MWRD:

Required = 1.38 AC-FT
Provided = 1.48 AC-FT
(1.35 AC-FT Storm Trap)
(0.07 Ac-Ft Pipe Storage)
(0.06 Ac-FT Provided in VC Above Inv.)

EXHIBIT LEGEND

IMPERVIOUS AREA

PERMEABLE PLAYGROUND AREA

PROPERTY LINE
328,349 SF
7.54 ACRES

RECORD DEVELOPMENT AREA
(Previously Detained 2016-17)
229,760 SF
5.27 ACRES

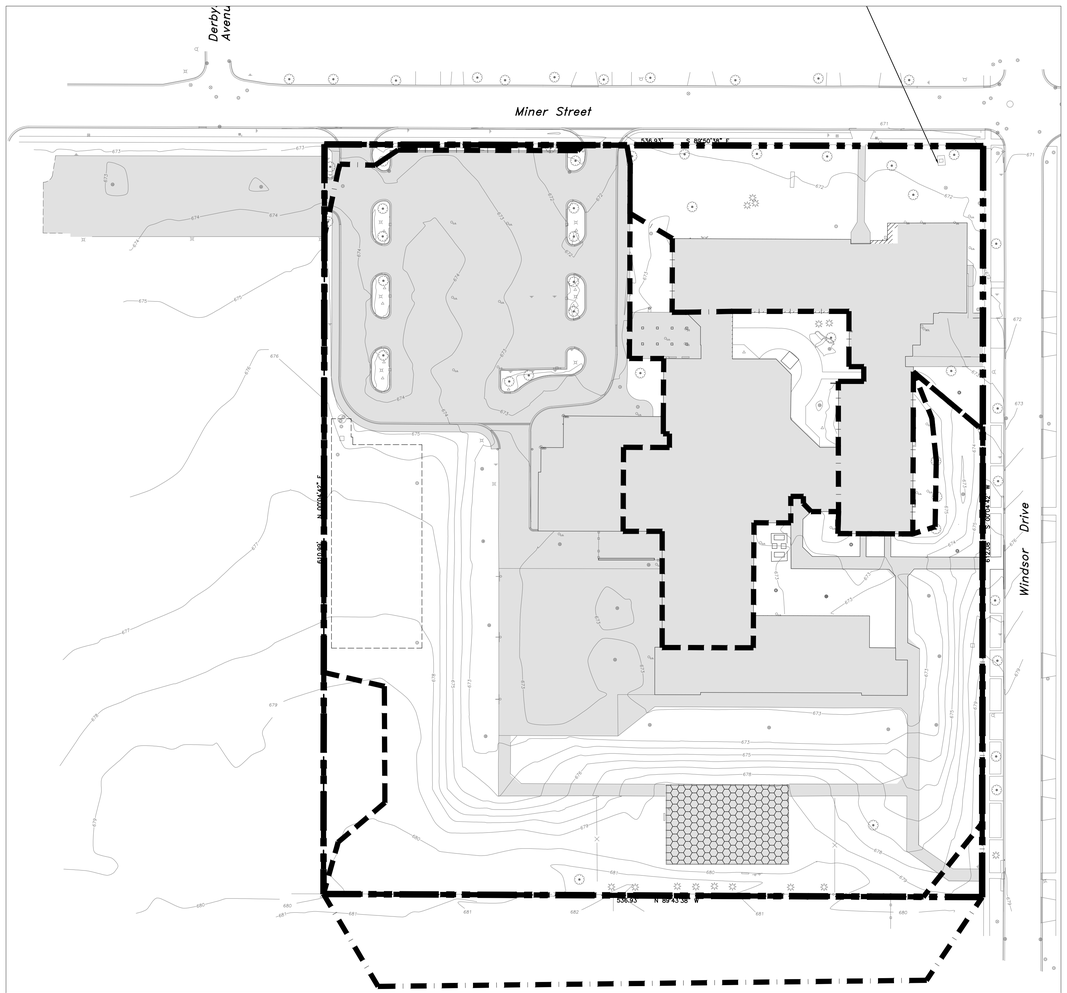
TRIBUTARY AREA
310,590 SF
7.13 ACRES

IMPROVEMENT AREAS

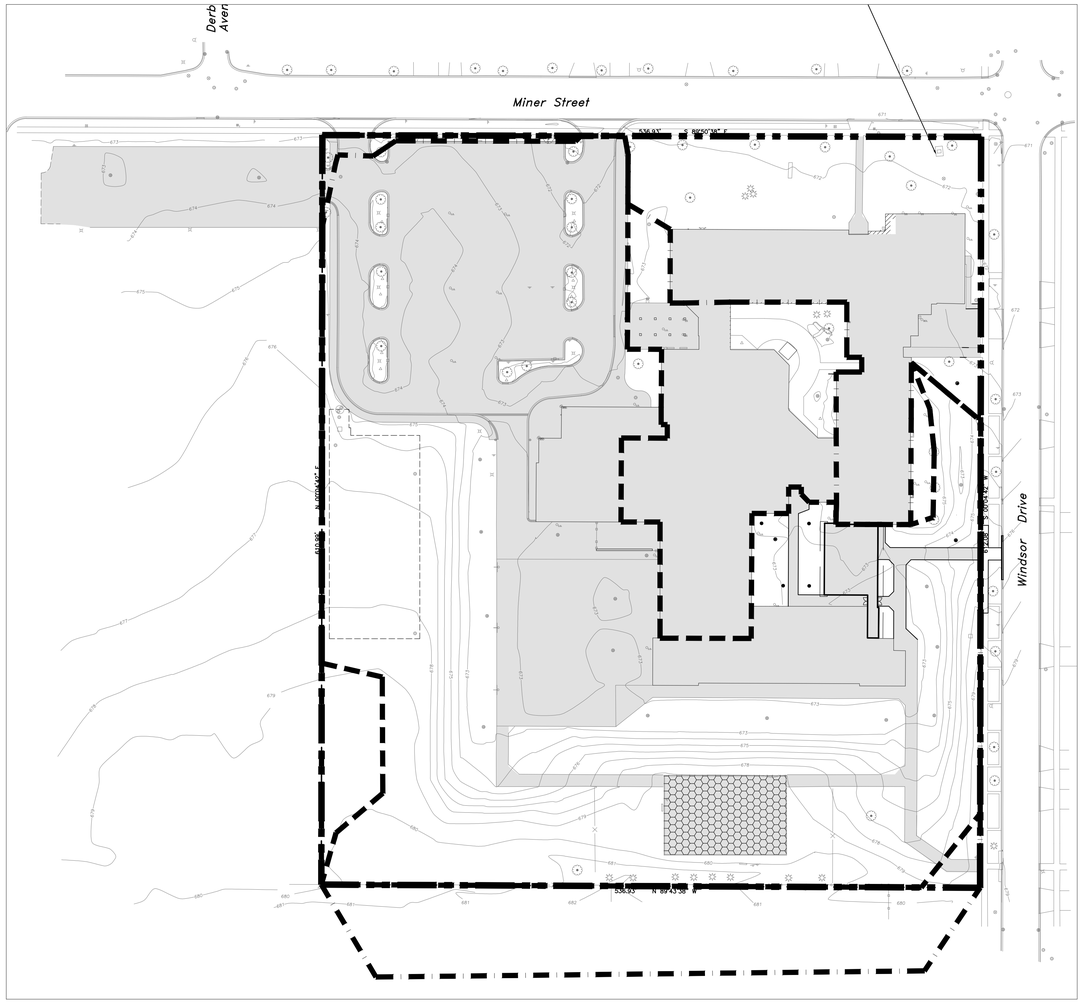
N

50 0 50 100 150

Scale: 1"=50'



EXISTING CONDITIONS



PROPOSED CONDITIONS

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WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
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CS	JC	02/03/23

Sheet Title:
EXISTING VS. PROPOSED SITE COVERAGE

Sheet No:
CX101

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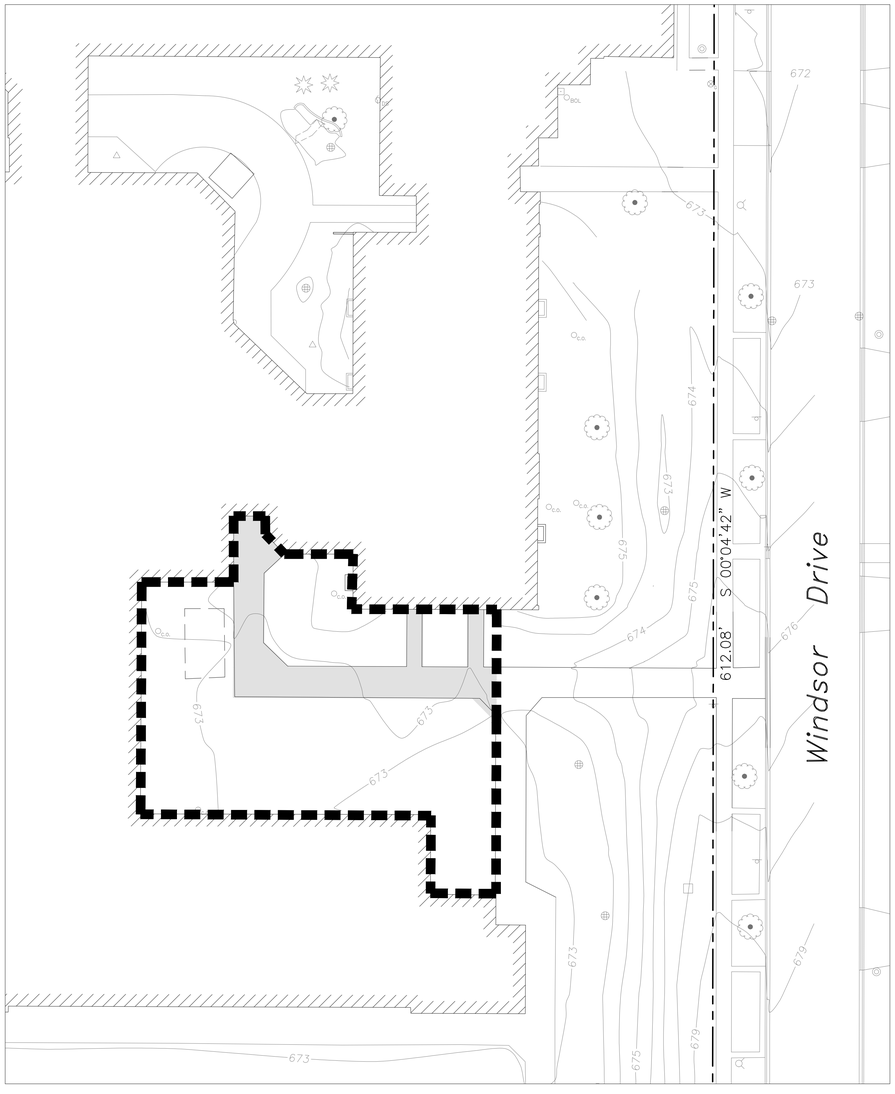
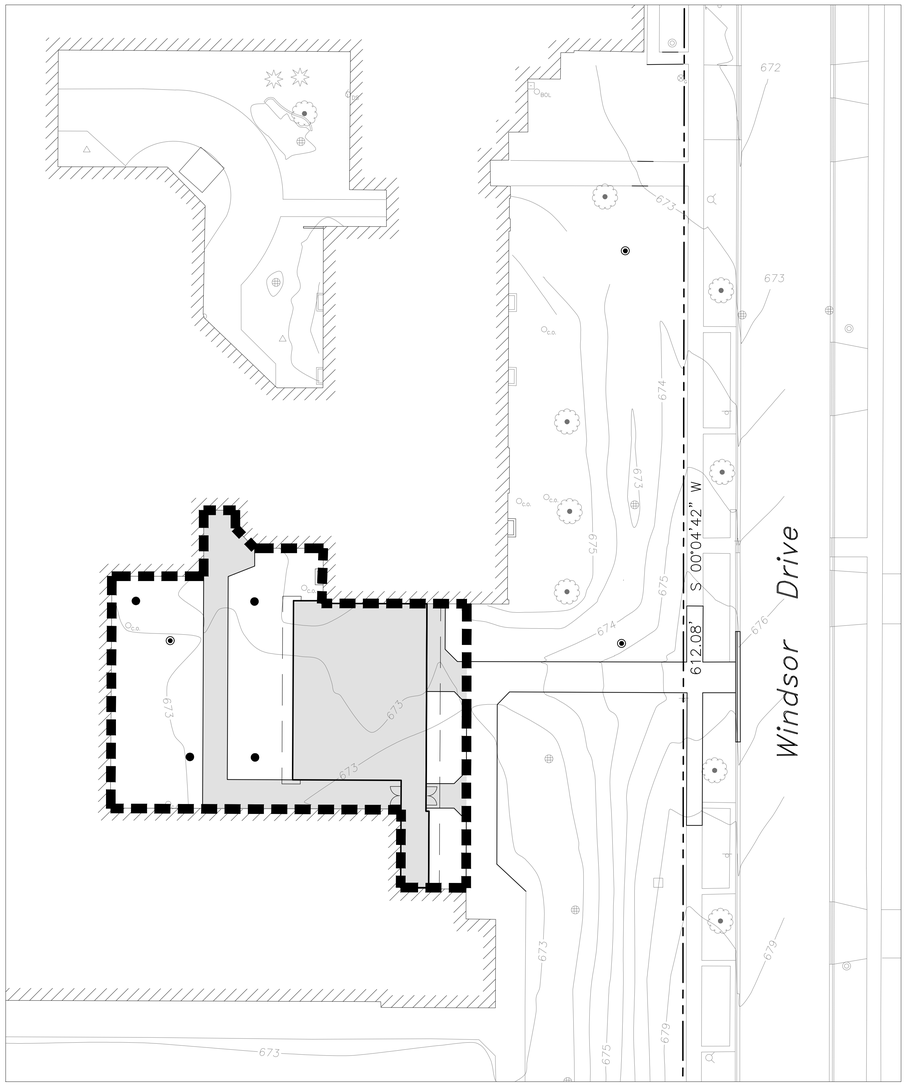
Plotted: 2/03/23 @ 9:13am By: cstonker



EXISTING



PROPOSED

Scale: 1"=20'

EXHIBIT LEGEND

IMPERVIOUS AREA

DEVELOPMENT AREA 1 (VILLAGE)
±9,425 SF
0.22 ACRES

DEVELOPMENT AREA 2 (VILLAGE)
±23,860 SF
0.55 ACRES

EXISTING SITE CONDITIONS

IMPERVIOUS AREA
1,665 SF = 0.03 ACRES

PERVIOUS AREA
7,760 SF = 0.19 ACRES

RUNOFF COEFFICIENT
C = 0.68

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
4,640 SF = 0.11 ACRES

PERVIOUS AREA
4,785 SF = 0.11 ACRES

RUNOFF COEFFICIENT
C = 0.73

SWM REQUIREMENTS

VILLAGE:

EXISTING CONDITIONS (Site, MRM B-70, Village Allowable Release)
= 0.042 AC-FT PROVIDED (2016-17)

PROPOSED CONDITIONS (Site, MRM B-75, Village Allowable Release)
= 0.066 AC-FT REQUIRED

ADDITIONAL DETENTION REQUIRED
= 0.066-0.042 = 0.024 AC-FT

ADDITONAL SWM REQUIRED FOR REDEVELOPMENT

Required = 0.02 AC-FT

TOTAL:

Required = 0.02 AC-FT

EXISTING SWM PROVIDED UNDER MWRD 17-034
(RECORD DEVELOPMENT AREA)

VILLAGE:

Required = 1.28 AC-FT
Provided = 1.28 AC-FT

MWRD:

Required = 1.38 AC-FT
Provided = 1.48 AC-FT
(1.35 AC-FT Storm Trap)
(0.07 Ac-Ft Pipe Storage)
(0.06 Ac-FT Provided in VC Above Inv.)

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Design By:	Approved By:	Date:
CS	JC	02/03/23

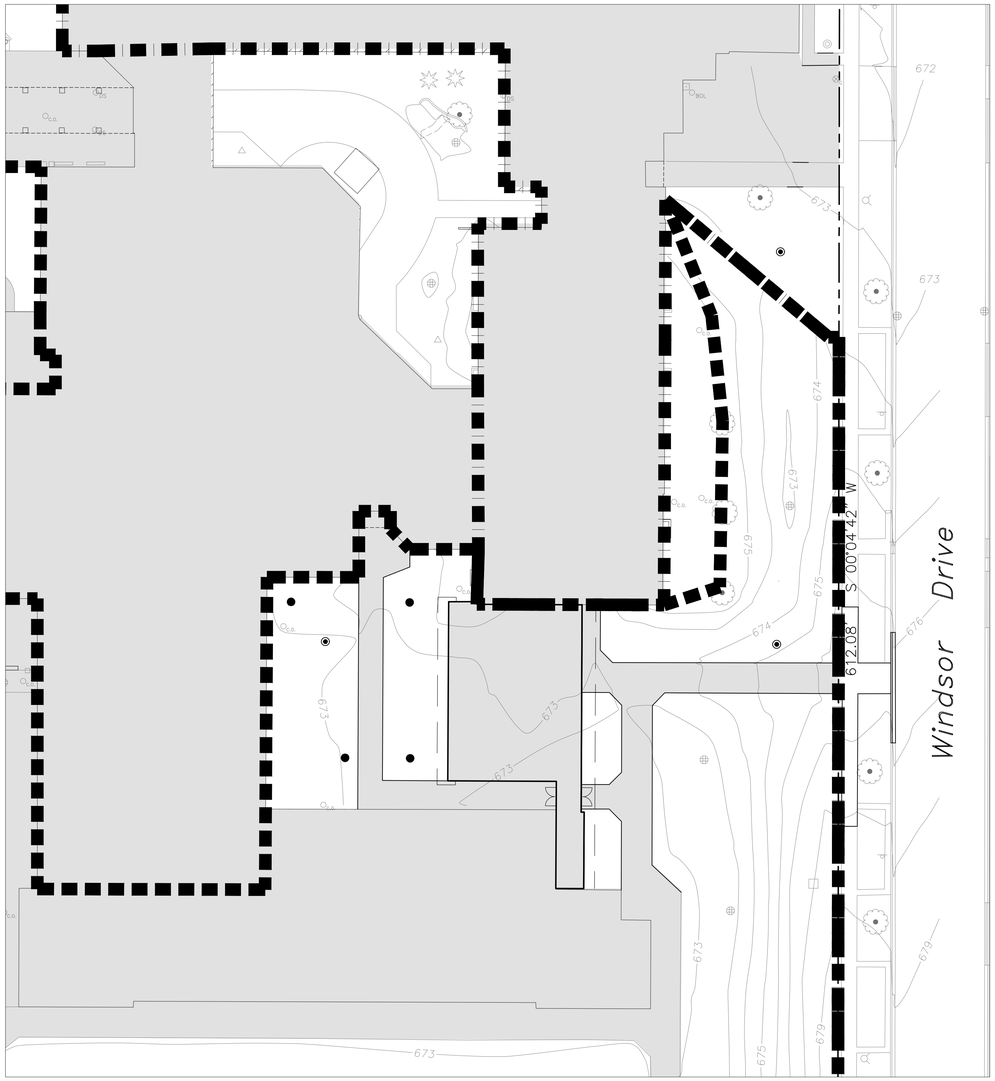
Sheet Title:

DEVELOPMENT AREA (VILLAGE SWM)

Sheet No:

CX201

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Stieplan - Windsor - NEW.dwg
Plotted: 2/03/23 @ 9:19am By: cstanker



PROPOSED CONDITIONS

20 0 20 40 60

Scale: 1"=20'

EXHIBIT LEGEND

IMPERVIOUS AREA

MAINTENANCE AREA

PROPERTY LINE
328,349 SF
7.54 ACRES

DEVELOPMENT AREA 1(VILLAGE)
±8,839 SF
0.20 ACRES

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
4,640 SF = 0.11 ACRES

PERVIOUS AREA
4,785 SF = 0.11 ACRES

RUNOFF COEFFICIENT
C = 0.73

SWM REQUIREMENTS

MWRD:

PROPOSED DEVELOPMENT AREA (B-75 NOMOGRAPH)
CN = 93.02
Release Rate = 0.11 CFS (0.20 CFS/AC, MWRD ALLOWABLE)

VOLUME CONTROL

Req'd = 0.018 AC-FT
Provided =
CNreduced = 85.51

REQ'D DETENTION VOLUME

Req'd Volume = 0.198 AC-FT

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1	02/03/23	REVISED FOR PLAN COMMISSION

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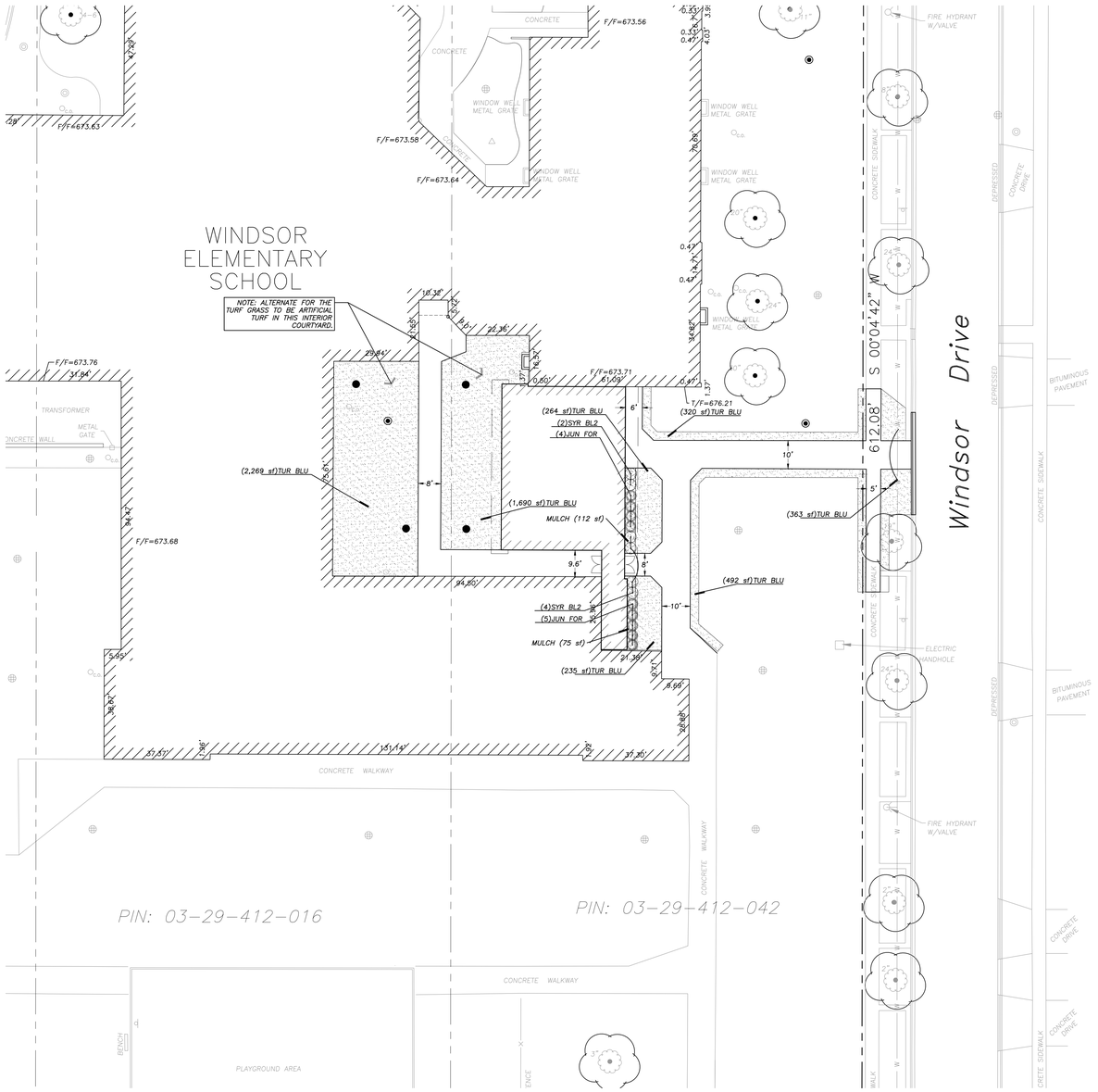
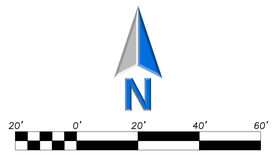
Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
PROPOSED DEVELOPMENT AREA (MWRD SWM)

Sheet No:
CX202

EEA – P:\Vosh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan – Windsor – NEW.dwg
Plotted: 2/03/23 @ 9:20am By: cstonker





PLANT SCHEDULE

DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	6

EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	9

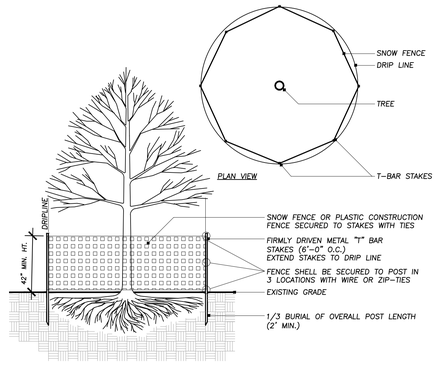
TURF GRASS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	SOD	S.F.	5,633 SF

SITE MATERIALS SCHEDULE

EXISTING DECIDUOUS TREE	–	38
EXISTING EVERGREEN TREE	–	11
MULCH	–	187 SF

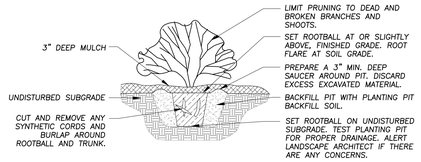
LANDSCAPE NOTES:

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC.. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL
17. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
18. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
19. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
20. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
21. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
22. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
23. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
24. PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.



1 TREE PROTECTION DETAIL

Not To Scale 329383-01



2 SHRUB PLANTING DETAIL

Not To Scale 329333-01

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITIONS

1315 E. MINOR STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/2022	ISSUE FOR PLAN COMMISSION
1	02/03/2022	REVISED FOR PLAN COMMISSION

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SSG	JC	12/05/2022

Sheet Title:

LANDSCAPE PLAN

Sheet No:

L100

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Landscape Plan – Windsor.dwg
Plotted: 2/03/23 @ 11:35am By: sgregory

Windsor Elementary School
Traffic and Parking Study
Arlington Heights, Illinois

Prepared For:

Arlington Heights
School District 25

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

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INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed all-day Kindergarten program at Windsor Elementary School in Arlington Heights, Illinois.

The purpose of the study was to observe the existing traffic patterns around the school, to determine the traffic characteristics of the existing and expanded school, to review the parking needs, and to develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

Windsor Elementary School is located at 1315 East Miner Street in Arlington Heights, Illinois. The site is bounded by Windsor Drive to the east, Miner Street to the north, single-family homes to the south, and Miner School/soccer fields to the west. Miner School is a therapeutic day school run by the Northwest Suburban Special Education Organization (NSSEO). **Figure 1** illustrates the site location and the surrounding land-uses and roads.

Bicycle and Pedestrian Routes

Miner Street and Windsor Drive are designated on-street bike routes. Public sidewalks are located on both sides of each street around the school. The All-Way Stop Controlled (AWSC) intersection of Miner Street and Windsor Drive has crosswalks on the east, west, and south legs. The intersection of Kensington Road and Windsor Drive has crosswalks on the north, south, and west legs. During arrival and dismissal, one adult crossing guard is located at each of these intersections. A crossing guard is also located at Dryden Place and Miner Street to the west.

Roadway Characteristics

A description of the area roadways accessing the school is provided below and shown on **Figure 2**.

Kensington Road is an east-west secondary arterial roadway with one travel lane in each direction and a center painted median. It has a 30-mph speed limit with a 20-mph school speed limit approaching the Windsor Drive intersection. At Windsor Drive, the center left-turn median is painted as separate eastbound and westbound left-turn lanes. High visibility crosswalks are provided on the north, south, and west legs. Kensington Road is under the jurisdiction of the Village of Arlington Heights.

Miner Street is an east-west collector roadway. It has a 25-mph speed limit with a 20-mph school speed limit by Windsor Elementary and Miner Schools. At its All-Way-Stop Controlled (AWSC) intersection with Windsor Drive, it has one travel lane in each direction and high visibility pedestrian crosswalks on the east, west, and south legs. Adjacent to the school property, the south side of Minor Street is posted as a student pick-up/drop-off zone from 8-9 AM and 3-4 PM on school days from the school sign to Windsor Drive. Miner Street is under the jurisdiction of the Village of Arlington Heights.

Windsor Drive is a north-south local residential street. It has one lane in each direction and on-street parking through the residential areas. It is under the jurisdiction of the Village of Arlington Heights with a 25-mph posted speed limit and a 20-mph school speed zone. It is a designated on-street bike route. Adjacent to the school property, the west side of Windsor Drive is posted as a student pick-up/drop-off zone from 8-9 AM and 3-4 PM on school days. The east side of Windsor is posted No Stopping or Standing - 8:00 AM to 4:00 PM on school days.

Campbell Street (East and West) is an east-west residential street south of the school with an off-set intersection at Windsor Drive. It is under the jurisdiction of the Village of Arlington Heights with a 25-mph posted speed limit. Both approaches are under stop-sign control at Windsor Drive.

Existing Traffic Volumes

Weekday morning arrival (8:00-9:30 AM) and afternoon dismissal (2:30-4:00 PM) manual traffic counts were conducted along Windsor Drive and Miner Street. Peak-hours of school traffic occurred from 8:30 to 9:30 AM and 3:00 to 4:00 PM on a school weekday. The existing traffic volumes are shown on **Figure 3A** and included in the **Appendix**. EEA then separated the school traffic from the background non-school traffic in **Figures 3B** and **3C**. **Figure 4** summarizes the existing pedestrian and bicycle volumes observed.

School Observations

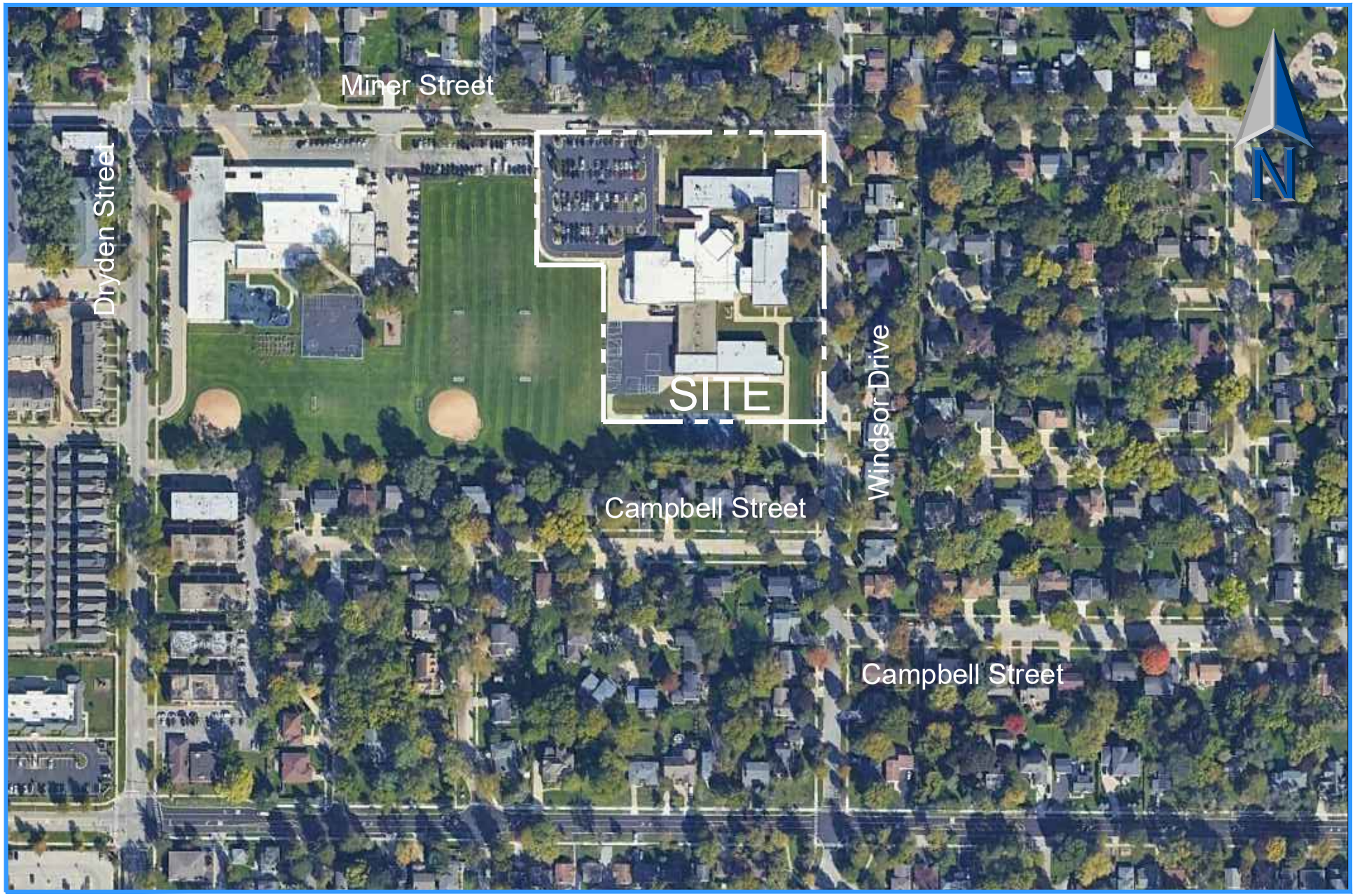
Windsor School does not provide bussing for its students due to its close proximity to the school's residential areas The main student loading area is the west side of Windsor Drive south of Miner Street. Staff members assist in loading students out of or into the vehicle. Parents also park on Windsor Street north of Miner Street and at West Campbell Street and walk their students to school. In the afternoon dismissal, parents fill up the loading areas along the school frontage, Windsor Drive to the north, and at Campbell Street.

Student loading is also located in the staff/visitor parking lot on the west side of the school for parent drop-off and pick-up. Parents enter and exit the lot from Miner Street and travel counter-clockwise through the lot. See **Exhibits 1 and 2**. The west lot is underutilized by existing parents to load their students compared to the Windsor Drive curb front.

As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods.

Exhibit 1
Windsor Morning Observations – West Lot
Tuesday - September 20, 2022 9:03 AM

Exhibit 2
Windsor Afternoon Observations – West Lot
Tuesday - September 20, 2022 3:33 PM



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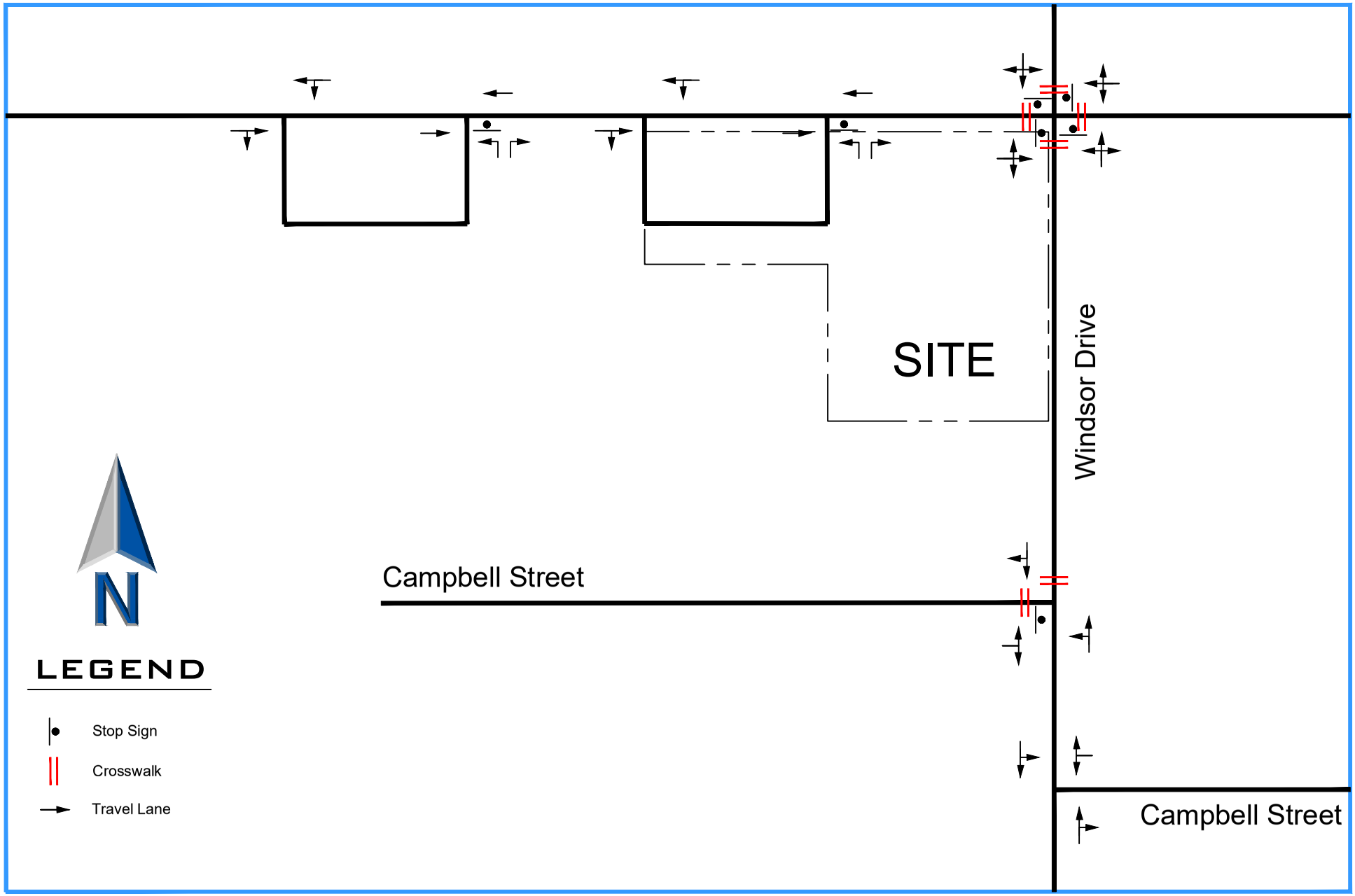
Site Location and Area Roadways

Figure 1



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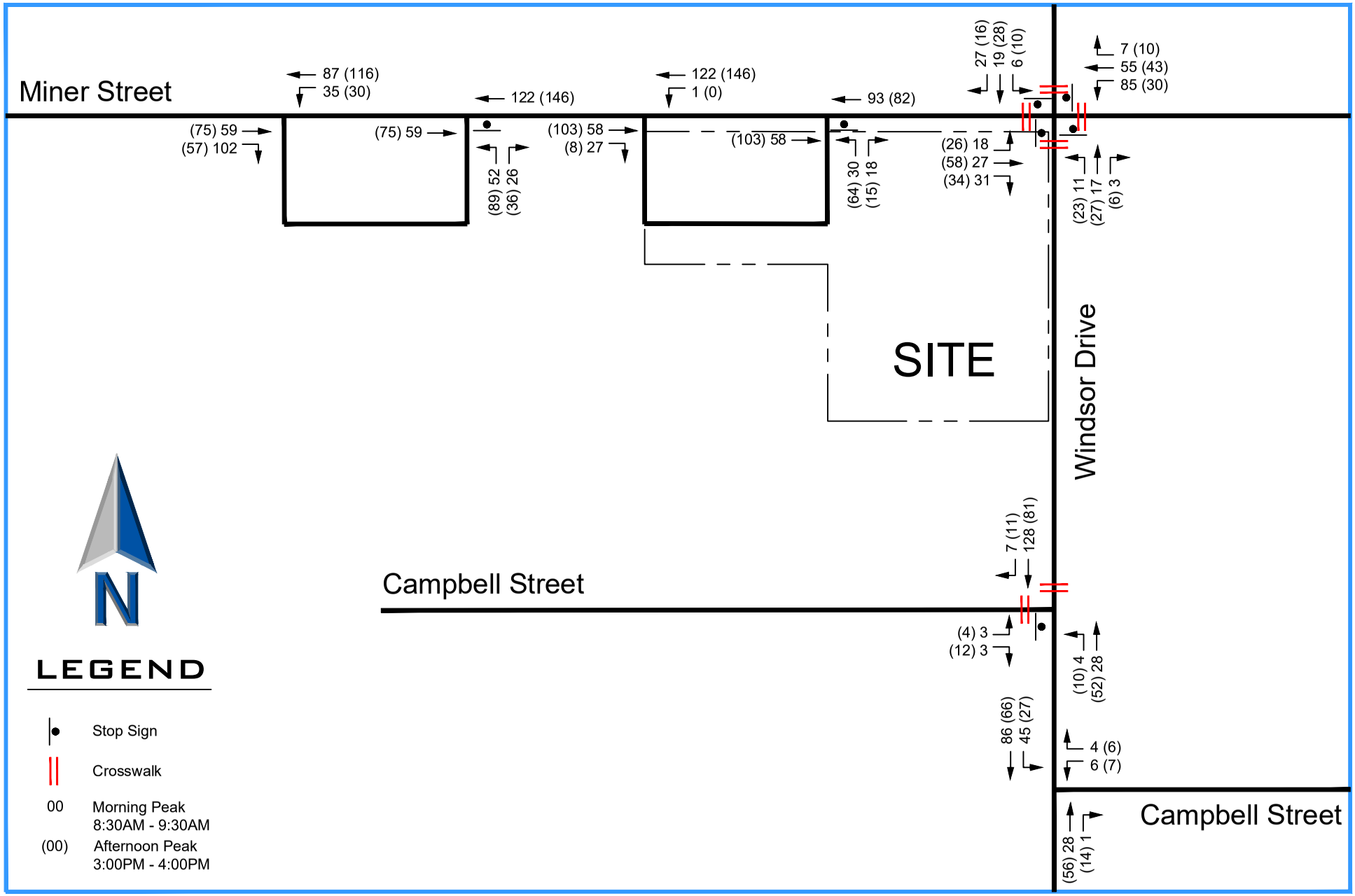
Existing Roadway Geometrics

Figure 2



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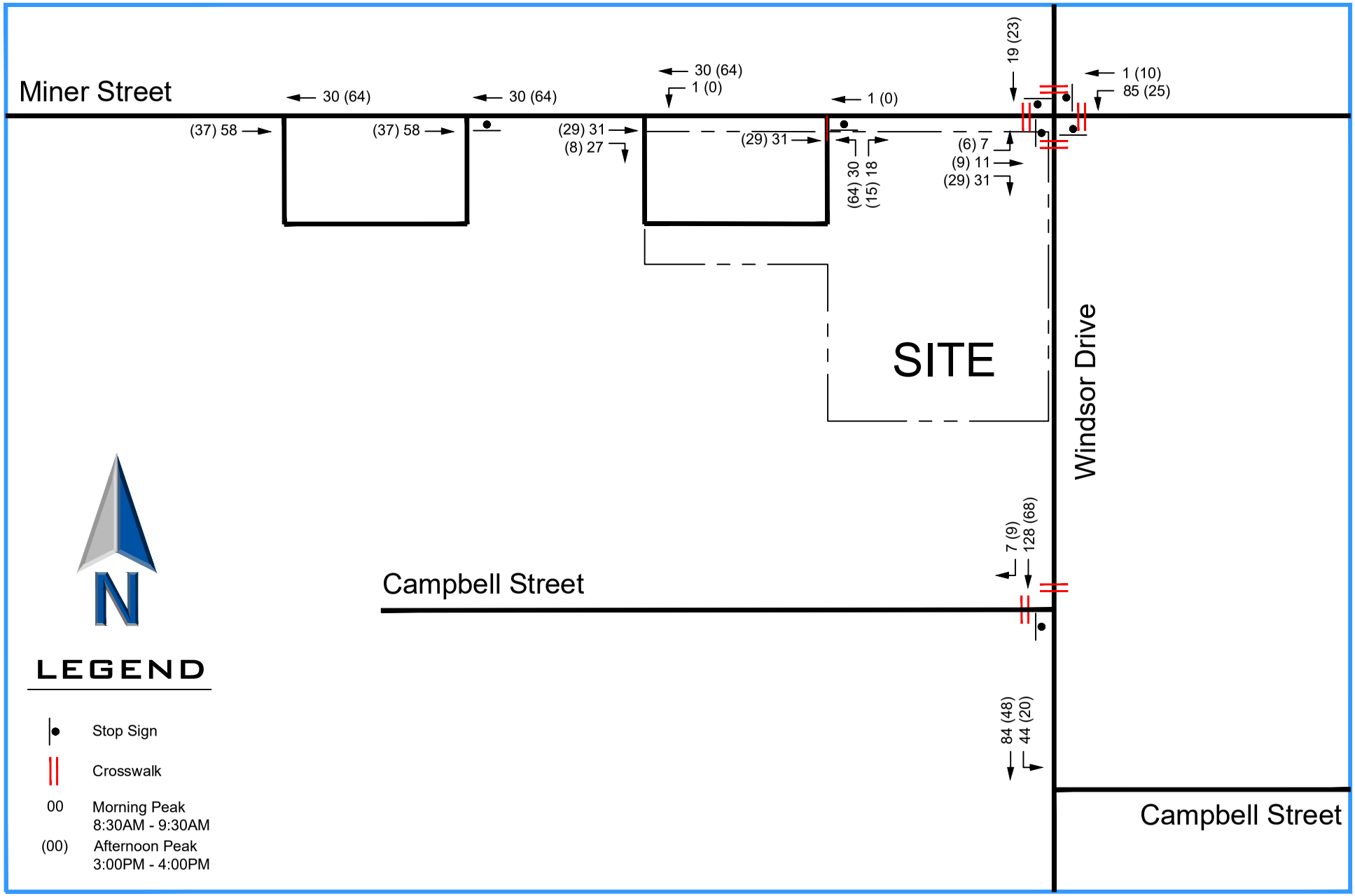
Existing Traffic Volumes

Figure 3A



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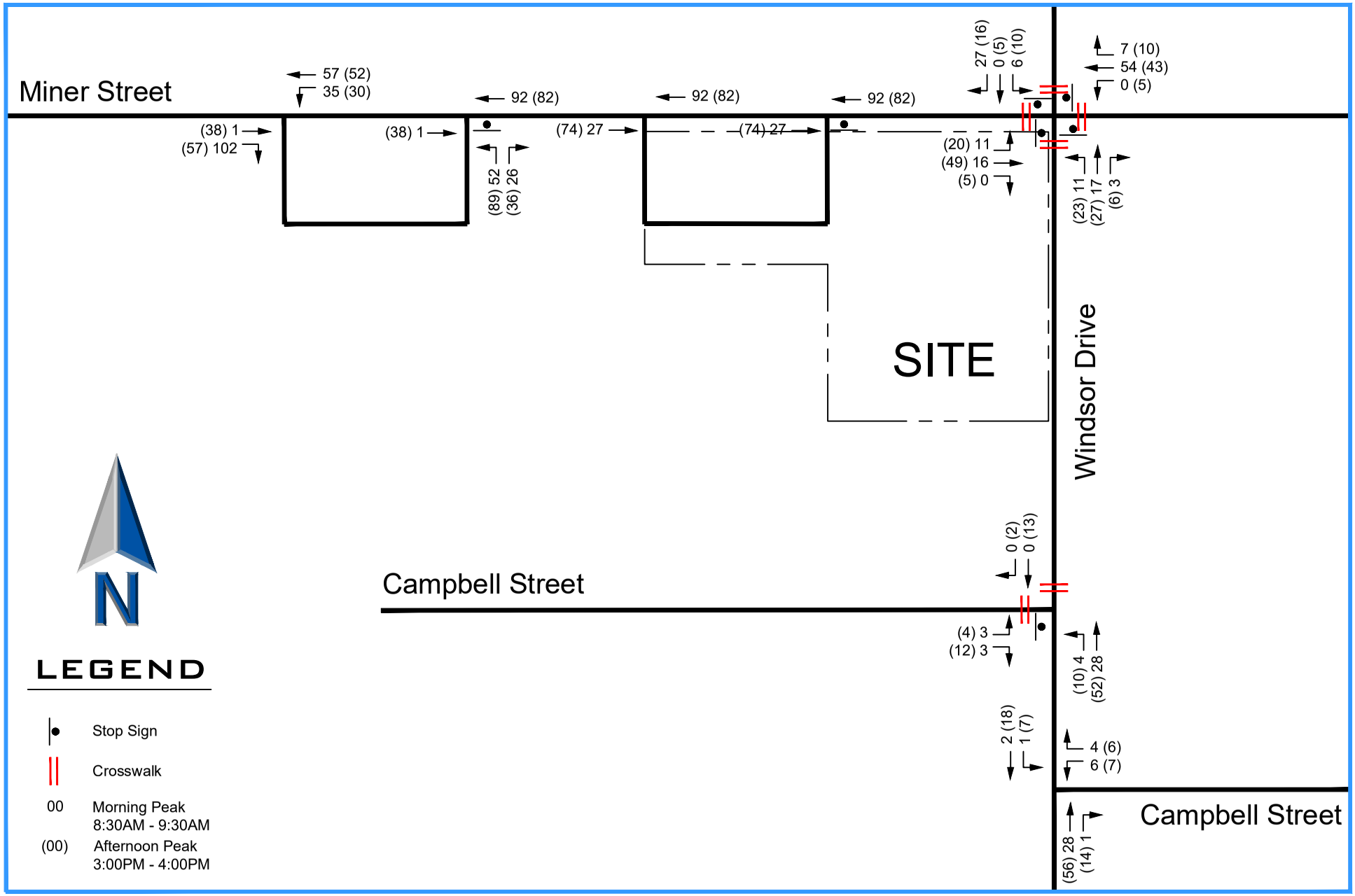
Existing School Traffic Volumes

Figure 3B



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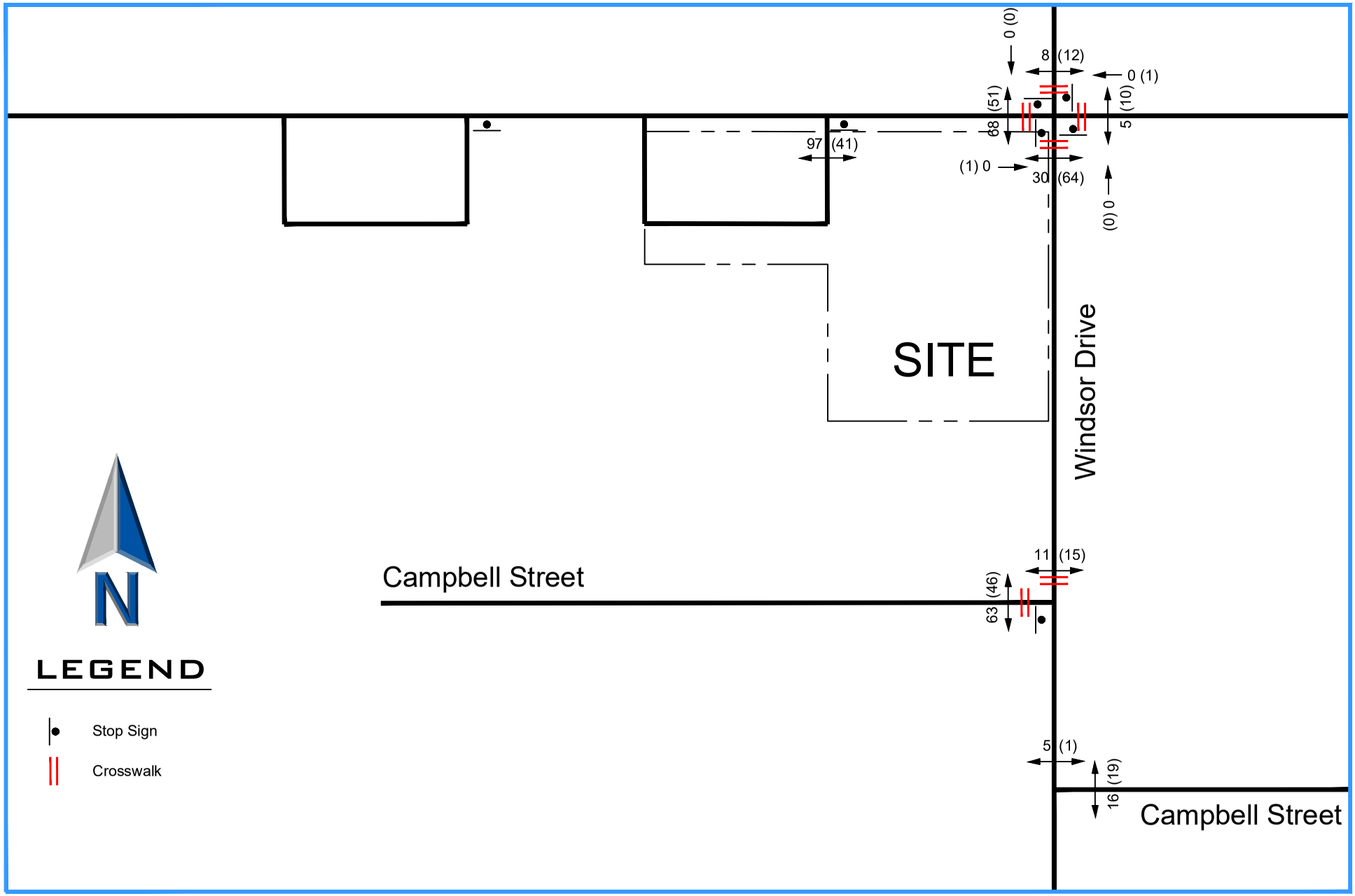
Existing Non-School Traffic Volumes

Figure 3C



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Year 2022 Pedestrian and Bike Volumes

Figure 4

SITE TRAFFIC CHARACTERISTICS

School Trip Generation

The school currently serves 455 Kindergarten thru 5th Grade students. Classroom hours are from 9:05 AM to 3:35 PM. Attendance boundaries are formed by Arlington Heights Road to the west, Northwest Highway to the southwest, Dale and Foster Avenues to the east, Euclid Avenue to the north, and Gregory Street to the south.

The school expansion will provide more room for the all-day Kindergarten program with 2 new classrooms for a total of 34 classrooms. Student population is expected to grow by 11 students to 466 students over the next five years. The number of staff is expected to grow from 91 to 93 persons.

Traffic estimates were made for the additional students using the traffic counts at the current school. The trip generation rates for the school are higher than the data provided by the Institute of Transportation Engineer's Trip Generation, 11th Ed. manual for elementary schools due to a higher percentage of automobile usage and no busing. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1.**

Table 1
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Trip Generation Based on Existing Traffic Volumes						
Existing 455 Students	222	182	404	131	140	271
Total 466 Students	259	213	472	153	164	317
Net Additional Traffic	**+37**	**+31**	**+68**	**+22**	**+24**	**+46**
ITE Trip Generation Comparison(1)						
Existing 455 Students	182	155	337	94	111	205
Total 466 Students	186	159	345	96	114	210
Net Additional Traffic(2)	**+4**	**+4**	**+8**	**+3**	**+3**	**+5**

(1) ITE Trip Generation Manual, 11th Edition – Land Use Code 520 (Elementary School)
(2) For comparison only – Not used for analyses

The directional distribution for school traffic is based on the existing school traffic counts and is shown in **Table 2** and on **Figure 5**.

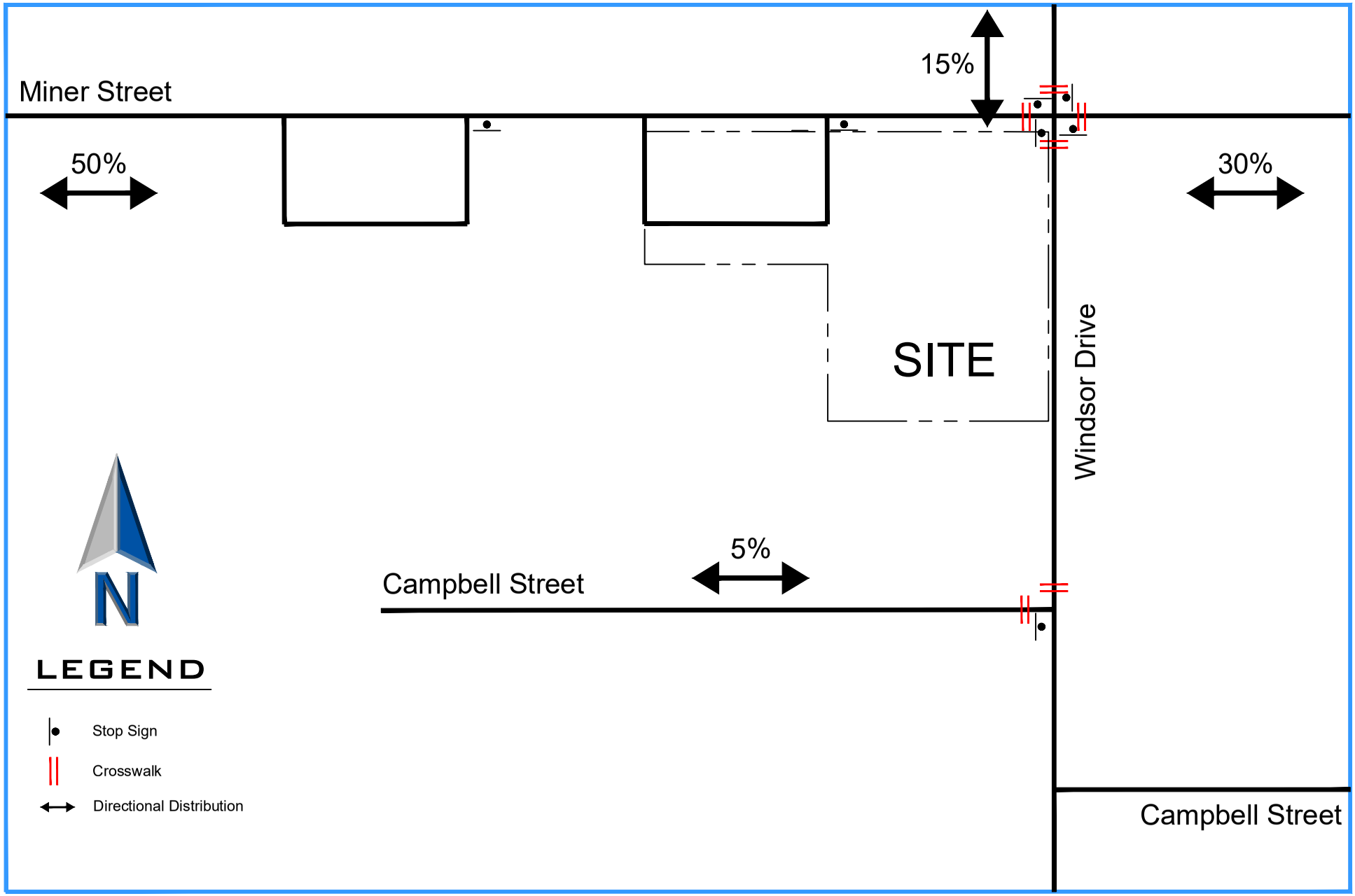
Table 2
Existing Directional Distribution

Direction	Distribution
North on Windsor Drive	15%
East on Miner Street	30%
South on Windsor Drive	5%
West on Miner Street	50%
Total	**100%**

Trip Assignment

The trip distribution for school is based on the existing traffic volumes at the school and the existing road network, and site plan. The future vehicular trips that are generated by the expansion were distributed to the area roadways. **Figure 6** illustrates the total traffic generated by the school (existing and expansion) and its assignment on the road system.

Figure 7 shows the total traffic volumes which a combination of Figure 3C (Non-School traffic) and Figure 6 (Projected School Volumes).



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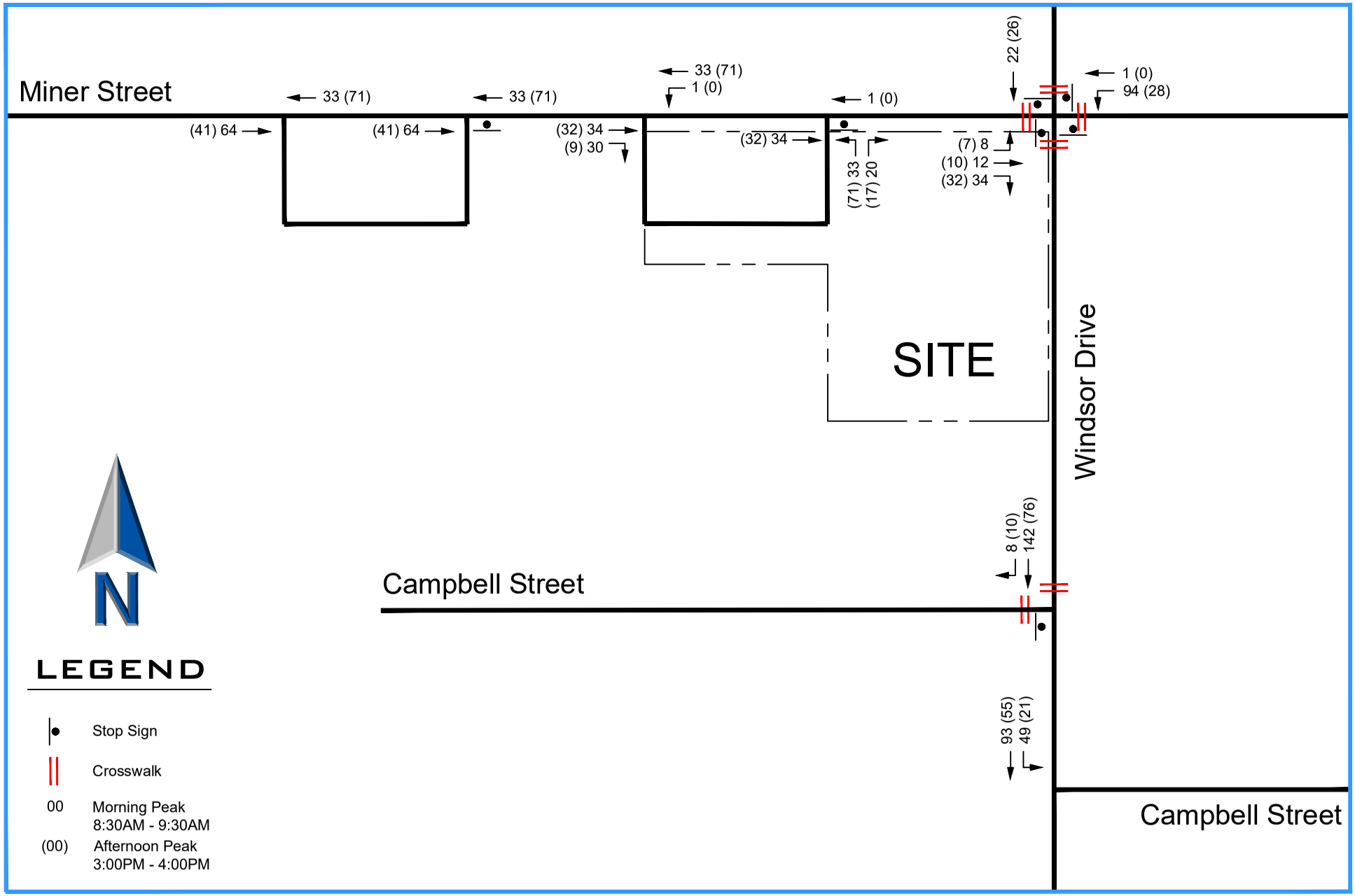
Directional Distribution

Figure 5



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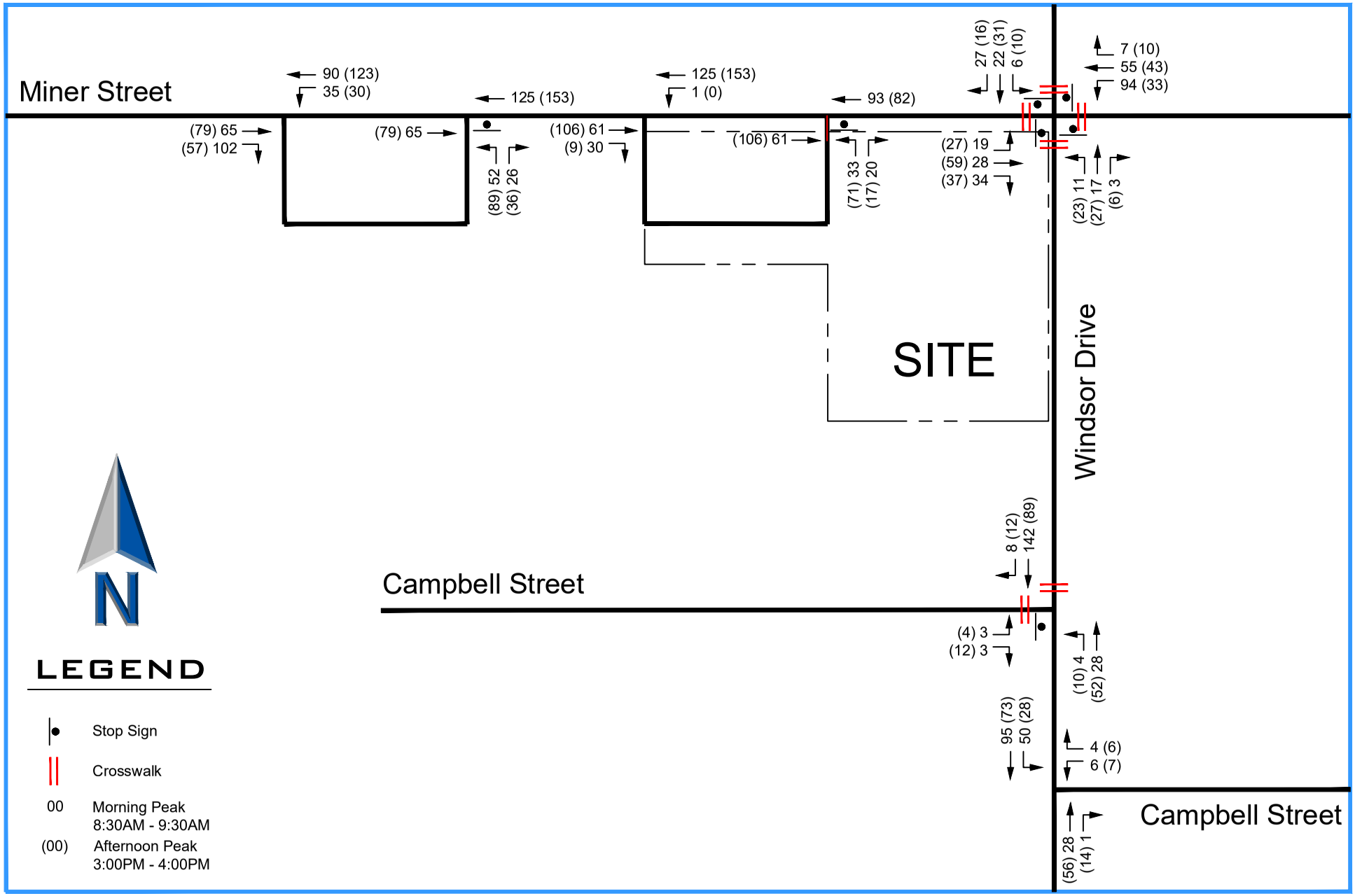
Projected School Traffic Volumes

Figure 6



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Projected Traffic Volumes

Figure 7

ANALYSES

Intersection Capacity Analyses

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

Table 3
Level of Service Criteria for Intersections

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

Source: Highway Capacity Manual 2010

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

Shared Exit onto Miner Street

The east-west parking lot along Miner Street has as exit only drive with northbound left- and right-turn lanes that is used by the staff parking at both schools and the Miner School loading area. It is located on the Miner School property. No changes are proposed to this intersection which will operate at a good level of service.

West Lot Entry and Access Drives on Miner Street

The existing driveways just west of the school building serves the staff parking lot and the loading area for students. Both driveways work well and no changes are proposed to this intersection which will operate at a good level of service.

Windsor Drive at Miner Street

The all-way-stop intersection will continue to at an acceptable level of service. Periodic congestion does occur at the intersection when pedestrians cross and traffic is stopped.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Windsor School Lot Entrance Only On Miner Street (Two-Way Stop)	**WB Lt**	A-7.5	A-7.5	A-7.6	A-7.6
Windsor School Lot Exit Only On Miner Street (Two-Way Stop)	**NB Lt**	B-10.8	B-10.9	B-11.1	B-11.3
Miner School Lot Entrance Only On Miner Street (Two-Way Stop)	**WB Lt**	A-7.9	A-7.9	A-7.9	A-7.9
Miner School Lot Exit Only On Miner Street (Two-Way Stop)	**NB Lt**	B-12.1	B-12.3	B-14.7	C-15.1
Windsor Drive At Miner Street (All-Way Stop)	**EB Lt**	A-8.4	A-8.5	A-8.4	A-8.5
	WB LT	B-10.1	A-10.4	A-8.3	A-8.4
	NB Lt	A-8.5	A-8.6	A-8.3	A-8.3
	SB Lt	A-8.4	A-8.6	A-8.0	A-8.1
West Campbell At Windsor Street (Two-Way Control)	**NB Lt**	A-8.0	A-8.1	A-7.7	A-7.7
	EB Lt	B-11.3	B-11.6	A-9.9	B-10.0
East Campbell At Windsor Street (Two-Way Control)	**SB Lt**	A-7.6	A-7.6	A-7.6	A-7.6
	WB Lt	B-11.7	B-12.1	B-10.1	B-10.2

Campbell Street at Windsor Drive

Due to the minimal increase in school traffic, the intersection will continue to work well and requires no additional improvements.

Kensington Road at Windsor Drive

Due to the minimal increase in school traffic, the intersection will continue to work well and requires no additional improvements.

Parking

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide one parking spaces per each employee (93 staff) and one per every five classrooms (34 rooms) for a total of 100 spaces. No parking variation is required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.13 spaces per student (466 students) or 61 spaces.

The existing school on-site parking supply provides a total of 96 parking spaces including five accessible spaces. Parking counts were conducted in September, 2022 after the morning arrival period which found the

main lot nearly full. There was a total of 117 vehicles parked in in the west lot, in the Miner School lot immediately to the west, and on-street. The parking demand exceeds the current on-site supply. **Table 5** summarizes the parking inventory and survey by lot.

Table 5
Westgate School Parking Inventory and Survey

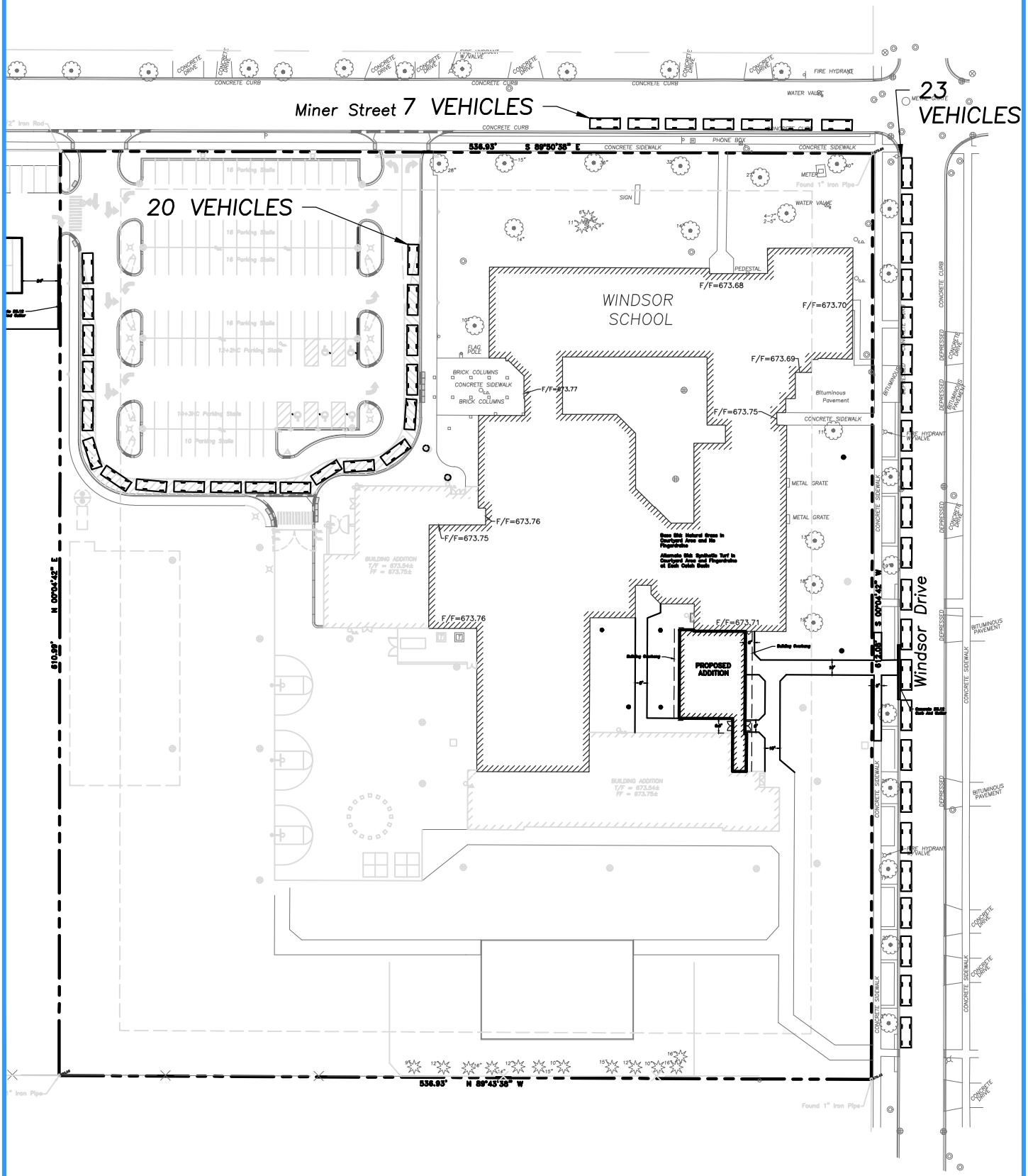
Lot	Parking Inventory			Parking Survey	
	Standard	Accessible	Total	Vehicles	Occupancy
Main	96	5	101	92	92%
Land banked	19	-	19		
Minor School Lot		--	-	10	-
On-street				15	
Total	**115**	**5**	**120**	**117**	**98%**

In the future with the all-day kindergarten and a small decrease in the other grades, the overall parking demand is expected to increase up to 121 vehicles which exceeds the on-site parking including land banked spaces by one space. The options are to build the land banked parking or continue to share parking with the Miner School to preserve existing green space.

SUMMARY

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

1. Parking counts at the school show that the 101 proposed parking spaces will exceed the zoning code requirement of 100 spaces.
2. A land banked parking plan with 19 additional spaces has been provided in case additional parking is needed in the future. It is recommended that the school continue to share spaces with Minor School to preserve existing green space.
3. No major changes are required for the existing access and circulation system at the school.



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Parent On-Site Stacking

Figure 8

Appendix

- Existing 2022 Traffic Counts
- Arlington Heights Signage
- Arlington Heights Bike Map
- School Info
    - Bussing Schedule
    - Taxi Data
    - Crossing Guard Locations
    - Traffic Plan
- ITE Traffic and Parking Calculations
- Intersection Capacity Analyses
    - 2022 Existing Conditions
    - 2028 Total Traffic Volumes

Miner Street and School Circle Lot

Arlington Heights, IL												
	Miner Street Westbound			Circle Drive Northbound			Miner Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Friday October 14, 2022											
8:00 AM	0	0	0	0	0	0	0	0	0	0	47	0.62
8:15 AM	0	0	0	2	0	3	6	0	0	11	57	0.75
8:30 AM	0	0	1	2	0	2	12	0	0	17	**76**	**0.63**
8:45 AM	0	0	0	5	0	10	4	0	0	19		
9:00 AM	0	0	0	1	0	1	8	0	0	10		
9:15 AM	0	0	0	10	0	17	3	0	0	30		
Total	0	0	1	20	0	33	33	0	0			
8:30-9:30 AM	**0**	**0**	**1**	**18**	**0**	**30**	**27**	**0**	**0**	**76**		
	Friday October 14, 2022											
2:30 PM	0	0	2	2	0	15	7	0	0	26	86	0.58
2:45 PM	0	0	0	0	0	8	2	0	0	10	**92**	**0.62**
3:00 PM	0	0	0	3	0	6	4	0	0	13	87	0.59
3:15 PM	0	0	0	7	0	29	1	0	0	37		
3:30 PM	0	0	0	2	0	27	3	0	0	32		
3:45 PM	0	0	0	3	0	2	0	0	0	5		
Total	0	0	2	17	0	87	17	0	0			
3:00-4:00 PM	**0**	**0**	**0**	**15**	**0**	**64**	**8**	**0**	**0**	**87**		

Miner Street and Windsor Drive

Arlington Heights, IL															
	Windsor Drive Southbound			**Miner Street Westbound**			**Windsor Drive Northbound**			**Miner Street Eastbound**			**15 Minute Totals**	**60 Minute Totals**	**Peak Hour Factor**
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Wednesday October 12, 2022														
8:00 AM	7	6	2	0	12	0	1	8	8	4	9	4	61	319	0.56
8:15 AM	4	6	0	1	9	1	0	6	8	12	7	4	58	314	0.55
8:30 AM	14	4	1	1	11	3	1	8	4	6	3	2	58	**297**	**0.52**
8:45 AM	7	8	3	4	10	71	0	4	3	17	9	6	142		
9:00 AM	5	4	2	1	9	10	2	4	2	4	8	5	56		
9:15 AM	1	3	0	1	16	1	0	1	2	4	7	5	41		
Total	38	31	8	8	67	86	4	31	27	47	43	26			
8:30-9:30 AM	**27**	**19**	**6**	**7**	**46**	**85**	**3**	**17**	**11**	**31**	**27**	**18**	**297**		
	Wednesday October 12, 2022														
2:30 PM	2	6	0	1	5	2	1	2	1	3	6	2	31	190	0.63
2:45 PM	3	5	0	1	2	2	0	9	1	1	8	2	34	**251**	**0.68**
3:00 PM	4	7	3	3	5	5	0	7	4	3	7	2	50	272	0.74
3:15 PM	2	8	2	3	13	10	2	1	8	6	16	4	75		
3:30 PM	2	5	5	4	10	10	2	7	2	11	20	14	92		
3:45 PM	4	3	0	0	7	0	1	8	2	9	15	6	55		
Total	17	34	10	12	42	29	6	34	18	33	72	30			
3:00-4:00 PM	**12**	**23**	**10**	**10**	**35**	**25**	**5**	**23**	**16**	**29**	**58**	**26**	**272**		

Windsor Drive and Campbell Street

Arlington Heights, IL

Begin Time	Windsor Drive Southbound			Campbell Street Westbound			Windsor Drive Northbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday October 11, 2022											
8:00 AM	0	10	1	0	0	2	2	15	0	30	166	0.47
8:15 AM	0	15	0	0	0	0	2	11	0	28	154	0.43
8:30 AM	0	11	0	1	0	2	0	5	0	19	**134**	**0.38**
8:45 AM	0	43	33	1	0	0	1	11	0	89		
9:00 AM	0	6	1	1	0	3	0	7	0	18		
9:15 AM	0	6	0	0	0	1	0	1	0	8		
Total	0	91	35	3	0	8	5	50	0			
8:30-9:30 AM	**0**	**66**	**34**	**3**	**0**	**6**	**1**	**24**	**0**	**134**		
	Tuesday October 11, 2022											
2:30 PM	0	4	0	0	0	2	2	2	0	10	94	0.60
2:45 PM	0	7	0	0	0	2	5	7	0	21	**161**	**0.52**
3:00 PM	0	7	1	1	0	0	2	13	0	24	171	0.56
3:15 PM	0	11	3	3	0	1	4	17	0	39		
3:30 PM	0	34	22	1	0	3	4	13	0	77		
3:45 PM	0	14	1	1	0	3	4	8	0	31		
Total	0	77	27	6	0	11	21	60	0			
3:00-4:00 PM	**0**	**66**	**27**	**6**	**0**	**7**	**14**	**51**	**0**	**171**		

Windsor Drive and Campbell Street

Arlington Heights, IL

Begin Time	Windsor Drive Southbound			Windsor Drive Northbound			Orchard Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday October 11, 2022											
8:00 AM	0	0	0	0	0	0	0	0	0	0	21	0.53
8:15 AM	0	0	0	0	0	0	5	0	1	6	22	0.55
8:30 AM	4	0	0	0	0	2	2	0	2	10	**16**	**0.40**
8:45 AM	2	0	0	0	0	2	1	0	0	5		
9:00 AM	1	0	0	0	0	0	0	0	0	1		
9:15 AM	0	0	0	0	0	0	0	0	0	0		
Total	7	0	0	0	0	4	8	0	3			
8:30-9:30 AM	**7**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**2**	**16**		
	Tuesday October 11, 2022											
2:30 PM	1	0	0	0	0	0	1	0	1	3	25	0.37
2:45 PM	1	0	0	0	0	0	0	0	0	1	**35**	**0.51**
3:00 PM	1	0	0	0	0	2	0	0	1	4	37	0.54
3:15 PM	6	0	0	0	0	6	2	0	3	17		
3:30 PM	3	0	0	0	0	2	8	0	0	13		
3:45 PM	1	0	0	0	0	0	2	0	0	3		
Total	13	0	0	0	0	10	13	0	5			
3:00-4:00 PM	**11**	**0**	**0**	**0**	**0**	**10**	**12**	**0**	**4**	**37**		

Miner Street and West Lot

Arlington Heights, IL												
	Miner Street Westbound			West Lot Northbound			Miner Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday October 17, 2022											
8:00 AM	0	15	7	2	0	8	30	10	0	72	368	0.61
8:15 AM	0	8	15	8	0	3	26	11	0	71	377	0.63
8:30 AM	0	14	14	5	0	5	28	9	0	75	**348**	**0.58**
8:45 AM	0	36	12	14	0	31	46	11	0	150		
9:00 AM	0	28	7	6	0	16	14	10	0	81		
9:15 AM	0	9	2	1	0	0	14	16	0	42		
Total	0	110	57	36	0	63	158	67	0			
8:30-9:30 AM	**0**	**87**	**35**	**26**	**0**	**52**	**102**	**46**	**0**	**348**		
	Wednesday October 17, 2022											
2:30 PM	0	8	2	0	0	0	3	11	0	24	185	0.59
2:45 PM	0	11	7	0	0	4	7	9	0	38	**330**	**0.49**
3:00 PM	0	6	3	1	0	2	15	17	0	44	387	0.57
3:15 PM	0	12	14	4	0	6	28	15	0	79		
3:30 PM	0	59	8	19	0	50	11	22	0	169		
3:45 PM	0	39	5	12	0	31	3	5	0	95		
Total	0	135	39	36	0	93	67	79	0			
3:00-4:00 PM	**0**	**116**	**30**	**36**	**0**	**89**	**57**	**59**	**0**	**387**		

City: Arlington Heights
Count Location: Miner St. and Windsor Drive
Study Date: – October 12th, 2022 (Pedestrian Counts)

Time	North Cross	South Cross	West Cross	East Cross	Total Pedestrians
8:00-8:15 a.m.	2	0	4	0	6
8:15-8:30 a.m.	3	1	4	0	8
8:30-8:45 a.m.	1	1	2	0	4
8:45-9:00 a.m.	7	29	65	4	105
9:00-9:15 a.m.	0	0	1	0	1
9:15-9:30 a.m.	0	0	0	1	1
Morning Totals	**13**	**31**	**76**	**5**	**125**
2:30-2:45 p.m.	0	0	0	0	0
2:45-3:00 p.m.	0	1	1	1	3
3:00-3:15 p.m.	0	1	0	3	4
3:15-3:30 p.m.	1	5	0	1	7
3:30-3:45 p.m.	11	58	51	4	124
3:45-4:00 p.m.	0	0	0	2	2
Afternoon Totals	**12**	**65**	**52**	**11**	**140**

City: Arlington Heights
Count Location: Windsor Drive and Campbell St. (East)
Study Date: – October 11th, 2022 (Pedestrian Counts)

Time	North Cross	East Cross	Total Pedestrians
8:00-8:15 a.m.	0	0	0
8:15-8:30 a.m.	0	1	1
8:30-8:45 a.m.	0	2	2
8:45-9:00 a.m.	3	11	14
9:00-9:15 a.m.	0	3	3
9:15-9:30 a.m.	2	0	2
Morning Totals	**5**	**17**	**22**
2:30-2:45 p.m.	0	0	0
2:45-3:00 p.m.	0	0	0
3:00-3:15 p.m.	0	1	1
3:15-3:30 p.m.	0	1	1
3:30-3:45 p.m.	1	16	17
3:45-4:00 p.m.	0	1	1
Afternoon Totals	**1**	**19**	**20**

City: Arlington Heights
Count Location: Windsor Drive and Campbell St. (West)
Study Date: – October 11th, 2022 (Pedestrian Counts)

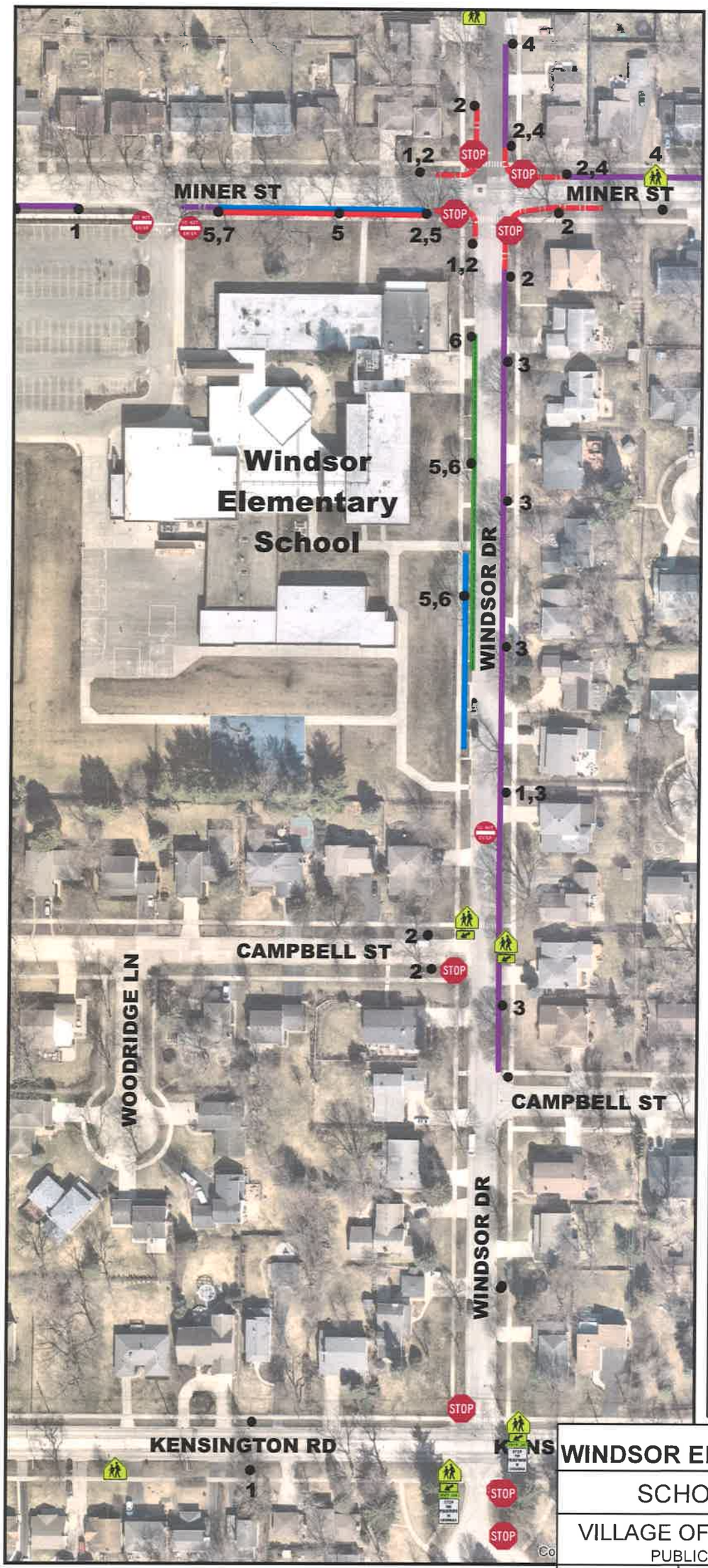
Time	North Cross	West Cross	Total Pedestrians
8:00-8:15 a.m.	0	1	1
8:15-8:30 a.m.	0	0	0
8:30-8:45 a.m.	4	13	17
8:45-9:00 a.m.	7	43	50
9:00-9:15 a.m.	0	7	7
9:15-9:30 a.m.	0	0	0
Morning Totals	**11**	**64**	**75**
2:30-2:45 p.m.	0	0	0
2:45-3:00 p.m.	0	1	1
3:00-3:15 p.m.	0	2	2
3:15-3:30 p.m.	0	2	2
3:30-3:45 p.m.	15	42	57
3:45-4:00 p.m.	0	0	0
Afternoon Totals	**15**	**47**	**62**

City: Arlington Heights
Count Location: Miner St. and School Circle Drive / Lot
Study Date: – October 14th, 2022 (Pedestrian Counts)

Time	Total Pedestrians Across Driveway
8:00-8:15 a.m.	0
8:15-8:30 a.m.	0
8:30-8:45 a.m.	11
8:45-9:00 a.m.	43
9:00-9:15 a.m.	4
9:15-9:30 a.m.	39
Morning Totals	**97**
2:30-2:45 p.m.	0
2:45-3:00 p.m.	0
3:00-3:15 p.m.	0
3:15-3:30 p.m.	8
3:30-3:45 p.m.	27
3:45-4:00 p.m.	6
Afternoon Totals	**41**

City: Arlington Heights
Count Location: Miner St. and Windsor Drive
Study Date: – October 12th, 2022 (On-Street Biker Counts)

Time	North Approach	South Approach	West Approach	East Approach	Total Bikers
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	1	1
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	0	0
9:00-9:15 a.m.	0	0	0	0	0
9:15-9:30 a.m.	0	0	0	0	0
Morning Totals	**0**	**0**	**0**	**1**	**1**
2:30-2:45 p.m.	0	0	0	0	0
2:45-3:00 p.m.	0	0	0	0	0
3:00-3:15 p.m.	0	0	0	0	0
3:15-3:30 p.m.	0	0	0	0	0
3:30-3:45 p.m.	0	0	0	0	0
3:45-4:00 p.m.	0	0	1	1	2
Afternoon Totals	**0**	**0**	**1**	**1**	**2**



Legend

SIGNS

STOP

DO NOT ENTER

1 SCHOOL SPEED LIMIT 20 ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT

2 NO PARKING HERE TO CORNER

3 NO PARKING STOPPING STANDING 8 AM TO 4 PM SCHOOL DAYS

4 NO PARKING STOPPING STANDING 8:30 - 9:15AM 3:00 - 4:00PM SCHOOL DAYS

5 STUDENT DROP-OFF AND PICK-UP ZONE 8AM - 9AM 3PM - 4PM SCHOOL DAYS
NO UNATTENDED VEHICLES

6 IDLE FREE ZONE

7 NO PARKING HERE TO DRIVEWAY

MAP PREPARED BY:
VILLAGE OF ARLINGTON HEIGHTS
PUBLIC WORKS DEPARTMENT
TIFFANY SCHMOKER
33 S. ARLINGTON HTS. RD.
ARLINGTON HEIGHTS, IL 60005
(847) 368-5250
http://www.vah.com

Disclaimer
This map is for analysis purposes only. It is not intended for navigation or location of infrastructure. The reliability of this map depends on the accuracy of its underlying data sources which have not been verified. Unauthorized duplication or distribution is prohibited.

July 2019

N W E S

0 50 100 200 300 Feet

WINDSOR ELEMENTARY SCHOOL

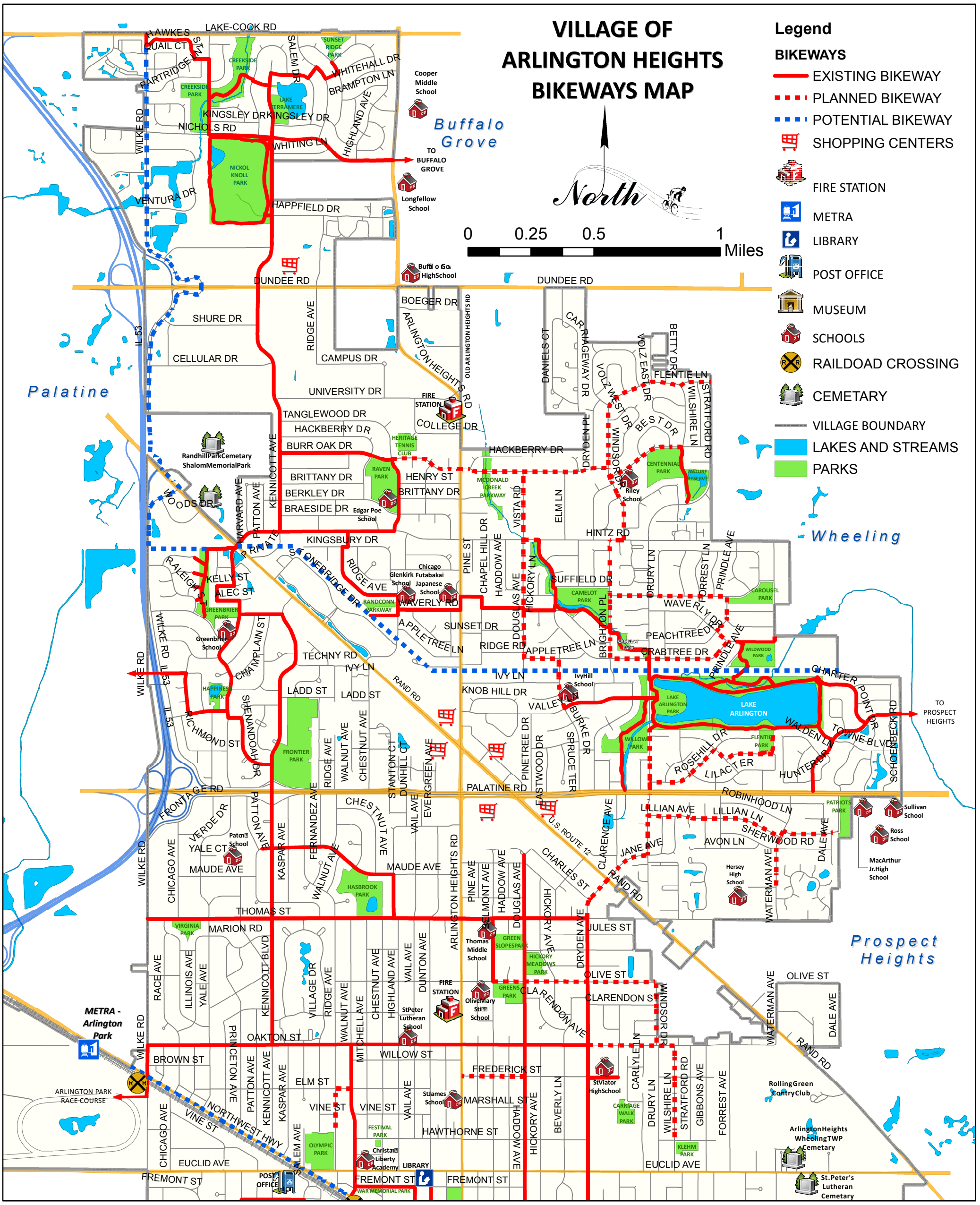
SCHOOL SITE MAPS

VILLAGE OF ARLINGTON HEIGHTS

PUBLIC WORKS DEPARTMENT

DRAWN: TLS	V.MNGR:		ORD. NO. 94-63
CHECKED: TJP	POLICE:		DIR FAC 25:
DATE: 10/2015	V.ENGR:		
REVISION/DATE	7/2019	12/2021	

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



BICYCLE SAFETY RULES

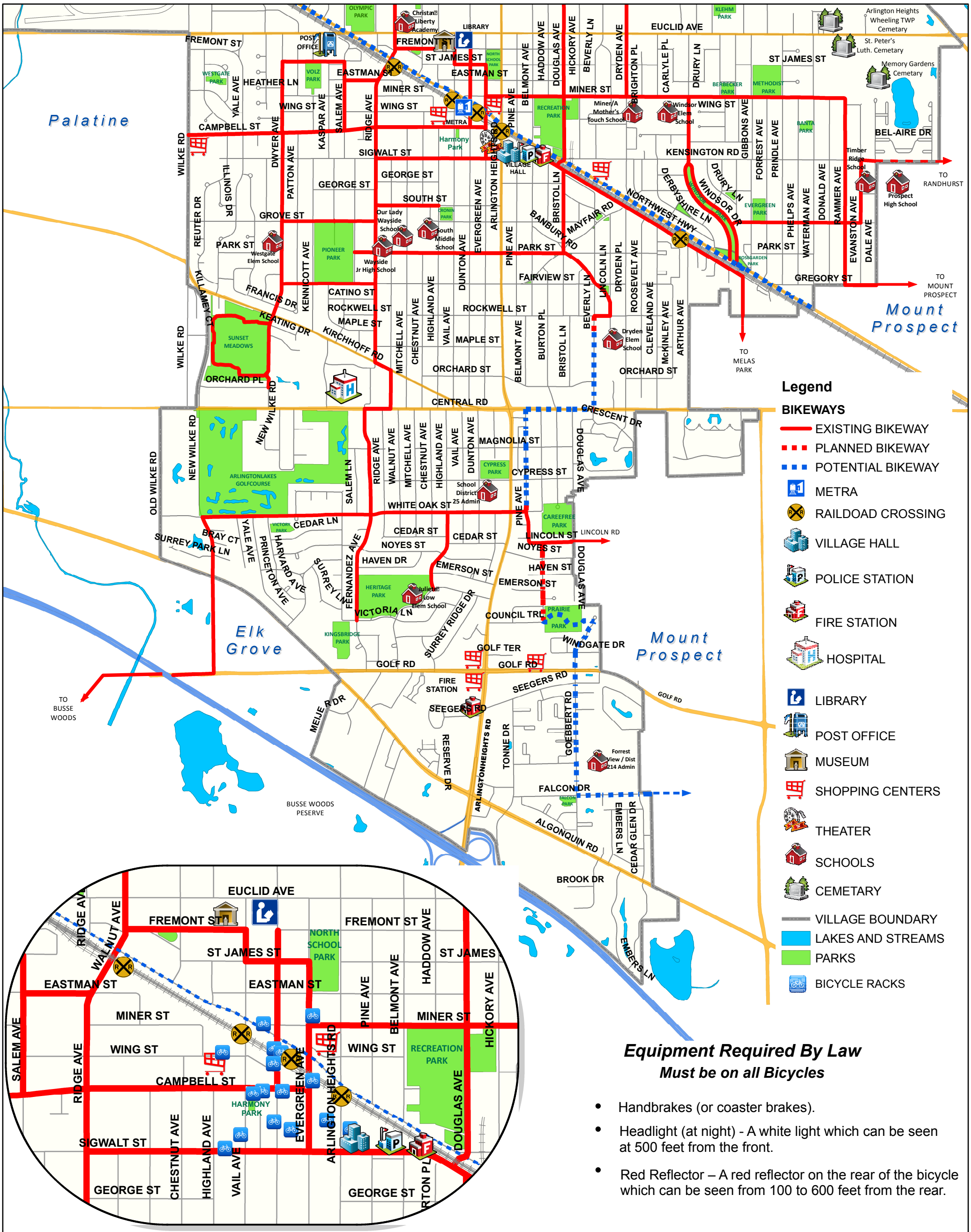
1. Always ride your bike in single file, in the same direction as traffic. Stay close to the right edge of the road.
2. Helmets are highly recommended for all bicyclists.
3. Bicycle riders are expected to know and obey all traffic regulations (signs, signals, pavement markings, etc.).
4. Riding on sidewalks is legal except in the Central Business District.
5. Indicate your intention to slow down, stop, turn or change lanes by using arm signals. This will prevent being cutoff.
6. Be extra careful at intersections and railroad crossings and when emerging from driveways, alleys or from behind parked cars. Establish eye contact with motorists who may not be looking for a cyclist.
7. Look out for motorists pulling into traffic. Keep a close watch for car doors opening suddenly in your path causing you to veer into traffic.
8. Maintain your bicycle in sake working order. Check brakes, tires and wheels.
9. Wear bright colored and reflective clothing when riding after dark. Make sure your bike has proper lights and reflectors before riding at night.
10. Stop before reaching a school bus which has s topped to load or unload passengers.
11. Be ready to yield the right-of-way to other moving vehicles.
12. Keep at least one hand on the handlebars at all times for control of the bicycle. Carry books, packages, or other items in a back pack or carrier.
13. Watch for poor road surfaces including drainage grates (tires may fall through grooves), pot holes, loose gravel, and unsafe shoulders.
14. Make sure that the bike you ride is the right size for you.
15. Right turns on red are permissible, after coming to complete stop, except where a sign is posted prohibiting such a turn. You must yield the right-of-way to other traffic lawfully using the intersection and to pedestrians.
16. Only one person should ride on a bicycle except on a tandem bicycle or with an attached child's seat if available.
17. Never hitch a ride with any motorized vehicle.
18. Do not wear headphones when riding a bicycle.

Source:

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

Prepared by the Village of Arlington Heights Engineering Department.

June, 2014



DOWNTOWN

Equipment Required By Law

Must be on all Bicycles

- Handbrakes (or coaster brakes).
- Headlight (at night) - A white light which can be seen at 500 feet from the front.
- Red Reflector – A red reflector on the rear of the bicycle which can be seen from 100 to 600 feet from the rear.

Village of Arlington Heights

Thomas W. Hayes, Mayor
33 South Arlington Heights Rd
Arlington Heights, IL 60005
(847) 368-5100

Reporting Bicycle Accidents

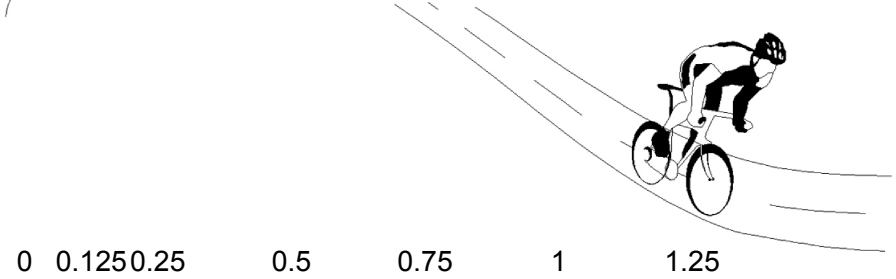
Police Department (847) 368-5300
Emergency 911

Bicycle Advisory Commission

Peter Szabo, Chairman
James K. Daley
Paul Danko
Janet Harlow
Alan Medsker
Mitchell D. Polonsky
Michael Walczak

Bike Map Information
(847) 368-5250

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



0 0.125 0.25 0.5 0.75 1 1.25 Miles

AM ROUTE THOMAS - IVY HILL - OLIVE - GREENBRIER SOUTH - WESTGATE - DRYDEN - PIONEER - OLIVE - REC PARK

1ST ROUTE 7:05-7:20AM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 8:20-8:40AM		DRIVER SUB	BUS SUB
THOMAS A 7:10				8		IVY HILL A	8:30		
THOMAS B 7:10				11		IVY HILL D (600, 700)	8:40		
THOMAS C 7:10				19		GREENBRIER A	8:35		
THOMAS D 7:10				22		IVY HILL E (800,900)	8:40		
THOMAS E 7:05				1909					
THOMAS F 7:05				5		IVY HILL B	8:35		
THOMAS G 7:15				21		IVY HILL C-(400, 500)			
THOMAS H 7:10				7GPT		OLIVE A	8:20		
THOMAS I 7:10				3		OLIVE-REC	8:40		
THOMAS J 7:10				9		DRYDEN C	8:15		
THOMAS K 7:20				1908					
THOMAS L 7:10				6GPT					

1ST ROUTE 7:05-7:20AM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 8:15-8:40AM		DRIVER SUB	BUS SUB
SOUTH A 7:10				16					
SOUTH B 7:15				4		DRYDEN B	8:15		
SOUTH C 7:10				58					
SOUTH D 7:20				24					
SOUTH E 7:20				1					
SOUTH F 7:05				2		WESTGATE A	8:20		
SOUTH G 7:15				20					
SOUTH H 7:15				1915					
SOUTH I 7:15				59		DRYDEN A	8:35		
SOUTH J 7:10				173		DRYDEN D	8:15		
SOUTH K 7:15				12		WESTGATE-PIONEER	8:35		

PM ROUTE THOMAS - IVY HILL - OLIVE **5/31/2022**

1ST ROUTE 2:45 PM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 3:35 PM	DRIVER SUB	BUS SUB
THOMAS A 2:40				8		IVY HILL A		
THOMAS B 2:40				11		IVY HILL D (600, 700)		
THOMAS C 2:40				19		GREENBRIER A		
THOMAS D 2:40				22		IVY HILL E (800,900)		
THOMAS E 2:40				1909				
THOMAS F 2:40				5		IVY HILL B		
THOMAS G 2:40				21		IVY HILL C (400,500)		
THOMAS H 2:40				7GPT		OLIVE A		
THOMAS I 2:40				3		OLIVE-REC 3:45		
THOMAS J 2:40				9		DRYDEN C		
THOMAS K 2:40				1908		ACTIVITY EAST THOMAS		
THOMAS L 2:40				6GPT		ACTIVITY WEST		

PM ROUTE SOUTH - WESTGATE - DRYDEN - PIONEER - OLIVE - REC-PARK

PUNCH	1ST ROUTE 2:45 PM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	2ND ROUTE 3:35 PM	DRIVER SUB	BUS SUB
	SOUTH A 2:40				16		ACTIVITY SOUTH		
	SOUTH B 2:40				4		DRYDEN B		
	SOUTH C 2:40				58				
	SOUTH D 2:40				24		ACTIVITY NORTH		
	SOUTH E 2:40				1		ACTIVITY NORTHEAST		
	SOUTH F 2:40				2		WESTGATE A		
	SOUTH G 2:40				20				
	SOUTH H 2:40				1915				
	SOUTH I 2:40				59		DRYDEN A		
	SOUTH J 2:40				173		DRYDEN D		
	SOUTH K 2:40				12		WESTGATE-PIONEER 3:50		

MIDDAY ROUTE DRYDEN - IVY HILL - OLIVE - WESTGATE - DATE: **5/31/2022**

PUNCH	K ROUTE 11:45 AM	DRIVER	DRIVER SUB	X	BUS	BUS SUB	L ROUTE 12:20 - 12:40 PM	DRIVER SUB	BUS SUB
11:15 AM	DRYDEN K2-31				21		DRYDEN 31L 12:20		
11:15 AM	DRYDEN K31				1909				
11:15 AM	IVY HILL K37				11		IVY HILL 37L 12:30		
11:15 AM	OLIVE K34				8		OLIVE 34L 12:40		
11:15 AM					22		WESTGATE 32L 12:40		

NOTES.-

Taxi at Schools 21-22	AM	MID-DAY	PM
Dryden Elementary School	-	-	-
Greenbrier Elementary School	6	11	6
Ivy Hill Elementary School	1		1
Olive Mary Stitt Elementary School	-	-	-
Westgate Elementary School	8	3	8
Windsor Elementary School	6	1	6
Thomas Middle School	6	1	5
South Middle School	4	1	4
Total	31	17	30

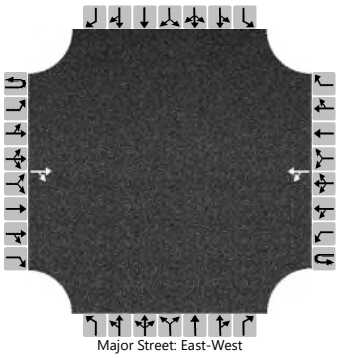
Crossing Guard Locations

Location	AM	PM	K-5	Middle School	Parochial
Arlington & Olive	7:15-9:00	2:25-4:10	Olive		St. Peters
Arlington & Park	7:10-8:25	2:45-3:30		South	OLW
Arlington & Thomas	7:15-7:45	2:45-3:15		Thomas	
Arlington @ St. James	7:45-8:30	3:15-4:00			St. James
Belmont & Thomas	7:15-7:45	2:30-4:00	Olive	Thomas	St. James, St. Peter
	8:15-9:00				
Dryden & Miner	8:05-9:05	3:40-4:10	Windsor		St. James
Dryden & Rockwell	8:35-9:05	3:35-4:05	Dryden		
Dwyer & Grove	8:35-9:05	3:35-4:05	Westgate		
Dwyer & Harvard	8:35-9:05	3:35-4:05	Westgate		
Kennicott & Maude	8:35-9:05	3:35-4:05	Patton		
Maude & Patton	8:35-9:05	3:35-4:05	Patton		
Olive & Belmont	8:35-9:05	3:35-4:05	Olive		
Olive & Douglas	8:35-9:05	3:35-4:05	Olive		
Park & Highland	7:15-7:45	2:45-3:15		South	
Ridge & Park	7:55-8:25	2:55-3:25			OLW
Thomas & Harvard	8:35-9:05	3:35-4:05	Patton		
Windsor & Kensington	8:25-9:10	3:30-4:15	Windsor		
Windsor & Miner	8:20-9:05	3:35-4:05	Windsor		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Miner and School Lot Enter
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	11/3/2022	East/West Street	Miner Street
Analysis Year	2022	North/South Street	School Lot Enter
Time Analyzed	AM Peak	Peak Hour Factor	0.63
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Windsor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			58	27		1	122									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2										
Capacity, c (veh/h)						1462										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.5	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.1											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

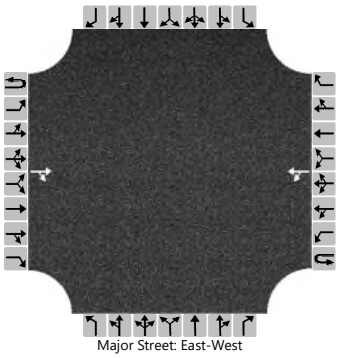
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Enter
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Enter
Peak Hour Factor	0.63
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			61	30		1	125									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2										
Capacity, c (veh/h)						1450										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.5	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.1											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

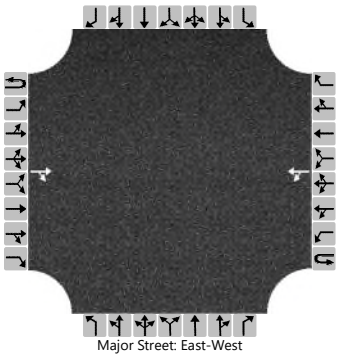
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Enter
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Enter
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			103	8		0	146									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1409										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.6	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.0											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

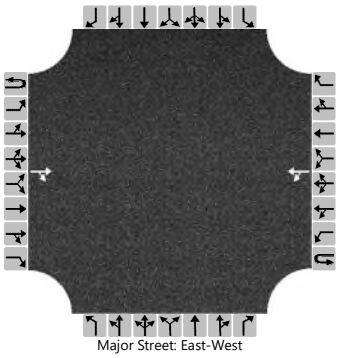
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Enter
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Enter
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			106	9		0	153									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1401										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.6	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.0											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

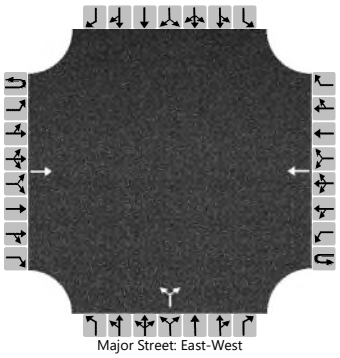
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.63
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			58				93			30		18				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											76					
Capacity, c (veh/h)											702					
v/c Ratio											0.11					
95% Queue Length, Q_{95} (veh)											0.4					
Control Delay (s/veh)											10.8					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.8						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

General Information

Analyst	AG
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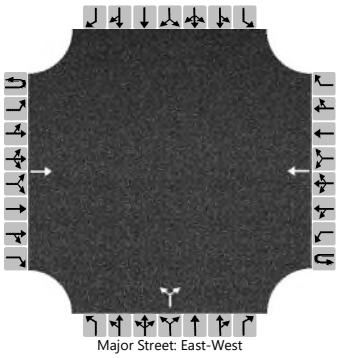
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.63
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			61				93			33		20				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											84					
Capacity, c (veh/h)											698					
v/c Ratio											0.12					
95% Queue Length, Q_{95} (veh)											0.4					
Control Delay (s/veh)											10.9					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.9						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

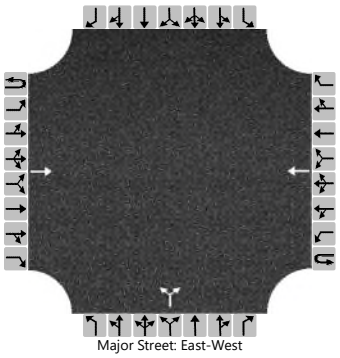
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			103				82			64		15				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											127					
Capacity, c (veh/h)											715					
v/c Ratio											0.18					
95% Queue Length, Q_{95} (veh)											0.6					
Control Delay (s/veh)											11.1					
Level of Service (LOS)											B					
Approach Delay (s/veh)										11.1						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

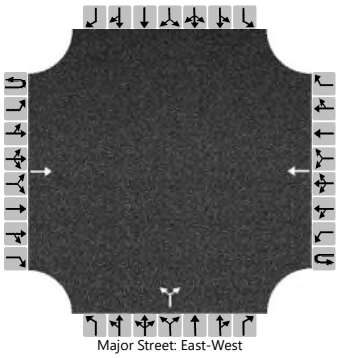
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			106				82			71		17				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											142					
Capacity, c (veh/h)											711					
v/c Ratio											0.20					
95% Queue Length, Q_{95} (veh)											0.7					
Control Delay (s/veh)											11.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										11.3						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

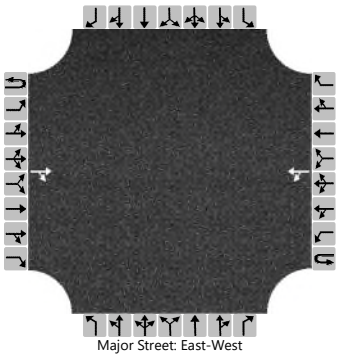
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			59	102		35	87									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						60										
Capacity, c (veh/h)						1297										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.6											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

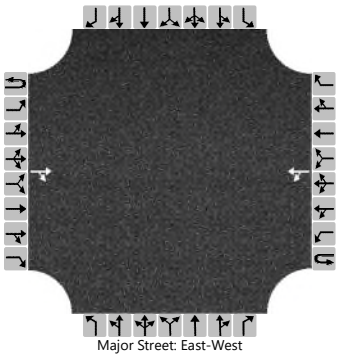
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			65	102		35	90									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						60										
Capacity, c (veh/h)						1286										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.5											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

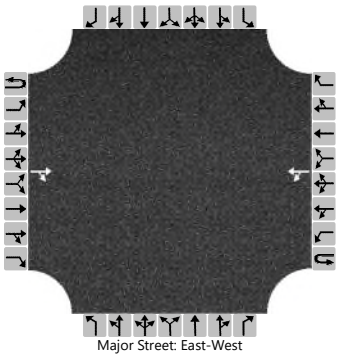
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			75	57		30	116									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61										
Capacity, c (veh/h)						1306										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.0											
Approach LOS					A											

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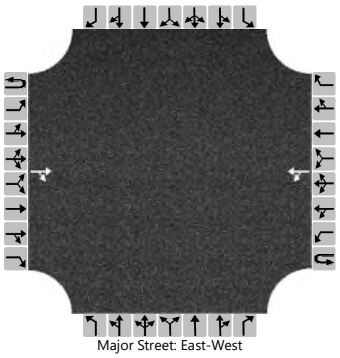
HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Miner and West Lot Entrance
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	11/3/2022	East/West Street	Miner Street
Analysis Year	2028	North/South Street	West Lot Entrance
Time Analyzed	PM Peak	Peak Hour Factor	0.49
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Windsor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			79	57		30	123									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61										
Capacity, c (veh/h)						1297										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					1.9											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

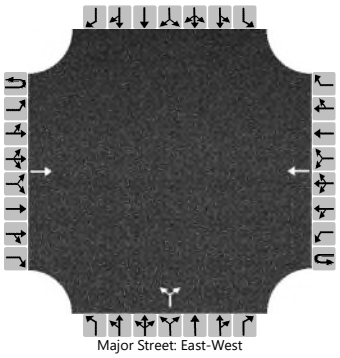
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			59				122			52		26				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											134					
Capacity, c (veh/h)											638					
v/c Ratio											0.21					
95% Queue Length, Q_{95} (veh)											0.8					
Control Delay (s/veh)											12.1					
Level of Service (LOS)											B					
Approach Delay (s/veh)										12.1						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

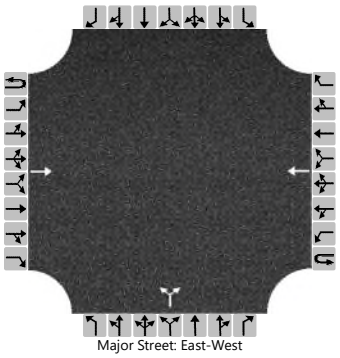
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			65				125			52		26				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											134					
Capacity, c (veh/h)											626					
v/c Ratio											0.21					
95% Queue Length, Q_{95} (veh)											0.8					
Control Delay (s/veh)											12.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										12.3						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

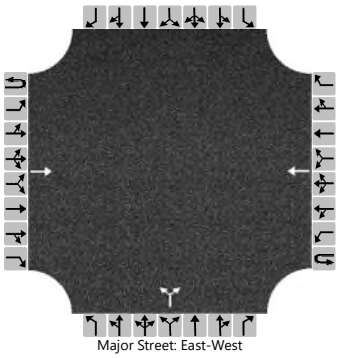
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			75				146			89		36				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											255					
Capacity, c (veh/h)											625					
v/c Ratio											0.41					
95% Queue Length, Q_{95} (veh)											2.0					
Control Delay (s/veh)											14.7					
Level of Service (LOS)											B					
Approach Delay (s/veh)										14.7						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

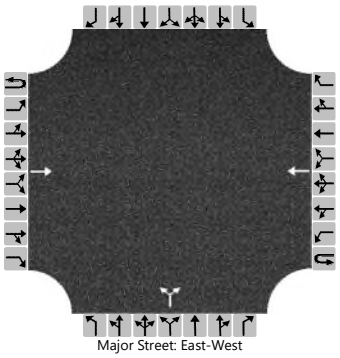
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			79				153			89		36				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											255					
Capacity, c (veh/h)											609					
v/c Ratio											0.42					
95% Queue Length, Q_{95} (veh)											2.1					
Control Delay (s/veh)											15.1					
Level of Service (LOS)											C					
Approach Delay (s/veh)										15.1						
Approach LOS										C						

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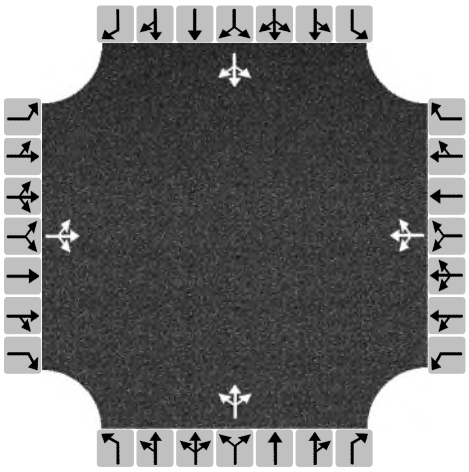
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	27	31	85	55	7	11	17	3	6	19	27
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	146			283			60			100		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.130			0.251			0.053			0.089		
Final Departure Headway, h_d (s)	4.44			4.56			5.05			4.70		
Final Degree of Utilization, x	0.180			0.358			0.084			0.130		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.44			2.56			3.05			2.70		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	146			283			60			100		
Capacity (veh/h)	812			790			713			767		
95% Queue Length, Q_{95} (veh)	0.7			1.6			0.3			0.4		
Control Delay (s/veh)	8.4			10.1			8.5			8.4		
Level of Service, LOS	A			B			A			A		
Approach Delay (s/veh) | LOS	8.4	A		10.1	B		8.5	A		8.4	A	
Intersection Delay (s/veh) | LOS	9.2						A					

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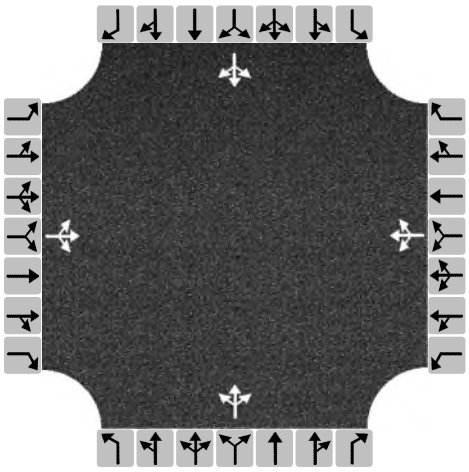
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	19	28	34	94	55	7	11	17	3	6	22	27
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	156			300			60			106		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.138			0.267			0.053			0.094		
Final Departure Headway, h_d (s)	4.47			4.60			5.13			4.78		
Final Degree of Utilization, x	0.194			0.383			0.085			0.140		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.47			2.60			3.13			2.78		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	156			300			60			106		
Capacity (veh/h)	805			783			701			753		
95% Queue Length, Q_{95} (veh)	0.7			1.8			0.3			0.5		
Control Delay (s/veh)	8.5			10.4			8.6			8.6		
Level of Service, LOS	A			B			A			A		
Approach Delay (s/veh) | LOS	8.5	A		10.4	B		8.6	A		8.6	A	
Intersection Delay (s/veh) | LOS	9.5						A					

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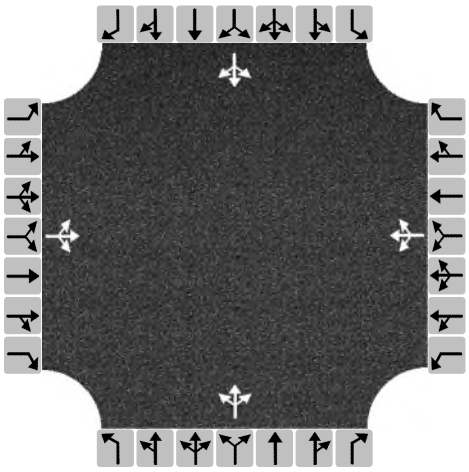
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.68

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	26	58	34	30	43	10	23	27	6	10	28	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	174			122			82			79		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.154			0.108			0.073			0.071		
Final Departure Headway, h_d (s)	4.30			4.48			4.69			4.54		
Final Degree of Utilization, x	0.207			0.152			0.107			0.100		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.30			2.48			2.69			2.54		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	174			122			82			79		
Capacity (veh/h)	837			803			767			793		
95% Queue Length, Q_{95} (veh)	0.8			0.5			0.4			0.3		
Control Delay (s/veh)	8.4			8.3			8.3			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.4	A		8.3	A		8.3	A		8.0	A	
Intersection Delay (s/veh) | LOS	8.3						A					

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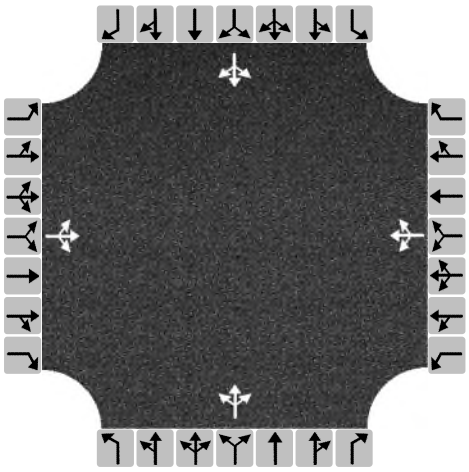
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.68

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	27	59	37	33	43	10	23	27	6	10	31	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	181			126			82			84		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.161			0.112			0.073			0.075		
Final Departure Headway, h_d (s)	4.32			4.51			4.73			4.58		
Final Degree of Utilization, x	0.217			0.159			0.108			0.107		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.32			2.51			2.73			2.58		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	181			126			82			84		
Capacity (veh/h)	834			798			761			787		
95% Queue Length, Q_{95} (veh)	0.8			0.6			0.4			0.4		
Control Delay (s/veh)	8.5			8.4			8.3			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.5	A		8.4	A		8.3	A		8.1	A	
Intersection Delay (s/veh) | LOS	8.4						A					

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HCS Two-Way Stop-Control Report

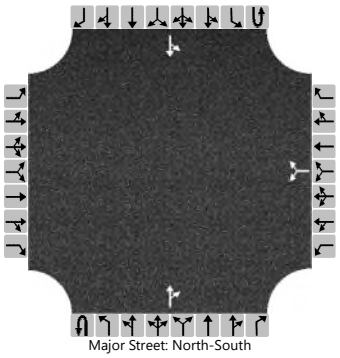
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.38
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		4			28	1		45	86	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							118		
Capacity, c (veh/h)							565							1522		
v/c Ratio							0.05							0.08		
95% Queue Length, Q_{95} (veh)							0.1							0.3		
Control Delay (s/veh)							11.7							7.6	0.7	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.7								3.0		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

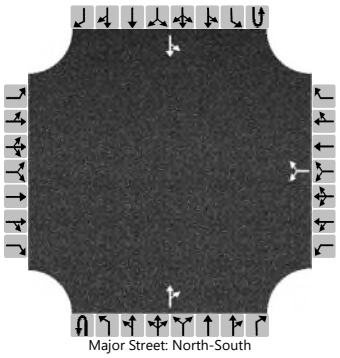
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.38
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		4			28	1		50	95	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							132		
Capacity, c (veh/h)							531							1522		
v/c Ratio							0.05							0.09		
95% Queue Length, Q_{95} (veh)							0.2							0.3		
Control Delay (s/veh)							12.1							7.6	0.8	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					12.1								3.1			
Approach LOS					B								A			

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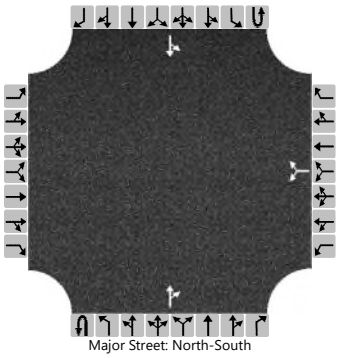
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		6			56	14		27	66	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							25							52		
Capacity, c (veh/h)							725							1460		
v/c Ratio							0.03							0.04		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							10.1							7.6	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							10.1							2.4		
Approach LOS							B							A		

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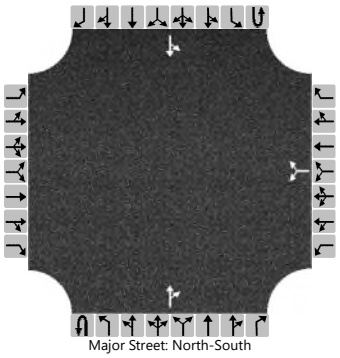
Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		6			56	14		28	73	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							25							54		
Capacity, c (veh/h)							714							1460		
v/c Ratio							0.04							0.04		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							10.2							7.6	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							10.2							2.3		
Approach LOS							B							A		

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HCS Two-Way Stop-Control Report

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Agency/Co.	Eriksson
Date Performed	9/12/2022
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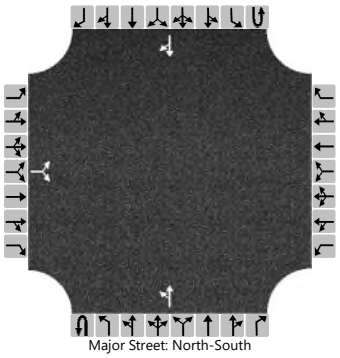
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		3						4	28				128	7
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15							10						
Capacity, c (veh/h)			590							1209						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			11.3							8.0	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.3								1.1						
Approach LOS		B								A						

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HCS Two-Way Stop-Control Report

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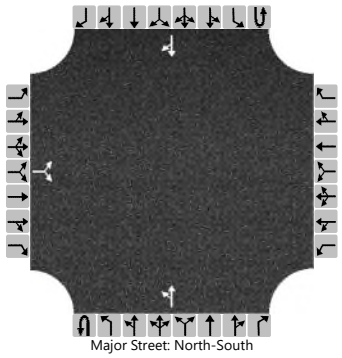
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		3						4	28				142	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15							10						
Capacity, c (veh/h)			563							1171						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			11.6							8.1	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.6								1.1						
Approach LOS		B								A						

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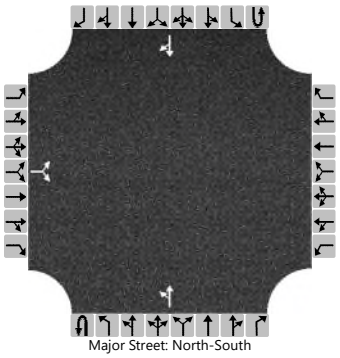
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		12						10	52				81	11
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31							20						
Capacity, c (veh/h)			765							1370						
v/c Ratio			0.04							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.9							7.7	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.9								1.3						
Approach LOS		A								A						

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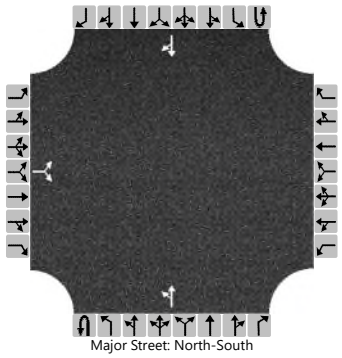
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		12						10	52				89	12
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31							20						
Capacity, c (veh/h)			749							1350						
v/c Ratio			0.04							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.0							7.7	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.0								1.3						
Approach LOS		B								A						

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COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - EXISTING SITE** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

___ PROPOSED CONDITION

X EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	3.71	3.52
Permeable Playground	0.75	0.15	0.11
Pervioius (Village C)	0.50	3.68	1.84
TOTALS:		7.54	5.48

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{5.48}{7.54} \rightarrow \text{Composite C} = \mathbf{0.73}$$

MODIFIED RATIONAL METHOD: BULLETIN 70 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - EXISTING SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	7.540	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	1.360	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**1.963**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	10.92	60.11	58.75	0.405	
10 min	10.02	55.15	53.79	0.741	
15 min	8.20	45.13	43.77	0.904	
20 min	7.05	38.80	37.44	1.032	
30 min	5.60	30.82	29.46	1.218	
40 min	4.66	25.65	24.29	1.338	
50 min	4.00	22.02	20.66	1.423	
1 hr	3.56	19.59	18.23	1.507	
1.5 hr	2.68	14.75	13.39	1.660	
2 hr	2.24	12.33	10.97	1.813	
3 hr	1.62	8.92	7.56	1.874	
4 hr	1.31	7.21	5.85	1.934	
5 hr	1.11	6.11	4.75	1.963	←
6 hr	0.95	5.23	3.87	1.919	
7 hr	0.86	4.73	3.37	1.952	
8 hr	0.77	4.24	2.88	1.903	
9 hr	0.70	3.85	2.49	1.854	
10 hr	0.64	3.52	2.16	1.787	
11 hr	0.59	3.25	1.89	1.716	
12 hr	0.55	3.03	1.67	1.654	
18 hr	0.39	2.15	0.79	1.170	
24 hr	0.32	1.76	0.40	0.796	

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - EXISTING SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	7.540	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	1.360	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**2.281**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	68.03	66.67	0.459	
10 min	10.80	59.45	58.09	0.800	
15 min	9.28	51.08	49.72	1.027	
20 min	8.04	44.25	42.89	1.182	
30 min	6.34	34.90	33.54	1.386	
40 min	5.28	29.06	27.70	1.526	
50 min	4.55	25.04	23.68	1.631	
1 hr	4.03	22.18	20.82	1.721	
1.5 hr	3.03	16.68	15.32	1.899	
2 hr	2.49	13.71	12.35	2.041	
3 hr	1.83	10.07	8.71	2.160	
4 hr	1.48	8.15	6.79	2.243	
5 hr	1.25	6.88	5.52	2.281	←
6 hr	1.07	5.89	4.53	2.246	
7 hr	0.96	5.28	3.92	2.270	
8 hr	0.86	4.73	3.37	2.230	
9 hr	0.79	4.35	2.99	2.223	
10 hr	0.72	3.96	2.60	2.151	
11 hr	0.67	3.69	2.33	2.116	
12 hr	0.62	3.42	2.06	2.043	
18 hr	0.45	2.46	1.10	1.641	
24 hr	0.36	1.97	0.61	1.201	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - PROPOSED SITE** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	3.78	3.59
Permeable Playground	0.75	0.15	0.11
Pervioius (Village C)	0.50	3.61	1.81
TOTALS:		7.54	5.51

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{5.51}{7.54} \rightarrow \text{Composite C} = \mathbf{0.73}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - PROPOSED SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	7.540	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	1.360	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**2.281**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	68.03	66.67	0.459	
10 min	10.80	59.45	58.09	0.800	
15 min	9.28	51.08	49.72	1.027	
20 min	8.04	44.25	42.89	1.182	
30 min	6.34	34.90	33.54	1.386	
40 min	5.28	29.06	27.70	1.526	
50 min	4.55	25.04	23.68	1.631	
1 hr	4.03	22.18	20.82	1.721	
1.5 hr	3.03	16.68	15.32	1.899	
2 hr	2.49	13.71	12.35	2.041	
3 hr	1.83	10.07	8.71	2.160	
4 hr	1.48	8.15	6.79	2.243	
5 hr	1.25	6.88	5.52	2.281	←
6 hr	1.07	5.89	4.53	2.246	
7 hr	0.96	5.28	3.92	2.270	
8 hr	0.86	4.73	3.37	2.230	
9 hr	0.79	4.35	2.99	2.223	
10 hr	0.72	3.96	2.60	2.151	
11 hr	0.67	3.69	2.33	2.116	
12 hr	0.62	3.42	2.06	2.043	
18 hr	0.45	2.46	1.10	1.641	
24 hr	0.36	1.97	0.61	1.201	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - AREA 1 EXISTING** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- UNRESTRICTED AREA
- UPSTREAM AREA
- MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- PROPOSED CONDITION
- **X** EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.04	0.04
Pervioius (Village C)	0.50	0.18	0.09
TOTALS:		0.22	0.13

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.13}{0.22} \rightarrow \text{Composite C} = \mathbf{0.58}$$

MODIFIED RATIONAL METHOD: BULLETIN 70 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 1 EXISTING **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.220	acres
2. Composite Runoff Coefficient	0.580	
3. Actual Release Rate	0.040	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**0.042**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	10.92	1.39	1.35	0.009	
10 min	10.02	1.28	1.24	0.017	
15 min	8.20	1.05	1.01	0.021	
20 min	7.05	0.90	0.86	0.024	
30 min	5.60	0.71	0.67	0.028	
40 min	4.66	0.59	0.55	0.031	
50 min	4.00	0.51	0.47	0.032	
1 hr	3.56	0.45	0.41	0.034	
1.5 hr	2.68	0.34	0.30	0.037	
2 hr	2.24	0.29	0.25	0.041	
3 hr	1.62	0.21	0.17	0.041	
4 hr	1.31	0.17	0.13	0.042	←
5 hr	1.11	0.14	0.10	0.042	
6 hr	0.95	0.12	0.08	0.040	
7 hr	0.86	0.11	0.07	0.040	
8 hr	0.77	0.10	0.06	0.039	
9 hr	0.70	0.09	0.05	0.037	
10 hr	0.64	0.08	0.04	0.034	
11 hr	0.59	0.08	0.04	0.032	
12 hr	0.55	0.07	0.03	0.030	
18 hr	0.39	0.05	0.01	0.015	
24 hr	0.32	0.04	0.00	0.002	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - AREA 1 PROPOSED** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- **X** PROPOSED CONDITION
- ___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.11	0.10
Pervioius (Village C)	0.50	0.11	0.06
TOTALS:		0.22	0.16

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.16}{0.22} \rightarrow \text{Composite C} = \mathbf{0.73}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 1 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.220	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	0.040	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**0.066**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	1.99	1.95	0.013	
10 min	10.80	1.73	1.69	0.023	
15 min	9.28	1.49	1.45	0.030	
20 min	8.04	1.29	1.25	0.034	
30 min	6.34	1.02	0.98	0.040	
40 min	5.28	0.85	0.81	0.045	
50 min	4.55	0.73	0.69	0.048	
1 hr	4.03	0.65	0.61	0.050	
1.5 hr	3.03	0.49	0.45	0.055	
2 hr	2.49	0.40	0.36	0.059	
3 hr	1.83	0.29	0.25	0.063	
4 hr	1.48	0.24	0.20	0.065	
5 hr	1.25	0.20	0.16	0.066	←
6 hr	1.07	0.17	0.13	0.065	
7 hr	0.96	0.15	0.11	0.066	
8 hr	0.86	0.14	0.10	0.065	
9 hr	0.79	0.13	0.09	0.065	
10 hr	0.72	0.12	0.08	0.063	
11 hr	0.67	0.11	0.07	0.061	
12 hr	0.62	0.10	0.06	0.059	
18 hr	0.45	0.07	0.03	0.047	
24 hr	0.36	0.06	0.02	0.034	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - AREA 2 PROPOSED** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 2

CONDITION (SELECT WITH DROP-DOWN)

- **X** PROPOSED CONDITION
- ___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.55	0.52
TOTALS:		0.55	0.52

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.52}{0.55} \rightarrow \text{Composite C} = \mathbf{0.95}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 2 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.550	acres
2. Composite Runoff Coefficient	0.950	
3. Actual Release Rate	0.100	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**0.233**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	6.46	6.36	0.044	
10 min	10.80	5.64	5.54	0.076	
15 min	9.28	4.85	4.75	0.098	
20 min	8.04	4.20	4.10	0.113	
30 min	6.34	3.31	3.21	0.133	
40 min	5.28	2.76	2.66	0.146	
50 min	4.55	2.38	2.28	0.157	
1 hr	4.03	2.11	2.01	0.166	
1.5 hr	3.03	1.58	1.48	0.184	
2 hr	2.49	1.30	1.20	0.199	
3 hr	1.83	0.96	0.86	0.212	
4 hr	1.48	0.77	0.67	0.223	
5 hr	1.25	0.65	0.55	0.229	
6 hr	1.07	0.56	0.46	0.228	
7 hr	0.96	0.50	0.40	0.232	
8 hr	0.86	0.45	0.35	0.231	
9 hr	0.79	0.41	0.31	0.233	←
10 hr	0.72	0.38	0.28	0.228	
11 hr	0.67	0.35	0.25	0.227	
12 hr	0.62	0.32	0.22	0.223	
18 hr	0.45	0.23	0.13	0.199	
24 hr	0.36	0.19	0.09	0.172	

LIGHTING FIXTURE SCHEDULE

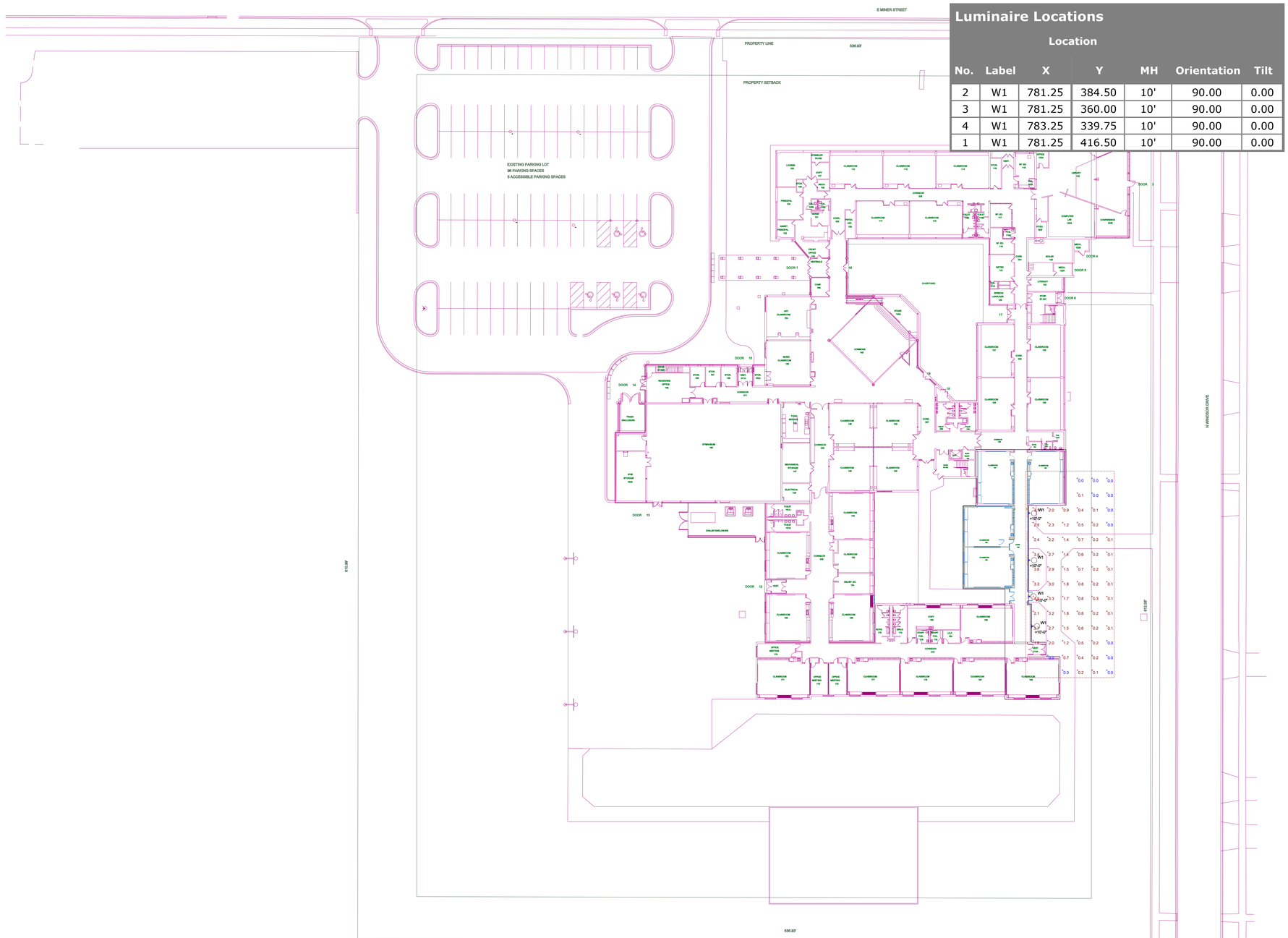
TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	ACCEPTABLE MANUFACTURER
W1	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE 4 DISTRIBUTION, DARK BRONZE FINISH, AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 10'-0" A.F.G.	L.E.D. 23 WATT 5000K	MVOLT	LITHONIA DSXW1 LED 20C 350 50K T4M MVOLT PIR DDBXD	APPROVED EQUAL

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.1 fc	4.8 fc	0.0 fc	N/A	N/A

Luminaire Locations

	Location					
No.	Label	X	Y	MH	Orientation	Tilt
2	W1	781.25	384.50	10'	90.00	0.00
3	W1	781.25	360.00	10'	90.00	0.00
4	W1	783.25	339.75	10'	90.00	0.00
1	W1	781.25	416.50	10'	90.00	0.00



1 SITE PLAN - ELECTRICAL

SCALE: 1" = 30'

0 10' 20' 40'

N

Actual size to read at scale
0 IN 1 IN 2 IN

STR

ARCHITECTS:

STR Partners, LLC
350 West Ontario Street | Suite 200
Chicago, IL 60654

T: 312.464.1444
www.strpartners.com

- CIVIL ENGINEERING:
  ERIKSSON ENGINEERING ASSOCIATES, LTD.
  145 Commerce Drive, Suite A
  Grayslake, IL 60030
  (847) 223-4804
- LANDSCAPE ARCHITECTURE:
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  707 Lake Cook Road, Suite 300
  Deerfield, IL 60015
  (847) 562-1977
- MEP/FP ENGINEERING:
  CS2 DESIGN GROUP LLC
  837 Oakton Street
  Elk Grove Village, IL 60007
  (847) 981-1880
- CONSTRUCTION MANAGER:
  NICHOLAS & ASSOCIATES
  1001 Feehanville Drive
  Mount Prospect, IL 60056
  (847) 394-6205

KEY PLAN

SCOPE DOCUMENT

This drawing is one drawing within a complete set of documents and shall not be considered separately from the Drawings as a whole. The Drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, and electrical systems. As Scope Documents, the Drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the Construction Documents. On the basis of the general scope indicated or described, the Contractor shall furnish all items required for the proper execution and completion of the Work.

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PROJECT

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street
Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
1200 South Dunton Avenue
Arlington Heights, IL 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER
22053

DRAWING DATES

NUMBER	DATE	COMMENTS
	FEB 2, 2023	ISSUE FOR PLAN COMMISSION

IN-PROGRESS
NOT FOR CONSTRUCTION
2/2/23

DRAWING TITLE

SITE PLAN - PHOTOMETRIC CALCULATION

SHEET NUMBER

PH0.0

D-Series Size 1
LED Wall Luminaire

Catalog Number

Notes

Type

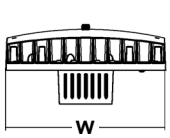
Hit the Tab key or mouse over the page to see all interactive elements.

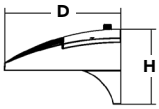
d-series

Specifications

Luminaire

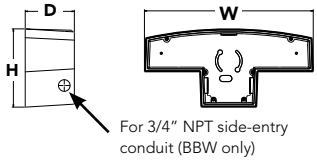
Width:	13-3/4" *(34.9 cm)*	**Weight:**	12 lbs *(5.4 kg)*
Depth:	10" *(25.4 cm)*		
Height:	6-3/8" *(16.2 cm)*		





Back Box (BBW, E20WC)

Width:	13-3/4" *(34.9 cm)*	**BBW Weight:**	5 lbs *(2.3 kg)*
Depth:	4" *(10.2 cm)*	**E20WC Weight:**	10 lbs *(4.5 kg)*
Height:	6-3/8" *(16.2 cm)*		



Introduction

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

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

Ordering Information

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

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines) [1]	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) [1]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT [2] 120 [3] 208 [3] 240 [3] 277 [3] 347 [3,4] 480 [3,4]	**Shipped included** (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) [5]	**Shipped installed** PE Photoelectric cell, button type [6] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [1,7] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [1,7] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [1,7] PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [1,7] E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant [8,9]

Other Options

Shipped installed

SF	Single fuse (120, 277 or 347V) [3,10]
DF	Double fuse (208, 240 or 480V) [3,10]
HS	House-side shield [11]
SPD	Separate surge protection [12]

Shipped separately [11]

BSW	Bird-deterrent spikes
VG	Vandal guard
DDL	Diffused drop lens

Finish *(required)*

DDBXD	Dark bronze	DSSXD	Sandstone	DWHGXD	Textured white
DBLXD	Black	DDBTXD	Textured dark bronze	DSSTXD	Textured sandstone
DNAXD	Natural aluminum	DBLBXD	Textured black		
DWHXD	White	DNATXD	Textured natural aluminum		

Accessories

Ordered and shipped separately.

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

NOTES

1 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4 Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5 Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6 Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
7 Reference Motion Sensor table on page 3.
8 Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
9 Not available with SPD.
10 Not available with E20WC.
11 Also available as a separate accessory; see Accessories information.
12 Not available with E20WC.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70CRI)					40K (4000 K, 70CRI)					50K (5000 K, 70CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	350mA	13W	T2S	1,415	0	0	1	109	1,520	0	0	1	117	1,530	0	0	1	118	894	0	0	1	69
			T2M	1,349	0	0	1	104	1,448	0	0	1	111	1,458	0	0	1	112	852	0	0	1	66
			T3S	1,399	0	0	1	108	1,503	0	0	1	116	1,512	0	0	1	116	884	0	0	1	68
			T3M	1,385	0	0	1	107	1,488	0	0	1	114	1,497	0	0	1	115	876	0	0	1	67
			T4M	1,357	0	0	1	104	1,458	0	0	1	112	1,467	0	0	1	113	858	0	0	1	66
			TFTM	1,411	0	0	1	109	1,515	0	0	1	117	1,525	0	0	1	117	892	0	0	1	69
	530 mA	19W	T2S	2,053	1	0	1	108	2,205	1	0	1	116	2,220	1	0	1	117	1,264	0	0	1	67
			T2M	1,957	1	0	1	103	2,102	1	0	1	111	2,115	1	0	1	111	1,205	0	0	1	63
			T3S	2,031	1	0	1	107	2,181	1	0	1	115	2,194	1	0	1	115	1,250	0	0	1	66
			T3M	2,010	1	0	1	106	2,159	1	0	1	114	2,172	1	0	1	114	1,237	0	0	1	65
			T4M	1,970	1	0	1	104	2,115	1	0	1	111	2,129	1	0	1	112	1,212	0	0	1	64
			TFTM	2,047	0	0	1	108	2,198	1	0	1	116	2,212	1	0	1	116	1,260	0	0	1	66
	700 mA	26W	T2S	2,623	1	0	1	101	2,816	1	0	1	108	2,834	1	0	1	109	1,544	0	0	1	59
			T2M	2,499	1	0	1	96	2,684	1	0	1	103	2,701	1	0	1	104	1,472	0	0	1	57
			T3S	2,593	1	0	1	100	2,785	1	0	1	107	2,802	1	0	1	108	1,527	0	0	1	59
			T3M	2,567	1	0	1	99	2,757	1	0	1	106	2,774	1	0	1	107	1,512	0	0	1	58
			T4M	2,515	1	0	1	97	2,701	1	0	1	104	2,718	1	0	1	105	1,481	0	0	1	57
			TFTM	2,614	1	0	1	101	2,808	1	0	1	108	2,825	1	0	1	109	1,539	0	0	1	59
	1000 mA	39W	T2S	3,685	1	0	1	94	3,957	1	0	1	101	3,982	1	0	1	102	2,235	1	0	1	57
			T2M	3,512	1	0	1	90	3,771	1	0	1	97	3,794	1	0	1	97	2,130	1	0	1	55
			T3S	3,644	1	0	1	93	3,913	1	0	1	100	3,938	1	0	1	101	2,210	1	0	1	57
			T3M	3,607	1	0	1	92	3,873	1	0	1	99	3,898	1	0	1	100	2,187	1	0	1	56
			T4M	3,534	1	0	2	91	3,796	1	0	2	97	3,819	1	0	2	98	2,143	1	0	1	55
			TFTM	3,673	1	0	1	94	3,945	1	0	1	101	3,969	1	0	1	102	2,228	1	0	1	57
20C (20 LEDs)	350mA	23W	T2S	2,820	1	0	1	123	3,028	1	0	1	132	3,047	1	0	1	132	1,777	1	0	1	77
			T2M	2,688	1	0	1	117	2,886	1	0	1	125	2,904	1	0	1	126	1,693	1	0	1	74
			T3S	2,789	1	0	1	121	2,994	1	0	1	130	3,014	1	0	1	131	1,757	0	0	1	76
			T3M	2,760	1	0	1	120	2,965	1	0	1	129	2,983	1	0	1	130	1,739	1	0	1	76
			T4M	2,704	1	0	1	118	2,905	1	0	1	126	2,922	1	0	1	127	1,704	1	0	1	74
			TFTM	2,811	1	0	1	122	3,019	1	0	1	131	3,038	1	0	1	132	1,771	0	0	1	77
	530 mA	35W	T2S	4,079	1	0	1	117	4,380	1	0	1	125	4,407	1	0	1	126	2,504	1	0	1	72
			T2M	3,887	1	0	1	111	4,174	1	0	1	119	4,201	1	0	1	120	2,387	1	0	1	68
			T3S	4,033	1	0	1	115	4,331	1	0	1	124	4,359	1	0	1	125	2,477	1	0	1	71
			T3M	3,993	1	0	2	114	4,288	1	0	2	123	4,315	1	0	2	123	2,451	1	0	1	70
			T4M	3,912	1	0	2	112	4,201	1	0	2	120	4,227	1	0	2	121	2,402	1	0	1	69
			TFTM	4,066	1	0	2	116	4,366	1	0	2	125	4,394	1	0	2	126	2,496	1	0	1	71
	700 mA	46W	T2S	5,188	1	0	1	113	5,572	1	0	1	121	5,607	1	0	1	122	3,065	1	0	1	67
			T2M	4,945	1	0	2	108	5,309	1	0	2	115	5,343	1	0	2	116	2,921	1	0	1	64
			T3S	5,131	1	0	2	112	5,510	1	0	2	120	5,544	1	0	2	121	3,031	1	0	1	66
			T3M	5,078	1	0	2	110	5,454	1	0	2	119	5,487	1	0	2	119	3,000	1	0	1	65
			T4M	4,975	1	0	2	108	5,343	1	0	2	116	5,376	1	0	2	117	2,939	1	0	1	64
			TFTM	5,172	1	0	2	112	5,554	1	0	2	121	5,589	1	0	2	122	3,055	1	0	1	66
	1000 mA	73W	T2S	7,204	1	0	2	99	7,736	2	0	2	106	7,784	2	0	2	107	4,429	1	0	1	61
			T2M	6,865	1	0	2	94	7,373	2	0	2	101	7,419	2	0	2	102	4,221	1	0	1	58
			T3S	7,125	1	0	2	98	7,651	1	0	2	105	7,698	1	0	2	105	4,380	1	0	1	60
			T3M	7,052	1	0	2	97	7,573	2	0	2	104	7,620	2	0	2	104	4,335	1	0	2	59
			T4M	6,909	1	0	2	95	7,420	1	0	2	102	7,466	1	0	2	102	4,248	1	0	2	58
			TFTM	7,182	1	0	2	98	7,712	1	0	2	106	7,761	1	0	2	106	4,415	1	0	2	60

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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	24 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	74 W	0.69	0.40	0.35	0.30	0.23	0.17

Motion Sensor Default Settings

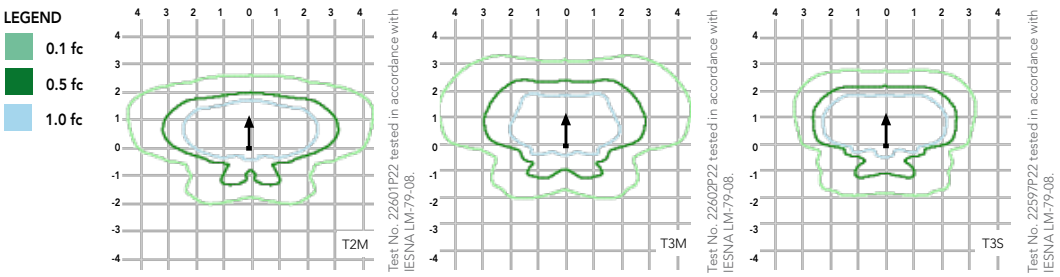
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

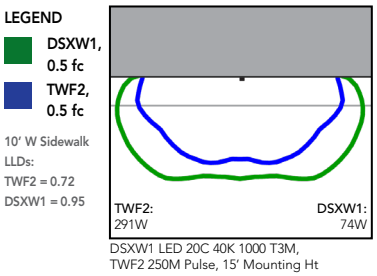
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 1 homepage.

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Distribution overlay comparison to 250W metal halide.



DSXW1 LED 20C 40K 1000 T3M, TWF2 250M Pulse, 15' Mounting Ht

Options and Accessories

T3M (left)

HS - House-side shields

BSW - Bird-deterrent spikes

VG - Vandal guard

DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE
The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL
Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION
Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS
CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

BUY AMERICAN ACT
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations.
Please refer to www.acuitybrands.com/resources/buy-american for additional information.

WARRANTY
Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-29-412-042

Petition #: P.C. 22-021
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-29-412-015, 03-29-412-016, 03-29-412-042
Location: Windsor Elem. School, 1315 E Miner St.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: _____ For: _____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 328,316 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

	YES	NO	COMMENTS
1. PUBLIC IMPROVEMENTS REQUIRED:			
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?	X		
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: Eriksson Eng. Assoc.
DATE OF PLANS: 12/5/22

RECEIVED
DEC 09 2022
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Director Village Engineer 12/27/22 Date

PLAN COMMISSION PC #22-021
Windsor School Expansion
1515 East Miner Street
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 utilities are private and as such will not be the Village's responsibility to maintain. Windsor School has an existing Onsite Utility Maintenance Agreement on record with the Village that will apply to the proposed utilities. The applicant shall acknowledge that they accept this understanding.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. In the event the existing parking lot is to be expanded:
    a) An MWRD permit is required.
    b) The brief stormwater summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.
    c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size 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. 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.
    d) Provide a detail showing the restrictor structure.
    e) If the parking lot is to be reconstructed, this area should be accounted for in the detention.
    f) Show the overflow route.

15. An IEPA permit for the sanitary sewer is required.

16. On sheet C101 Site Demolition Plan, the utilities to be removed do not correlate with the utilities shown on sheet C001 Topographical Survey. Verify the existing utilities.

17. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

18. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming the 150 ft rule is met.

19. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

20. Provide clarification if the addition will have an approved automatic sprinkler system.

21. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

22. In the event the existing parking lot is expanded:
    a) Per section 10.2-12.4 Curbing, perimeter curb is required for the expanded area.
    b) In the event the parking lot is reconstructed, perimeter curb will be required for the entire parking lot.
    c) The total number of parking spaces between the two parking lots is 159 stalls. The existing parking lot contains 5 handicap parking stalls. Verify if an additional handicap stall is required to meet code.

Public Works:

23. The existing sanitary sewer that will be tapped for the sanitary sewer service shall be evaluated for condition.

12/27/22

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

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

Windsor School Building Expansion
1315 E Miner St

Round 1 Review Comments **12/26/2022**

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.

   - Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   - This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

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.

- With the sizeable addition to Windsor School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

Natural Surveillance and Access Management – Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

Landscaping:

- 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. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

- Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering, exiting, and navigating the parking lot to make other vehicles and pedestrians easily visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

- Signage should also be used to delineate school property boundaries from adjacent properties.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

Territoriality and Maintenance – Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

a.O #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

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

03-29-412-042

Petition #: P.C. 22-021
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-29-412-015, 03-29-412-016, 03-29-412-042
Location: Windsor Elem. School, 1315 E Miner St.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: _____ For: _____
_____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 328,316 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments from this Department

Jeff Bohner JB 12/13/22
Environmental Health Officer Date

JM
James McCalister 12/13/22
Director Date

RECEIVED
DEC 09 2022
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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PUD: _____ For: _____
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Land Use Variation: _____ For: _____

Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 328,316 SF
# 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.

RECEIVED
DEC 09 2022
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Sam Hubbard 12/30/22
Date

Planning & Community Development Dept. Review

December 30, 2022

REVIEW ROUND 1

Project: Windsor School Building Expansion
1315 E. Miner St.

Case Number: PC 22-021

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
   - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.
   - Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to "schools".
   - Certain Variations may be required depending upon your response to these comments.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 29 classrooms and the expected student enrollment and staffing at 29 classrooms. However, the school is being modified to include 34 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 34 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 34 classrooms with associated student population and staffing).

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - Provide a summary of any exterior site changes proposed (parking lot expansion, any changes to the play areas, etc.).

Floorplans:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 28 classrooms; are the remaining 6 classrooms located on the 2nd floor?

Site:

13. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (north): 40'
    - Side (west): 53.7'
    - Exterior side (east): 12.9' for existing building (per previously granted variation via Ord. 17-013)

14. The demolition plan indicates that the only demolition to the shared Windsor/Miner lot will be 2" milling of the existing asphalt (not full depth removal). However, the paving plan indicates that a full aggregate base will be installed, along with 5" of heavy duty asphalt. Please clarify the level of improvements here and correct the applicable plan accordingly.

15. Please revise the engineering plans to incorporate curbing within the entirety of the reconstructed Windsor/Miner lot per Section 10.2-12.4.

16. There are currently 48 parking stalls within the shared Windsor/Miner parking lot. Please confirm the total number of parking stalls within this lot upon completion of the expansion.

17. The parking lot striping within the shared Windsor/Miner lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency.

18. Add parking stall widths to the northern parking row within the shared Windsor/Miner lot.

19. Continue the site geometry plan to include the western end of the northern parking row within the shared Windsor/Miner lot. Please note that this area must include a curb.

20. The shared Windsor/Miner parking lot shows parking stalls proposed at 8' in width. Minimum allowable widths are 9'. Stall widths of 8.5' may be allowed for low turnover stalls with permission from the Engineering Division. Please revise the plans to show code-compliant stall widths.

21. The Illinois Accessibility Code regulations allow abutting handicap accessible parking stalls to share an access aisle. The existing handicap accessible parking stalls within the West lot should be restriped to take advantage of this allowance, which will increase the parking supply within the lot by two stalls. As this lot is frequently at capacity and used during drop-off/pick-up operations, the additional parking stalls will help to relieve parking demand. Please show this change on the architectural site plan and update the Project Narrative accordingly.

22. The demolition plan shows removal only one of the three existing poles at the southern end of the shared Windsor/Miner parking lot. Please clarify if new parking lot lighting is proposed within the expanded parking lot. If any parking lot lighting is proposed, please provide a photometric plan and details on the proposed fixtures, including the heights of all poles.

23. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

24. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

Traffic/Circulation/Parking:

25. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized, such as implementing the previously approved landbanked parking or the newly designed parking expansion.

26. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

27. There was no commentary/analysis within the EEA study relative to drop-off/pick-up issues and stacking. Additional analysis is needed. Do queues stack outside of the West lot or interfere with the Miner School drop-off/pick-up operations? Was loading observed to occur in areas where it is not permitted? Does the on-street drop-off/pick-up on queue to block any intersections or driveways? Etc.

28. The EEA study does not mention the proposed expansion to the shared Windsor/Miner parking lot. Please confirm that the proposed expansion to the parking area and reconstruction of the Windsor/Miner lot will occur concurrently with the building addition. Will Miner School also be able to use the expanded parking area? The analysis in the EEA study should be revised to reflect this improvement.

29. Per code, 16 bike parking stalls are required. Please revise the site plans to show the location and number of bike parking existing on the site.

Prepared by: _____

Windsor School Building Expansion
1315 E. Miner Street
PC #22-021
December 20, 2022

Landscape Issues

1) The ends of all parking rows and every 20 parking spaces shall include a landscape island equal in area to one parking space. In addition, the island must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). The islands/trees are absent for the parking area located in the northwest corner (Area 2).

2) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Please provide the code required screening for the parking area in the northwest corner.

3) Provide six foot high landscaping that provides year round opacity along the southern property line for screening of the expanded parking lot (Area 2), or provide the required six foot high screen along the southern edge of the expanded parking lot (Area 2). Per Chapter 28, Section 6.15-2 all paved parking areas shall be effectively screened from a residential district.

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 6, 2023

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

Re: Plan Commission PC #22-021
Responses to Round 1 Comments

Windsor Elementary School
1315 E. Miner St.
Arlington Heights, IL 60004

STR Project #22053

Dear Mr. Hubbard:

Responses to Round 1 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

1. Public Improvements Required:
   a) Underground Utilities: No
      Water: No
      Sanitary Sewer: No
      Storm Sewer: No
   b) Surface Improvement: No
      Pavement: No
      Curb & Gutter: No
      Sidewalks: No
      Street Lighting: No
   c) Easements: No
      Utility & Drainage: No
      Access: No

RESPONSE: Noted.

2. Permits Required Other Than Village:
   a) MWRDGC
   d) IEPA

RESPONSE: Noted. This project will receive the appropriate MWRD permits. An IEPA shall be applied for if the flow exceeds 15 PE.

3. R.O.W. Dedications? No.

RESPONSE: Noted.

4. Site Plan Acceptable? No.

RESPONSE: Noted.

5. Preliminary Plat Acceptable? N/A.

RESPONSE: Noted.

6. Traffic Study Acceptable? Yes.

RESPONSE: Noted.

7. Storm Water Detention Required? Yes.

RESPONSE: Noted. Stormwater management shall be provided in compliance with both Village and MWRD requirements.

8. Contribution Ordinance Existing? No.

RESPONSE: Noted.

9. Flood Plain or Floodway Existing? No.

RESPONSE: Noted.

10. Wetland Existing? No.

RESPONSE: Noted.

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. Detail plan review with associated comments will be provided upon submittal of

plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

RESPONSE: With the exception that plans for the building permit will be submitted to the North Cook Intermediate Service Center/Regional Office of Education who will issue the Building Permit, we acknowledge 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

RESPONSE: Final engineering plans shall be georeferenced using State Plane Coordinate System - Illinois East.

13. The proposed utilities are private and as such will not be the Village's responsibility to maintain. Windsor School has an existing Onsite Utility Maintenance Agreement on record with the Village that will apply to the proposed utilities. The applicant shall acknowledge that they accept this understanding.

RESPONSE: Noted.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. In the event the existing parking lot is to be expanded:
    a) An MWRD permit is required.
    b) The brief storm water summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.

c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size 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. 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.
d) Provide a detail showing the restrictor structure.
e) If the parking lot is to be reconstructed, this area should be accounted for in the detention.
f) Show the overflow route.

RESPONSE: The parking lot expansion between Miner and Windsor is no longer shown on the plans. SWM calculations shall be provided to demonstrate that the capacity of the existing system is sufficient for the proposed improvements.

15. An IEPA permit for the sanitary sewer is required.

RESPONSE: An IEPA permit shall be applied for if the increased flow exceeds 15 PE.

16. On sheet C 101 Site Demolition Plan, the utilities to be removed do not correlate with the utilities shown on sheet C00l Topographical Survey. Verify the existing utilities.

RESPONSE: The Topographical Survey on C001 has been updated to reflect the existing conditions.

17. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

RESPONSE: A site photometric plan and the catalog cut are provided.

18. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming the 150 ft rule is met.

RESPONSE: Please see exhibit CX1.1 showing the approved fire access and dimensions from the submitted plans in 2017.

19. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

    RESPONSE: Please see exhibit CX1.1 showing the approved fire access and dimensions from the submitted plans in 2017.

20. Provide clarification if the addition will have an approved automatic sprinkler system.

    RESPONSE: The addition will have an approved automatic sprinkler system complying with the codes required by an Illinois public school, International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13.

21. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

    RESPONSE: Water flow testing will be coordinated with the Village to determine current static pressure, residual pressure and flow. The bid documents will require the contractor to provide a complete hydraulically calculated and operating sprinkler system to comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and NFPA 2013 Edition.

22. In the event the existing parking lot is expanded:
    a) Per section 10.2-12.4 Curbing, perimeter curb is required for the expanded area.
    b) In the event the parking lot is reconstructed, perimeter curb wi 11 be required for the entire parking lot.
    c) The total number of parking spaces between the two parking lots is 159 stalls. The existing parking lot contains 5 handicap parking stalls. Verify if an additional handicap stall is required to meet code.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

PUBLIC WORKS:

23. The existing sanitary sewer that will be tapped for the sanitary sewer service shall be evaluated for condition.

    RESPONSE: Noted. A callout has been added to the connection point on the plans.

24. The detention summary is acceptable.

    RESPONSE: Noted.

25. The calculations provided indicate the additional volume required for Area 1 is 0.024 ac-ft and 0.233 ac-ft for Area 2. The total volume required for the redevelopment is 0.257 ac-ft. Staff concurs that the existing detention system provided under MWRD 17-034 provides 1.48 ac-ft of storage, meeting the Village's storage requirement of 1.28 ac-ft. 0.057 ac-ft may be required to meet the Village's detention requirements for the redevelopment area. Providing this storage with the permeable pavers and additional pipe storage is acceptable.

    RESPONSE: Noted.

FIRE DEPARTMENT:

1. All spaces added should be covered by the fire alarm and/or fire suppression systems.

   RESPONSE: All spaces will be covered by fire alarm and fire sprinkler systems. The fire alarm will comply with current National Electric Code (NEC). The fire sprinkler system will comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13 as required for Illinois public schools.

2. Alarm and suppression systems should be tested upon completion of the work.

   RESPONSE: The fire alarm and sprinkler systems will be tested as is required by the Illinois State Board of Education (ISBE) to obtain a Certificate of Occupancy from the North Cook Intermediate Service Center/Regional Office of Education.

VAH POLICE:

1. Character of use:
   The character of use is consistent with the area and is not a concern.

   RESPONSE: Noted.

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: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

- Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

- This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12-to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

3. Present traffic problems?
   There are no traffic problems at this location.

   RESPONSE: Noted.

4. Traffic accidents at particular location?
   This is not a problem area in relation to traffic accidents.

   RESPONSE: Noted.

5. Traffic problems that may be created by the development.
   This development should not create any additional traffic problems.

   RESPONSE: Noted.

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.

RESPONSE: Noted. District 25 believes the Arlington Heights Police Department continuously has up to date contact information for District 25 facilities with their School Resource Officers.

- With the sizeable addition to Windsor School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

  RESPONSE: Noted. We do not intend to place any mechanical equipment in locations that would allow roof or building access.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

  RESPONSE: Noted. We will comply with VAH Zoning and Design commission requirements related to building aesthetics and may not always be able to accommodate the windows height request due to the current aesthetics of the building and the incorporation of the new addition design.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. Classrooms will be assigned based on administrator input and not necessarily be assigned to the youngest students.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. District 25 is internally

exploring various security measures that they will inform first responders of any potential changes to normal operations or procedures.

Natural Surveillance and Access Management:

- Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

Landscaping:

- 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. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

- Plantingss higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority

Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering, exiting, and navigating the parking lot to make other vehicles and pedestrians easily visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates site parking and traffic. CPTED recommendations may not always align with the

Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with VAH zoning requirements related to parking and traffic.

- Signage should also be used to delineate school property boundaries from adjacent properties.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We intend to install the appropriate exterior door numbers and relay any changes to local first responders.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. It is not always feasible for

one pick-up and drop-off location to be utilized based on site layout and the necessary capacity needed to load and unload the building on a daily basis.

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

  RESPONSE: Noted. We will comply with Village zoning requirements related to parking and traffic.

Territoriality and Maintenance:

- Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with Village zoning requirements as it relates to site and landscaping items.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

HEALTH SERVICES DEPARTMENT:

1. No comments from this Department.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

1. Complies with Comprehensive Plan? Yes

   RESPONSE: Noted.

2. Complies with Thoroughfare Plan? Yes.

   RESPONSE: Noted.

3. Variations needed from Zoning Regulations?

   RESPONSE: Noted. Variations are being requested. See Written Justification.

4. Variations needed from Subdivision Regulations? No.

   RESPONSE: Noted.

5. Subdivision Required? No.

   RESPONSE: Noted.

6. School/Park District Contributions Required? No.

   RESPONSE: Noted.

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
   - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.
   - Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to "schools".
   - Certain Variations may be required depending upon your response to these comments.

   RESPONSE: Noted. See revised Written Justification.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 29 classrooms and the expected student enrollment and staffing at 29 classrooms. However, the school is being

modified to include 34 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 34 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 34 classrooms with associated student population and staffing).

RESPONSE: AHSD25 will work with VAH to determine what measures, if any, should be taken at Greenbrier should the student enrollment exceed the 466 students anticipated.

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

   RESPONSE: All new and revised plans/documents include the date they are issued or revised.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

    RESPONSE: All new and revised plans/documents include the date they are issued or revised.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - Provide a summary of any exterior site changes proposed (parking lot expansion, any changes to the play areas, etc.).

    RESPONSE: The revised project narrative is provided.

Floorplans:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 28 classrooms; are the remaining 6 classrooms located on the 2nd floor?

    RESPONSE: The 2nd floor is provided. The rooms are labeled. The revised 1st floor plan with uses corrected is provided.

Site:

13. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (north): 40'
    - Side (west): 53.7'
    - Exterior side (east): 12.9' for existing building (per previously granted variation via Ord. 17-013)

    RESPONSE: The revised architectural site plan is provided.

14. The demolition plan indicates that the only demolition to the shared Windsor/Miner lot will be 2" milling of the existing asphalt (not full depth removal). However, the paving plan indicates that a full aggregate base will be installed, along with 5" of heavy duty asphalt. Please clarify the level of improvements here and correct the applicable plan accordingly.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

15. Please revise the engineering plans to incorporate curbing within the entirety of the reconstructed Windsor/Miner lot per Section 10.2-12.4.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

16. There are currently 48 parking stalls within the shared Windsor/Miner parking lot. Please confirm the total number of parking stalls within this lot upon completion of the expansion.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

17. The parking lot striping within the shared Windsor/Miner lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

18. Add parking stall widths to the northern parking row within the shared Windsor/Miner lot.

RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

19. Continue the site geometry plan to include the western end of the northern parking row within the shared Windsor/Miner lot. Please note that this area must include a curb.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

20. The shared Windsor/Miner parking lot shows parking stalls proposed at 8' in width. Minimum allowable widths are 9'. Stall widths of 8.5' may be allowed for low turnover stalls with permission from the Engineering Division. Please revise the plans to show code-compliant stall widths.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

21. The Illinois Accessibility Code regulations allow abutting handicap accessible parking stalls to share an access aisle. The existing handicap accessible parking stalls within the West lot should be restriped to take advantage of this allowance, which will increase the parking supply within the lot by two stalls. As this lot is frequently at capacity and used during drop-off/pick-up operations, the additional parking stalls will help to relieve parking demand. Please show this change on the architectural site plan and update the Project Narrative accordingly.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

22. The demolition plan shows removal only one of the three existing poles at the southern end of the shared Windsor/Miner parking lot. Please clarify if new parking lot lighting is proposed within the expanded parking lot. If any parking lot lighting is proposed, please provide a photometric plan and details on the proposed fixtures, including the heights of all poles.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

23. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

    RESPONSE: No new ground mounted mechanical equipment is proposed.

24. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

    RESPONSE: No landscape variations are requested.

Traffic/Circulation/Parking:

25. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized, such as implementing the previously approved landbanked parking or the newly designed parking expansion.

    RESPONSE: See Comment 8.

26. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

    RESPONSE: The intersections serving the school work at a good level of service and have the capacity to accommodate additional traffic from inclement weather.

27. There was no commentary/analysis within the EEA study relative to drop-off/pick-up issues and stacking. Additional analysis is needed. Do queues stack outside of the West lot or interfere with the Miner School drop-off/pick-up operations? Was loading observed to occur in areas where it is not permitted? Does the on-street drop-off/pick-up on queue to block any intersections or driveways? Etc.

    RESPONSE: The west lot queueing does not interfere with Miner School operations and did not queue onto the street.

28. The EEA study does not mention the proposed expansion to the shared Windsor/Miner parking lot. Please confirm that the proposed expansion to the parking area and reconstruction of the Windsor/Miner lot will occur concurrently with the building addition. Will Miner School also be able to use the expanded parking area? The analysis in the EEA study should be revised to reflect this improvement.

RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

29. Per code, 16 bike parking stalls are required. Please revise the site plans to show the location and number of bike parking existing on the site.

    RESPONSE: There are 45 existing bike parking stalls at the east side of the building. They are added to the architectural site plan.

LANDSCAPE ISSUES:

1. The ends of all parking rows and every 20 parking spaces shall include a landscape island equal in area to one parking space. In addition, the island must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). The islands/trees are absent for the parking area located in the northwest corner (Area 2).

   RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

2. Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Please provide the code required screening for the parking area in the northwest corner.

   RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

3. Provide six foot high landscaping that provides year round opacity along the southern property line for screening of the expanded parking lot (Area 2), or provide the required six foot high screen along the southern edge of the expanded parking lot (Area 2). Per Chapter 28, Section 6.15-2 all paved parking areas shall be effectively screened from a residential district.

   RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager

PLAN COMMISSION PC #22-021
Windsor School Expansion
1515 East Miner Street
Round 2

26. The petitioner's responses to comments 12-25 are acceptable.

27. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

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

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Windsor School Building Expansion
1315 E Miner St.

Round 2 Review Comments **02/09/2023**

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.

#358

Steven Dinov #358, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

587

Supervisor's Signature

Planning & Community Development Dept. Review

February 15, 2023

REVIEW ROUND 2

Project: Windsor School Building Expansion
1315 E. Miner St.

Case Number: PC 22-021

30. The response to the following comments is acceptable: 9, 10, 12, 13, 22-24, 26, and 29.

31. Based on an re-analysis of the Windsor site and Comprehensive Plan, the area that falls within the Parks classification is also listed as a Neighborhood Park on the Official Map within the Comprehensive Plan. Accordingly, this area can remain within the Parks classification. As such, the Plan Commission must review, and the Village Board must approve, the following actions:
    - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.

32. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Windsor School if enrollment exceeds or is projected to exceed 466 students within the proposed building.

33. The response to comment #11 is noted. Please be aware that the project narrative states that the parking survey's indicate that the land banked parking should be constructed.

34. The responses to comments #14-#20 are noted. If it is determined that additional pakring is necessary, is the District's preference to construct an addition to the shared Miner/Windsor parking lot, or construct the land banked parking as per the 2017 plan?

35. The response to comment #21 is not sufficient. The original comment related to the ADA parking spaces in the Windsor School parking lot (not the shared Miner/Windsor parking lot). Given that parking within the Windsor lot is heavily used, additional parking stalls would be prudent. Please outline whether the School District can restripe the ADA stalls in the Windor lot to share accessible aisles, whereby increasing the parking supply to 103 parking spaces.

36. The response to comment #25 is noted. Please see #32 above.

37. The response to comment #26 is noted.

38. The response to comment #27 is noted. Observations by the Village have seen queueing during Windsor pick-up extend out of the parking lot and into Miner Street. Please provide a more comprehensive response to address this concern.

Prepared by: Sam Hubbard

Windsor School Building Expansion
1315 E. Miner Street
PC #22-021
February 15, 2023

Landscape Issues

No Comments

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
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February 16, 2023

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

Re: Plan Commission PC #22-021
Responses to Round 2 Comments

Windsor Elementary School
1515 East Miner Street
Arlington Heights, IL 60004

STR Project #22053

Dear Mr. Hubbard:

Responses to Round 2 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

26. The petitioner's responses to comments 12-25 are acceptable.

RESPONSE: Noted.

27. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

RESPONSE: We will submit to the Village for required permitting for the stormwater items and work within the Village ROW.

POLICE DEPARTMENT:

1. Character of use: Nothing further.

RESPONSE: Noted.

2. Are lighting requirements adequate? Nothing further.

RESPONSE: Noted.

3. Present traffic problems? Nothing further.

   RESPONSE: Noted.

4. Traffic accidents at particular location? Nothing further.

   RESPONSE: Noted.

5. Traffic accidents that may be created by the development. Nothing further.

   RESPONSE: Noted.

6. General comments: Nothing further.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

Zoning:

30. The response to the following comments is acceptable: 9, 10, 12, 13, 22-24, 26, and 29.

    RESPONSE: Noted.

31. Based on an re-analysis of the Windsor site and Comprehensive Plan, the area that falls within the Parks classification is also listed as a Neighborhood Park on the Official Map within the Comprehensive Plan. Accordingly, this area can remain within the Parks classification. As such, the Plan Commission must review, and the Village Board must approve, the following actions:
    - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.

    RESPONSE: The Written Justification is revised.

32. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Windsor School if enrollment exceeds or is projected to exceed 466 students within the proposed building.

RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

33. The response to comment #11 is noted. Please be aware that the project narrative states that the parking survey's indicate that the land banked parking should be constructed.

    RESPONSE: The District's preference is to preserve the existing green space for now. The sentence regarding land banked parking is removed from the Project Narrative.

34. The responses to comments #14-#20 are noted. If it is determined that additional parking is necessary, is the District's preference to construct an addition to the shared Miner/Windsor parking lot, or construct the land banked parking as per the 2017 plan?

    RESPONSE: The District's preference is to preserve the existing green space for now. If AHSD25 determines that additional parking is needed for Windsor school, the intention would be to expand the parking lot to the west of the main Windsor parking lot.

35. The response to comment #21 is not sufficient. The original comment related to the ADA parking spaces in the Windsor School parking lot (not the shared Miner/Windsor parking lot). Given that parking within the Windsor lot is heavily used, additional parking stalls would be prudent. Please outline whether the School District can restripe the ADA stalls in the Windsor lot to share accessible aisles, whereby increasing the parking supply to 103 parking spaces.

    RESPONSE: No changes to the lot are planned in the project. School District 25 does not have any striping work planned, but they will review.

36. The response to comment #25 is noted. Please see #32 above.

    RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

37. The response to comment #26 is noted.

    RESPONSE: Noted.

38. The response to comment #27 is noted. Observations by the Village have seen queueing during Windsor pick-up extend out of the parking lot and into Miner Street. Please provide a more comprehensive response to address this concern.

    RESPONSE: Eriksson Engineering and the School District have not observed Windsor School traffic in the west lot backing up into Miner Street. If back-ups onto Miner Street become a reoccurring condition, the west north-south drive aisle could be striped for two lanes of stacking that will alternate pulling into loading area.

LANDSCAPE:

1. No comments.

    RESPONSE: Noted.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager