



Village of Arlington Heights
Conceptual Plan Review Committee
Virtual Meeting
March 10, 2021
6:30 PM

I. CALL TO ORDER

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

To participate in the virtual meeting, please follow these instructions: <https://bit.ly/3kQz5pf>

Individuals who wish to comment or ask a question on an item on the Agenda may either participate virtually or send an email to the Village at jmschmidt@vah.com. Please limit emails to 200 words or less. To be shared at the meeting, the email must be received by 3:00 p.m. on March 10, 2021.

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 2123 S. Arlington Heights Rd. - 9/9/20
B. Greenbrier Detention Pond - 1/27/21

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Toscana Banquet Hall - 1863 W. Central Rd. - T1731
Special Use for Banquet Hall, Variations

VII. OTHER BUSINESS

VIII. ADJOURNMENT

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

(Voice), (847)368-5980 (Fax) or drobb@vah.com.



**Conceptual Plan Review Committee
3/10/2021**

Item: 2123 S. Arlington Heights Rd. - 9/9/20

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
2123 S. Arlington Heights Rd. - 9/9/20	Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON:

September 9, 2020

Project Title: 2123 S. Arlington Heights Rd – Wingspan Mixed Uses

Address: 2121-2123 S. Arlington Heights Rd.

Petitioner: Jason Macklin
Wingspan Development Group

Address: 1001 Feehanville Drive
Mount Prospect, IL 60056

Requested Action:

1. A rezoning from the R-1, One-Family Dwelling District, the B-3, General Service, Wholesale, and Motor Vehicles District, and the R-6, Multi-Family Dwelling District into the R-7, Multi-Family Dwelling District and the B-2, General Business District.
2. A Planned Unit Development (PUD) to allow a mixed-use development.
3. Preliminary and Final Plat of Subdivision approval to subdivide the subject property into multiple lots.
4. Conceptual Special Use Permit approval to allow a restaurant with a drive through.

Variations Required:

- Section 5.1-7.10, to allow principal multi-family buildings to be spaced 12 feet apart where code requires 25 feet of separation between principal multi-family buildings.
- Section 5.1-6.3(a)4, to allow a 20.5-foot rear yard setback for the townhomes where a 30-foot rear yard setback is required.
- Section 5.1-7.1 to allow R-7 Zoning with a Comprehensive Plan designation of "Mixed Use" where a designation of "High Density Multi-Family" is required.
- Section 10.2-13, to allow an excess of parking above code requirements of 61% where code allows a max of 50%.
- Should each individual townhome be placed on its own platted lot, multiple variations shall be required.

Attendees: Jason Macklin, Wingspan Development Group
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is located within the southern end of Arlington Heights, and is on the east side of South Arlington Heights Road approximately 400 feet north of the intersection of South Arlington Heights Road and Algonquin Road. The southern portion of the property is currently occupied by a two-story office building with a maintenance yard at the rear, which served as the administrative offices for School District 59. The northern side of the property is developed with a parking field, which used to serve The Wellington restaurant and banquet hall that was demolished approximately six years ago. Additionally, there is an existing open space/detention area located at the northeast of the site abutting Tonne Drive.

Wingspan Development Group would like to redevelop the property as a mixed use development, with 58 townhomes along the east of the property adjacent Tonne Road, and two commercial buildings totaling up to 21,200 square feet of commercial space on the Arlington Heights Road side of the site. Each commercial building would be located on a

separate platted lot, and the southern building (of up to 14,000 square feet) would include a restaurant with a drive-through. The townhome side of the site would be separated from the commercial side of the site via a landscape buffer between the two, and no vehicular connection between the two uses on the site would exist. However, emergency access would be possible. An interior pedestrian network would connect the two uses. Upon redevelopment, access to the commercial side would come from a single full access curb cut along Arlington Height Road, and access to the townhome side of the site would come from two non-signalized full access driveway connections with Tonne Road.

The subject property is located at the southeast corner of South Arlington Heights Road and Seegers Road. The property is currently occupied by a four-building single-story flex office/industrial campus consisting of just under 100,000 square feet of leasable floor area. The overall site is approximately 361,548 square feet (8.3 acres) in size and has access off Arlington Heights Road, which abuts to the west, Seegers Road, which abuts to the north, and Tonne Road, which abuts to the east. The buildings on the site were developed over 40 years ago.

Meeting Discussion:

Mr. Macklin introduced himself and Wingspan, stating that the company was a Mount Prospect based development group that currently had active projects in Des Plaines and Mount Prospect. He was excited at the possibility of a project in Arlington Heights. In June of 2020, Wingspan purchased the 6.5 acre District 59 property, and they are proposing the demolition of the existing two-story building on the site and the construction of 58 townhome units, as well as two retail buildings. One of the retail buildings would be around 7,200 square feet, and the second would be up to 14,000 square feet but more realistically would be around 7,000-8,000 square feet. The second building would include a drive-through lane for a quick service restaurant. No specific retail tenants had signed on to the development as Wingspan was still early in the process.

He stated that Wingspan would obtain the zoning entitlements for the townhomes and subdivide the site, but would then sell the building pads to a national homebuilder that would construct the townhomes and sell them to the buyers. In their Mount Prospect and Des Plaines developments they have worked with Ryan Homes for the townhomes, who builds a first class product. Access to the rowhomes would come from Tonne Drive, and access to the retail portion would come from Arlington Heights Road. They have designed the overall development to comply with the Arlington Heights Road Corridor Plan. The entrance drive for the retail would align with the access drive on the west side of the road, and if warrants were met, a traffic signal would be constructed in this location. They would provide a north/south access road, which would separate the retail from the townhomes, and this access road would also provide a connection to the properties at the north and south of the development.

Mr. Hubbard explained that the site was the former home of the Wellington Banquet facility and District 59 administrative offices. The site is currently a patchwork of different zoning districts, including R-6, R-1, and B-3. The townhome portion would need to be rezoned into the R-7 District, and the commercial portion would need to be rezoned into the B-2 District. PUD approval would be required, and the site would need to be re-subdivided. Conceptual special use approval would be granted to the drive-through and quick service restaurant, but actual special use permit approval could not be processed until a tenant was identified and their traffic generation and demand was known.

The need for several variations have been identified during this preliminary review. The R-7 district requires buildings to be separated by 25 feet from each other, and the proposed development shows certain buildings at a 12-foot setback. Staff has traditionally been supportive of these variations as the buildings could, in theory, be built connecting to where the variation would be negated. However, the 12-foot separation still provides some open space, access to light, and airflow between the buildings where had they been built all as one building, which would be code compliant, the variation would be unnecessary. On the western side of the townhome site a setback variation was necessary, where 30 feet of setback is required and the townhome building is proposed at a 20-foot setback. Staff has asked the petitioner to explore compliance in this area, which would help to segregate the residential uses from the commercial uses and allow for a denser landscape buffer. A variation from the locational standards in the R-7 District is required, as well as a parking variation to exceed to maximum allowable parking spaces for the townhome portion. If the townhomes are each on a separate platted lot, additional variations will be required.

Generally speaking, staff is supportive of this development proposal; the site design takes into account many of the recommendations of the South Arlington Heights Road Corridor Plan, as well as the Villages' desire to have north-south

connectivity through the site and beyond. The proposed uses are a good fit for the area, and northern portion of the site has been vacant for several years. The proposed uses are compatible with the TIF redevelopment plan. Staff would like to know if the Conceptual Plan Review members think a neighborhood meeting would be beneficial for this project, prior to appearing before the Plan Commission for a formal public hearing.

Commissioner Sigalos stated that he thought the proposed development was a good use for this property. However, he thought that the townhome portion seemed a little congested. There was guest parking proposed in the southeast corner of the townhomes, which was too far from the townhomes at the north side of the site. There did not appear to be enough space in the rear of the townhome buildings to allow for parking outside of the garage.

Mr. Macklin explained that each townhome unit would have two garage spaces, and there would be just enough space to parallel park a car in front of the garage. The main onsite guest parking would be located at the townhome entrance along Tonne, and there was street parking available along Tonne as well.

Commissioner Sigalos said that the site plan did not appear to show much room for parallel parking at the rear of the townhomes and if cars ended up parking there, they might encroach out into the drive aisles.

Mr. Macklin responded that there was adequate space for a car to park at the rear of the townhomes, which would block the garage entrance. However, the main guest parking would occur in the 24 dedicated guest parking areas within the townhome portion of the site.

Commissioner Sigalos stated that he would like to see more greenspace between the rear of the townhome buildings and the retail portion of the development, which he believed would enhance the development. Given the surplus of parking spaces, he thought this would be viable.

Mr. Macklin said that one of the driving principals in the site design was to provide for the “midblock” connection road, and that if they moved the connection road over, they could add additional greenspace. They would defer to the direction from staff and the Plan Commission to determine how best to proceed.

Commissioner Sigalos reiterated that he believed the proposed uses to be a good fit for the area, and he was looking forward to the petitioner further developing their plans and presenting them to the Design Commission and Plan Commission.

Commissioner Jensen asked about townhome ownership.

Mr. Macklin replied that the townhomes would be sold to individual owners as opposed to being a rental community.

Commissioner Jensen asked about vacancy rates for townhomes and commercial space in other Wingspan developments.

Mr. Macklin responded that they do not have a lot of retail within their Illinois projects, but that in Des Plaines their project included rental apartments and owner-occupied townhomes. The townhomes were one of the fastest selling products in Illinois and they are three months ahead of projected sales at this point. In Mount Prospect they are still in the development stages, but expect the townhomes there to sell very quickly.

Commissioner Jensen asked about the Des Plaines project and whether it was before or after CoVid-19.

Mr. Macklin stated that it was pre-CoVid.

Commissioner Jensen said that he thought a market study which reflected current conditions would be helpful in his analysis of the project. He thought it would be important to have the market study evaluate the commercial portion as well, and he suspected that there was not much demand for retail in the current market. He thought that this might not be the best time to be building commercial space given market uncertainties. While staff had only asked for a market study on the townhomes, he thought that the market study should also analyze the commercial component as well. He was looking for

some level of assurance that the Village would not be left with a built-out development that struggled with vacancy.

Mr. Macklin stated that Wingspan had a commercial development in Arlington Heights on Northwest Highway, which was 100% occupied. Wingspan was moving forward under the assumption that after the project is entitled, permitted, and eventually constructed, the commercial environment would look a lot different than it does today.

Commissioner Jensen asked for clarification on the code requirement for building separation.

Mr. Hubbard explained that code allowed townhomes to be built as one large building. However, if one larger townhome building was built as two separate and smaller townhome buildings, they were required to be separated by 25 feet. So while one larger building versus two smaller buildings were both acceptable from a code standpoint, if the buildings were built separate they needed to be built with at least 25 feet of separation.

Commissioner Jensen asked about the maximum allowable parking space restriction.

Mr. Hubbard responded that only in certain zoning district was there a maximum number of parking spaces allowed beyond what code required, and the R-7 District was one of the districts that had this restriction.

Commissioner Jensen asked about the TIF and whether it could benefit this development.

Mr. Hubbard responded that if TIF assistance was requested, the developer would need to substantiate a need for any funding and make a formal request for TIF assistance. They would need to provide data showing the need.

Mr. Macklin stated that they are intending to seek TIF assistance. If the retail spaces were priced right, he had no doubt that they would be leased, however, the pricing could have an effect on their pro-forma. TIF assistance could help fill in any gap.

Commissioner Jensen said that this made sense to him. He said he thought the uses were good and that he was generally favorable of this development. He looked forward to the further development of the plans and formal presentation of the project to the Plan Commission. The plan has done a good job of taking into consideration the elements of the Arlington Heights Corridor Plan.

Commissioner Green said that he thought this was a good use of the site, but that he took issue with the lack of additional space in front of the townhome garages that would allow parking. The parallel parking spaces in front of the garage would be heavily used and would clutter up the rear drive aisles. In his experience, garages often end up as additional storage areas and there may end up being enough space for only one car in the garage if it becomes heavily used for storage. The guest parking spaces would therefore be crucial, and they wouldn't be successful if there wasn't enough and they were too far away from the townhomes. He asked if there was a backdoor entrance to the townhome units, or whether the garage door would be the only method of entry through the rear.

Mr. Macklin explained that the garage door would be the only means of rear entry, or a guest could also walk to the front of the building.

Commissioner Green said that he did not like the idea of letting guests into the home through the garage, and that walking all the way around the building to the front could be an inconvenience. The development may be a little too dense, and it would be an eyesore to have cars parked throughout the rear drive aisle in front of all the garages. While he understood that from a code standpoint they had more parking than allowed, he believed that 24 guest parking spaces for 54 units was not sufficient. A reduction in density might allow a different layout that would better address his concerns, although he acknowledged that he was only one out of nine Plan Commissioners who would be voting on the project.

Commissioner Jensen asked about the north-south connection and whether this developer would be responsible to implement the entire connection as shown in the Village concept provided to the Plan Commission.

Mr. Hubbard replied that the developer would only be responsible for the portion that was on their site, but that they had designed the development in a manner that enables this connection beyond their site to the north and south. This drive aisle would create better connectivity though-out the area as the properties to the north and south redevelop and provide reciprocal access. Relative to east-west connectivity, the developer has aligned their main entrance on Arlington Heights Road with the drive aisle on the opposite side of the street, which would potentially enable a traffic signal at this location, either in the future when warrants are met, or at the time of development of the subject property if warrants are met. There was no internal east-west connection between the commercial portion and the residential portion, and staff did not take issue with the lack of connection. Segregation of these uses was practical, and vehicular access would allow ingress and egress of commercial traffic through the townhome site; however, pedestrian access and connections would be provided between the two uses.

Commissioner Green asked about the northernmost east-west drive aisle for the townhomes and whether it was a dead end.

Mr. Macklin replied that the drive aisle in question did not connect further west of the site.

Commissioner Green said that this dead end would require cars to do a three-point turn to exit the site in this area.

Commissioner Sigalos stated that all east-west drive aisles on the townhome site ended in a dead ends that were usable by emergency vehicles only. Therefore, guests or cars that were parallel parked adjacent to the garage doors would need to either reverse out of these areas or do a U-turn to exit.

Mr. Macklin explained that the rear drive aisles would be 24 feet wide, so although a three-point turn would be required to reverse, it would not be a difficult maneuver. Beyond the 24 feet, there was eight feet of space between the drive aisle and the garage door for the parallel parking.

Commissioner Green commented that he liked the mix of uses, but the townhomes appeared a little too dense and the layout a little awkward for vehicular traffic.

Commissioner Jensen asked about affordable housing.

Mr. Hubbard clarified that the new Inclusionary Housing regulations required a fee-in-lieu of affordable units given that this would a for-sale development and would not be rental. All contributions collected as part of the affordable housing program were reserved for future use. The Village had not yet collected a large enough amount to enable a project of substance.

Commissioner Sigalos summarized his position, explaining that he liked the proposed uses, but it may be too dense, the rear parallel parking spaces were not well designed, and the dead ends did not provide good maneuverability through the townhomes portion of the development. He encouraged the petitioner to further develop their plan to address some of these concerns as they moved forward.

Mr. Macklin stated that they had prepared a number of different site layouts for the townhome portion and that they would revisit the plan and explore a reduction in density to see what effect it may have on their financial model. This would likely equate to a larger TIF ask.

Commissioner Green asked about Ryan Homes and how they would compare to other national builders, such as Pulte.

Mr. Macklin replied that both of those developers were top notch, upper echelon developers. Ryan Homes builds a great product and they sell very quickly.

Commissioner Green commented that the townhome site plan included a lot of straight lines and uniformity, and the project would need to go to the Design Commission for approval. The architecture would be very important to the success of the project; there were similar townhome projects that he felt were less than they could have been relative to architecture and site design.

Commissioner Jensen asked if Ryan Homes did any developments in Denver. If they were the developer he was thinking of in Denver, he thought they had done some very nice homes there.

Mr. Macklin stated that Ryan Homes was a national builder and they were involved in many of the growth markets in the United States. It was likely they were in Denver but he was not entirely certain.

Commissioner Green explained that the builder was not usually at fault for a poor design and that he held the architect accountable in most circumstances. He reiterated his feeling that the uses and general concept was good, but that some of the details still needed further development.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application while taking the comments from the Conceptual Plan Review Committee into consideration.

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



Conceptual Plan Review Committee
3/10/2021

Item: Greenbrier Detention Pond - 1/27/21

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Greenbrier Detention Pond - 1/27/21	Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL VIRTUALLY ON:

January 27, 2021

Project Title: Greenbrier Detention Pond
Address: NE Corner Cambridge Street and Yale Avenue
Arlington Heights, IL 60004

Petitioner: Village of Arlington Heights

Address: 33 S. Arlington Heights Road
Arlington Heights, IL 60005

Requested Action:

1. Planned Unit Development Approval
2. Plat of Subdivision to consolidate four lots and Village ROW into one lot.
3. Rezoning from the R-3 District to the P-L District
4. Comprehensive Plan Amendment to classify the site as Open Space

Variations Required:

1. A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.

Attendees:

John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jake Schmidt, Assistant Planner

Project Summary:

The subject property is approximately 49,130 square feet in size (1.31 acres) and is located at the northeast corner of Cambridge Street and Yale Avenue. The site is currently undeveloped, consisting of 2 platted lots zoned P-L, 2 platted lots zoned R-3, and unimproved Village ROW.

The Village aims to vacate the entirety of the unimproved ROW to the Village, consolidate these parcels via a Plat of Subdivision, rezone all R-3 properties to P-L, and obtain PUD Approval in accordance with the requirements of the P-L District to expand the existing detention pond to the north. Expansion of the pond is needed in order to improve stormwater infrastructure performance and coverage in the adjacent neighborhood..

Meeting Discussion:

Mr. Schmidt explained that the project involves an expansion of the existing Greenbrier retention pond. Four actions are required as part of the petition, those being Plat of Subdivision to consolidate four lots and Village ROW into one lot, rezoning from the R-3 District to the P-L District, Planned Unit Development Approval per the requirements of the P-L District, and a Comprehensive Plan Amendment to classify the site as Open Space to be compatible with the proposed use of the site. One variation is required, that being a variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer. The Village seeks this variation as the project won't generate traffic.

Commissioner Sigalos stated that the project should help alleviate flooding in the area, and is in supportive of the project.

Commissioner Cherwin stated that it seems like a necessary infrastructure improvement in the area, and he would like to hear what residents have to say at Plan Commission.

Mr. Schmidt added that the Public Works Department has already engaged the public regarding this project, and informed them of the Village's intentions.

Commissioner Jensen stated that it seems like a sensible project.

Commissioner Green asked if there was a plan to improve the playground equipment at the adjacent park.

Mr. Schmidt stated that he did not know, as the park is under Park District jurisdiction.

Commissioner Green asked if it was a detention pond or a retention pond.

Mr. Schmidt stated that it would be an extension of the existing pond, so likely there would be water present.

Commissioner Green added that there were ground bees at the site, and the Village should be aware. He asked how there were so many lots in a small space.

Mr. Schmidt stated that it was an older subdivision, and is unsure of the history of why the lots were platted as they are today. The site has never been developed, either due to the size of the lots or the possibility of future use as a public facility.

Commissioner Green stated that this might be one development that would benefit from bike parking.

Commissioner Cherwin agreed.

Commissioner Green stated that he was in support of the project as it would alleviate stormwater.

There was no public comment relevant to the project.

RECOMMENDATION

The Conceptual Plan Review Committee expressed support for the project and advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder



Conceptual Plan Review Committee
3/10/2021

Item: Toscana Banquet Hall - 1863 W. Central Rd. - T1731

Department: Planning & Community Development

Requested Action

Special Use Permit a Banquet Hall in the B-2 zoning district

Variations Required

None identified at this time

RECOMMENDATION

The Staff Development Committee reviewed the proposed Special Use Permit Request to allow a banquet hall on the subject property, and is generally supportive of the proposal, subject to provision of the following:

1. The petitioner shall provide a written justification demonstrating compliance with the standards for Special Use Permit approval as outlined in Chapter 28, Section 8.5 of the Arlington Heights Municipal Code.
2. A market study is required.
3. These are just preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description

Staff Report
Aerial
Business Summary
Floor Plan

Type

Board or Commission Report
Exhibits
Correspondence
Exhibits



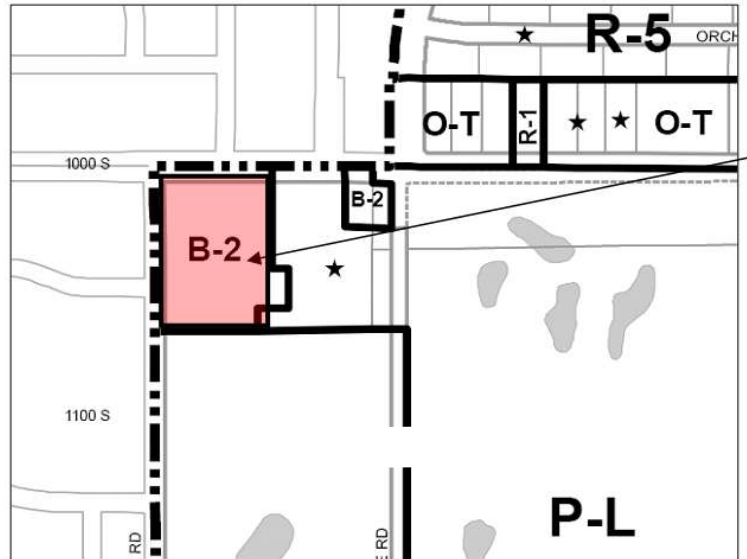
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

Temp File Number: T1731
Project Title: Toscana Banquet Hall SUP
Address: 1863 W. Central Road
PIN: 08-08-201-005-0000

To: Conceptual Plan Review Committee
Prepared By: Jake Schmidt, Assistant Planner
Meeting Date: March 10, 2021
Date Prepared: March 5, 2021

Petitioner: Murat Murati
 Toscana Restaurant
Address: 1859 W. Central Rd.
 Arlington Heights, IL 60005

Existing Zoning: B-2: General Business District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	City of Rolling Meadows	Single Family Homes	City of Rolling Meadows
South	R-6, Multi-Family Dwelling District	Mallard Cove	Moderate Density Multi-Family
East	P-L, Public Lands	Arlington Heights Senior Center	Government
West	City of Rolling Meadows	Single Family Homes	City of Rolling Meadows

Requested Action:

1. Special Use Permit a Banquet Hall in the B-2 zoning district

Variations Required:

1. None identified at this time

Project Background:

Toscana is a casual sit-down/carry-out restaurant that specializes in a variety of Italian-American entrees, salads, appetizers, and desserts. Recently the adjacent tenant space has been vacated, when Sam's Restaurant ceased operations. To increase services offered, Toscana wishes to reoccupy a portion of this space with a banquet hall. This banquet hall would be operated under a separate name and LLC, with a separate liquor license.

The adjacent 3,438 square foot tenant space is part of the Central/Wilke Shopping Center (owned by Clearbrook), which is located at the southeast corner of Central Road and Old Wilke Road, next to the Village of Arlington Heights Senior Center. This multi-tenant commercial shopping center is 43,816 square feet including a parking lot with 271 parking spaces (202 spaces in front of the center and 69 spaces behind the center).

The banquet hall would have a total of 142 seats, employ 4-5 staff members, and operate primarily on Friday and Saturday evenings. No changes to the site or building are proposed aside from interior modifications. The banquet hall would share Toscana's kitchen for food preparation.

Zoning and Comprehensive Plan

The subject property is located within the B-2 Zoning District, and the proposed use is classified as a "Banquet Hall", which is a Special Use within this Zoning District. To proceed forward, the Plan Commission must review and the Village Board must approve a Special Use Permit for the subject property. In order to demonstrate conformance with the standards of approval for a Special Use Permit, the petitioner must provide a written justification to the following criteria:

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

The subject property is designated as appropriate for commercial uses per the Comprehensive Plan of the Village of Arlington Heights. The proposed use is compatible with this designation. As the proposed use is a new, separate business, a market study is required by code.

Building, Site Plan, and Landscaping

The applicant has not identified any site alterations as part of the proposed project. During the formal Plan Commission review process, staff will evaluate the condition of the parking lot to determine if any repairs, resurfacing, or restriping is needed. Additionally, staff will also evaluate the existing site landscaping to ensure that it conforms to all code requirements where necessary and feasible.

Traffic and Parking

The total parking requirement for the proposed facility is based off of the respective uses within the building, broken down by the gross square footage or unit count of each use. A preliminary parking estimate is shown in **Table I** below:

Table I: Required Parking

	Square Feet	Parking Ratio	Parking Required by Code
Expansion to Clearbrook offices	34,079	1 space / 300 SF	114
Vacant	2,275	1 space / 300 SF	8
Toscana Restaurant	2,937, (1,279 inside*) (316 outside*)	1 space / 45 SF of Seating	28 7
Banquet Hall	3,438 (Max. Capacity: 142)	30% Capacity	43
Beauty Salon	1,222	1 space / 250 SF	5
Total	43,816		205
Total Provided			271
Surplus /(Deficit)			66

*(seating area)

Per the Staff analysis, a total of 205 spaces would be required for the site. The subject site is currently improved with 271 spaces, resulting in a code-required parking surplus of 66 parking spaces.

Section 6.12-1 of the Zoning Code states that projects requiring a Plan Commission review do not need to provide a full traffic study if the project:

1. Comprises less than 5,000 square feet in floor area, and;
2. Is located along a major or secondary arterial street as defined by the Village's Thoroughfare Plan.

As the property is located along Central Road (designated a major arterial in the Village's Thoroughfare Plan), and the petitioner is proposing no changes to the site or building, the scope of this project falls under the 5,000 square foot threshold outlined in the Zoning Code, and a traffic and parking study is not required. However, anticipated parking demand will need to be evaluated based upon industry standards and the parking demand of similar projects.

With respect to bicycle parking, the provision of bicycle parking spaces is required when the use of a space changes to a more intense use. However, Assembly Uses only require bicycle parking spaces equal in number to 1% of capacity when capacity is greater than 10,000 persons. As the capacity of the proposed facility is 142 persons, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Special Use Permit Request to allow a banquet hall on the subject property, and is generally supportive of the proposal, subject to provision of the following:

1. The petitioner shall provide a written justification demonstrating compliance with the standards for Special Use Permit approval as outlined in Chapter 28, Section 8.5 of the Arlington Heights Municipal Code.
2. A market study is required.
3. These are just preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

March 5, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1731



Map created on March 5, 2021.

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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Schmidt, Jacob

From: Murat Murati
Sent: Tuesday, February 23, 2021 12:40 PM
To: Schmidt, Jacob
Attachments: Permit plan 01-25-21 (1).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello Mr Jacob Schmidt,

It was nice meeting you today

For our conversation, i am attaching the digital plan as i mentioned, technically what we are trying to do here, next door Sam Restaurant move out, it opened for us opportunity to serve private events such as bridal showers, funerals, wedding and many more different occasions.

There are regular customers have been asking for Friday and Saturday night private event in the past, that we could not accomodate before

So what we are trying to do is taking half of that space, reconstruct it, use it for private parties. What we are looking to do is put 2 brand new bathrooms, service bar and coat room, everything else will be with tables. The kitchen we will use Toscana`s Kitchen. It will be separate entry from the regular customers with 3 emergency exits. Everything will be by the code, build by professionals, licensed , insured.

The place will be used only for private events.

As far as employees, we are looking to start off with around 4 to 5 people. I am planning to use separate name for the banquet hall, separate corporation and liquor license. Down the road in a couple of years if it gets too busy we will build in the back kitchen, so it will be completely separated. For right now Toscana will only provide food.

According to my knowledge it will be the same sitting as what they had in the previous business for that room. So i am asking the planer to review it and to see if we can wave the special use. If there is an option to keep under one name i am willing to do it. If there is anything i need to do to keep it without going to special use, that will be great, because i am planning to open by May for all the graduations, since Toscana had very horrible year last year.

Thank you very much

Toscana Banquets

ARCHITECT:

CONSTRUCTION DESIGN ARCHITECTS, LTD.

GENERAL INFORMATION

ACCESSIBLE COUNTERS, CASH WRAPS, ETC ARE REQUIRED TO PROVIDE CLEAR COUNTER SPACE WHICH IS MINIMUM 36" WIDE, AND NOT TO EXCEED 34" IN HEIGHT ABOVE FINISHED FLOOR. SINKS SHALL BE MOUNTED NO HIGHER THAN 34" ABOVE THE FINISH FLOOR PER ILLINOIS ACCESSIBILITY CODE.

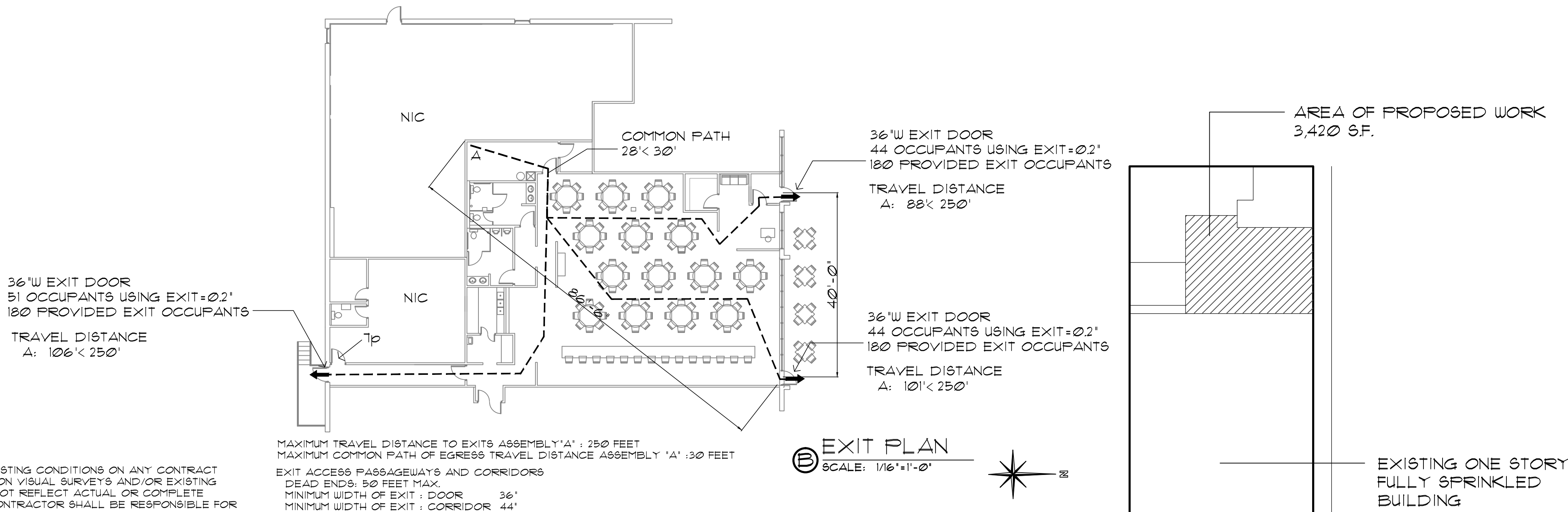
- Illinois Plumbing Code
- Illinois Energy Conservation Code
- Illinois Accessibility Code
- Illinois Elevator Safety Rules
- NFPA 2015 Life Safety Code (OSFM)

BUILDING CODE INFORMATION-DESIGN DATA

INTERIOR WALL AND CEILING FINISH:
EXIT ENCLOSURES AND EXIT PASSAGEWAYS-B
CORRIDORS-C
ROOMS AND ENCLOSED SPACES-C
ALL BLOCKING SHALL BE FIRE RETARDANT TR

SPRINKLER/FIRE PROTECTION NOTE:

1. AS REQUIRED, A LICENSED SPRINKLER CONTRACTOR SHALL SUBMIT (4) FULL SETS OF CODE COMPLIANCE PLANS, FIRE SAFETY CONSULTANTS FOR A PERMIT FOR ALTERATIONS TO THE EXISTING SPRINKLER SYSTEM. SPRINKLER INSTALLATION SHALL BE COORDINATED WITH OTHER APPROPRIATE TRADES.
2. INSTALL SPRINKLER HEADS IN CENTER OF CEILING TILES AS OFTEN AS POSSIBLE.



DRAWING INDEX

ARCHITECTURAL DRAWINGS	DATE	R
A100 - COVER SHEET-GENERAL NOTES	01/25/21	
A101 - FLOOR PLAN	01/25/21	
A102 - REFLECTED CEILING PLAN	01/25/21	
A103 - TOILET FLOOR PLAN & ELEVATIONS	01/25/21	
A104 - FINISH SCHEDULE & DOOR SCHEDULE	01/25/21	
A105 - ADA	01/25/21	

ENERGY CONSERVATION CODE COMPLIANCE

STATEMENT OF COMPLIANCE:

I CERTIFY THAT I AM A REGISTERED ENERGY PROFESSIONAL (REP). I ALSO CERTIFY THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF THAT THE PLANS FOR

ADDRESS: 1863 W. CENTRAL RD. ARLINGTON
HEIGHTS ILLINOIS
FULLY COMPLY WITH THE REQUIREMENTS OF
ILLINOIS ENERGY CONSERVATION CODE

Thomas D. Eckhardt Sr.

THOMAS D. ECKHARDT, AIA
 LICENSE #: 01-08736 EXPIRES: 11/30/22
 CONSTRUCTION DESIGN ARCHITECTS LTD
 LICENSE #: 184.001509-0001 EXPIRES: 04/
 001.008736

SEAL OF ARCHITECT

STATEMENT OF COMPLIANCE:

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATIONS THEY ARE IN COMPLIANCE WITH THE ARLINGTON HEIGHTS CODE.

THOMAS D. ECKHARDT, AIA
 LICENSE #: 01-08736 EXPIRES: 11/30/22
 CONSTRUCTION DESIGN ARCHITECTS LTD
 LICENSE #: 184.001509-0001 EXPIRES: 04/30/2021
 001.008736

CD Group

Construction Design Architects, Ltd.
Construction Design Services, Ltd.

249 E. Prospect Avenue Suite 100
Mount Prospect, IL 60056

T 847.797.1700
F 847.797.7800

www.cdgroupplc.com

PROJECT NAME & LOCATION

Toscana Banquets

1863 West Central Road
Arlington height, IL. 60005

CONSULTANTS:

[illegible]

PROJECT NO: 3838

DRAWN BY: Y.S.

CHK'D BY: _____

DATE: 01/13/21

SHEET TITLE

COVER SHEET

SHEET NUMBER

SHEET

OF

A100

OF



Construction Design Architects, Ltd.
Construction Design Services, Ltd.

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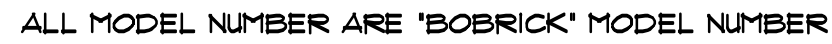
Toscana Banquets

CONSULTANTS:

Toscana Banquets

1863 West Central Road
Arlington height, IL. 60005

CONSULTANTS:

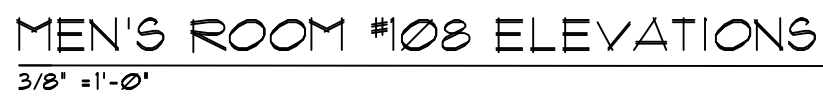


Ⓐ TOILET ROOM FLOOR PLAN
3/8" = 1'-0"

① WOMEN'S ROOM FURRING WALL
1 1/2' = 1'-0"

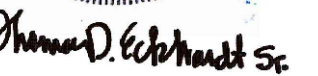
ALL MODEL NUMBER ARE 'BOBRICK' MODEL NUMBER

DATE: 01/13/21



WOMEN'S ROOM #109 ELEVATIONS
3/8" = 1'-0"

TOILET PLAN & ELEVATIONS



A103

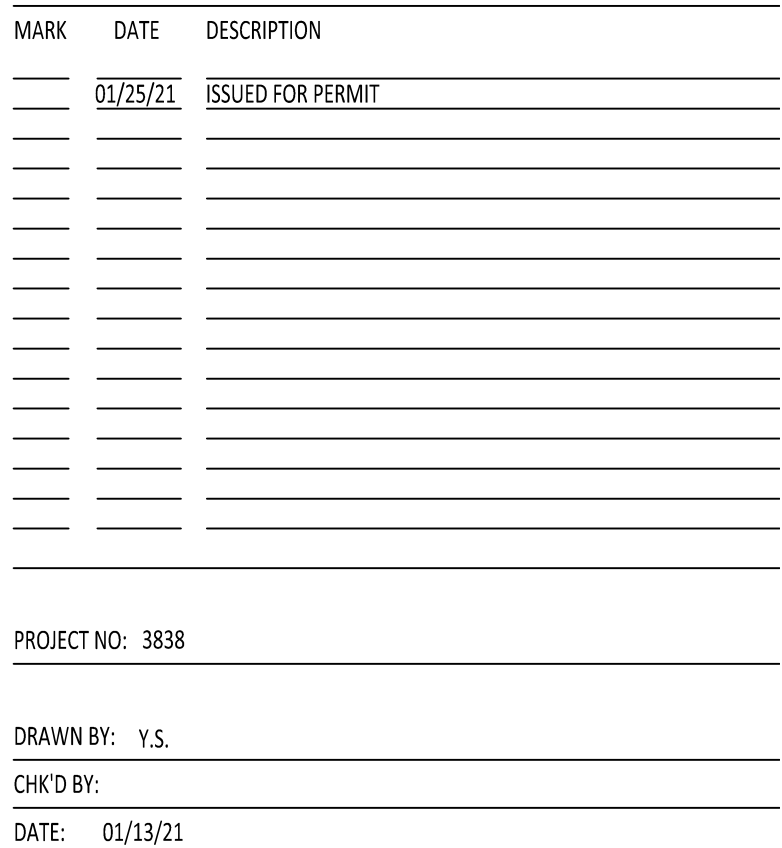
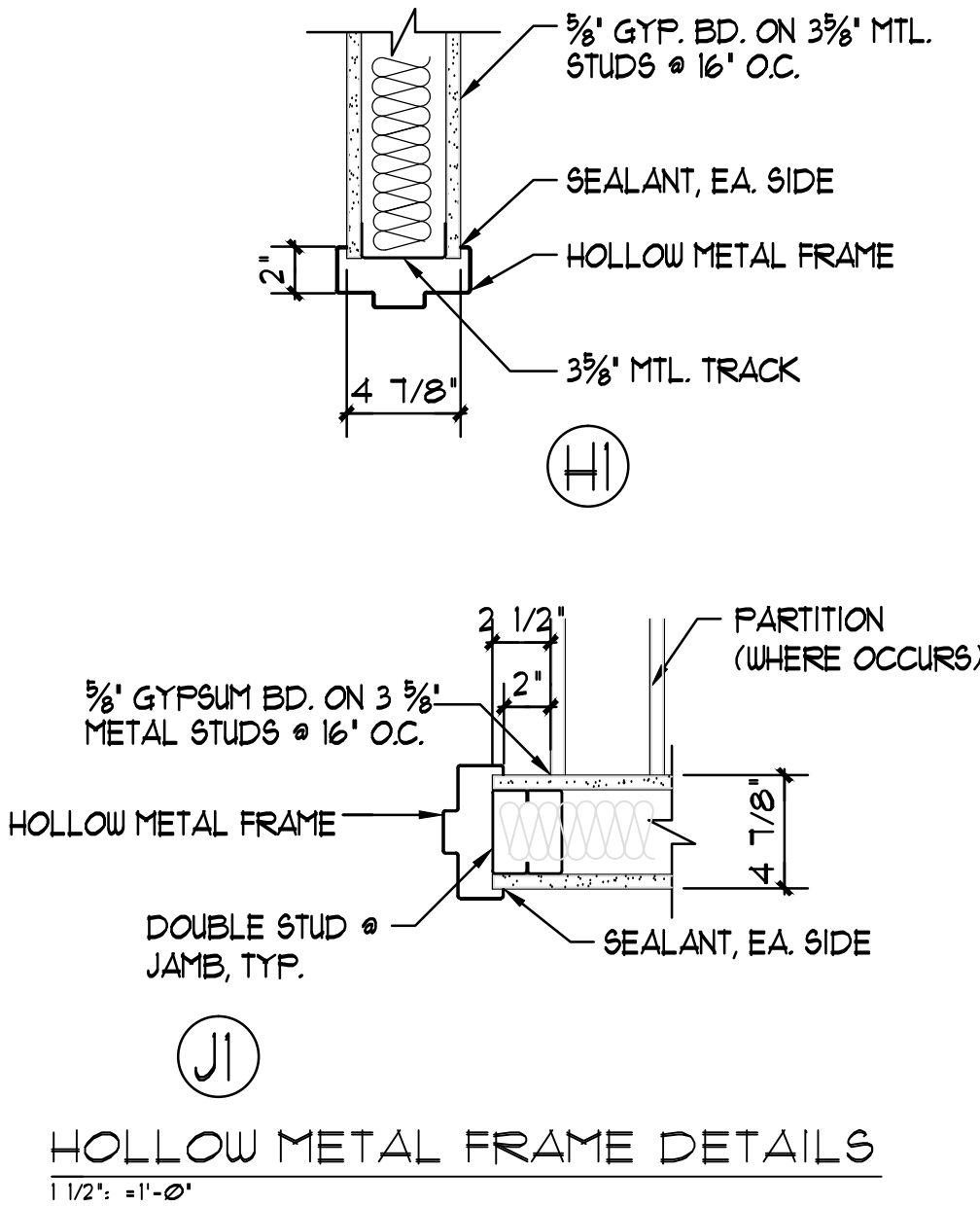
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HARDWARE NOTES:

- 1) ALL DOORS USED IN CONNECTION WITH EXITS SHALL BE ARRANGED AS TO BE READILY OPENED WITHOUT THE USE OF A KEY FROM THE SIDE FROM WHICH EGRESS IS MADE.
- 2) PROVIDE HANDICAPPED HARDWARE FOR ALL DOORS. FOLLOW IAC 400.320(h)(1)
- 3) ALL LOCKET HAVE LEVER HANDLE & PROVIDE TWO KEYS PER DOOR PLUS FOUR MASTERS
- 4) ALL NEW SOLID CORE WOOD DOORS FINISH TO MATCH EXISTING

ALL PERMANENT ROOM SIGNAGE SHALL COMPLY REQUIREMENT RAISED CHARACTERS, BRAILLE, FINISH, CONTRAST AND MOUNTING LOCATION.

<u>LOCK FUNCTIONS</u>	
PASSAGE LATCH	BOTH LEVERS ALWAYS UNLOCKED.
PRIVACY LOCK	INSIDE PUSHBUTTON LOCKS OUTSIDE LEVER. PUSHBUTTON RELEASED BY TURNING INSIDE LEVER OR CLOSING DOOR.
HOSPITAL PRIVACY LOCK	PUSHBUTTON LOCKING. UNLOCKED FROM OUTSIDE BY EMERGENCY TURN BUTTON. PUSHBUTTON RELEASED BY TURNING INSIDE LEVER OR CLOSING DOOR
OFFICE LOCK	PUSHBUTTON LOCKING. UNLOCKED BY KEY FROM OUTSIDE OR TURNING INSIDE LEVER
ENTRANCE LOCK	KEY OR CARD UNLOCKS DOOR WHEN LOCKED BY INSIDE PUSHBUTTON. INSIDE LEVER ALWAYS UNLOCKED.
CLASSROOM LOCK	OUTSIDE LEVER LOCKED/UNLOCKED BY KEY OR CARD. INSIDE LEVER ALWAYS UNLOCKED
STOREROOM LOCK	OUTSIDE LEVER RIGID. ENTRANCE BY KEY ONLY. INSIDE LEVER ALWAYS UNLOCKED
DUMMY	ONE SIDE OF DOOR ONLY. USE FOR DOOR FULL OR 48 MATCHING INACTIVE TRIM



SHEET TITLE:

THOMAS
D.
ECKHARDT
01-8736

STATE OF ILLINOIS
LICENSED ARCHITECT

Thomas D. Eckhardt

SHEET NUMBER

PROJECT NAME & LOCATION:

Toscana Banquets

1863 West Central Road
Arlington height, IL. 60005

CONSULTANTS:

PROJECT NO: 3838

DRAWN BY: Y.S.

CHK'D BY:

DATE: 01/13/21

SHEET TITLE:

ADA

SHEET NUMBER

SHEET

OF

CHAPTER 3: BUILDING BLOCKS

302 Floor or Ground Surfaces

302.2 Carpet. Carpet or carpet tile shall be securely attached and shall have a cushion, pad, or backing or no cushion or pad. Carpet or carpet tile shall have level loop, textured loop, level cut pile, or level cut/uncut pile texture. Pile height shall be 1/2 inch (13 mm) maximum. Exposed edges of carpet shall be fastened to floor surfaces and shall have trim on the entire length of the exposed edge. Carpet edge trim shall comply with 303.

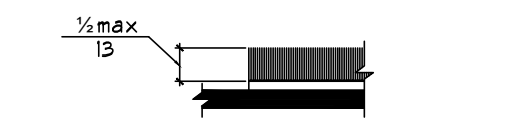


Figure 302.2 Carpet Pile Height

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (13 mm) diameter except as allowed in 401.4.3, 403.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

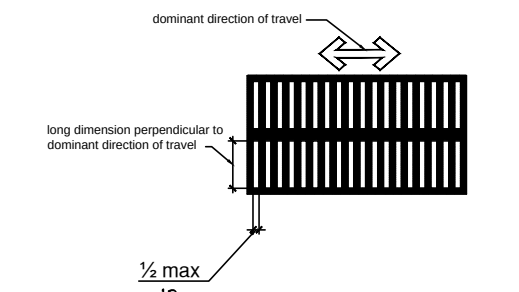


Figure 302.3 Elongated Openings in Floor or Ground Surfaces

302.3.2 Vertical. Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

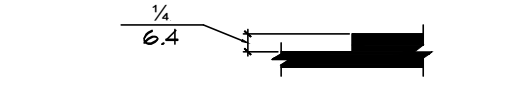


Figure 302.3.2 Vertical Change in Level

302.3.3 Beveled. Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

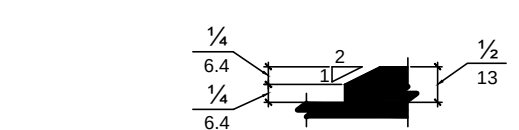


Figure 302.3 Beveled Change in Level

304 Turning Space

304.1 Circular Space. The turning space shall be a space of 60 inches (1525 mm) diameter minimum. The space shall be permitted to include knee and toe clearance complying with 306.

304.3.2 T-shaped Space. The turning space shall be a T-shaped space within a 60 inch (1525 mm) square minimum with arms and base 36 inches (915 mm) wide minimum. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction and the base shall be clear of obstructions 24 inches (610 mm) minimum. The space shall be permitted to include knee and toe clearance complying with 306 only at the end of either the base or one arm.

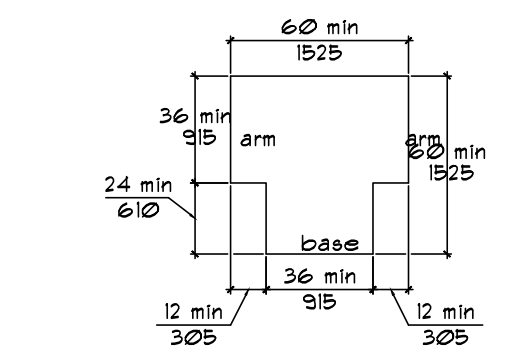


Figure 304.3.2 T-shaped Turning Space

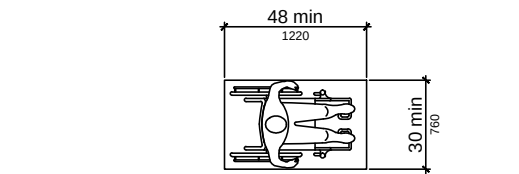


Figure 305.3 Clear Floor or Ground Space

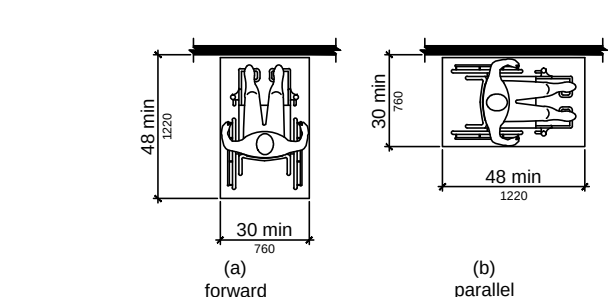


Figure 305.5 Position of Clear Floor or Ground Space

305.11 Forward Approach. Alcoves shall be 36 inches (915 mm) wide minimum where the depth exceeds 24 inches (610 mm).

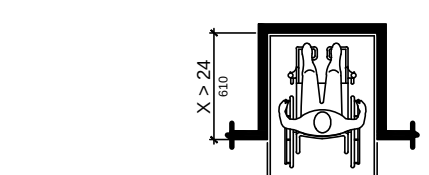


Figure 305.11 Forward Approach

305.12 Parallel Approach. Alcoves shall be 60 inches (1525 mm) wide minimum where the depth exceeds 24 inches (610 mm).

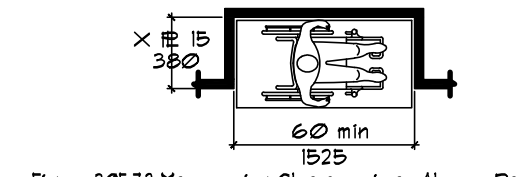


Figure 305.12 Parallel Approach

306 Knee and Toe Clearance

306.2 Toe Clearance

306.2.1 General. Space under an element between the finish floor or ground and 9 inches (230 mm) above the finish floor or ground shall be considered toe clearance and shall comply with 306.2.

306.2.2 Maximum Depth. Toe clearance shall extend 25 inches (635 mm) maximum under an element.

306.2.3 Minimum Required Depth. Where toe clearance is required at an element as part of a clear floor space, the toe clearance shall extend 11 inches (430 mm) minimum under the element.

306.2.4 Additional Clearance. Space extending greater than 6 inches (150 mm) beyond the available knee clearance at 1 inches (25 mm) above the finish floor or ground shall not be considered toe clearance.

306.2.5 Width. Toe clearance shall be 30 inches (760 mm) wide minimum.

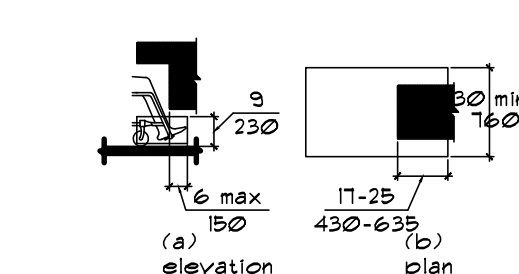


Figure 306.2 Toe Clearance

306.3 Knee Clearance

306.3.1 General. Space under an element between 9 inches (230 mm) and 21 inches (685 mm) above the finish floor or ground shall be considered knee clearance and shall comply with 306.3.

306.3.2 Maximum Depth. Knee clearance shall extend 25 inches (635 mm) maximum under an element at 9 inches (230 mm) above the finish floor or ground.

306.3.3 Minimum Required Depth. Where knee clearance is required under an element as part of a clear floor space, the knee clearance shall be 11 inches (280 mm) deep minimum at 9 inches (230 mm) above the finish floor or ground, and 8 inches (205 mm) deep minimum at 21 inches (685 mm) above the finish floor or ground.

306.3.4 Clearance Reduction. Between 9 inches (230 mm) and 21 inches (685 mm) above the finish floor or ground, the knee clearance shall be permitted to reduce at a rate of 1 inch (25 mm) in depth for each 6 inches (150 mm) in height.

306.3.5 Width. Knee clearance shall be 30 inches (760 mm) wide minimum.

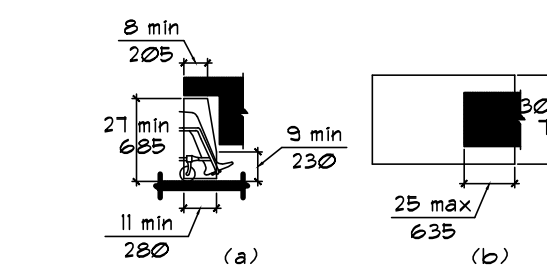


Figure 306.3 Knee Clearance

307 Protruding Objects

307.2 Protrusion Limits. Objects with leading edges more than 21 inches (685 mm) and not more than 80 inches (2030 mm) above the finish floor or ground shall protrude 4 inches (100 mm) maximum horizontally into the circulation path.

EXCEPTION: Handrails shall be permitted to protrude 4 1/2 inches (115 mm) maximum.

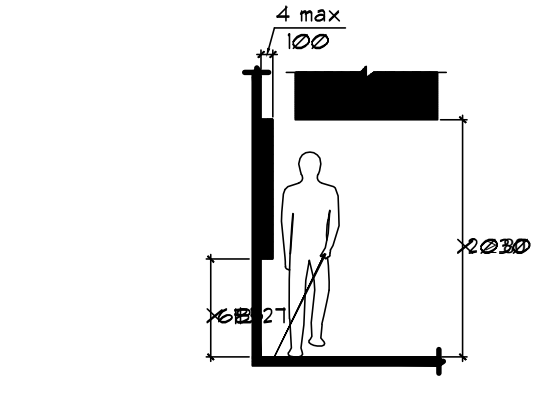


Figure 307.2 Limits of Protruding Objects

307.3 Post-Mounted Objects. Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches (305 mm) maximum when attached 21 inches (685 mm) minimum and 80 inches (2030 mm) maximum above the finish floor or ground, where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 0 inches (305 mm); the lowest edge of such sign or obstruction shall be 21 inches (685 mm) maximum or 80 inches (2030 mm) minimum above the finish floor or ground.

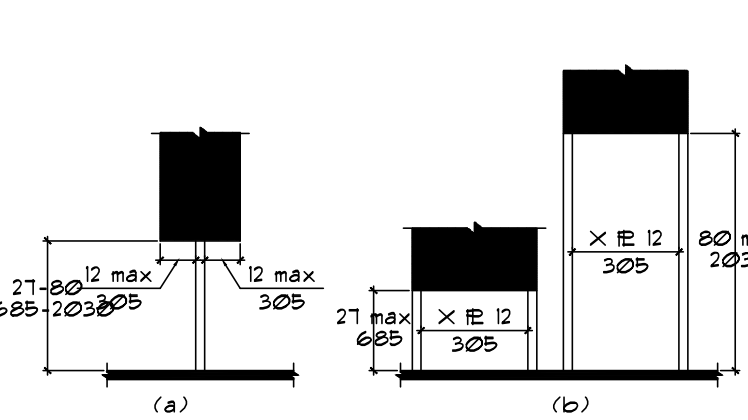


Figure 307.3 Post-Mounted Protruding Objects

307.4 Vertical Clearance. Vertical clearance shall be 80 inches (2030 mm) high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80 inches (2030 mm) high. The leading edge of such guardrail or barrier shall be located 21 inches (685 mm) maximum above the finish floor or ground.

EXCEPTION: Door closers and door stops shall be permitted to be 18 inches (450 mm) minimum above the finish floor or ground.

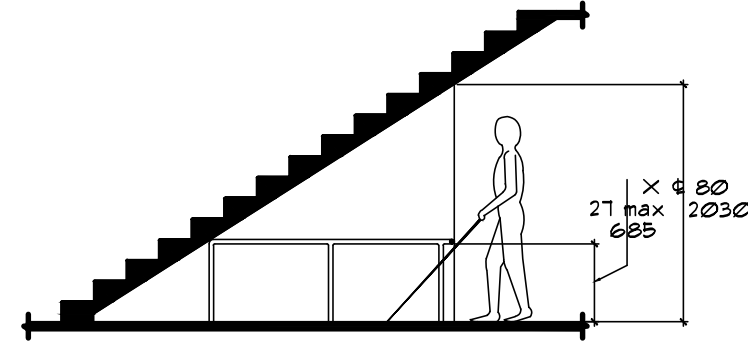


Figure 307.4 Vertical Clearance

308 Reach Ranges

Children's Reach Ranges

Forward or Side Reach High (maximum)	Low (minimum)
Ages 3 and 4	36 in (915 mm)
Ages 5 through 8	40 in (1015 mm)
Ages 9 through 12	44 in (1110 mm)

308.2 Forward Reach

308.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1210 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

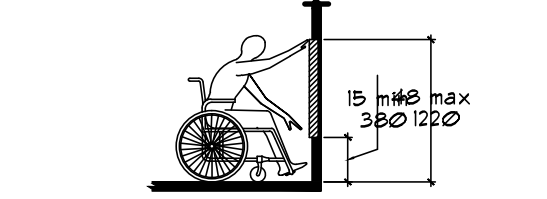


Figure 308.2.1 Unobstructed Forward Reach

308.2.2 Obstructed High Reach. Where a high forward reach is over an obstruction, the clear floor space shall extend beneath the element for a distance not less than the required reach depth over the obstruction. The high forward reach shall be 48 inches (1210 mm) maximum where the reach depth is 20 inches (510 mm) maximum where the reach depth exceeds 20 inches (510 mm); the high forward reach shall be 44 inches (1100 mm) maximum and the reach depth shall be 25 inches (635 mm) maximum.

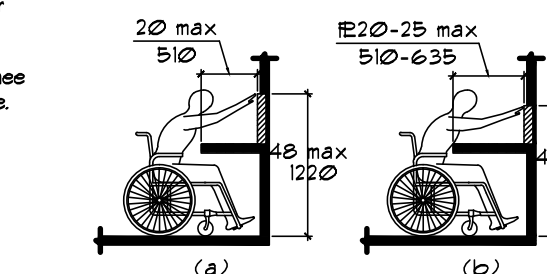
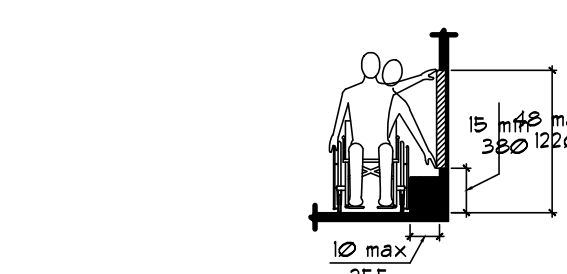


Figure 308.2.2 Obstructed High Forward Reach

308.3 Side Reach

308.3.1 Unobstructed. Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches (1200 mm) maximum and the low side reach shall be 15 inches (380 mm) minimum above the finish floor or ground.



308.3.2 Obstructed High Reach. Where a clear floor or ground space allows a parallel approach to an element and the high side reach is over an obstruction, the height of the obstruction shall be 34 inches (865 mm) maximum and the depth of the obstruction shall be 24 inches (610 mm) maximum. The high side reach shall be 48 inches (1210 mm) maximum for a reach depth of 10 inches (255 mm) maximum, where the reach depth exceeds 10 inches (255 mm); the high side reach shall be 46 inches (1170 mm) maximum for a reach depth of 24 inches (610 mm) maximum.

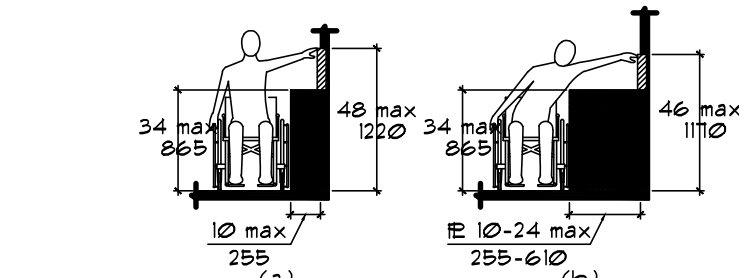


Figure 308.3.2 Obstructed High Side Reach

309 Operable Parts

309.2 Clear Floor Space. A clear floor or ground space complying with 305 shall be provided.

309.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in 308.

309.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (222 N) maximum.

CHAPTER 4: ACCESSIBLE ROUTES

401.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4.

Advisory 401.2 Components. Walking surfaces must have running slopes not steeper than 1:20, see 403.3. Other components of accessible routes, such as ramps (405) and curb ramps (406), are permitted to be more steeply sloped.

401.3 Walking Surfaces. Accessible routes shall be a part of an accessible route shall comply with 403.

403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 307.

403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

403.4 Changes in Level. Changes in level shall comply with 303.

403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within employee work areas, clearances on common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

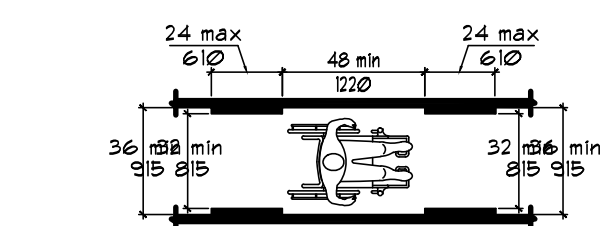


Figure 403.5.1 Clear Width of an Accessible Route

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

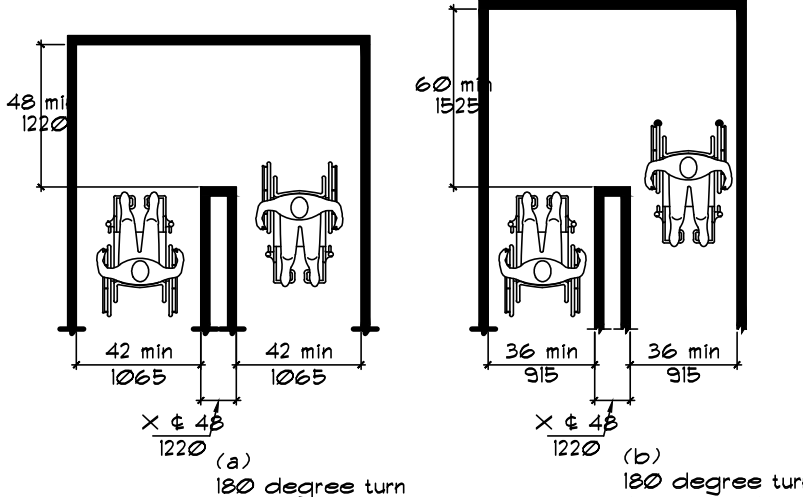


Figure 403.5.2 Clear Width at Turn

403.5.3 Passing Spaces. An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum.

404 Doors, Doorways, and Gates

404.2.3 Clear Width. Door openings shall provide a clear width of 32 inches (815 mm) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

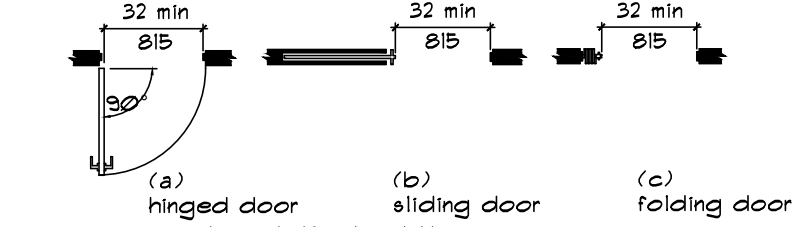


Figure 404.2.3 Clear Width of Doorways

404.2.4 Maneuvering Clearances. Minimum maneuvering clearances at doors and gates shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the doorway and the required latch side or hinge side clearance.

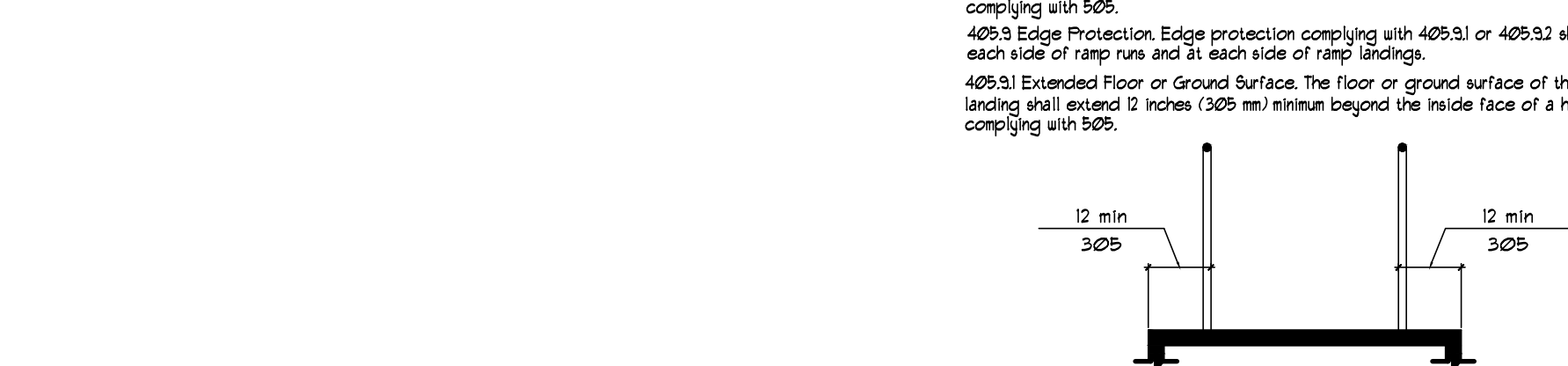


Figure 405.1 Extended Floor or Ground Surface Edge Protection

404.2.4.3 Recessed Doors and Gates. Maneuvering clearances for forward approach shall be provided when any obstruction within 18 inches (455 mm) of the latch side of a doorway projects more than 6 inches (150 mm) beyond the face of the door, measured perpendicular to the face of the door or gate.

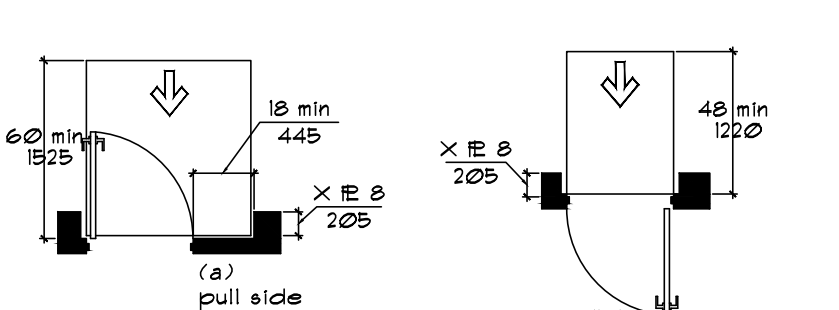


Figure 404.2.4.3 Maneuvering Clearances at Recessed Doors and Gates

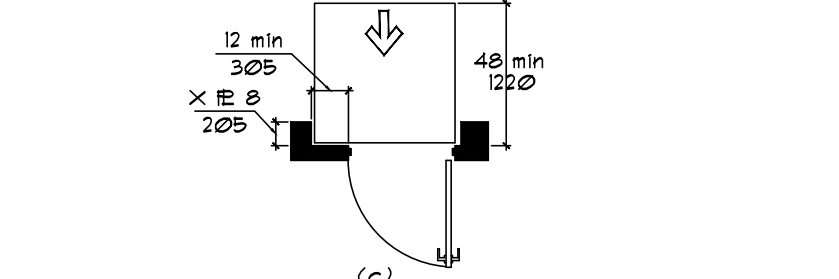


Figure 404.2.6 Doors in Series and Gates in Series

404.2.6.1 Doors in Series and Gates in Series. The distance between two hinged or pivoted doors in series and gates in series shall be 48 inches (1220 mm) minimum plus the width of doors or gates swinging into the space.

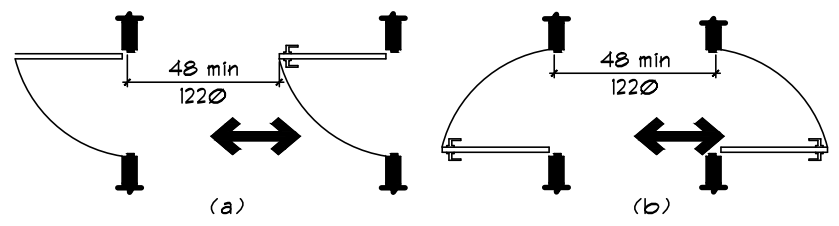


Figure 404.2.6.1 Doors in Series and Gates in Series

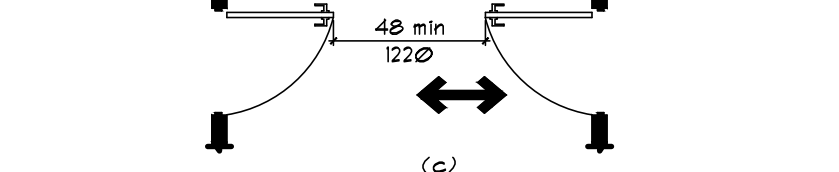


Figure 404.2.6.2 Spring Hinges, Door and Gate Spring Hinges

404.2.1 Door and Gate Hardware. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with 309.4. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

404.2.8 Door Closers and Gate Closers. Door closers and gate closers shall be adjusted so that from an open position of 90 degrees, the time required to move the door to a position of 12 degrees from the latch is 5 seconds minimum.

404.2.8.2 Spring Hinges. Door and gate spring hinges shall be adjusted so that from the open position of 10 degrees, the door or gate shall move to the closed position in 15 seconds minimum.

404.2.5 Door and Gate Opening Force. Fire doors shall have a minimum opening force allowable by the appropriate administrative authority. The force for pushing or pulling open a door or gate other than fire doors shall be as follows:

1. Interior hinged doors and gates: 5 pounds (222 N) maximum.

2. Sliding or folding doors: 5 pounds (222 N) maximum.

These forces do not apply to the force required to retract latch bolts or disengage other devices that hold the door or gate in a closed position.

404.2.10 Door and Gate Surfaces. Swinging door and gate surfaces within 10 inches (255 mm) of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch (1.6 mm) of the same plane as the other. Cavities created by added kick plates shall be capped.

404.2.11 Vision Lights. Doors, gates, and side lights adjacent to doors or gates, containing one or more glazed panels that permit viewing through the panels shall have the bottom of at least one glazed panel located 43 inches (1090 mm) maximum above the finish floor.

404.3 Automatic and Power-Assisted Doors and Gates. Automatic doors and automatic gates shall comply with 404.3. Full-powered automatic doors shall comply with ANSI/BHMA A56.10 (Incorporated by reference, see "Referenced Standards" in Chapter 1). Low-energy and power-assisted doors shall comply with ANSI/BHMA A56.15 (1987 or 2000 edition) (Incorporated by reference, see "Referenced Standards" in Chapter 1).

404.3.2 Maneuvering Clearances. Clearances at power-assisted doors and gates shall comply with 404.2.4. Clearances at automatic doors and gates without standby power and serving an accessible means of egress shall comply with 404.2.4.

404.3.3 Revolving Doors, Revolving Gates, and Turntables. Revolving doors, revolving gates, and turntables shall not be part of an accessible route.

405 Ramps

405.2 Slope. Ramp runs shall have a running slope not steeper than 1:12.

405.3 Cross Slope. Cross slope of ramp runs shall not be steeper than 1:48.

405.5 Clear Width. The clear width of a ramp run and where handrails are provided, the clear width between handrails shall be 36 inches (915 mm) minimum.

405.6 Rise. The rise for any ramp run shall be 30 inches (760 mm) maximum.

405.6.1 Landings. Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with 405.7.

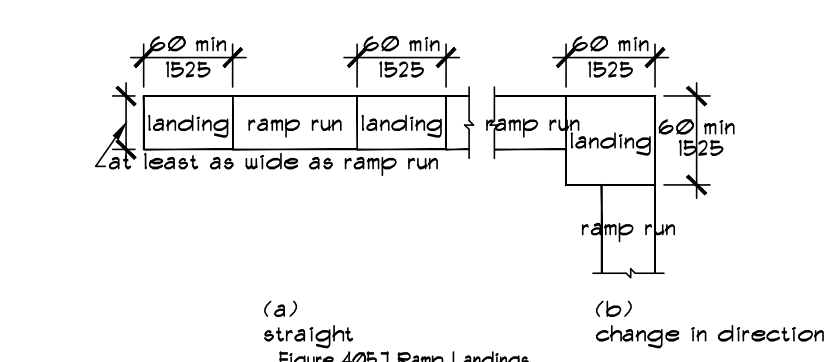


Figure 405.7 Ramp Landings

405.7.1 Slope. Landings shall have slope not steeper than 1:48. Changes in level are not permitted.

405.7.2 Width. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

405.7.3 Length. The landing clear length shall be 60 inches (1525 mm) long minimum.

405.7.4 Change in Direction. Ramps that change direction between runs at landings shall have a clear landing 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum.

405.7.5 Doorways. Where doorways are located adjacent to a ramp landing, maneuvering clearances required by 404.2.4 and 404.3.2 shall be permitted to overlap the required landing.

405.8 Handrails. Ramp runs with a rise greater than 6 inches (150 mm) shall have handrails complying with 305.

405.9 Edge Protection. Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp run and at each side of ramp landings.

405.9.1 Extended Floor or Ground Surface. The floor or ground surface of the ramp run or landing shall extend 12 inches (305 mm) minimum beyond the inside face of a handrail complying with 305.

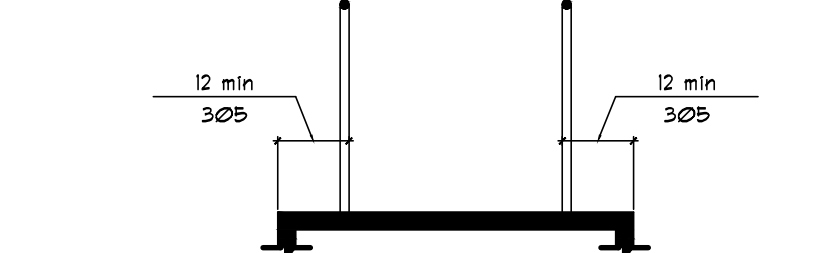


Figure 405.9.1 Extended Floor or Ground Surface Edge Protection

405.9.2 Curb or Barrier. A curb or barrier shall be provided that prevents the passage of a 4 inch (100 mm) diameter sphere, where any portion of the sphere is within 4 inches (100 mm) of the finish floor or ground surface.

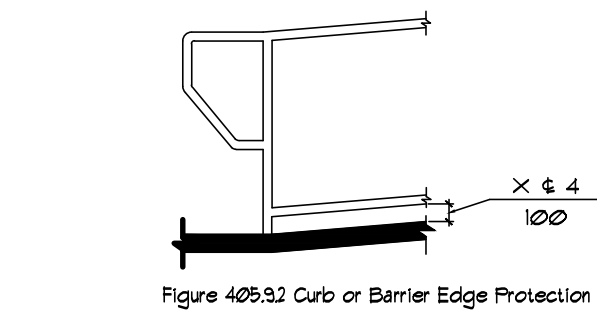


Figure 405.9.2 Curb or Barrier Edge Protection

406 Curb Ramps

406.1 General. Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

406.2 Counter Slope. Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.



Figure 406.2 Counter Slope of Surfaces Adjacent to Curb Ramps

406.3 Sides of Curb Ramps. Where provided, curb ramp flares shall not be steeper than 1:10.

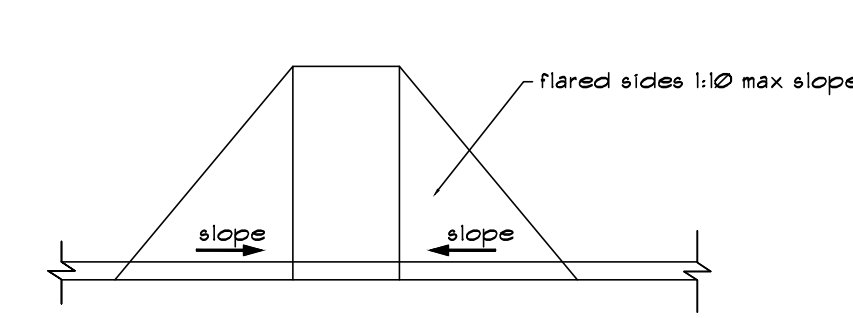


Figure 406.3 Sides of Curb Ramps

406.4 Landings. Landings shall be provided at the tops of curb ramps. The landing clear length shall be 36 inches (915 mm) minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing.

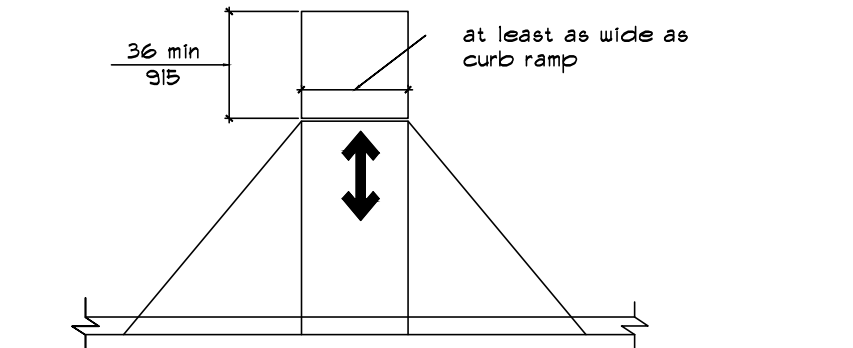


Figure 406.4 Landings at the Top of Curb Ramps

406.5 Location. Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides.

406.6 Diagonal Curb Ramps. Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches (1220 mm) minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches (1220 mm) minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches (610 mm) long minimum located on each side of the curb ramp and within the marked crossing.

