



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
March 8, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Arlington Heights Police Station - 2/22/17

IV. PUBLIC HEARINGS

- A. New Hope Academy - 3250 N. Arlington Heights Rd. - PC#17-001
Land Use Variation for Private School

V. OTHER BUSINESS

VI. ADJOURNMENT

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



Item: Arlington Heights Police Station - 2/22/17

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 2/22/17 DRAFT

Type

Minutes

PLAN

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

COMMISSION

RE: ARLINGTON HEIGHTS POLICE STATION-200 E. SIGWALT STREET-PC#16-024
 AMENDMENT TO PUD ORDINANCES 05-041 and 78-026

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, 2017, at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN LORENZINI: All right, I'd like to call to order this meeting of the Plan Commission. Would you all please rise and recite the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Thank you. Sam, would you call roll please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Next item on the agenda, we have the approval of meeting minutes, two meeting minutes from our last meeting. Any comments or recommendations?

COMMISSIONER GREEN: I make a motion for approval.

CHAIRMAN LORENZINI: Second?

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: All in favor?

(No response.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: All right.

COMMISSIONER WARSKOW: I was not at that meeting.

COMMISSIONER CHERWIN: I was not either.

COMMISSIONER SIGALOS: I was not at that meeting either.

CHAIRMAN LORENZINI: Warskow, Cherwin and Sigalos. Thank you.

All right, next item on the agenda is public hearing for the Arlington Heights new police station. Is the Petitioner here? If so, please come forward.

MR. PERKINS: Good evening, Chairman and members of the Plan Commission.

CHAIRMAN LORENZINI: Good evening, Mr. Perkins. How are you?

MR. PERKINS: Very good, thank you.

CHAIRMAN LORENZINI: Just for formalities, could you please raise your right hand? Anybody else who may be testifying or talking, and we'll swear you all in. Please stand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Again, for the record, could you please state your name and spell it for the court reporter?

MR. PERKINS: Yes, I'm Charles Perkins, P-e-r-k-i-n-s, Director of Planning and Community Development for the Village of Arlington Heights, the Petitioner for the new proposed Arlington Heights Police Station. With me this evening, I have a team from the architects as well Deputy Chief Nick Pecora from the Police Department and Steve Blye with Legat Architects, Kevin Matray with Mackie Consultants, they're our engineer on the project, and Chris Siefert with Riley Construction, our construction manager.

CHAIRMAN LORENZINI: Thank you. Have you read all of the conditions and do you agree to them?

MR. PERKINS: Yes, we do agree with them.

CHAIRMAN LORENZINI: Thank you. Would you please give us a presentation on the project?

MR. PERKINS: Yes. This evening, we are requesting an amendment to the existing planned unit development that was approved in 1978 and amended in 2005, and three variations. The first one is to reduce the required parking by code from 620 spaces to 434 spaces. The second is a variation to reduce the drive aisle width in the rear parking area for the Police Department vehicles only from 24 feet to 22 feet. The third one is to not provide one landscaped island in that same rear parking area.

One of the Plan Commission members had requested of Sam Hubbard, the Staff liaison, that we provide an overview on the background and the need for the police expansion. So, there's quite a few slides at the beginning of this that go through a little bit of history, so I apologize, I hopefully won't take too much of your time but it will set the stage of how we got to where we are today.

So, we began looking at the Village facilities back in 1996 with an initial space needs study, and then that was conducted again in 2003. Then in 2006, there was actually an expansion that was designed to expand the rear of the existing police station, and a decision was made by the Village Board at that time to defer that and to do a more comprehensive feasibility study on the police station needs.

That facility study took place in 2010. It's a fairly large document that identified the space needs of 76,000 square feet for a new police station. It identified numerous building deficiencies in the existing building, and throughout the years after that, the Village Board has deferred approximately \$8 million of maintenance that's needed on roofs and windows and tuckpointing and things like that, waiting for the right time to consider building a new building.

Then in 2015, we commissioned another feasibility study to take another look at the police station needs and to really see if that 76,000 figure still held through based on the 2015 needs of the department, and also to determine whether a police station could be built on this campus or whether we had to look off site. That particular study established a construction-only estimate for the police station of \$27.9 million which is what we are working towards today. Then in February and May of last year, the Village retained Legat Architects and a series of consultants to move forward with construction documents, and also Riley Construction as the construction manager.

As far as recent meetings where this has been presented and available to be reviewed by the public, I'm not going to read all of these, but there has been numerous meetings prior to September 2015. But this slide just illustrates those since then. More recently, in December 5th, we provided an update to the Village Board that was televised, and

there is a link to that televised presentation on our website. We then met with the Plat & Subdivision Committee in December, and a preliminary review with the Design Commission.

In mid January, we held a neighborhood meeting. We mailed to over 200 residents around the municipal campus. We actually, for that neighborhood meeting and tonight's meeting, went well beyond the minimum 250 feet. 250 feet south of our campus would only pick up about five homes. We mailed all the way down to Grove on the south so we could invite as many names as possible.

Then last week, we had the Design Commission public hearing where they did recommend approval of the architectural design.

Just to set the stage for the site, as you can see from this aerial, the site is extremely constrained. On the north running northwest to southeast are the railroad tracks. On the west are Arlington Heights Road, the south of Sigwalt. The yellow image highlighted here is the existing police station sandwiched between the Fire Station and Village Hall and also the Municipal Parking Garage. So, we are focusing on how to fit a new police station of 70,500 square feet within the zone between those existing buildings.

As part of the 2015 study, we also looked at not only the space needs of our department but what other communities were doing. You can see other communities in and around near Arlington Heights, their police station facilities are significantly larger than the current Arlington Heights facility. Yet they have a much lower population, and in most cases they have smaller department sites. So, for example, Hoffman Estates, population of 53,000, they have a department of 138, they have a 79,000 square-foot police station built in 2010. Skokie, another example, 65,000 population, they have a department of 130 when this survey was done, and a building of 79,300. So, you can see Palatine and Hoffman Estates as well on this slide. What we are proposing is smaller than all of them with the exception of Hanover Park which obviously is a smaller community and not quite as comparable as the others.

At this point, I'll turn it over to Deputy Chief Nick Pecora. He's going to talk about some of the deficiencies in the building, issues with the building and operating the department and how technology and policing has changed since the building was originally built in 1978.

DEPUTY CHIEF PECORA: Thank you, Mr. Perkins. Good evening, members of the Plan Commission and Mr. Chair. My name is Nick Pecora, it's P-e-c-o-r-a. I'm the Deputy Chief of Police with the Police Department.

My perspective, I can go back to 1982 when I started my employment with the Police Department almost when this building opened in 1981. I won't read all the bullet points, you can read them at your leisure. I'll kind of highlight the pictures because they provide the perspective.

If you take a look at the hallway picture, we've started using the hallway as storage. We've run out of usable storage space. The photograph showing the clothes rack, that's the men's locker room. I'll show in a picture later how the equipment that we have issued to our officers has increased exponentially over the years as we have engaged in other specialties, like you can see some bicycle officer uniforms there and some raincoats. They just don't fit in the high school lockers that we offer currently.

The picture on the lower left is the detective office. Those 16 detectives in there are stacked on one top of each other and we really can't get anymore in that floor plate. If you look in the center in the back, there's a workstation with a hutch above it. We just fit that in the corner because we didn't have another place to put a detective.

In the lower right is a, when I started in 1982, that was the trash and shredder room. We've repurposed that and as we introduced technology into the police field in the mid to late 80's, we had to set up computer workstations. So, that's where we have four workstations for our patrol officers and some of our civilian employees to write and generate their reports.

As Mr. Perkins indicated, there have been several studies, the 2010 space needs analysis which was supplemented by the 2015 analysis agreed to by our Public Works Department that the building is in great need of repair. The roof and windows are beyond their useful life cycle. The facility is not handicap accessible.

A major issue is our range is not up to current capabilities. In 1982 when the revolver was the standard issue, the baffles in the back of the range could stop that projectile. Now, with the technology that we employ in the squad cars, it would penetrate the steel that's in the back of the range. So, we have to outsource our range time when we're training with rifles. We end up at the College of DuPage or the St. Charles Police Department outdoor range. So, in the new facility, we are programming in a range that can handle all the different firearms that we deploy or use in a police department.

The sally port safety is questionable. The sally port is in the center of the slide. That's where we pull up the squad cars in when there's a prisoner in the car. The door comes down and, in a safe and secure environment, we can extract somebody that's unruly and take them into the lockup. You can see that we have doubled the storage in there, the motorcycles are in there, there is an evidence drying cabinet that you can see in there, and all that stuff presents trip hazards when you have an uncooperative person that's fighting with the officers, and it happens from time to time.

The lower right picture is our approach at the front door. You can see that the railings are starting to get unstable, they're rusting in the cement.

Again, we're going on with the structural decomposition of the building. The picture at the top there shows the metal decking that's starting to deteriorate. A couple of years ago, our east door dropped about an inch because the decking fell apart and the floor dropped a little bit. We had to close off that portion of the building and a contractor had to come in and cut up the floor, redo the decking, pour a new floor and put in a new door on our east end.

The middle picture shows the inadequate ventilate in the building. That's the room that I previously indicated was the trash room, now our report room. We've got box fans throughout the building that help us improve the circulation.

The lower picture shows the upstairs laboratory. That's still original decor. That hasn't been updated, and quite often those things back up on us. That's an issue with the plumbing. We are forever getting that sulfuric smell in the building. We're finding out that our plumbing ventilation stacks are cracking and we're getting the backlash of the sewer system into the building.

The electrical system is an issue. When the building was built, the top picture shows that we've got the tongue and groove 12 by 12 ceiling tiles. There was no chase for the technology cabling, and as our contractors come in to put new cables in so we can put computers and different workstations, they can't replace the tiles. So, throughout the police station, you can see voids on the ceiling which creates an issue with the HVAC system.

The generator is in the building, in the basement of the building. It's a natural gas Caterpillar engine that shakes, rattles and rolls once a month when we test it. We

anticipate that it's going to go out any time now and there's nothing that the Public Works can do because, like I said, it's a large Caterpillar engine and it can't come out of the basement and they can't get a new one down there.

Storage is a significant factor. Again, as technology has increased, we didn't have the storage space for the technology. So, the picture on the bottom there, we took the last 10 feet of our roll call room and put up a partition and called it an equipment storage room. It's a lot of impromptu work that we've done over the years to make ends meet.

This just keeps going with the technology deficiencies and how we've made ends meet. The picture on the top right there, when I started in 1982, that was a dark room when we used to take the booking photos with the old four by five negatives. We used to develop them in a black and white dark room there. Since we went to a digital media, we don't need the dark room, and now that's our traffic office. So, we have a traffic sergeant, three traffic officers, and the five PSOs that patrol the downtown area all work out of that office, but it was never meant to be an office. We've had to improvise, and you can see the portable air conditioner there that's pushed up into the fan. The fan circulates the air and then it's vented up in between the ceiling to who knows where that goes.

The picture on the left is our second floor atrium, and what it doesn't capture is that four-foot new wall there goes throughout the stairwell down to the basement. Anybody that enters the building, uses the elevator to go to the basement, can hop over that four-foot new wall and get into the operations area of the Police Department, creating a severe security issue if somebody had ill intention.

The last picture there shows the front lobby. On either side of the revolving door are the window curtains, and they are degrading at the base. When it rains, they leak into the lobby, presenting a pretty good trip hazard.

Here is the last slide, and this is the perspective that I talked about. When I started in '82, we had the typical high school locker. It was good for your uniform, it was good for your gear bag. In the mid 90's, as we started to get more equipment, we put the top 12 by 16 addition on the top of the lockers. In 2014, we just saw that the equipment that we've issued has overwhelmed the locker space.

Here you have an officer on the 2014 slide that's also a bicycle officer, and the gear on the bottom, I'm sorry, on the carpeting is stuffed in at the base of the locker. You can see the blue box there is a firearm case, there's a pursuit case. Close to 9-11, we all have gas masks. That's equipment that's deployed each day as an officer goes out onto the street.

All that gear in there is required by our prevailing general orders. We mandate that an officer keeps a clean uniform in his or her locker in case a detective is called to duty, or in case an officer in the course of their job either comes into contact with a bio-hazard or somehow soils their uniform, they'll have a backup uniform that they can continue their tour of duty. So, we've noticed that there is a severe inadequacy in the allocation of space for people to store department-issued equipment.

That completes my presentation, thank you.

MR. PERKINS: So, I think that was really helpful to have Deputy Chief Pecora walk through the changes in policing and issues with the building first-hand. It's easy for anyone else to explain but they can't do it with the same passion and knowledge that the Deputy Chief has.

I wanted to take a little bit of time and walk through very briefly the goals of the 2015 study. These are the goals that the Board adopted at the very beginning of the

study.

The primary goal of that study was to determine whether a new police station could be built on this campus. The other goals deal with it being cost effective, it needs to be a utilitarian building, functioning 24-7 which our Police Department does. Spaces need to be shared with the Village Hall if they can be done cost effective.

So, we were charged in that study at looking on our existing facilities, is there a way to use some of our existing facilities. The safety of the officers was extremely paramount. The architecture needed to complement the existing two buildings that we have on our campus but be done in a cost effective way. The building needs to be functional, flexible, adequate workout facilities and firing range the Deputy Chief talked about, utilizing the entire site. The Board charged us with looking at the entire site and not just exactly where the police station was, and then looking at maximizing covered parking for the police personnel as well as maximizing parking spaces on the campus.

So, one of the other concepts from the 2015 study showed the building placed in this position between the two buildings. There's no circulation around the rear of the building which created some problems. But this exhibit does show on the top left of your screen one option that the Village could pursue down the road if it were ever needed to expand the parking garage to pick up additional parking spaces. A second option closer to what we're proposing today kind of shrinks the building a little bit, allows circulation around the back of the building, and shows an expanded surface parking area in that northwest corner. Again, we don't believe we need to do that but it is something that could be done if there were to be a parking demand.

We also looked at offsite solutions, so we are continuing to explore and design some long-term archival storage on the fourth floor of this building to reduce the square footage that we need to build in the new police station. We're also looking at re-purposing the former Fire Academy and calling this the police annex to allow for some offsite seasonal vehicle storage as well as archival storage in that facility as well. Again, by using existing buildings, we can keep cost down a little bit and not build a bigger building as perhaps some of the other communities that I referenced at the beginning of the presentation.

Now, to some of the meat of what the Plan Commission and this hearing is all about, it's about the planned unit development, getting approval for that, and the three zoning variations that we're requesting. So, these are the criteria, I won't read them, the Plan Commission is very familiar with the criteria for justification of those variations.

The little thumbnail sketches at the bottom focus on two of them. On your bottom left shows the rear parking area that is a police only parking location. That drive aisle between the spaces is 22 feet wide, it's currently 22 feet wide although no variation was ever granted in previous approvals. You can see the pinch points between the generator and the parking garage and the railroad tracks, and we're trying to maintain sufficient although minimal area to replant landscaping along the railroad tracks. So, we're requesting that variation just in this area. It's not used by the public, it actually would never be seen by the public. It's only used by the Police Department for police vehicles.

The second is also in that area, a request to not install one landscaped island that would be in that run right along the railroad tracks of 31 spaces. We require one landscaped island every 20 spaces. Right under that parking lot is onsite detention. Currently, there is zero onsite detention on this campus and our engineer will talk about that in a moment, but the only place to put it is in underground structures. Those structures don't allow

sufficient space to install a landscaped island in that location.

So, those in a summary the justification for those particular variations. There's more detail in your packet addressing each of these criteria specifically.

The other variation we're seeking is from the parking requirement. We did provide a traffic and parking analysis. The Engineering Department conducted a week-long peak hour and ADT, average daily trip traffic, at our main entrance between the proposed police station and the existing Village Hall. The highlighted areas that you can see, the peak a.m. and p.m. inbound and outbound trips combined was on a Friday in November, we have 93 trips. But more importantly, looking at the outbound trips, the peak p.m. outbound trips were 51 on a Monday in November at 5:00 p.m. We also had a total of over 1,000 trips in and out of the campus on that particular day as well.

This is the proposed site plan. You can see the police station is fitting nicely although tight in between the existing fire station and the police building. The main difference that anyone from the public would see with this campus is not only a great looking building and a good functional building but the driveway between the police station and Village Hall is changing. Currently, it's a three-lane cross section, and this exhibit on the left illustrates that. We're changing it to a two-lane cross section.

Currently, there is one lane inbound and two outbound. The one outbound at this location that I'm identifying is a south and east movement, but in reality you can only get two vehicles there before you start backing up into the garage because the length of that turn lane is so short so we're really not losing that much. But what we're gaining on the right is a streamlined entrance into the parking garage. Anyone who has come into the parking garage when other people have been coming into the facility, they are immediately challenged with various driveways. At this point, people don't know which way to turn. There's another driveway here as well as to the west, and then the ramp that goes north.

Under this scenario, those driveways are eliminated. The one that remains here is exit only, for police only, so it really cleans up that entrance. It also allows us to provide a significantly wide sidewalk so customers parking in the parking garage here can either walk across to this sidewalk or down to this striped crosswalk and a nice sidewalk that goes to the front of the police station. Right now, there's about a foot-and-a-half area between the stair tower and the drive aisle, so it's very pedestrian unfriendly for anybody going to the police station.

With respect to the parking code, the parking code requires 620 spaces. It calculates and assumes using all of the buildings, all of the meetings room all at the same time, and that never happens. For example, the roll call room is not used by anyone other than police, yet it's calculated as additional capacity from a parking point of view. Many of those points are outlined in our justification for the request.

Currently, we have 441 parking spaces on site. It's worked adequately with no issues since 2008 when this building was built. We are losing seven spaces with the renovation and rebuild of the police station, so we would have 434 spaces.

We have a lot of historical data as well as recent data on detailed parking counts. Most traffic studies and parking studies that you will see have a one-day count. In 2014 and '16, we took week-long counts; the same in 2009 and 2005. Here you can see the total spaces, they've changed over the years. In 2005, that was prior to building this building and the fire station. The fire station used to be a parking lot there. It was also prior to building the Vail Garage expansion, and that's why there's a higher peak demand of 301 at that time. Since building the Vail Garage, commuters have migrated to the Vail Garage. There's a lot less

commuter traffic and parking in this building.

So, as you can see, in 2016, the peak capacity was 244 spaces, leaving 193 spaces vacant. In the proposed column, we assumed the new parking count of 434, so a loss of seven spaces, and then we projected an increase of 10 percent. Even if we took the 2014 number with 149 vacant spaces and projected a 10 percent increase, we'd still be 120 spaces vacant. In addition, the Police Department works in a shift environment. The peak shift is 60 employees during the day and they're not all on site. Many of them are on patrol.

Another analysis that we did, we took the peak time for each different parking zone. So, visitors have their own parking, employees have their own parking, police, the daily fee and Village vehicles and the Fire Department. We took a worst case scenario, we took the peak of every single one of those even though they're at different days and added that all up and assumed that was the worst case scenario. In 2014, we still had 124 vacant spaces, and in 2016, in the week-long study, we had 151 vacant spaces.

So, at this point, I would turn it over to Steve Blye who is going to present a lot more interesting information on the floor plans and the architecture.

MR. BLYE: Hello, Commission, and Chairman. Thank you for letting me present this. I am also a resident of the city, of the Village, excuse me, about five blocks north of here.

What we're trying to show in the site plan is the big driver of the shape of the building in the site was the enclosed parking structure on the north. This was done purely functionally so that police officers wouldn't be spending valuable time cleaning snow off their car. So, we've got the required number of cars in that lot, and creating a strong simple rectangle and fitting it on this diagonal lot was the big challenge while trying to make the Police Department building itself fit properly with all the right things on the ground floor. There are certain elements that need to be together on the ground floor, some that can go on the lower levels and some that can go on upper levels.

When the building was first laid out and even in earlier concepts, it was designed to look very much like an office building, a municipal office building with just a bunch of windows and a tiny little lobby in one corner. It's very hard to make a beautiful historic building that fits in when you've got just a series of offices that have their lights turned off at night. So, one of the strong elements we have tried to do to make this more public friendly and to be more attractive overall as well as function well is to take a meeting room which is for the public and for the staff at different times, rather than keeping it up on the second floor which would have involved the public going up into the police officers realm, keep it down on the ground floor and make a special statement out of it, put it right in front and center, run a lobby two-thirds the way along the front of the building, and now we will have a lighted up lobby that will enliven the facade, make the building look more alive, it will make the street scape more alive.

So, those three elements, the parking garage, the police facility in the center, and then to the south the lobby and the community room, are the elements that drive the shape of this building. So, the lobby and the community room are one-story with an expression of a little bit of a tower entry feel on the west-southwest corner, a peaked gable expression over the community room to give it a presence. In the center of the building are two floors stacked with a lower level basement and a strong peaked roof with gables that's stepped down. Then stretching out over the police garage to the north, we've carried a few gabled areas that involve locker rooms and workout areas. So, there's a little bit of flat roof area over the police squad parking area.

Now, with the driveways and the public and Village Hall people using

primarily the west driveway, we are letting the police officers enter from the east, sharing the driveway with the Fire Department. So, that driveway will go up there, there will be a sharp left turn right away into the sally port which will allow prisoners to be brought into the building, into the holding and booking area. The vehicle will be backed in, will be able to pull out so that there could be a safe transfer of the prisoner. Then going up to the northeast corner, a sharp turn 180 goes into where evidence garages will be located for if a vehicle is impounded, and cars will be brought in there. Then the majority of the squad cars will go into the east end of the police garage and will park in there on the north and south. Then when they leave, they depart, they'll depart in the northwest corner, shoot straight north, and come loop back around and go down onto Sigwalt. Now, if for some reason they're in an emergency or they decide really need to get north quickly, they can also drive carefully through the garage and exit out going northbound onto Arlington Heights Road, if they just have some reason they really need to bypass that light.

So, that's the general layout of the site. I guess the next slide should go into the building per se. I'm going to just take you to the ground floor so it's a little clearer. The public will enter from the southwest corner there where you see the arrow, main entry, go into the lobby, directly ahead in the gray area there will be a front desk with the officers, and then the patrol area is located directly behind that in the light blue. If the public needs to check their records, they will walk to the right into the green area and they will go up to a window about 42 inches high and check records in that area. If there are meetings held in the community room, they will walk to the right and be in the meeting room. That gray bar area is very much isolated from the rest of the building. Staff and invited guests can go into the rest of the building but the public will be constrained to that part of the building unless they have a reason to be brought upstairs or escorted upstairs.

As you can see, the sally port is the lower southeast corner. A prisoner has been brought in there, taken out of the vehicle, brought into booking, and the cells are on the far east side. The corridor that wraps around is a corridor that not only has the police officers present but when a prisoner is out on bond, he is able to come out from that sally port area right next to the community room. Solid wall, no connection whatsoever, just happens to be next to it.

Behind that is the evidence garage. Then the pink area running east-west where it says Police Entry in the far left, we know that this building is for the police so this is a special entry for the police. It will be sliding doors, very easy for them to go into. They won't have to bang their equipment against doors when they're trying to open it. They'll go right into the concourse. They'll be able to come in from the north from the squad area, they'll go into the patrol area. There is also a stairwell right about where the word Interview is that takes you up into the second floor, and the stairwell is open so that there is conversation and they are able to talk and discuss and catch each other when they want to discuss cases.

I'll go upstairs next. Upstairs, a lot of the administration in the southwest corner. Special investigation area, plenty large. Once again, a concourse, this is the special area that the police call home there, their central space. There's a break area to the east, and then directly north looking into is a fitness room and lockers for men on the west and lockers for women on the east. Community services is right at the edge of Investigations and is off at the end, and it also has plenty of facilities for what they need to do there.

There are stairs and one elevator on the southwest corner, the little square is an elevator. There's a second elevator near the Investigations, and then stairwells as required for exiting and to get up and down into the building.

Any questions on any of these so far?

I meant to go down the stairs into the basement. The basement is meant to be a training area that is very active. Forensics are there. There are some storage and collection there because it's a lower cost area for storage of lots and lots of equipment and things. We keep our mechanical there, but we've got a multipurpose training room, support for training, firearms training, range support, and a firearms range.

Now, this is located under the garage because the noise and the lead dust that occurs that typically migrates through any building is isolated far away under the garage and not put underneath the police station as is the current configuration. This should work better for many reasons. It should also keep it from getting in the air system, it has its own separate air system, so it doesn't migrate the lead dust and noise into the building.

Any other questions there?

CHAIRMAN LORENZINI: No, we'll take questions at the end.

MR. BLYE: Okay, thank you. Roof plan, we're trying to show that it's a bit of traditional roof, sloped gabled roof, so we've got shed roof areas. Lower southeast corner is a tower, and what we'll talk about and show you pictures of it later. The south end there, you'll see the community room roof. The major roof that's two stories high that reaches up to a peak is running east-west with gables on the ends. Then we've got two gabled areas for the workout areas and the locker rooms.

The context, the elevation, we've got a four-story building on the left with a tower that goes five-and-a-half stories, a one-story fire station on the right to the east with gabled areas and roof storage area. Our building is a two-story building with a basement below grade. The floor to floor, we're going up 14 feet to the second floor. We've got a ceiling at about 12 feet on actually above the second floor, a gabled roof, and we're trying to show that the context and the scale is trying to fall between the two buildings, not trying to look too large or too small. We're trying to show a bit of the tower entrance but we're not trying to play up the tower in a strong powerful way. We're trying to keep it low scale but still make it very clear where the entry is, and then let the community room look like a special space of its own that livens, you can see two-thirds of the facade which could be lit up at night.

Seeing it a little closer, on the south along Sigwalt is a drawing you see at the top. One can enter from the south into the tower, walk along the lobby, look at plantings and landscaping. Then the meeting room, we're holding some of the ceilings up high just a little bit for security so people aren't walking by, seeing a whole lot of what's going on.

Then to the far right where you see these windows that are located really high right above the white car, that is the sally port garage. You're just bringing natural light in but you don't want anybody to have any way of looking into that area at all. There are lots of reasons we can go on as to why that sally port garage is there, but it just was the function of the plan, it was absolutely the best place to put it. One way or another we would have had a garage in that corner, it would have been either the sally port or another one.

The west elevation is trying to show, to the right half is the part that will be the most visible to the public as you're on the west drive. What's not shown in the drawing is a parking garage stair tower which falls just to the left, right about where that white car is. It's not shown because the entire garage is there and you'd have a stair tower right up against it, about 11 feet away from that brick wall where the white car is, and we're going to be tying into that stair tower. We reviewed whether we would remove it or not, but we're tying right in and letting that be a way to connect into the building. But the visible part that the public will see is everything

to the right of that center point, the part to the right is kind of a sliver of space about 11 feet wide between the garage and the new police station.

On the east side, you see generally the same kind of conceptual facade, we're trying to match the look of it, two stories and a peaked roof, gabled roof. Then as you get beyond a certain point, we're using brick to save some of the costs, it becomes less visible, it's about halfway back along the driveway to the fire station. Then from the north, noticing it as I live on the north side of the tracks and take the train in everyday, I really see about the top halves of these buildings. We're going to have trees at the lower levels, we're going to have gabled roofs to give the building some presence along the skyline. But the lower part is simply the face of the garage with windows that are high to let light in to the garage.

On the second floor, you've got an open roof deck. We're only showing people up there for scale. We're not supposed to put people there but we're showing it just for scale in the drawings. Then windows with the locker rooms, and then the center higher windows are bringing light into the central stair tower.

I neglected to mention that we're bringing, there's half round windows you see on the south, and that's bringing light into the center part of the open office, the Investigations area, so that even though the officers are removed away from the windows, they'll still get nature lighting and be able to look in. You know, I can't read these dimensions here but I can tell you what some of them, I just can't read them but --

CHAIRMAN LORENZINI: I don't think we need to know the dimensions.

MR. BLYE: Okay. 51 feet I think is the tower, 47 feet at the peak. But the important thing is as you're at the ground floor, you only have about 11 feet from the stone along that lobby until you hit that first gutter line. Then there's a sloped roof, and then you go up 24 feet to the next eave line or gutter line for the second floor, 24 feet. So, the apparent height of the building as you're standing right at the sidewalk is about 11 or 12 feet, then it sets back about 15 feet, and then it goes up 24 feet. Then the roof slopes back and it goes all the way up to about 45 feet. So, it really becomes a much lower scale, it's not a building that goes straight up like the Village Hall, it steps back generously to try to make the building appear less massive than it is. I just can't read those numbers, but that's really the general story.

So, what we're trying to do is create a building that does not try to match the buildings next to it but tries to complement the historic character of the buildings next to it. We're using a little bit different balance of stone and brick. We're putting more stone and less brick on the front as opposed to the existing buildings around us with less stone and more brick. We're trying to get a little bit of a contrast, but yet we're trying to be very historic. Talking about this project and explaining it all to the team, we know that in historic villages like Arlington Heights and all over the suburbs as well as over Europe, you see historic buildings that try to be different but yet they're tied together by the commonality of the historic look.

That's really what we're trying to do. We're not trying to pick a style, we're trying to pick something that we feel is in character. I'm not sure if you want me to describe anything. The larger windows on the ground floor, the lobby of course, the meeting room, the second floor windows, the punched windows, I'd say the ones that run horizontally are for the offices looking out. At the point where the meeting room gloms into there are actually windows looking out from that area into the meeting room so we have light there. We basically bring windows where we need them inside but organized in a nice way.

Aerial view. These planter walls are in this configuration for several reasons. We wanted to break up the flow. There will be lots and lots of landscaping that's not

shown in this drawing, but they will be all over in front and behind the walls. The walls are there not only to create some gracefulness and to keep away from the strong horizontal lines, but as been proven in numerous places around the country, people attack police stations and our consultant actually did a building in Dallas that was attacked and the walls kept the car bomb from going into the building. So, these are trying to not only secure the building but to create graceful looking walls with landscape all around them. We're keeping the sidewalk in tact and we're setting the building back 10 feet as required from the sidewalk.

The back end of the building, you see flat roof areas. But we've tried to keep the gabled roofs so that for the most part from the distance this will not look like a flat-roofed building.

Landscape plan. We're halfway through the design process and we've already pretty much identified the species. We're trying to not do a mono-culture of trees or landscaping, mono-culture meaning one type that if it gets disease it gets taking away. But we're blending trees or blending plant scapes, or blending the times of year that they bloom. We're blending the scale/scope, and we even have some that will look beautiful in the winter when snow is covered.

We've carried the landscaping around to the backside to the extent that we can. To the left you see some area under the garage where we don't believe things will grow, so it will be a rock garden or gravel area that we'll make as nice as we can.

Street scape amenities. We're basically going to replicate or resemble the street scape that we have out in front of the buildings now, in front of the Village Hall and the fire station now. We're adding some seating areas, bench areas, and trees in a row centered on major elements of the building.

I'll let Kevin, our civil engineering, talk about the grading, the sloping and draining. Thank you.

MR. MATRAY: Good evening. Kevin Matray, M-a-t-r-a-y. I am the civil engineer on the project. I think a lot of the site aspects of the project have already been discussed, but maybe I'll touch on a few of the civil components.

Starting with the grading plan, the way the grading design was set was to determine a finished floor elevation of the building that works with the existing site constraints. It is a very tight, narrow site. You know, we have existing drives on both sides, we have the railroad in the back, along with Sigwalt along the face of the building. We had to determine an elevation that was going to work both from an accessibility standpoint but also to allow for drainage and stormwater management of the site.

So, what we first did is set that floor elevation, and then we made sure that the drainage was maintained. So, what we've done is provided either sheet flow, overland flow towards storm structures or directly to the vault itself. Like Charles had mentioned earlier, the stormwater detention is provided for this site in an underground detention vault which is located on the north side behind the police station under the narrow parking lot.

That was really the only usable space for a structure of this size. It's going to be below the asphalt of the parking, but also it will be relatively shallow. I mean it's going to have a pavement section that suitable for vehicular traffic on top of it, but we're also setting it in an elevation where we can get the water to it and it can drain to the existing storm sewers in the street along Sigwalt.

One of the things that Charles had mentioned was the planter island in the rear that we're asking for a variance on. That's for the same exact scenario that I just

described with the vault being where it's placed back there.

Jumping to the utility plan, this is an existing municipal campus. There are several utilities already on the site. We're going to be maintaining the existing infrastructure that's there for both the Village Hall and the fire station, but at the same time we're going to be providing new service connections to our building. At the southeast corner, we'll be making a connection for sanitary to the existing combined sewer along Sigwalt, and then in the northwest corner, we will be connecting a water service that just happens to be the best location to come in with the water. So, we'll be connecting to the water along Sigwalt as well, bringing it up the shared drive aisle between the Village Hall and the police station, and then connecting in the rear northwest corner.

The storm sewer connections to the building will be downspouts at different locations around the building, will be collecting those into an underground storm sewer that then ties into the detention vault in the rear. Along with that, there will be, you know, dry utilities, gas, electric, telecom, that will all be coordinated with the existing infrastructure on campus along with the maintenance and stuff in the rear, sorry, like the generator and the chiller in the rear of the building. That will also be tied into the infrastructure.

The paving plan I think we talked about a little bit, but there are two drive aisles on either side of the police station. The one between the police station and the fire station will be a concrete drive for the emergency vehicles and for the squad cars that are parking in the rear. On the west side of the building that serves the parking garage, there will be a heavy duty asphalt pavement for the traffic that it's loaded for there. There is also a delivery stall or delivery drop-off area along Sigwalt on that drive that we're maintaining that's currently there. The circulation around the site then as you go to the back for the squad cars is just a light duty asphalt section which is rated for the loading that we expect to see there.

There is a brick paver walk in the front of the building that's matching the existing street scape that we have there. Then like Charles had mentioned, we're providing new walkways and sidewalks of the concrete nature along the side of the police station in order to get pedestrian traffic, you know, from the parking garage to the police station. The existing handicap stalls in the parking garage will be maintained with an accessible path provided from the garage to the police station.

We also took a look at site circulation with some of the emergency vehicles that are going to be using the area in the site. Based on talking with the Police Department, these are some of the traffic patterns that we anticipate seeing. We did look at ambulance traffic that is both able to access the fire station and the sally port. We also looked at the fire truck access in order to make sure that they can get back into the rear of the station, that follows a similar pattern that they're currently using now.

This is the squad car, where you see it, we're showing that it can get into the sally port as well as get to the rear parking in the back and come through the proposed parking garage in the back of the police station. So, like we talked about before, they have a couple of options there as far as how they can exit the parking garage. The circulation works for both routes.

Then lastly, we looked at just a typical delivery truck just to make sure that you could still access the new drive aisle between the police station and the Village Hall, making sure that truck traffic can still get in and out, making the turns out onto Sigwalt.

I think that covers, you know, briefly the civil components. I will turn it over to Chris to talk about the construction staging. Thank you.

MR. SIEFERT: Good evening, everyone, Commissioners and Chairman. My name is Chris Siefert, S-i-e-f-e-r-t, with Riley Construction.

So, on the staging plan, one of the things that you're going to notice that I want to point out is on Sigwalt Street, we've sort of set up that parking area that are for parking for those quantities of vehicles that will be offsite for the temporary station for the Police Department. We're going to look to use that, and while it's difficult for the parking, we want to be there because we have to be conscious of the fact of the emergency access that might be taking place at the fire station. So, we need to be out front on Sigwalt Street so we can see what's taking place. You can see that with like the three dark square boxes on the south side of Sigwalt Street there. That way, the superintendents and the field crews can see what's taking place and they'll have a radio and be able to work very closely hand in hand with the Fire Department in an emergency situation and provide some traffic control as necessary if needed.

On the rest of the plan, there's going to be access around and there's going to be some areas that are temporarily going to be closed, and then we sort of highlighted those through the drive aisles. As you heard Kevin talk about, we're going to be bringing utilities through both the drive aisle on the west and the drive aisle on the east between the fire station, having to pretty much, you know, demolish all the pavement that's there and having to reconstruct them. Those will be phased over time, there will be intermittently enclosures that will take place. There's just no other way around it at this point in time.

We've also at some crane locations. There will be one obviously on the south side of the building as they're trying to erect that way, as well as we're going to have to drive around the north side to reach some of the access for the steel structure and some of the precast that's going to be built as well as some of the roofing deliveries.

The temp construction fence is going to be in the far northwest corner along the tracks. We're going to use that parking lot in that area that's underneath, or that's on top of the detention as soon as that's built for our construction staging area and storage of materials.

Another big part that's hard to see on this, we've sort of set up the plan so that the parking garage will get built first. That would get enclosed and that will provide roughly, you know, 10,000 square feet of storage for materials really quickly that's covered throughout the duration of the project so that we can get some of those materials that normally you might see on a typical construction site out along the roadway or on other areas of the site. They'll be enclosed and off and away from any type of security issues or as well as just protection of them from the elements.

Contractor parking, we're anticipating during peak periods we'll have to continue down along the public parking on Davis Street for those that will not be able to fit, you know, in that immediate parking lot to the south of the police station as you go forward.

Traffic movements, we're really going to try and limit all traffic from Arlington Heights, either from the north or from the south and bring everybody in and out along Sigwalt Street. Again, back to my comment of wanting to have a setup for the office for the field superintendent and the field forces to be right there on Sigwalt, so if they're not in a building, if they're going to be working somewhere, they could see what's taking place from a delivery standpoint and be out there with flagger men or other types of traffic control measures that's necessary to help alleviate any congestion that might take place.

Then lastly, we're planning an entrance, you know, into the construction site that's separate from the drive between the fire station and the new police station there on the southeast corner. Any questions?

CHAIRMAN LORENZINI: Not at this point, thank you.

MR. MATRAY: Sorry, one last thing. I know it's civil engineering, it's super exciting, but I do think it's important to note that currently existing on site for the municipal campus, there is no stormwater detention provided. So, the stormwater detention that we're providing in the back will be per MWRD and Village ordinances and will be a regional benefit to the area. You know, by storing this water onsite, releasing it at a rate that's approved by the ordinances, you'll be taking undue water out of your storm sewer systems and your combined sewers that's currently taxing them.

MR. PERKINS: That concludes our presentation. We do have a lot of information on our website. That's a screenshot of our website, so it's got the 2015 feasibility study, presentations that have been done to the Board, and updates periodically of where we are on this project. So, we are happy to answer any questions that the Commission may have. Thank you.

CHAIRMAN LORENZINI: Thank you, Charles. Is there going to be a Staff report or the Staff report is done?

MR. HUBBARD: Yes, so if the Plan Commission would just bear with me, I've got a 20-minute Staff report. Just kidding. I am not going to evaluate the Staff collaborative effort here. I will summarize the Staff recommendation.

So, we did recommend approval of this application subject to conditions one through five. The first condition is relative to final engineering. Mostly, preliminary engineering is already done at this point. We're just trying to cross the t's and dot the i's, and that's what this condition is going to address.

Also, there was an existing dumpster behind the fire station that's going to be removed. We have not yet found a location for that, so condition number two is going to address that.

Number three, I think we're still analyzing designs for the mechanical equipment to the rear of the police station. Initially, it was at grade. I think we're looking into a sub-grade area for this mechanical equipment, so these details have not yet been completed and finalized. So, condition number three is meant to address that.

Again, condition four is pretty standard, just compliance with the Design Commission. Then five is the very standard condition that we always find.

So, we are recommending approval of our project, we're very supportive of it, and happy to answer any questions.

CHAIRMAN LORENZINI: Is there a motion to enter the Staff report into the public record?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second it.

CHAIRMAN LORENZINI: All right. All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good. Okay, now we open it up to the questions from the Commissioners. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: Yes, just a couple of very minor things just for information. You mentioned the \$27 million roughly is the cost of construction. Any idea what the

additional cost may be on construction? So, if we were looking at the total cost of the project, what are we looking at?

MR. PERKINS: Yes. So, \$27.985 million is the construction only. The total project cost including temporary relocation, rent, other fees and soft costs, \$32.9 million. The Village Board issued that bond in February last year. We had a window to refinance some existing bonds and the interest rate was very good. We got an interest rate of 2.93 percent. We did, this little fact sheet, we did mail this to every person that received the mailing and it does have that information on there.

COMMISSIONER JENSEN: Next is you mentioned you did have a neighborhood meeting and you expanded the range significantly. About how many people showed up and what was the sense of their comments?

MR. PERKINS: There were seven residents who showed up. They had a number of questions. One of their primary questions had to do with whether this project would impact them from a flooding point of view. So, I explained the situation as Kevin mentioned, that currently we have zero stormwater detention. We will be detaining water onsite that's going to have a regional benefit.

There were other questions, most of them had to do with construction. They were concerned about construction start times, not starting before 7:00 a.m., that no construction traffic travels south through the neighborhood. Those issues have been relayed to Riley Construction. They will be making the subcontractors aware of that and the superintendent on the site in that south parking lot will be monitoring that.

Overall, they were generally very complimentary. They liked the architecture and the design. They liked the fact that it was, you know, one-story initially before it stepped up to a two-story element to soften the impacts. They liked generally what we were presenting to them.

COMMISSIONER JENSEN: I think it's very, very good. Last question, will you have a bike rack?

MR. PERKINS: I'm a big cyclist. We currently have two bicycle racks, and if we need more, we will add additional ones. They're currently not used to their maximum, so we don't believe there's a need to add an extra one at this time. But we do have spaces where we could put additional bike racks.

COMMISSIONER JENSEN: Good, because I think this is the optimal place to put one if you need one.

MR. PERKINS: Correct.

COMMISSIONER JENSEN: This is on public property, the public would pay for it, so I think it would be a great idea. I think it's a wonderful project. I think it's been very well thought out over a long period and I'm very supportive.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes, I just want to voice my support. My father was a policeman for 30 years, so I think you guys deserve a better facility than what you have now. I can appreciate how long you've waited for it.

My only real question in terms of the design was the sally port is next to the community room. I would assume there's all safety precautions, that there's no bullets that can penetrate between the sally port and the community room. Correct?

MR. PERKINS: That is correct. You know, what you're seeing kind of is a blocking floor plan. Due to safety and security reasons, we obviously have detailed floor plans.

But due to issues that have been happening around the country, we're not making those available to the public. So, we appreciate your questions, and you can't see what we know, but yes, it is separated. The sally port does not butt right up to the community meeting room. There's actually a secure hallway. Both the sally port and the booking cells are reinforced walls and things of that nature. So, it's being designed to meet all of the latest requirements and standards.

COMMISSIONER WARSKOW: One last thing. My full-time job has to deal with energy efficiency, and I know there has been mention of efficient lighting, occupancy sensors and all. Unfortunately, the energy efficiency playing field is changing right now between the Department of Commerce and Utilities. But if there becomes an opportunity where you could take advantage of incentives for doing things beyond code, would that be something that the Village would look into?

MR. PERKINS: Yes, we would, and we have explored different energy efficient categories. So, there's the category that you have to do, you've got to meet the energy efficiency code and the international building code, you know, energy efficient lighting, the light sensors, things like that. All that makes sense.

We then looked at three different HVAC systems, you know, one of which was geothermal. The reason I put the site plan up here is because the site is so constrained, the only place to drill those wells would have been in the parking lots on the south side of Sigwalt. To get enough wells to provide, you know, to supply this building, was it like 40 or 50 wells?

MR. MATRAY: Yes.

MR. PERKINS: Yes, it's like 40 or 50 wells, 500 feet down, and they take, you know, like a week to drill each one. Those neighbors probably wouldn't appreciate that. Public Works Department did go out and visit three other facilities, a school and two park districts I believe that had geothermal, all of which had problems. They didn't keep humidity, they had various issues with leaks, and we have a 24-7 facility, you know, we can't have those kind of issues. So, we ruled out geothermal.

Personally, I'd like to see some rainwater garden system here, but as you can see there is virtually no space on the site. If there were some grants for solar or something like that, we'd absolutely explore that.

COMMISSIONER WARSKOW: Okay, well, there is community solars, a thing that is going to happen. So, I don't know if the police station or any of our municipal buildings would work for that. But that is something coming up.

I was speaking more towards the internal efficiency of the building. Right now, the Department of Commerce offers incentives for public sectors new construction, that if you did some modeling and you showed that modeling went above code, you could earn incentives for that. So, I'm just saying unfortunately bells might not be there, but if there was something similar, that I would like to see the Village explore those.

MR. BLYE: We do a great number of buildings that are very highly energy efficient.

CHAIRMAN LORENZINI: Excuse me, if you could?

MR. BLYE: Oh, I'm so sorry, yes. Our firm is known for doing energy efficient buildings. We are not being asked to do a LEED building in this case, but we are trying to introduce LEED features wherever we can. You know, we're not doing some of the modern things like putting screens on windows that will take away from the historic character, but things such as even the stone we're trying to get mined from Missouri, not too far away from St. Louis, so it's not

too far to drive and all the cutting and all that is being done. But our firm does do numerous LEED buildings and so we're taking the best of what we've learned and trying to incorporate it into this building.

COMMISSIONER WARSKOW: Okay. I would just encourage the Village, if there are incentives for all of this stuff that you're doing, to look into that when Commerce takes over the energy efficiency grant process.

MR. BLYE: Thank you.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I really have no questions. I just want to say it was a great presentation. I think it's a good looking building and I'm behind it a hundred percent.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I would echo what my fellow Commissioners have said. Great presentation. You know, I think a very well thought out plan in many ways and I appreciate both the Village and the Police Department, you know, especially the Police Department enduring it for a while under less than ideal circumstances but, you know, sort of taking one for the team knowing that we want to be fiscally responsible and make sure we've got the right plan in place before we start constructing. So, I commend all of you on that. Great presentation.

I guess the questions I had coming in were going to be around parking and stormwater. It looks like everybody addressed those very well. So, I have nothing but support for it.

I guess the two questions I did have that came up during the presentation, I was thinking, I'm just curious to see if there was any thought of, one was in the police garage, I presume that you looked at sort of the interceptor vehicles going to the garage and everything, I presume that that's adequate for virtually all of the police vehicles, even the larger ones, the SUVs or some of those vehicles as well. You're nodding, so I'd assume that that's accurate.

MR. BLYE: Correct.

COMMISSIONER CHERWIN: Okay. The other thing, I was just curious, you talked about the flat roof maybe in the back of the police squad parking area and that not being accessible. It looked like you had some figures up there but you're not going to allow that to be an open space for the officers, that's just going to be closed down with a flat roof?

CHAIRMAN LORENZINI: Could you please come to the microphone please?

MR. BLYE: Yes.

COMMISSIONER CHERWIN: It just seems like it might be an opportunity to have some sort of secure space where they could get some outside leisure space.

MR. BLYE: What we're believing is the image, the small square at the bottom of the drawing that has the garage doors on it, the windows that look out under there is the police lounge. Now, we're thinking there could maybe be a handrail set back a ways and have a small area that's paved possibly for them. But we're trying to also not give the impression that the police officers spend their time lounging around. We don't want the public perception, I mean that's not something we hear but the police officers would not like that perception. So, we're not trying to do that.

Now, when you see the people on the roof in my drawing, it's simply I'm trying to show everybody how big everything is.

COMMISSIONER CHERWIN: Right, okay. Well, I certainly as a villager wouldn't mind if they had some area of that space but, you know, that's fine. Thank you and I'm supportive of the project. Nice work, everybody.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: First of all, I'd like to thank Charles. That was an excellent presentation, both by yourself, Charles, but also the architect and construction team. Left very little to the imagination, that's for sure.

One question I have, I see in the Staff report that even though you're expanding to 70,000 square feet, you're still going to be using some long-term offsite storage in a police annex, formerly unused Fire Department facility. Where is that?

MR. PERKINS: It's a building that's owned by the Park District but we paid for half of the building and we have an intergovernmental agreement with them. It's on the north side of Arlington Heights by Nickol Knoll Golf Course.

COMMISSIONER SIGALOS: Okay, and then also you'll be using some space on the fourth floor, the Village office, long-term evidence storage or what have you?

MR. PERKINS: That's correct.

COMMISSIONER SIGALOS: So, even though this building is 70,500 square feet, it's still not providing all the ultimate space that you really, really need?

MR. PERKINS: That's how we were able to reduce the size of the building from 75,000 that was part of the 2010 study to 70,500 in the 2015 study. Maybe Deputy Chief Pecora can talk about why we need more storage because they have to keep evidence almost forever.

DEPUTY CHIEF PECORA: Since I've started, the General Assembly has enacted certain pieces of legislation that require law enforcement agencies to keep certain pieces of evidence forever. Murder, criminal sexual assault, those evidence, pieces of evidence have to be kept forever. We have to go to court after the person who has been convicted of a crime has passed away, there are no other witnesses. So, murders that I investigated as a detective in 1990, we still have stored in the basement. We have a murder scene, we have pieces of wall board that were preserved with blood spatter, not to get into details, but they were boxed up in a shadowbox for court presentation, and we have those in the basement. There's almost 1,000 square feet of evidence that we need to maintain to adhere to statutory regulations, and we need to put that stuff someplace.

There's a big issue with chain of custody. When we demolish the building, we need to put our existing evidence someplace so it can't be challenged in court. What we're going to do to comply with that is build an evidence locker on the fourth floor, so when we deconstruct the building, we have our evidence in a secure format in this facility that can't be challenged by any attorney with respect to a chain of custody issue.

COMMISSIONER SIGALOS: So, the fourth floor storage, will this be temporary then while the existing police station is being demolished and the new building constructed?

DEPUTY CHIEF PECORA: Yes and no. It will be temporary storage for our active evidence. It will be permanent storage for our long-term evidence. So, that's stuff that we're required to keep by statute that no longer has a law enforcement application simply other than storage will stay on the fourth floor and be preserved under lock and key, alarm, and a 24-7 camera.

COMMISSIONER SIGALOS: So, today in 2017, you're all relatively fine with

the fact that the storage that you have, both within the new building and offsite, will last for many, many years and we're not looking at ten years from now building an addition or what have you?

DEPUTY CHIEF PECORA: Well, yes, again using the perspective since 1982, the evidence that we've collected has been manageable in the evidence vault that we have in the current building. Yes, we're expanding it to allow for future evidence collection. But I think the space that we've designed in conjunction with the long-term evidence on the fourth floor should be sufficient for the 40, 50-year life space of the projected building.

COMMISSIONER SIGALOS: Well, thank you. That was my main concern.

DEPUTY CHIEF PECORA: Thank you.

COMMISSIONER SIGALOS: Again, I think it's an excellent project. I think your presentation was excellent. I'm in full support of it.

DEPUTY CHIEF PECORA: Thank you very much.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: So, just to concur with everyone else, it's a great project and you did a great presentation. My son did the World of Work through Windsor last year and did a tour of the Police Department and it was just so, I understand that you had to wait for the money and all that, but it was just disheartening to see the conditions that officers are existing in while they're trying to keep us safe. So, you know, you guys deserve everything that we can throw into this building.

I did have just a couple of questions, Charles. On the goals, you said the 2015 goals, I don't really know how much this relates to this plan but I was just curious, who wrote the goal, where does the goal come from that says sustainable materials only if it doesn't cost more?

MR. PERKINS: That was specifically discussed at the Village Board level.

COMMISSIONER DAWSON: Okay. So, it seems like it's coming from a community concern. Is that, would that be --

MR. PERKINS: I think it's coming from a cost perspective concern that some energy efficient measures cost a little bit more than non-energy efficient measures. I know when we did this building, we looked at certification and we got cost estimates for modeling, and it was, you know, a six-figure number just to do modeling to try to get certified. So, I think there was some concern about that, not that I'm saying the Board members aren't for energy efficiency because I think they are if it makes cost effective sense. That was the gist of that goal.

COMMISSIONER DAWSON: Okay, I agree with you, I think that they are. Just it's a little disheartening to me to see that sentence because I do think it comes a lot from the community that they're concerned about taxpayer dollars and not in my own preference which is different to that. I was just curious where it came from.

Beyond energy efficiency though, it sounds like, I forget who was ever talking, that there's other things going on in place. Are we looking into water efficiency, recycled materials being added in, plus recycling materials being removed? So, we're doing all we can essentially?

MR. PERKINS: I'll ask Steve if he can talk a little bit about the types of materials that we've been looking at.

MR. BLYE: Well, one interesting thing that we're trying to incorporate is that there were hundreds of thousands of ash trees removed around the community. We were thinking why bring in new wood from somewhere else when we've already got these ash trees.

We think this will be a really great, not we're saying public relations but the public should appreciate the fact that trees that were removed all over the area were being sent out to Geneva, Illinois and milled and cut and timbered, cut and shaped so that we can actually put it on the walls and maybe in timbers in the lobby. We're investigating it very, very seriously right now. We can't think of a reason why that wouldn't work, but that's one thing that we think right there is being a very strong, sustainable, as well as symbolic gesture for the community.

We're basically looking at, our mechanical engineers are known very well, the company's name is 2010, and they're known for their energy cycles and the equipment that they use. They're state of the art. They're the ones that pushed very hard to try to do geothermal, and it's only when we realized that the site limitations are what stopped us.

We are also putting mechanical equipment inside the peaked roof, sloped roof. If we were to put rooftop units on a flat open roof, the life span of the mechanical equipment would be about one half, 20 years versus 40 years. So, we're looking at trying to keep the equipment maintained well.

Rainwater, we just don't have much site to handle that, but our detention system as we've already explained is going to handle regionally a lot of the water problems.

You know, we'll probably use LED lights throughout anywhere except exceptions where it doesn't make sense. That would be energy efficient.

I'm trying to think what else you might want to know.

COMMISSIONER DAWSON: Water efficiency? Water efficient toilets and all that.

MR. BLYE: Water, oh, yes. That's just so much of a given now that we almost forget to bring it up. Yes, we will. But we'll be careful not to use the toilets that literally don't work. I mean they have to work well.

COMMISSIONER DAWSON: Right.

MR. BLYE: Some of them have gotten ridiculous where you just can't keep them clean. So, yes, we're going to do all that.

COMMISSIONER DAWSON: Great. So, the only thing that I think was missing from the just natural flow of this terrific presentation was more emphasis on the wonderful things the Village is doing with the constraints that it has with this building to do as much environmentally, sustainable and friendly. I love that you're trying to use the ash trees, I think that's terrific. I think the community needs to know that. So, I think that's great.

Commissioner Warskow already mentioned this and it seems so silly to ask the Police Department, not necessarily just, I mean come on, you guys are responsible for our safety so it's so odd to ask a question about safety, but not just the sally port between the community room, but just nod your head or say there's going to be security measures in the public access to the community room as well. Right? Because I see that as potential someone coming in, wants to cause damage to the Police Department, if they can get access to the community room and get a civilian to use.

So, you nodded your head. That's all I needed to hear. I totally appreciate that you can't tell us all the details.

So, wait, I just lost this. I also agree, I'd love to see some aspect of the flat roof being able to be used, people that go outside. I think the days of people thinking that police officers lounge around, I hope the days of people thinking police officers lounge around are gone, maybe they're not, but everybody needs outside access. Everyone needs that if they can

get it. I think that our staff, our police officers work so hard, it would just be a nice thing for them to have an outside access area if we can do it. I'm not saying we have to.

MR. BLYE: Well, everyone on this team, it's been our original perception to do that. There may or may not be a change of perception that Charles could address but we are going to try to do that.

COMMISSIONER DAWSON: If it's bad PR, don't do it. But I'm just saying I am not only a member of the Plan Commission but a member of the community, and when I look at this building, I think of people who live and breathe and are here all the time. That would just be a nice, added benefit for them to have.

When we were doing the tour on the World of Work tour, I learned that exercise facilities are paid for by the police officers. Did I learn that correctly? Am I remembering that correctly? This really goes outside of building the building, but is that correct?

DEPUTY CHIEF PECORA: Some of the equipment that is in the existing facility was paid for by the FOP. There were some donations from clubhouses, from apartment complexes that replaced our equipment. So, we have a hodgepodge of equipment in the facility.

We have a team within the Police Department who have physical fitness background, and we put them in charge of constructing the new fitness equipment. One thing that we're going to do because it's not in the budget, the FF&E budget for the new equipment, we're going to take money from our drug forfeiture account and we're going to appropriate that for our fitness equipment. So, the money that we took away from the narcotics dealers is going to pay for our fitness equipment.

COMMISSIONER DAWSON: That's great. Because I did comment on that to the police officers, I couldn't believe that they were having to buy their own equipment. I mean a police officer should have the best physical fitness equipment we can give them. They're keeping us safe. So, I love that, that's terrific. I'm glad that we're doing that.

So, then the last thing that I just wanted to comment on is just a plug for the Village and the Village Hall. I love that we're using excess space here because many people complained about the size of the Village Hall. But the whole vision behind the building was for these specific types of needs that we couldn't necessarily anticipate. So, seeing it being used for that purpose, seeing it helping the Police Department and reducing cost over here is exactly what we were trying to do with the building. So, I think that's another great aspect that the community should know more about.

So, other than that, it's a great project.

CHAIRMAN LORENZINI: Thank you, Susan. I've got a few questions. It's such a good presentation I've got a lot of questions.

Deputy Police Chief Pecora, could you please answer a few questions?

DEPUTY CHIEF PECORA: Certainly.

CHAIRMAN LORENZINI: Again, a lot of these are just curiosity on my part, and I have been involved with several police facility designs over my career. I was curious about your comment about the gun range. You mentioned rifles being used also. Is the range long enough to give a good reading on what you would do with a rifle? Again, it's just a curiosity question.

DEPUTY CHIEF PECORA: Our particular range, is it adequate?

CHAIRMAN LORENZINI: Yes.

DEPUTY CHIEF PECORA: It's adequate in size and depth, but it's not

adequate to handle the 223 round that we deploy in our squad cars now. When I started, we had a shotgun in every squad car, and the range could handle the double-ought buck that we had in a shotgun. But as we progressed in lessons learned from other encounters throughout the United States, we've advanced the weaponry in the squad car to the point where now there's a 223, and the range that we have now cannot handle that range.

CHAIRMAN LORENZINI: When you say it cannot handle it, it cannot handle stopping the bullet?

DEPUTY CHIEF PECORA: It won't. The blinds, the baffles at the end of the range will get penetrated by the round if we shoot that, right.

CHAIRMAN LORENZINI: But is the range long enough to give you a true reading on the accuracy?

DEPUTY CHIEF PECORA: It's long enough. We don't expect our officers are going to be snipers. So, close quarters is what we train for.

CHAIRMAN LORENZINI: Okay, and when you bring people to the sally port, can you go to the floor plan, Sam, that shows the sally port? So, when you bring, I've heard concerns by policemen over the years that when you bring somebody in to like the sally port and you have to drag them back kicking and screaming possibly, where would they ultimately end up being locked up?

DEPUTY CHIEF PECORA: As the sally port is designed, in the northwest corner of the sally port will be a door that will access the booking area. If you split the booking area down the middle, to the right is the cells. On the north half of the booking area will be the female detention area separated by sight and sound; the lower half will be the male detention area. Everything on the left side or the left half of the booking area is for processing, and that's the booking counter, the live scan for fingerprints, the photograph area. Along the left wall or the west wall would be a suspect-attorney detention conversation area.

CHAIRMAN LORENZINI: Is there going to be a separate washroom for them?

DEPUTY CHIEF PECORA: There is. Right in the middle, there is a detention washroom. In each of the cells obviously there is a washroom facility.

CHAIRMAN LORENZINI: Is the capacity, is there going to be more capacity than there is now for locking people up?

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: All right. You talked a bit about records and you explained pretty well the need for record retention. But is there any type of electronic record backup? This is probably a question for the entire Village. Is there backup systems for electronic records?

DEPUTY CHIEF PECORA: Our IT department does backup our records management system.

CHAIRMAN LORENZINI: All right. Question, I think final question, well, actually a couple more. Certainly you made a good case for needing the size of this police station compared to other departments, other municipalities and the size of their population and whatnot. But are any of those other police departments that we're comparing to, do other things in those buildings besides what we do here? Like are there other major functions being held in those other buildings?

DEPUTY CHIEF PECORA: The Hanover Park Police Department, the Hoffman Estates Police Department, the Palatine Police Department are all standalone law

enforcement buildings. There are no other local government --

CHAIRMAN LORENZINI: Okay, so it's a good comparison.

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: Nobody can argue with that, okay.

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: Oh, this is always a contentious topic. When you design a locker room facility or a washroom facility, you've always had at the point in time so many male and so many female employees. But as time goes on, generally the female population grows. Have you allowed for that growth in any way in this design?

DEPUTY CHIEF PECORA: We have taken that into consideration, yes. In our current facility, we have a male locker room and we have a female locker room. We also have a male supervisors office/locker room. You can tell the people that designed the building had no forethought of female supervisors. In our current design, we have two. Because we are being cost conscious, plumbing is expensive, we have a male and a female locker room. Within the respective locker rooms, we have sub-rooms, if you will, for supervisors to allow the rank and file to have their conversations and their sanctuary and if a supervisor walks into the locker room, that there is a separate room within the respective locker room that they can change without interfering with some conversation.

CHAIRMAN LORENZINI: What about if the employee population, female population grows and you need more locker room space?

DEPUTY CHIEF PECORA: We currently have 13 female officers, and I believe the program space and the current locker room is upwards of 30 lockers for females. So, we've projected an increase and we are actively recruiting to try and match the demographics of the community within our Police Department.

CHAIRMAN LORENZINI: All right, and a couple of questions for Mr. Blye, the architect.

MR. BLYE: I was going to finish that answer, too. If I go to the roof plan on the far right, the smaller shape, that is where the women's locker is. There is room to expand northward if we needed to. There is room right there on the roof.

CHAIRMAN LORENZINI: Sometimes it's as simple as removing a wall.

MR. BLYE: Yes, it could be that, but you know, you don't want to take it off the fitness room. The nice thing is the flat roof is intentionally designed so that you walk right out onto it, if you needed to, you can expand out and cover the entire flat roof and double the size of the fitness room and expand the women's.

CHAIRMAN LORENZINI: Now, this question maybe is as much for Sam as you, but the generator, that's got to go outside, you have to exercise it once a month I believe. Is there any noise issue where it's going to be?

MR. HUBBARD: It would be below grade, so that's one of the things that we're --

CHAIRMAN LORENZINI: It's going to be below grade? Is that going to fit?

MR. BLYE: Correct.

MR. HUBBARD: So, I think Public Works was going out and looking at some of the existing facilities that had those to analyze that and determine, you know, would that be an impact or not. If it was a problem, then we can go back to the standard enclosure in which it would be put in.

CHAIRMAN LORENZINI: One picture that Deputy Chief Pecora showed

was the rotting metal frame. I noticed you're putting a lot of the storefront frames up on stone --

MR. BLYE: Yes.

CHAIRMAN LORENZINI: So, that's obviously, it works well to keep the --

MR. BLYE: Yes, I have a personal concern about never bringing window mullions down to the ground except where you absolutely have to.

CHAIRMAN LORENZINI: Again, just to justify the size of the building, the standard space being allowed for employees, is that pretty standard throughout the industry?

MR. BLYE: Yes, as a matter of fact, we haven't been trying to get down to the minimum of corridors. We've kept the corridors with the idea that a standard individual civilian is walking around at a certain body width, and when you've got holsters and things all over the side that catch and bang, we've created it a little bit wider so where we might be able to handle a 40-inch wide stair typically, we're widening our stair to five feet. Instead of four feet, we go five feet. We're trying to avoid having police officers running into each other and their equipment hitting each other in the legs.

So, we are keeping everything at the comfortable minimum, but then the expansion is because we know these are a little wider than normal with all this stuff.

CHAIRMAN LORENZINI: A concern I always have is, you know, the old Taj Mahal concept. Now, good architecture here, you can get a nice looking building for the same price as bad architecture.

MR. BLYE: Yes.

CHAIRMAN LORENZINI: So, the one question I do have, is there much atrium space in the building?

MR. BLYE: No, actually.

CHAIRMAN LORENZINI: That's a good thing.

MR. BLYE: Well, no, I should say that there is a stairwell that goes two stories. We're creating a little bit wider opening, I don't know, three feet maybe beyond the width of the opening, so that there is an intentional feeling of an openness. But it's only over the length of the stair that goes from the second floor to the first floor, and that's for police officers only. That's not only to bring light up and down the building through the skylight, but it's also to allow somebody to be walking by and catch the eye of somebody and ask a question.

The Police Department is doing a lot to try to keep from segregating the investigators at one level from the patrolmen at another level. They are segregated within the building due to the need to keep some people on one floor and others on the other floor because their departments don't fit, but they're trying to let them intermix. They are intermixing in this two-story concourse area which is two separate hallways lined up on top of one another with simply an opening right above the stairway that's a little wider than it has to be just to get a little bit more visibility in and conversation.

CHAIRMAN LORENZINI: I think my final question will be for Charles. The community room, who will be using it? Because we really have community rooms in this building, right?

MR. PERKINS: Yes, we do. But the Police Department, they do host community events. They have crime stoppers, other activities that occur currently in the second floor community room. This proposal would have it on the first floor, so, you know, it could be used more by community groups. The intent is to allow it to be used and to allow the public to feel that this is their police station when they come in that, you know, main lobby area. They can go, you know, talk to the front desk, they can go up and get any records that they need, they could be

going there for a meeting. But then it's secure as you can see on this exhibit here, everything else is certainly secure behind there.

So, you know, it will have a little bit more usage than perhaps it does today.

CHAIRMAN LORENZINI: Okay, thank you. That closes the Commissioners' questions portion of the public meeting. I'm going to open it up to the public. Anybody in the public have any questions? If not, we'll close that part of the meeting and go back to the Commissioners for final questions, deliberations or recommendation, motion. Commissioner Jensen?

COMMISSIONER JENSEN: Nothing further.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: No additional questions.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: No.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: No questions.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: No further questions.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: No.

CHAIRMAN LORENZINI: Recommendation?

COMMISSIONER DAWSON: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-024, an Amendment to PUD Ordinances 05-041 and 78-026; a Variation from Chapter 28, Section 11.4, to reduce the number of required parking spaces from 620 to 434 parking spaces for the municipal campus; a Variation from Chapter 28, Section 11-2-8, *Minimum Drive Aisle Width*, to reduce the drive aisle in the rear parking lot from 24 feet to 22 feet for police vehicle parking; and a Variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscaped island within a row of more than 20 parking spaces in the rear of the police parking lot.

This approval shall be subject to the following conditions:

- 1. Final engineering plans, details, and calculation shall be required prior to the issuance of a building permit.**
- 2. Location of fire station dumpster shall be determined prior to issuance of a building permit.**
- 3. All mechanical equipment shall be completely screened.**
- 4. The Petitioner shall comply with the Design Commission recommendation of February 14, 2017.**
- 5. The Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.**

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second it.

CHAIRMAN LORENZINI: Commissioner Sigalos has seconded. Roll call vote please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Congratulations! You received a unanimous approval. Is there a date on the Board of Trustees, Sam? Or Charles?

MR. PERKINS: We're anticipating March 6th for the Village Board.

CHAIRMAN LORENZINI: When is construction due to start?

MR. PERKINS: We are looking at this summer all things going well, early summer.

CHAIRMAN LORENZINI: How long will it take?

MR. PERKINS: Chris? Like 14-16 months? 16-18 months?

MR. SIEFERT: Yes, we're targeting 14 to 16 months. Targeting trying to get the building closed by this winter if at all possible if we're dried in. So, all of you please say prayers so that I can repeat this venture --

CHAIRMAN LORENZINI: Now, you're going to be the general contractor or the inspector?

MR. SIEFERT: Construction manager, we'll be onsite.

CHAIRMAN LORENZINI: So, you're going to bid the individual contracts?

MR. SIEFERT: Yes.

CHAIRMAN LORENZINI: Okay, and it's going to go to the low bidder on each one or how is the bid work going to work? Or is it going to be qualification based?

MR. PERKINS: Be pre-qualified, public notice for pre-qualification of subcontractors, and our contract is with Riley Construction. Riley Construction will hold the contracts with all the subcontractors. We will negotiate a GMP, guaranteed maximum price, probably in the next couple of months with Riley for the project.

CHAIRMAN LORENZINI: Their commission is based on a certain percentage of the total cost?

MR. PERKINS: Their fees have already been negotiated. We issued an RFP about a year ago and had 10 construction managers/firms respond. We negotiated the fees, interviewed three or four firms twice, and then selected Riley Construction based on that. So, their fees are already negotiated as part of our contract with them.

CHAIRMAN LORENZINI: Good. Well, good luck to all, thank you.

MR. PERKINS: I would like to thank the Commission. I'd like to thank the team that's both here and not here that have worked really hard on this project. I'd like to thank

Sam and all the other departments that have been involved in this as well. So, thank you very much.

CHAIRMAN LORENZINI: Thank you. Okay, anything else on the agenda, Sam?

MR. HUBBARD: No.

CHAIRMAN LORENZINI: Do the Commissioners have anything? If not, motion to adjourn?

COMMISSIONER DAWSON: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: We're adjourned.

(Whereupon, the meeting was adjourned at 9:05 p.m.)

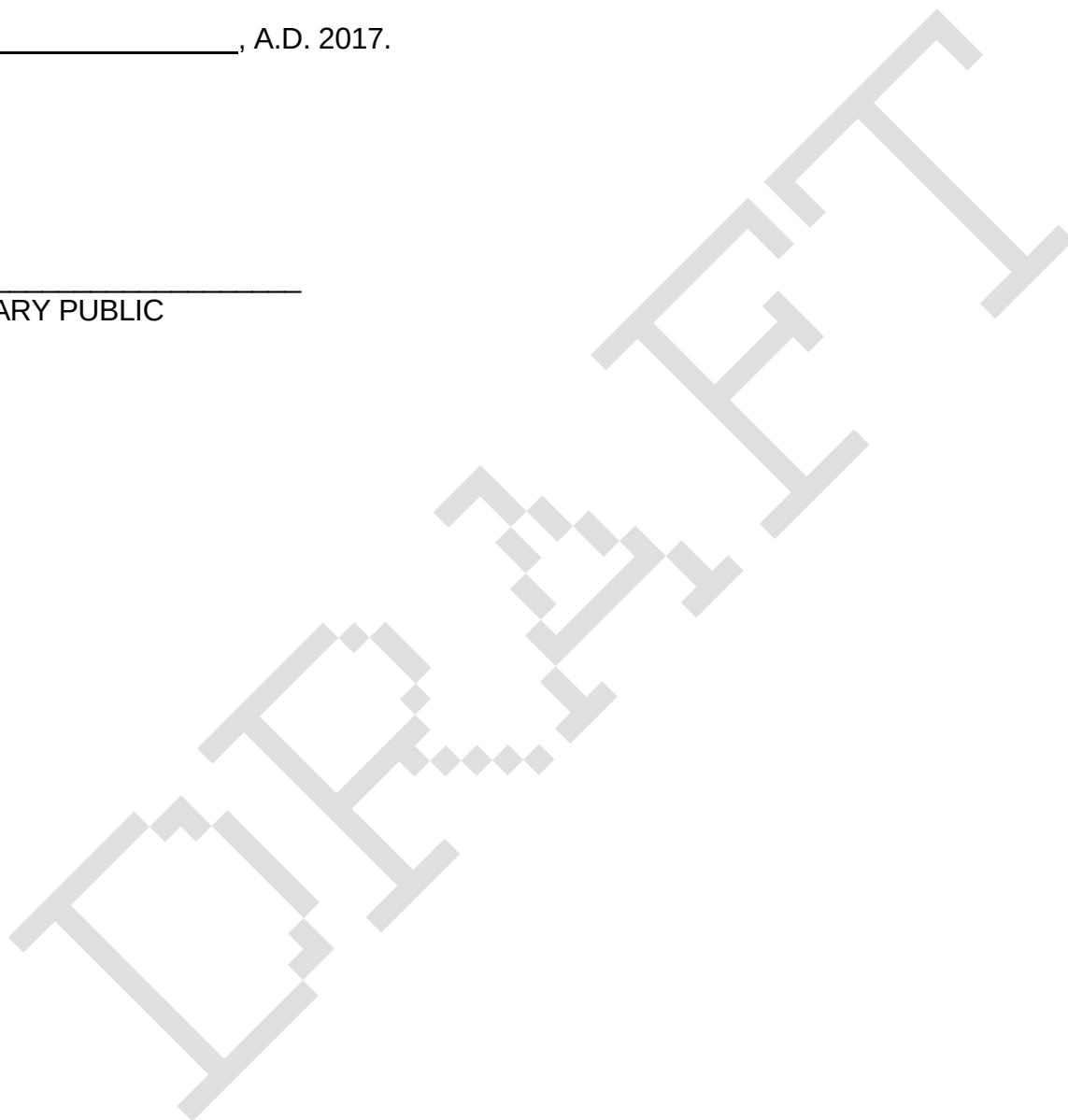
STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

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

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2017.

NOTARY PUBLIC





Item: New Hope Academy - 3250 N. Arlington Heights Rd. - PC#17-001

Department: Planning & Community Development

Requested Action

Land Use Variation to allow a Private School within the M-1 District

Variations Required

None identified at this time.

Recommendation

The Staff Development Committee has reviewed application PC #17-001 and recommends approval of the proposed Land Use Variation to allow a Private School on the subject property, subject to the following:

1. The revised landscape plan as submitted by the property owner is subject to Village review and approval to ensure that all applicable landscape requirements have been met. The landscaping as specified in the approved plan must be installed prior to occupancy of the New Hope Academy on the subject property.
2. The subject property owner shall replace the water meter and single detector check valve as outlined in the Memorandum from the Public Works Department dated February 2nd, 2017.
3. The Petitioner shall work with the Police Department to provide a School Resource Officer (SRO) for New Hope Academy, or will make other provisions as deemed necessary by the Police Department, if after one year or at any point in the future it is determined by the Police Department that a dedicated SRO is necessary at New Hope Academy.
4. The Petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description

Staff Report
Legal Notice
Aerial

Type

Board or Commission Report
Correspondence
Exhibits

Plat & Sub Minutes	Minutes
Building Floor Plan	Minutes
Plat of Survey	Exhibits
Project Narrative	Correspondence
Justification for Variation	Correspondence
Floor Plan	Exhibits
Traffic Study	Correspondence
Department Comments - Round 1	Correspondence
Petitioner Response to Department Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Department Comments - Round 2	Correspondence



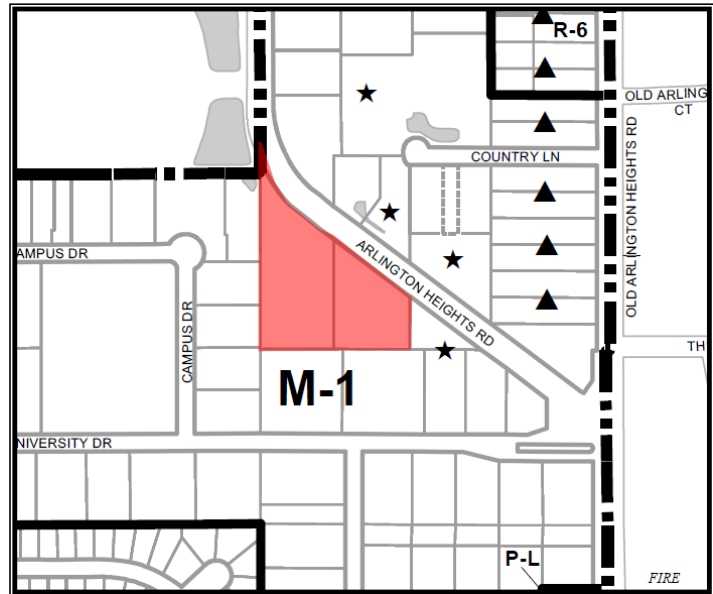
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

File Number: PC# 17-001
Project Title: New Hope Academy
Address: 3250 N. Arlington Heights Rd., Unit 200
PIN: 03-08-102-035, 03-08-102-029

To: Plan Commission
Prepared By: Sam Hubbard, Dev. Planner
Meeting Date: March 8, 2017
Date prepared: March 3, 2017

Petitioner: Brandy Larrance
Address: 6289 Howard Street
 Niles, IL 60714

Existing Zoning: M-1, Research, Development and Light Manufacturing District



SURROUNDING LAND USES:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1, Research, Development, and Light Manufacturing District	Multi-tenant Office/Industrial Buildings	R&D, Manufacturing, Warehousing
South	M-1, Research, Development, and Light Manufacturing District	Industrial/Office Buildings	R&D, Manufacturing, Warehousing
East	M-1, Research, Development, and Light Manufacturing District	Self-Storage Facility	R&D, Manufacturing, Warehousing
West	M-1, Research, Development, and Light Manufacturing District	Industrial/Office Buildings	R&D, Manufacturing, Warehousing

Requested Action:

Land Use Variation to allow a Private School within the M-1 District.

Variations Required:

None identified.

Background

New Hope Academy is a private therapeutic day school that provides education for students with special needs in grades six through twelve. They are currently located in Niles and would like to relocate their school to Arlington Heights. Average enrollment at their existing facility is 65 students, although the proposed location in Arlington Heights would be slightly larger and they anticipate maximum enrollment to be 80 students with 31 employees. Classes are offered during the traditional fall and spring semesters and New Hope also offers summer school during June and July. Hours of operation are between 8:00am and 2:30pm on Monday through Thursday, and between 9:00am and 2:30pm on Friday. During summer school classes begin at the same time but end at 1:00pm each day. New Hope Academy would like to have the building ready for occupancy for the 2017 fall semester. Although the subject site will have a kitchen to teach life skills and small cooking projects, all students will bring their own lunch to school and no traditional cafeteria food service will be provided by the school.

The petitioner has identified an approximately 18,000 square foot space within the multi-tenant office building at 3250 N. Arlington Heights Road, which would contain 12 classrooms, a lunch room, a fitness room, and a roughly 1,000 square foot gym. New Hope does not provide transportation for students and most students are either dropped-off/picked-up by a bus or by private transportation that is paid for by the home school district where the student resides. No students are allowed to drive themselves to school. The school has two minivans that are used for student transportation when needed.

The subject property is 5.42 acres and contains a multi-tenant office building of approximately 73,000 square feet that is approximately 65% vacant. Primary access to the site comes from two driveways onto North Arlington Heights Road; the northern access point provides right-in/right-out access only, and the southern access point provides full access to North Arlington Heights Road. A third entrance/exit access drive leads from the southwestern corner of the site down to University Drive with eventual access to the lighted intersection of University Drive and Arlington Heights Road. The site contains a total of 272 parking spaces for the approximately 73,000 square foot building.

Zoning and Comprehensive Plan

The subject property is within the M-1, Research, Development and Light Manufacturing District, and private schools are not classified as either a permitted or special use within the M-1 District. Therefore, a Land Use Variation is required. The petitioner has submitted the required written justification outlining how New Hope Academy conforms to the following criteria necessary for Land Use Variation approval:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and
- The plight of the owner is due to unique circumstances; and
- The variation, if granted, will not alter the essential character of the locality.

With regards to the reasonable return criteria, staff concurs that subject property cannot yield a reasonable return under strict adherence to the regulations of the M-1 District. As noted in the petitioners' response, the building has been approximately 65% vacant for more than five years. Over the last year, staff has met twice with potential tenants for the vacant spaces within this building and both have been for uses that are not permitted by the M-1 District, one being a similar school user and the other being a social service provider. With the occupancy of New Hope Academy, the building vacancy rate will decrease to approximately 40%.

Additionally, staff notes that the unique layout of the building, with three separate wings, will provide a physical separation of the subject unit from the other tenants within the building. Additionally, the subject unit has its own private entrance that will be used only by the school for staff and students. This layout and separation will avoid interference between the New Hope Academy and the other tenants within the building. Staff agrees with the petitioner that the proposed Variation will not alter the essential character of the locality.

The Village's Comprehensive Plan designates the future use of the subject property as "Research & Development, Manufacturing, and Warehousing". Although the proposed land use is not directly compatible with this classification, the petitioner has demonstrated that the Land Use Variation criteria has been met, and staff believes the proposed land use is appropriate in this location.

Site Plan, Building and Landscaping

The petitioner has not proposed any modifications to the existing site or building. Staff has reviewed the existing site landscaping and determined that some of the plantings have died over the course of time and the current property does not therefore meet the landscape requirements. Staff has communicated these deficiencies to the landlord, who had provided a plan to address the site landscaping. Upon review of this plan, staff has asked for some minor changes, and a revised landscape plan was submitted on the day that this report was finalized but has not yet been reviewed. A condition of approval has been added to require the landlord make further revisions to this plan if necessary and to install the landscaping as shown on the landscape plan prior to occupancy of the subject property by New Hope Academy.

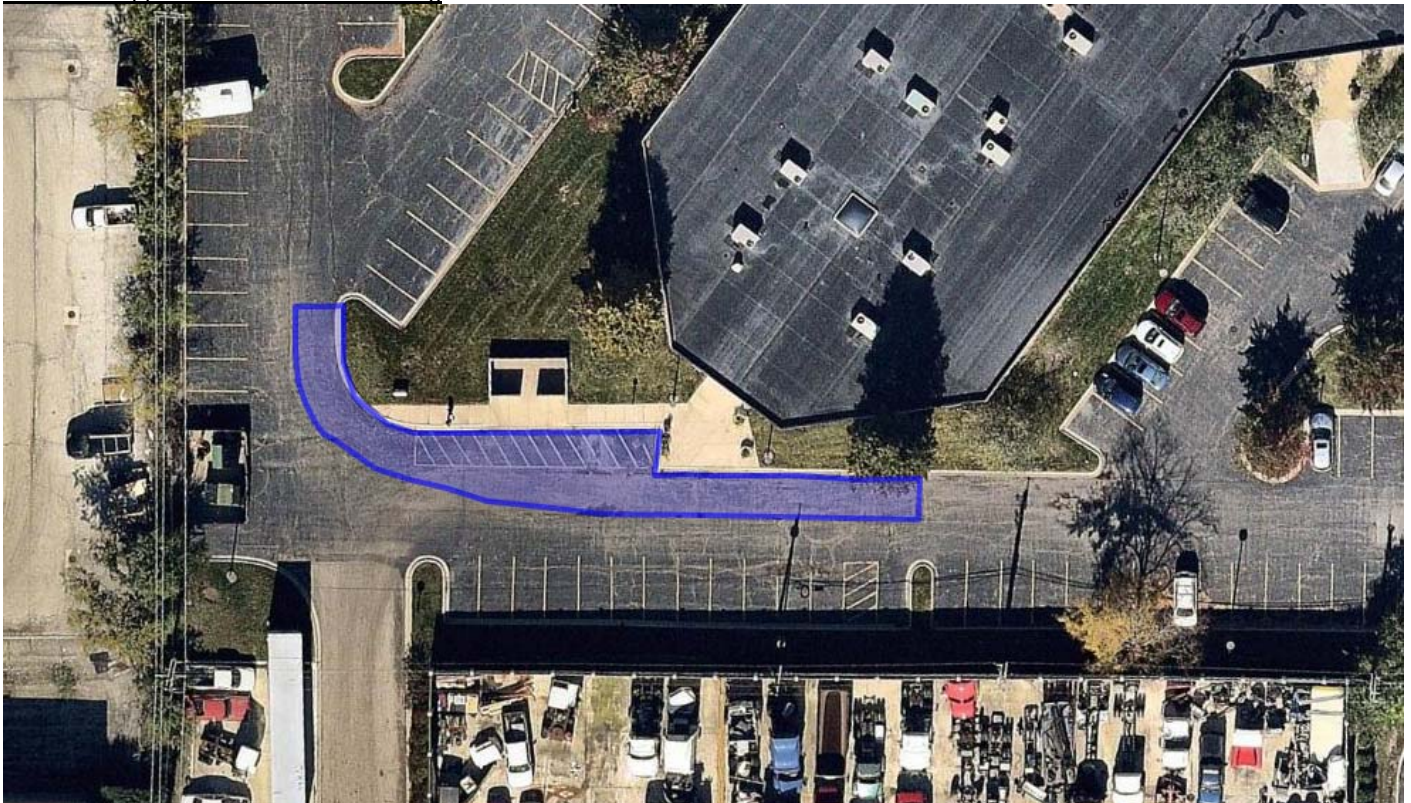
In review of the zoning application, the Public Works Department has found that the existing water meter for the building is 31 years old and obsolete. Given the increase in water usage that will be associated with the proposed tenant, a new water meter that will have better flow characteristics is needed. Additionally, the building utilizes a single detector check valve to protect the domestic water supply, which is also an obsolete piece of equipment. As part of the approval process, this valve needs to be replaced with an approved RPZ (backflow preventer). The petitioner has been made aware of these issues and is agreeable to updating this equipment. A condition of approval to require these updates has been added.

With regards to the interior of the building, the Building Department has reviewed the application and preliminary floor plan. As part of the review process, the applicant has been made aware of certain building upgrades that may be needed and code requirements that must be met. The applicant has acknowledged these requirements and indicated that they will comply with all applicable building code regulations as required by the Village.

Traffic & Parking

Student drop off occurs between 8:00am and 8:15am as cabs and busses begin to arrive with the students. Four staff members are present to help students out of their vehicle and into the building and to ensure that loading zone queuing advances promptly so as not to back up into the other areas of the parking lot. Although occasional stacking is expected to occur during this time, approximately 200 lineal feet of stacking space will be available for vehicles waiting to be unloaded. This stacking space is shown in Exhibit I below:

Exhibit I – Approximate Area for Stacking



Additionally, the parking spaces abutting this stacking area will be reserved for New Hope Academy staff, so there will be no conflict with stacked vehicles blocking access to adjacent parking stalls as all staff will arrive before drop-offs and leave after pick-ups occur. Once the vehicles have unloaded, the procedure will be to have them travel clockwise around the building to exit using the egress points along Arlington Heights Road. If these vehicles find that traffic on Arlington Heights Road makes a northbound exit too difficult, they have the option of utilizing the access drive located at the southwestern corner of the subject property, which leads out to University Drive and a lighted intersection at Arlington Heights Road.

Vehicles arriving for student pick-up begin stacking after 2:15pm. When students are dismissed at 2:30pm, four staff members are present to lead the students to their vehicles and ensure that the pick-up procedure runs efficiently. Similar to drop-off, the vehicles will be asked to circulate clockwise around the building to the egress drives along Arlington Heights Road but will also have the option of utilizing the southwestern access drive that leads to University Drive. The entire morning unloading process takes around 15 minutes and the afternoon loading process takes about 15 minutes as well. At peak enrollment, a total of 35 cabs/busses are expected to arrive in the morning for drop off and 33 in the afternoon for pick-up.

The applicant has submitted a Traffic and Parking study relative to this application and this study has been reviewed by staff. The study recommended the clockwise movement through-out the site for drop-off and pick-up vehicles, which can be enforced by New Hope Academy staff who will work with the transportation companies to establish this procedure. This will facilitate on-site circulation and minimize potential conflicts between inbound and outbound vehicles at the full access point along Arlington Heights Road. As drop-off and pick-up operation begin and end before the traditional 9:00am – 5:00pm workday, the peak in activity associated with the school will not coincide the traditional peak in vehicular activity for the remainder of the office complex.

The traffic study analyzed the intersection capacity at the full access drive ("southern drive") along Arlington Heights Road and found that inbound and outbound queuing vehicles waiting to travel across Arlington Heights Road would stack to a maximum of 2 vehicles during peak times, which would not interfere with circulation into or out of the site as there is sufficient stacking space to accommodate two vehicles at each end of this intersection. Although the outbound Level of Service is projected to decrease from a "C" to a "D" during the afternoon peak (increase in delay from 19.8 seconds to 34.5 seconds), the study found that adequate gaps in traffic will exist to allow this intersection to continue functioning in a safe manner. Finally, the traffic study did not analyze the southwestern drive aisle that leads to University Drive and staff notes that this access drive can provide an alternative method of travel if traffic conditions are become too congested at the full access intersection on Arlington Heights Road. Staff believes that the existing site and roadway network will provide for safe travel and circulation and does not believe that the proposed use will create undue or unsafe traffic conditions within the site and vicinity.

With regards to parking, the site conforms to all parking requirements. A summary of the tenants and overall parking requirement for the site is contained in Exhibit II on page 5 of this report.

School Resource Officer

For many schools within the community the Police Department assigns a School Resource Officer (SRO) to assist with service calls at the school and various school safety related functions (e.g. school lockdown procedures, school crisis plans, monitoring traffic, etc.). As a result of the increase in service demands that may be created by New Hope Academy, the Police Department will analyze the level of service needed by the school after its first year of operation. The Police Department has asked that the petitioner be required to work with the Police Department to provide a School Resource Officer (SRO) for New Hope Academy, or will make other provisions as deemed necessary by the Police Department, if after one year or at any point in the future it is determined by the Police Department that a dedicated SRO is necessary at New Hope Academy. A condition of approval has been included to address this. It may be noted that the Niles Police Department does not currently require a dedicated SRO for the existing school, although the maximum capacity of the proposed location in Arlington Heights will be approximately 20% larger than the existing school in Niles.

RECOMMENDATION

The Staff Development Committee has reviewed application PC #17-001 and recommends approval of the proposed Land Use Variation to allow a Private School on the subject property, subject to the following:

1. The revised landscape plan as submitted by the property owner is subject to Village review and approval to ensure that all applicable landscape requirements have been met. The landscaping as specified in the approved plan must be installed prior to occupancy of the New Hope Academy on the subject property.

2. The subject property owner shall replace the water meter and single detector check valve as outlined in the Memorandum from the Public Works Department dated February 2nd, 2017.
3. The Petitioner shall work with the Police Department to provide a School Resource Officer (SRO) for New Hope Academy, or will make other provisions as deemed necessary by the Police Department, if after one year or at any point in the future it is determined by the Police Department that a dedicated SRO is necessary at New Hope Academy.
4. The Petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies

March 3, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC #17-001

Exhibit II:

Location	Use		Ratio	Number of Teachers	Number of Classrooms	Number of Students	Size (Sq. Ft.)	Parking Required
Suite 100	Vacant	Office	1 per 300 SF	-	-	-	1,859	6
Suite 101	North American Die Casting	Office	1 per 300 SF	-	-	-	2,646	9
Suite 102	Planning Dynamics	Office	1 per 300 SF	-	-	-	2,434	8
Suite 104	Tall Grass Group LLC	Office	1 per 300 SF	-	-	-	1,564	5
Suite 105	Communications Workers of America	Office	1 per 300 SF	-	-	-	3,882	13
Suite 106	Ennes & Associates	Office	1 per 300 SF	-	-	-	2,393	8
Suite 108	ACG Management	Office	1 per 300 SF	-	-	-	2,288	8
Suite 109	Lederer Vision	Medical Office	1 per 200 SF	-	-	-	5,882	29
Suite 110	Lederer Vision	Medical Office	1 per 200 SF	-	-	-	950	5
Suite 112	Vacant		1 per 300 SF	-	-	-	1,553	5
Suite 200	New Hope Academy	Elementary School	2 per employee + 1 per classroom	31	2	13	18,122	71
		High School	2 per employee + 1 per 10 students		10	67		
Suite 300	Vacant						29,389	98
Total				31	12	80	72,962	265
							Total Required	265
							Total Provided	272
							Surplus/Deficit	7

NOTICE OF
PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON MARCH 8, 2017, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 17-001, a Land Use Variation to allow a Private School within the M-1, Research, Development and Light Manufacturing District at the subject property, said property located at 3250 North Arlington Heights Road in Arlington Heights, IL, legally described as:

PARCEL 1:
ALL THAT PART OF THE NORTHWEST ¼ OF THE NORTHWEST ¼ AND OF THE NORTH ½ OF THE SOUTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE WEST LINE OF FREEDOM SMALL FARMS, A SUBDIVISION OF PARTS OF THE WEST ½ OF THE NORTHWEST ¼ OF SECTION 8, AND LYING SOUTH OF THE CENTER LINE OF FAIRVIEW LANE, AS SHOWN UPON PLAT OF SAID SUBDIVISION, EXTENDED TO THE WEST, IN COOK COUNTY, ILLINOIS;

EXCEPTING THEREFROM THE FOLLOWING PORTIONS THEREOF;
EXCEPTION PORTION A: THE EAST 597.14 FEET THEREOF;

EXCEPTION PORTION B: THAT PART TAKEN AND CONDEMNED IN CASE NO. 70 L 9667 BY THE DEPARTMENT OF PUBLIC WORKS AND BUILDINGS OF THE STATE OF ILLINOIS FOR RELOCATED ARLINGTON HEIGHTS ROAD;

EXCEPTION PORTION C: THAT PART LYING NORTHERLY OF THE NORTHERLY LINE OF RELOCATED ARLINGTON HEIGHTS ROAD.

PARCEL 2:
THE WEST 287.14 FEET OF THE EAST 597.14 FEET OF THAT PART OF THE NORTHWEST ¼ OF THE NORTHWEST ¼ AND OF THE NORTH ½ OF THE SOUTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE WEST LINE OF FREEDOM SMALL FARMS, A SUBDIVISION OF PARTS OF THE WEST ½ OF THE NORTHWEST ¼ OF SECTION 8, LYING SOUTH OF THE CENTER LINE OF FAIRVIEW LANE (EXTENDED TO THE WEST) AS SHOWN UPON PLAT OF SAID SUBDIVISION RECORDED JUNE 17, 1941 AS DOCUMENT NO. 12703394, IN COOK COUNTY, ILLINOIS; EXCEPTING THEREFROM THE FOLLOWING PORTIONS THEREOF:

EXCEPTION PORTION A: THAT PART CONVEYED BY REINHOLD AND RUTH E. RIEVE TO THE STATE OF ILLINOIS FOR THE USE OF THE DEPARTMENT OF PUBLIC WORKS AND BUILDING BY DEED DATED JULY 16, 1970 AND RECORDED AUGUST 14, 1970 AS DOCUMENT NO. 21227380;

EXCEPTION PORTION B: THAT PART LYING NORTHERLY OF THE NORTHERLY LINE OF RELOCATED ARLINGTON HEIGHTS ROAD, BEING A LINE DRAWN BETWEEN A POINT IN THE EAST LINE OF THE AFORESAID WEST 287.14 FEET THAT IS 404.89 FEET SOUTH OF THE AFORESAID EXTENSION OF THE CENTER LINE OF FAIRVIEW LANE, AS MEASURED ALONG THE EAST LINE OF THE AFORESAID WEST 287.14 FEET, AND A POINT IN THE WEST LINE OF THE AFORESAID EAST 597.14 FEET THAT IS 192.276 FEET SOUTH OF THE AFORESAID EXTENSION OF THE CENTER LINE OF FAIRVIEW LANE.

TOTAL LAND AREA: 236,473 SQ. FT.
COMMON ADDRESS: 3250 NORTH ARLINGTON HEIGHTS ROAD, ARLINGTON HEIGHTS, ILLINOIS 60004.

PINS: # 03-08-102-035 AND # 03-08-102-029
And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Joe Lorenzini, Chairman

ARLINGTON HEIGHTS PLAN COMMISSION

Published in the Daily Herald February 21, 2017 (4464891)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora, Glenview

County(ies) of Cook, Kane, Lake, McHenry

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published February 21, 2017 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Paula Baltz
Authorized Agent

Control # 4464891

RECEIVED

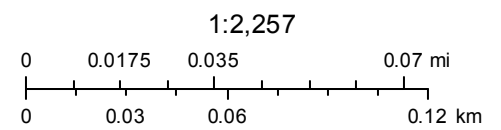
FEB 24 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

3250 N AH Rd - Aerial



January 6, 2017



REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

January 11, 2017

Project Title: New Hope Academy
Address: 3250 N. Arlington Heights Rd.
Petitioner: Brandy Larrance
6289 Howard St.
Niles, IL 60714

Requested Action:

- Land Use Variation to allow a Private School within the M-1 District

Variations Required:

- None identified at this time.

Attendees: Brandy Larrance, Petitioner
Dave Larrance, Petitioner
Jack Reardon, Property Owner Representative
Victor Sanmiguel, Broker for Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

New Hope Academy is a private therapeutic day school that provides education for students with special needs in grades 6 through 12. They are currently located in Niles and would like to relocate their school to Arlington Heights. Average enrollment at their existing facility is 65 students, although the proposed location in Arlington Heights would be slightly larger and they anticipate average enrollment to be around 75 students and around 25 employees. Classes are offered during the traditional fall and spring semesters, and New Hope also offers summer school during June and July. Hours of operation are between 8:00am and 2:30pm on Monday through Thursday, and between 9:00am and 2:30pm on Friday. New Hope Academy would like to have the building ready for occupancy for the 2017 fall semester.

The petitioner has identified a 16,400 square foot space within the multi-tenant office building at 3250 N. Arlington Heights Road, which would contain 12 classrooms, a lunch room, a fitness room, and a roughly 1,000 square foot gym. New Hope does not provide transportation for students and most students are either dropped-off/picked-up by a bus or by private transportation. No students are allowed to drive themselves to school. The school does have two minivans that are used for student transportation when needed.

The subject property is 5.42 acres and contains a multi-tenant office building of approximately 80,000 square feet. According to the broker, the property is around 75% vacant. Primary access to the site comes from two driveways onto North Arlington Heights Road, one providing right-in/right-out access only, the other providing full access to North Arlington Heights Road. A third entrance/exit is provided on University Drive towards the rear of the site. The site contains a total of 271 parking spaces.

Meeting Discussion:

Ms. Larrance introduced the project and said the New Hope Academy is a private therapeutic day school for children in grades six through twelve. She explained that they are currently located in Niles and are hoping to relocate to

Arlington Heights.

Commissioner Green asked the petitioner if they had come before the Plat and Subdivision Committee at a previous date.

Mr. Reardon responded that a different school had come before the Plat and Subdivision Committee at a previous date, interested in the same space.

Mr. Hubbard explained that the subject property was located within the M-1 Zoning District and that the proposed therapeutic day school was classified as a private school by the zoning code, which required a Land Use Variation to locate within the M-1 Zoning District. He said that this project had appeared before the Staff Development Committee, which was supportive of the proposed use. He mentioned that the building has had a high vacancy rate for a number of years and that the Village was supportive of a user that would help reduce this vacancy rate while also being a compatible neighbor to the other tenants within the building and businesses in the neighborhood. He said that staff still needed to analyze the parking and estimated traffic generation for the proposed use, and the petitioner would need to submit a traffic study in conjunction with any formal application to the Plan Commission. He said that staff would be looking for details on the drop-off and pick-up operations to ensure that site circulation and traffic generation would not become a problem given the private school use. He explained that the site had good access; a right-in/right-out only access point onto southbound Arlington Heights Road, an additional full access point onto Arlington Heights Road, and a third access point that led south to University Drive. Regarding parking, he stated that additional information will be needed on the other tenants within the building to ensure that the site could conform to all parking requirements and that no parking Variation would be required.

Mr. Reardon explained that the building had three separate wings, and that all of the existing tenants occupied one wing, New Hope would occupy a separate wing, and the third wing is currently vacant.

Commissioner Green commented that this layout should function well for the proposed user.

Commissioner Cherwin asked which wing the proposed use would be located within.

Mr. Reardon responded that New Hope would be located in the southwestern wing of the building. He explained that busses would come in from Arlington Heights Rd. and would flow clockwise through the site, and that there was space in front of the subject unit for these busses to stack for drop-off and pick-up purposes. He said the busses would then continue clockwise around the building and would exit onto Arlington Heights Road.

Commissioner Jensen asked which entrance would be the primary entrance for New Hope.

Mr. Reardon replied that there is a separate entrance only for the New Hope unit, which is located at the tip of their wing, and children and teachers would utilize this entrance.

Commissioner Cherwin asked about the rear access road that led toward University Drive.

Mr. Hubbard replied that this access road was not part of the subject property, but that the subject property had an easement for use of this access road, which led down towards University Drive.

Commissioner Cherwin said that his only concern was traffic at peak travel times during the morning drop-off and evening pick-up, and that he was concerned that busses or cars that wanted to exit the site to head northbound on Arlington Heights Road may begin to back up at the only full access egress point.

Mr. Reardon responded that the access road allowed travel to University Drive, which had a full access lighted intersection with Arlington Heights Road, and this provided a secondary access point to northbound Arlington Heights Road.

Commissioner Cherwin said that site circulation and flow was his only concern. He mentioned that there may be some life safety upgrades needed to the unit, which he thought the petitioner should be aware of. He also said that for security purposes, the remaining common areas may need to be sealed off from use by the students and so he thought that additional demising walls may be needed. He reiterated his concern about northbound exits onto Arlington Heights Road.

Mr. Larrance stated that the traffic study had been completed today and that he would send it to staff with the full zoning application.

Mr. Reardon inquired into when the students arrived in the morning and left in the afternoon.

Ms. Larrance stated that arrival was 8:15am on Mondays through Thursdays, and at 9:00am on Fridays, and dismissal was at 2:30pm on Monday through Friday. She said that they also provide an extended school year that runs from the end of May through the middle of July, and during this extended school year arrival times were the same but dismissal was at 1:00pm.

Commissioner Cherwin said dismissal would not likely be a problem, and that the only conflicts would be during the morning. He said the applicant would need to figure out a good system to manage the arrival process.

Commissioner Jensen asked where the parking spaces would be that are associated with the subject unit wing.

Mr. Reardon responded that there were ample parking spaces that surrounded the subject unit wing and that the building was built out to a high parking ratio and so he did not anticipate parking to ever be a problem. He said a certain number of spots would be set aside for New Hope, but that otherwise the parking lot was first come/first serve.

Ms. Larrance added that none of the students drive, so the only parking that will be needed would be for staff and visitors.

Commissioner Sigalos asked about bussing.

Ms. Larrance replied that transportation was paid for by the home school district to where the student belonged. If a certain district had multiple students that attended New Hope Academy, that district would usually contract with a bussing company to have a small bus pick up all of the students and drop them off. She said that if only one or two students from any district attended New Hope, then those students would likely arrive by a cab.

Commissioner Sigalos asked what would happen to the existing location in Niles, would it remain open and this would be an additional New Hope campus, or would that location close?

Ms. Larrance responded that the Niles location would close. She stated that the Niles location had about 65 students and that there were a total of about 25 busses/cabs that came every morning to drop students off. She said that the entire arrival and dismissal process takes about 10-12 minutes and that they have staff ushering students in and out of the vehicles during arrival and dismissal.

Mr. Hubbard asked about outdoor recreation.

Ms. Larrance replied that they did not have any outdoor recreation at their current location and that they transported students daily to the Niles YMCA. She said that the proposed facility would contain a gym, and so recreation would occur within the building. She said that outdoor recreation could potentially occur at the Buffalo Grove YMCA.

Mr. Larrance added that due to the age of the students, they don't require a recess like some of the younger grade levels would in a typical school.

Commissioner Jensen asked about funding for New Hope.

Ms. Larrance replied that funding came from the home school districts for each student and that special education services were mandated by the Federal Government and not by the State.

Commissioner Cherwin said that the one thing he was concerned about was traffic and that he felt the use was a good fit for the building and that he would support it provided that there was no major traffic impact.

Commissioner Sigalos asked about the kitchen that was shown on the floor plan.

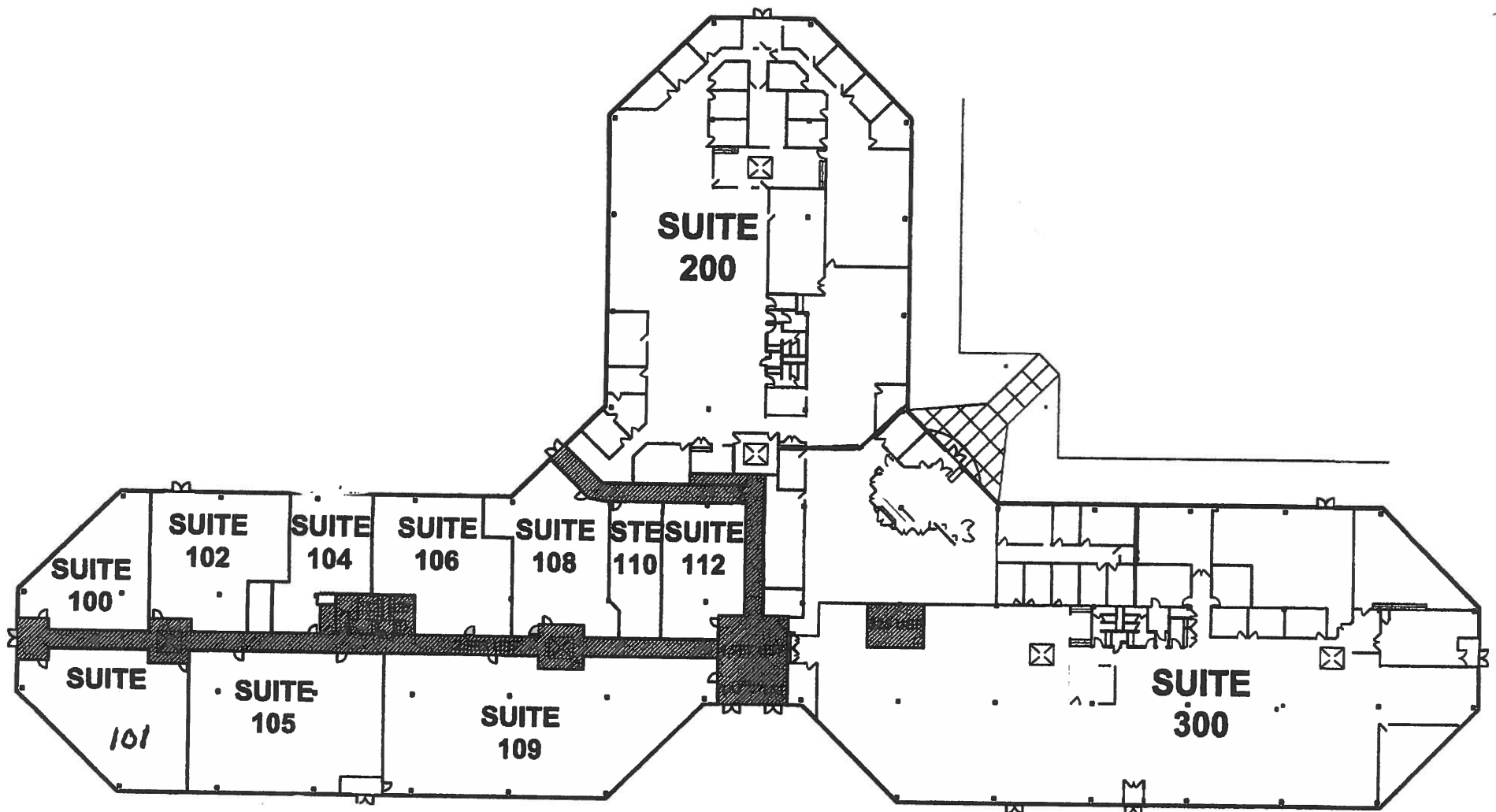
Ms. Larrance replied that students brought their own lunches and that the kitchen would just be used for cooking and life skills lessons.

Commissioner Green said he thought the use was a great fit and encouraged the applicant to proceed forward.

RECOMMENDATION

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

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



Demising Plan

Scale: Not To Scale

5.25.2012

LW ARLINGTON LLC

ARLINGTON CORPORATE CENTER
ARLINGTON HEIGHTS, ILLINOIS

WRIGHT HEEREMA | ARCHITECTS
X:270250

5812 W. HIGGINS AVENUE
CHICAGO, ILLINOIS 60630

MM SURVEYING CO., INC.
PROFESSIONAL DESIGN FIRM NO.184-003233

" ALTA/ACSM LAND TITLE SURVEY "
OF

PHONE:773/282-5900
FAX: 773/282-9424

PARCEL 1:
ALL THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND OF THE NORTH 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE WEST LINE OF FREEDOM SMALL FARMS, A SUBDIVISION OF PARTS OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 8, AND LYING SOUTH OF THE CENTER LINE OF FAIRVIEW LANE, AS SHOWN UPON PLAT OF SAID SUBDIVISION, EXTENDED TO THE WEST, IN COOK COUNTY, ILLINOIS;
EXCEPTION PORTION A: THE EAST 597.14 FEET THEREOF;
EXCEPTION PORTION B: THAT PART TAKEN AND CONDEMNED IN CASE NO. 70 L 9667 BY THE DEPARTMENT OF PUBLIC WORKS AND BUILDINGS OF THE STATE OF ILLINOIS FOR RELOCATED ARLINGTON HEIGHTS ROAD;
EXCEPTION PORTION C: THAT PART LYING NORTHERLY OF THE NORTHERLY LINE OF RELOCATED ARLINGTON HEIGHTS ROAD.

PARCEL 2:
THE WEST 287.14 FEET OF THE EAST 597.14 FEET OF THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND OF THE NORTH 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE WEST LINE OF FREEDOM SMALL FARMS, A SUBDIVISION OF PARTS OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 8, AND LYING SOUTH OF THE CENTER LINE OF FAIRVIEW LANE (EXTENDED TO THE WEST) AS SHOWN UPON PLAT OF SAID SUBDIVISION, EXTENDED TO THE WEST, IN COOK COUNTY, ILLINOIS;
EXCEPTION PORTION A: THAT PART CONVEYED BY REINHOLD AND RUTH E. RUEVE TO THE STATE OF ILLINOIS FOR THE USE OF THE DEPARTMENT OF PUBLIC WORKS AND BUILDING BY DEED DATED JULY 16, 1970 AND RECORDED AUGUST 14, 1970 AS DOCUMENT NO. 21227390;
EXCEPTION PORTION B: THAT PART LYING NORTHERLY OF THE NORTHERLY LINE OF RELOCATED ARLINGTON HEIGHTS ROAD, BEING A LINE DRAWN BETWEEN A POINT IN THE EAST LINE OF THE AFORESAID WEST 287.14 FEET THAT IS 404.89 FEET SOUTH OF THE AFORESAID EXTENSION OF THE CENTER LINE OF FAIRVIEW LANE, AS MEASURED ALONG THE EAST LINE OF THE AFORESAID WEST 287.14 FEET, AND A POINT IN THE WEST LINE OF THE AFORESAID EAST 597.14 FEET THAT IS 192.276 FEET SOUTH OF THE AFORESAID EXTENSION OF THE CENTER LINE OF FAIRVIEW LANE.

TOTAL LAND AREA: 236,473 SQ. FT. (5.4287 AC.)

COMMON ADDRESS: 3250 NORTH ARLINGTON HEIGHTS ROAD, ARLINGTON HEIGHTS, ILLINOIS 60004-1563

PIN # 03-08-102-035

PIN # 03-08-102-029

ZONING INFORMATION (SOURCE: ARLINGTON HEIGHTS WEBSITE: WWW.AH.IL.GOV)

THE PROPERTY DESCRIBED ABOVE IS LOCATED IN ZONE M-2 RECREATION, DEVELOPMENT AND LIGHT MANUFACTURING DISTRICT (ACCORDING TO ARLINGTON HEIGHTS MUNICIPAL CODE - SEE CHAPTER 28 SECTION 5.1-17 FOR DETAILS)

MINIMUM YARD REQUIREMENTS (5.1-17.7)

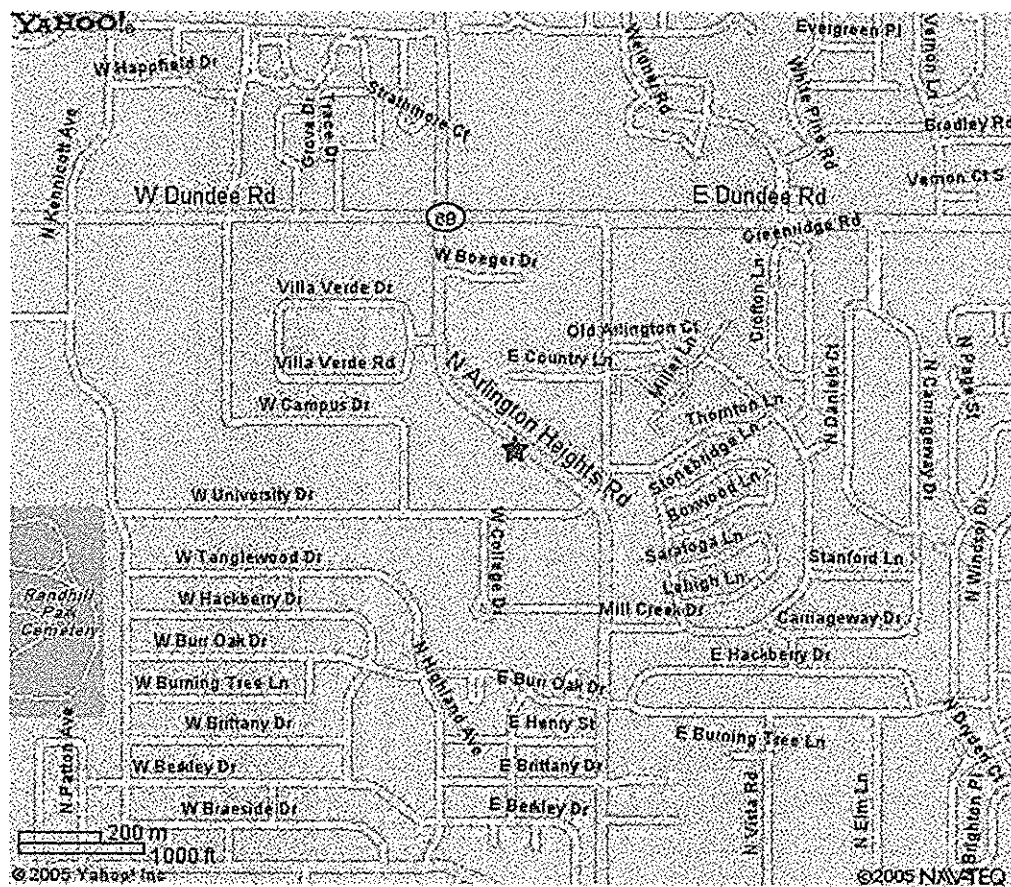
- FRONT YARD: 50 FEET
- SIDE YARD: 10% OF LOT WIDTH OR 25 FEET WHICHEVER IS GREATER
- REAR YARD: 30 FEET (50 FEET IF PROPERTY IS ADJACENT TO RESIDENTIAL DISTRICTS)

MAXIMUM FLOOR AREA RATIO: 250% (5.1-17.9)

MAXIMUM BUILDING COVERAGE: 200% (5.1-17.10)

MAXIMUM BUILDING HEIGHT: NO REQUIREMENTS (5.1-17.11)

VICINITY MAP



GENERAL NOTICE

THE RECORDED NORTHERN ILLINOIS GAS COMPANY GAS MAIN EASEMENT IS PLOTTED ON THIS PLAN PER EXHIBIT "A" PER DOC. #80072556. THE RECORDED COMED AND ILLINOIS BELL TELEPHONE COMPANY EASEMENT IS PLOTTED ON THIS PLAN PER EXHIBIT "A" PER DOC. #80074302. THESE UTILITY EASEMENTS ARE PLOTTED ON THIS PLAN OF SURVEY BASED ON THESE CHANGES. IT IS CRITICAL THAT THESE UTILITIES BE LOCATED ON THIS SITE BY JULY AND APPROPRIATE UNDERGROUND UTILITY LOCATION SPECIALISTS BEFORE EXCAVATION, THEREFORE THEIR LOCATION CAN BE VERIFIED.

SUBJECT UNIT

PARCEL 1

PARCEL 2

LOT 9
(ALSO KNOWN AS "THE HILLSIDE PARCEL")

564.64 M.

202.43 M.

ORDER NO. 69225
SCALE: 1 INCH = 30 FEET
FIELDWORK COMPLETION DATE: FEBRUARY 28, 2006
ORDERED BY: HEINRICH & KRAMER
UPDATED: NOVEMBER 15, 2006
EASEMENTS PLOTTED: JANUARY 15, 2007

LEGEND:

- | | | |
|-------------------|-----------------------|----------------|
| CHAIN LINK FENCE | IRON ROD | STREET LIGHT |
| WOOD FENCE | POINT OF CURVATURE | LIGHT POST |
| IRON FENCE | RIGHT OF WAY | LANDSCAPE LAMP |
| CONCRETE PAVEMENT | UTILITY POLE | FIRE HYDRANT |
| BACK OF CURB | HANDICAPPED SPACE | WATER VALVE |
| EDGE OF CONCRETE | SEWER MANHOLE | STREET SIGN |
| PROPERTY LINE | CATCH BASIN | DECIDUOUS TREE |
| PROPERTY CORNER | CURB INLET | EVERGREEN TREE |
| IRON PIPE | UTILITY POLE W/ WIRES | IRON GUARD |

PAINTED PARKING SPACES:
265 REGULAR
6 HANDICAPPED
271 TOTAL

CERTIFY TO:
1) LW ARLINGTON LLC
2) CHICAGO TITLE INSURANCE COMPANY
3) FIRST BANK

FLOOD CERTIFICATION:
THE PROPERTY DESCRIBED ABOVE IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA.
FLOODWAY MAPS: N/A
FLOODWAY ON PROPERTY: NO
MAP: LATEST DATE MAP
COMMUNITY NAME: ARLINGTON HEIGHTS VILLAGE OF
COMMUNITY NUMBER: 120056
PANEL NUMBER: 0003
MAP NUMBER: 170100003 E
EFFECTIVE DATE: NOVEMBER 5, 2000
FLOOD ZONE: X
BASE FLOOD ELEVATION FROM FIRM (40.5FT): 11A/ NOV 1920.

TO LW ARLINGTON LLC; CHICAGO TITLE INSURANCE COMPANY; FIRST BANK:
THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 1.2, 3.4, 5.7b, 7b-1, 7c, 8.9, 10.11a OF TABLE A THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION. UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS LAND SURVEYOR REGISTERED IN THE STATE OF ILLINOIS, RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

DATE: January 15, 2007
John J. Kramers
REGISTRATION NO. 022-003525
LIC. EXP. 11/30/2008



EXECUTIVE SUMMARY

NewHope Academy is a therapeutic day school serving the needs of students with Emotional Disabilities, Autism/Aspergers, Other Health Impairments, and Specific Learning Disabilities. Since its inception in September of 2000, over 500 students have utilized our program acquiring coping skills ensuring their success whether returning to their home school, continuing their education, or entering the job market.

OUR MISSION

NewHope Academy's mission is to provide students with a safe, therapeutic, and educational environment where they develop skills to become effective learners, gain personal insight, and acquire coping strategies to not only earn school credit, but achieve their intellectual and social-emotional potential.

CURRENTLY WE SERVE

- Grades 6 – 12
- Ages 11 – 21 years
- Students in the average to superior range of cognitive ability
- Students with:
 - Emotional Disturbance (ED)
 - Autism/Aspergers (AUT)
 - Other Health Impairment (OHI)
 - Specific Learning Disability (SLD)
- An average enrollment of 65 students
- An average daily attendance of 93%
- Ten junior high students (grades 6-8)
- 55 high school students (grades 9-12)



OUR GENERAL PHILOSOPHY

At NewHope, we provide students with a small, safe, and supportive educational environment where we treat them with respect and protect their privacy. Academic and personal success at NewHope is based on:

- Appreciation of individual differences and support for the development of the student's individual goals
- Discovering the student's strengths and understanding his/her challenges in learning how to advocate in an effective manner
- The application of a concept we call the "Principle of Time and Place"

6289 W Howard Street • Niles IL 60714 • Phone 847.588.0463 • Fax 847.588.0464 • www.nhaweb.com

CONFIDENTIAL-DO NOT DISSEMINATE. This business plan contains confidential, trade-secret information and is shared only with the understanding that you will not share its contents or ideas with third parties without the express written consent of the plan author.

EDUCATIONAL PROGRAM



Curriculum Night

- Academic integrity is maintained by addressing the Common Core Standards and/or Illinois State Learning standards in each academic subject
- Classroom environment that is student-based and interactive
- Tools that facilitate the development of executive functioning abilities and organization skills
- Student accommodations made based on cognitive strengths and needs
- Active case management that maintains ongoing contact with parents and home school

TREATMENT MODEL

- Multi-context treatment approach (in session, at home, in the classroom)
- Collaborative goal development with the student and his/her family
- Required family participation in treatment
- Focus on emotion-management skills
- Individualized and group social skill development
- Coordination of care with outside professionals (therapists, psychologists, psychiatrists, tutors, etc.)
- Parent support groups

THE NEWHOPE STUDENT



Tends to:

- Have an average to above-average intelligence
- Withdraw socially and emotionally
- Experience difficulty “fitting in” a mainstream environment
- Have difficulty reading social cues
- “Slip through the cracks” until their problems are severe
- Procrastinate (specifically with homework assignments and long-term projects)
- Have difficulty with executive functioning
- Have talents in art and music
- Have the potential for academic achievement
- Struggle with gross and fine motor skills
- Difficulty with social skills
- Use frequent illness as a means to avoid school and may become “school phobic”

- Appear sad, lonely, hopeless, or depressed
- Harbor anger and hostility but does not act out violently in school or in the community

THE SCHOOL DAY/YEAR

NewHope Academy is an 11-month program consisting of three semesters.

- During Semester I and Semester II, students are enrolled in six academic courses and one elective course per semester. Final exams are taken during Semesters I and II. NewHope typically begins the school year in August and graduation occurs at the end of May for a total of 176 days. Hours of operation are 8:00am-2:30pm Monday through Thursday. 9:00am-2:30pm on Friday.
- During Semester III, students complete two courses, earning two high school credits at an accelerated pace during the months of May, June, and July, 28 days total. Students must maintain a 90% attendance rate to earn this credit. Hours of operation are 8:00am-1:00pm Monday through Thursday. 9:00am-1:00pm on Friday.



BUSINESS DEVELOPMENT

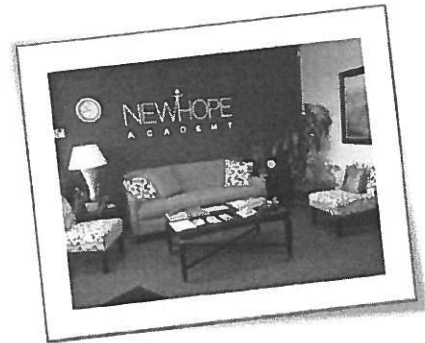
NewHope Academy (NHA) is currently leasing 13,000 square feet of warehouse space that has been converted into a school. This space limits enrollment to 65 students and we have consistently operated at maximum capacity. NHA currently services students in grades 6-12; however, with additional physical space, we could increase our current programs and services as well as open our doors to students in the elementary grades and for post high school programs.

We are interested in expanding our space. Additional space would fit our needs, allowing us to serve over 75+ students. In the year 2012, the State of Illinois outsourced 8,582 students to therapeutic day schools. Of the disabilities outsourced, NHA serves three of the four fastest growing disabilities; Emotional Disabilities, Autism, and Learning Disabilities. Due to our current space limitations, we are in the unfortunate position of turning away students in desperate need of our therapeutic and educational services. A larger space would enable us to immediately accept appropriate students versus putting them on a waiting list and/or losing them to other facilities.

NHA is among the best therapeutic day schools in the State of Illinois; known for rigorous academics and dynamic therapeutic



services. NHA teachers are dually certified in content area and special education and all therapists are Licensed Clinical Psychologists. All staff are full time and dedicated to supporting students academically and therapeutically. Most importantly, when students transition to their next environment, they are prepared to compete with their peers academically as well as manage their emotions to become successful adults.



Our well-trained and highly-qualified staff are the reason why NHA is known as the best school in Illinois serving the needs of bright students with emotional challenges. NewHope is recognized as a National School of Excellence through National Association of Special Education Teachers (NASSET). In addition, NHA was recently listed on TheBestSchools.org, as "One of the best schools in Illinois to work with students with Autism."

RECEIVED

JAN 17 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

REVIEW CRITERIA

LAND USE VARIATION CRITERIA

1. **The property in question cannot yield a reasonable return if permitted to be used only for the conditions allowed by the regulations in that zone.**

3250 N. Arlington Heights Road has been over 70% vacant for more than 5 years. The national headquarters of Anthology publishing company previously occupied 70% of the building. Anthology was acquired by R.R. Donnelley who exited the building in 2011. Despite the best efforts of the CBRE and NAI/Hiffman leasing teams the property has been unable to move above the 30% leased level.

2. **The plight of the owner is due to unique circumstances.**

The attributes that make the building a perfect fit for NewHope, open ceilings, no common corridor and large contiguous vacant space, are the same attributes that inhibit leasing at the property. The cost to subdivide, build a common corridor and install drop ceilings in order to attract traditional office tenants is cost prohibitive.

3. **The Variation, if granted, will not alter the essential character of the locality.**

The unique cloverleaf design of the building allows for NewHope to be the sole tenant in the 200 Wing, physically isolated from any other tenant, with their own dedicated entrance and bathrooms. The building's multiple roof mounted package HVAC units offer NewHope complete control over the physical environment of the students. The open ceiling design of the building eliminates the claustrophobic feel often found in other locations. With a parking ratio in excess of 4/1,000 the property provides ample parking for the 24 full time NewHope staff members.

The multiple parking lot entrances off Arlington Heights Road and University Avenue allow for safe and efficient ingress and egress from the property. The students will be delivered by the client school districts using vans and small buses that are easily staged along the west and south sides of the building, away from busy streets and immediately adjacent to NewHope's dedicated building entrance.

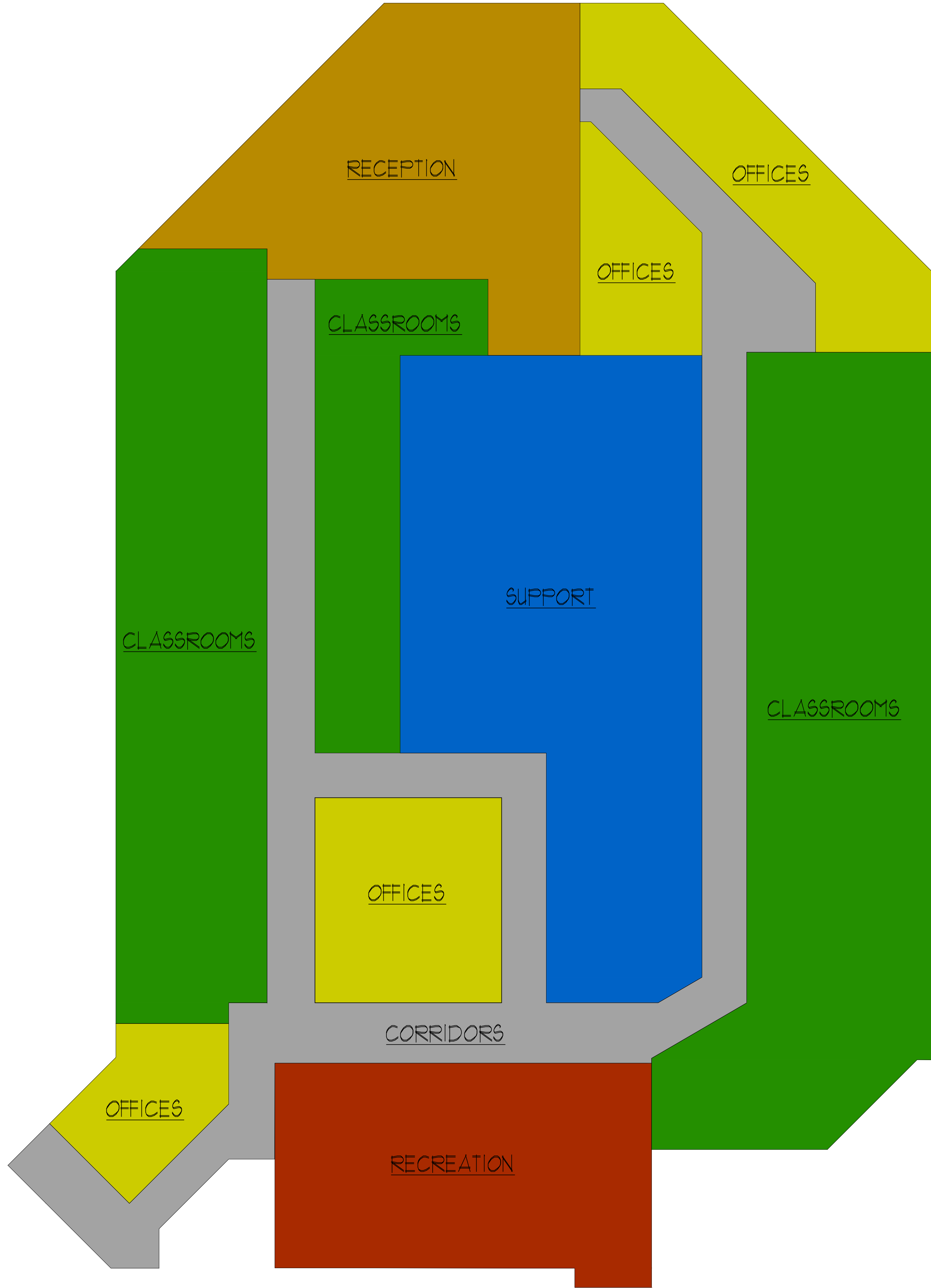
NewHope Academy is a private therapeutic day school servicing students' ages 11 through 21, grades 6 through 12, with special needs. NewHope students are average to above average intelligence, exhibit internalizing behaviors, and are typically diagnosed with an Emotional Disability or Autism.

NewHope is one of the most well-known therapeutic day schools in Northern IL, servicing over 30 school districts within a 60 miles radius. NewHope staff are highly trained experts in the areas of working with students with special needs both academically and therapeutically.

Because NewHope's students come from such a wide geographic area the 3250 N. Arlington Heights Road location is critical, with its easy access to the 355/53 north-south corridor and the Dundee & Lake Cook Road east-west corridors.

NewHope currently works with students in the 214 school district, both junior high and high school. By moving to Arlington Heights we hope to enhance that relationship. NewHope's mission is to provide rigorous academics with an intense level of therapeutic support; the end goal being to support very bright students in becoming productive members of society.

When NewHope Academy becomes part of the Village of Arlington Heights, the city will benefit not only by fostering the existing relationship between 214 and NewHope, Arlington Heights will also play a greater role in helping NewHope educate students and foster their independence towards becoming productive adults.



1 FLOOR PLAN DIAGRAM
DS01 1/8" = 1'-0"
16.409 USF



REVISIONS	
NEW HOPE ACADEMY 3250 Arlington Heights Rd., Arlington Heights, IL FLOOR PLAN DIAGRAM	
2610 Lake Cook Road Suite 280 Riverwoods, IL 60015 Ph.: (847)940-0300 Fax: (847)940-1045	Partners in Design ARCHITECTS
PROJECT NO.: 199.16.131	
DRAWN BY: CTS	CHECKED BY: WHB
DATE: 02.21.11	
SHEET NO.: DS01	



MEMORANDUM TO: David Larrance
NewHope Academy

FROM: Brendan S. May
Consultant

Luay R. Aboona, PE
Principal

DATE: January 11, 2017

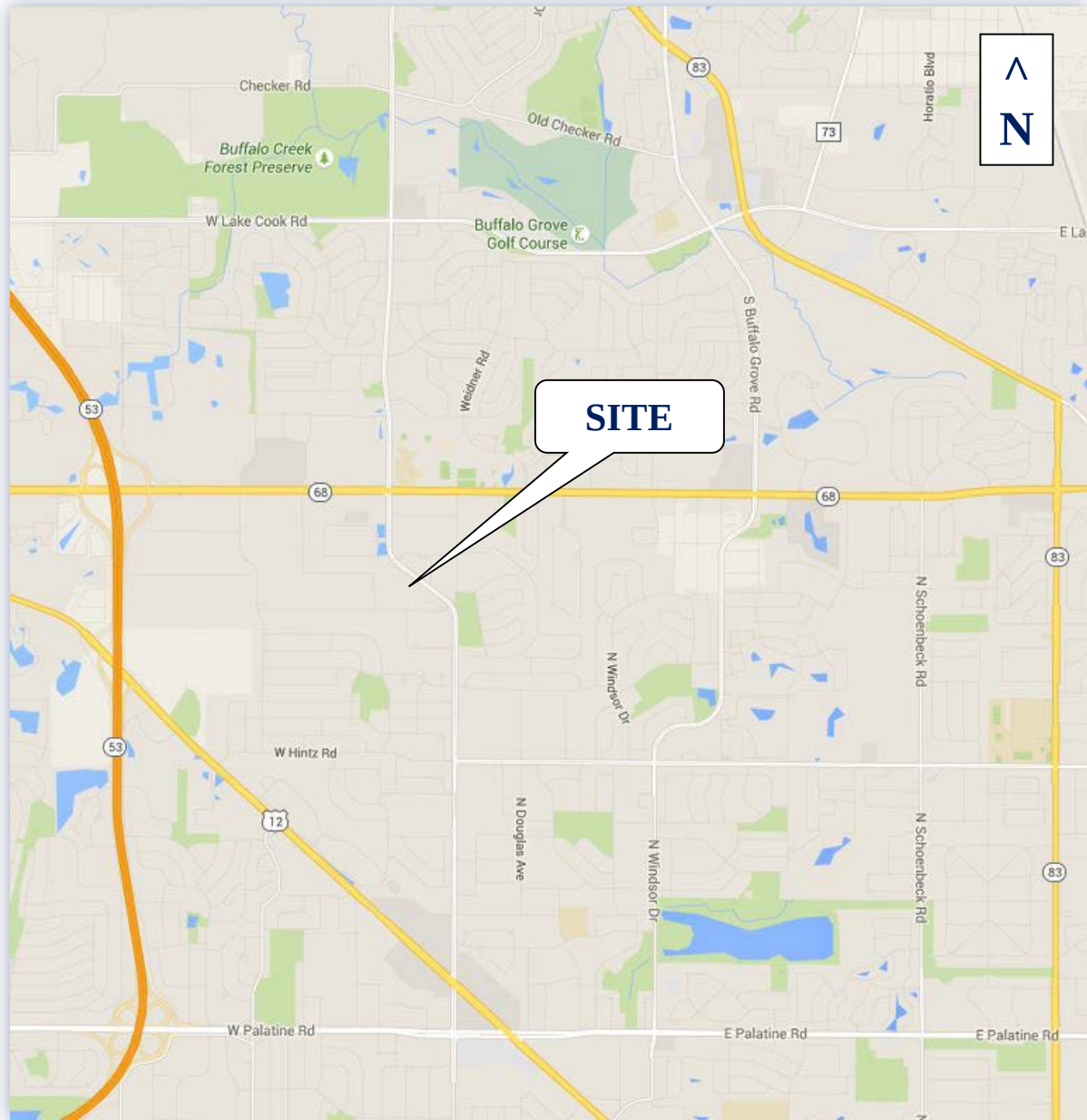
SUBJECT: NewHope Academy Relocation
Arlington Heights, Illinois

This memorandum summarizes the methodologies, results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the relocation of the NewHope Academy from its existing location at 6289 Howard St in Niles, Illinois to 3250 N. Arlington Heights Road in Arlington Heights, Illinois. The site, which is currently vacant office tenant space, is located on the west side of Arlington Heights Road approximately 550 feet north of University Drive. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site as it relates to the surrounding area.

The NewHope Academy (NHA) is a free standing therapeutic day school serving the needs of students with emotional challenges. NHA serves students grades 6 through 12 with emotional disabilities, autism, learning disability, and other health impairments who are in need of an alternative school program, which is supportive, therapeutic and educational. As proposed, NHA will occupy approximately 16,000 square feet in the southwest vacant wing within the office building. Access to the building is to be provided via the two existing access drives off Arlington Heights Road.

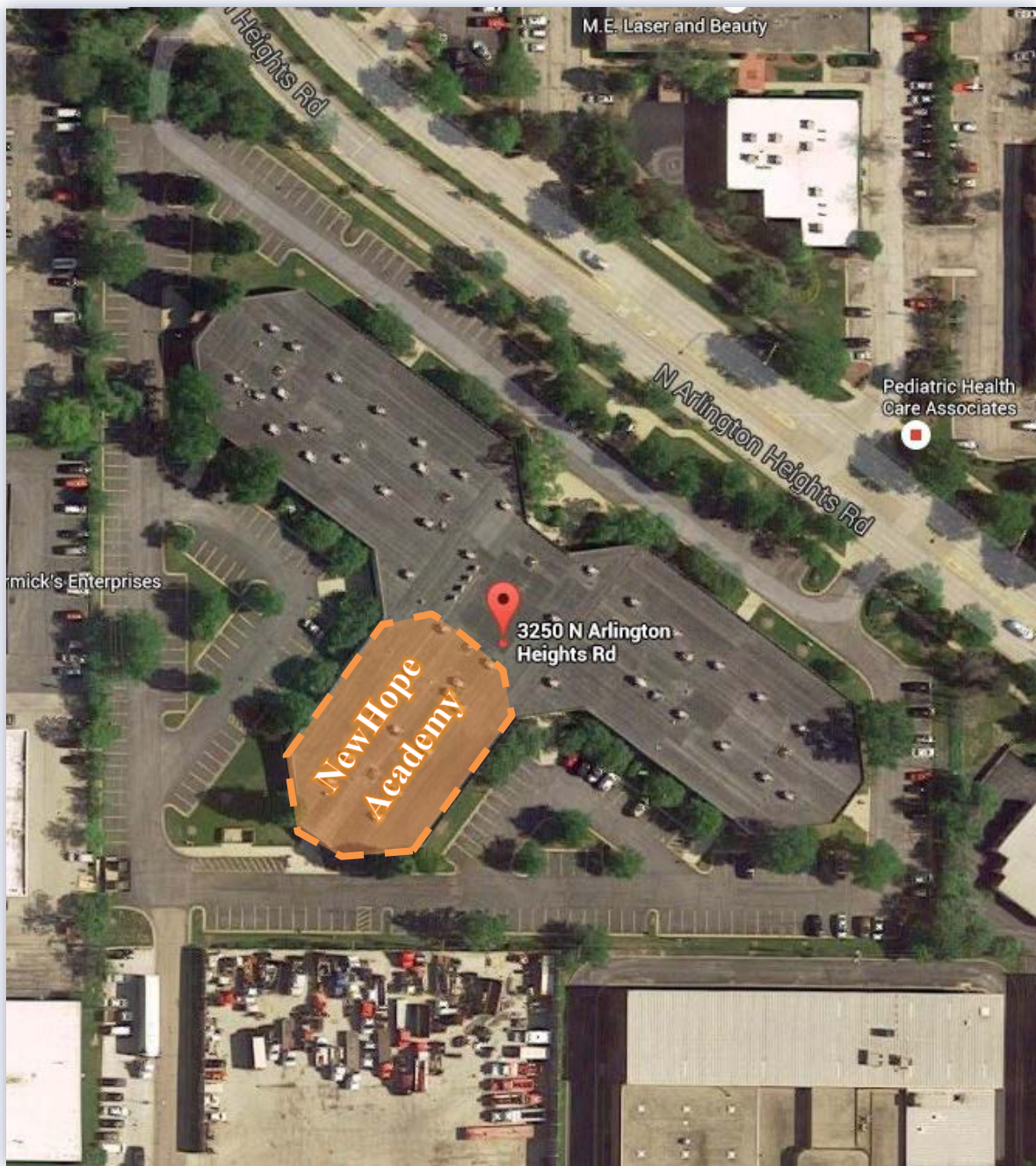
The following sections of this memorandum present the following.

- Existing roadway conditions including traffic volumes for the weekday morning and weekday afternoon peak hours
- A detailed description of the school and proposed operations
- Vehicle trip generation for the proposed school
- Directional distribution of school-generated traffic
- Future transportation conditions including access to and from the school
- Evaluation of the parking supply



Site Location

Figure 1



Aerial View of Proposed School

Figure 2

Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

Site Location

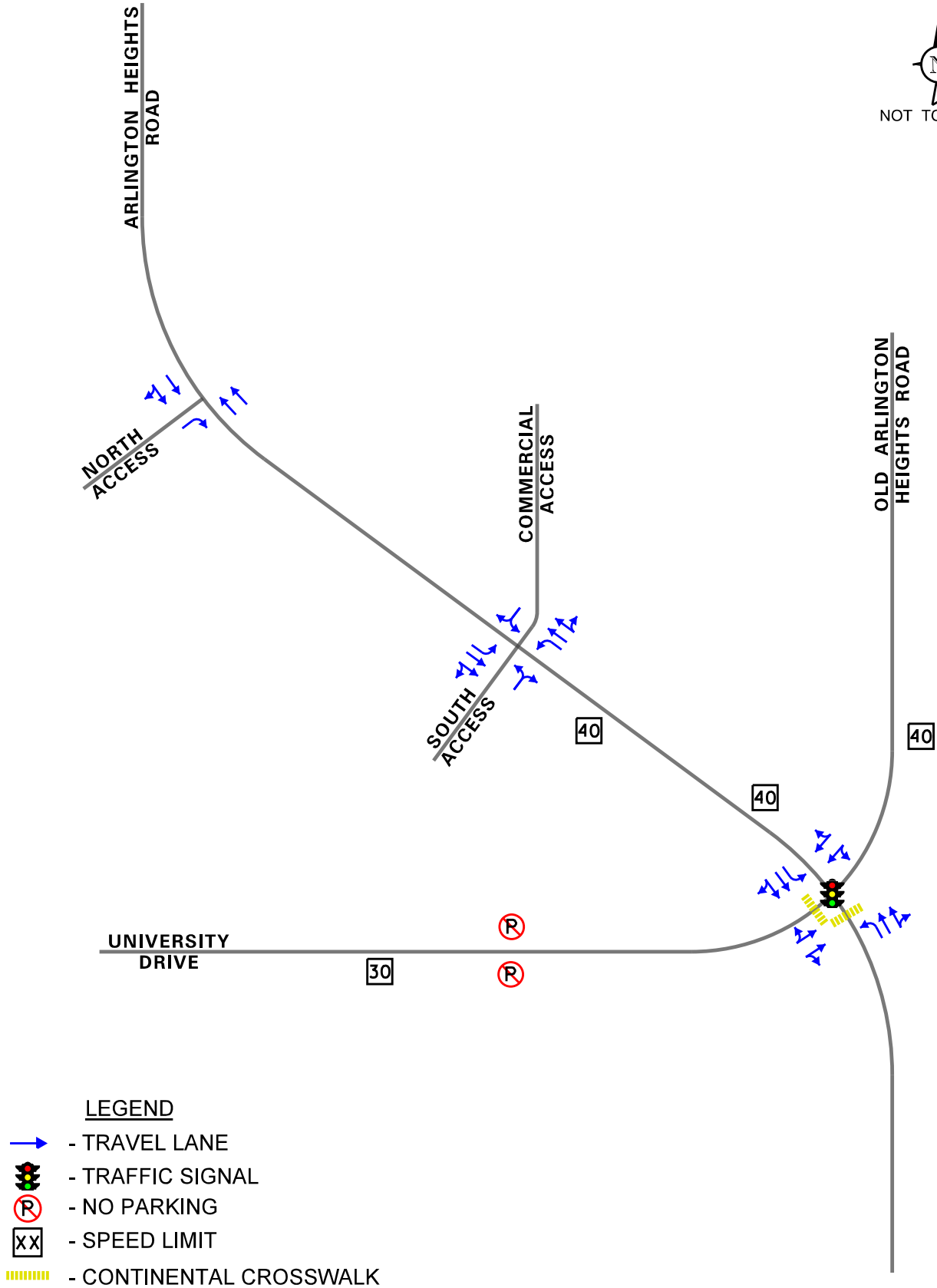
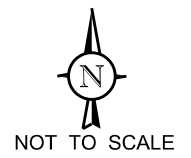
The site is located at 3250 N. Arlington Heights Road and contains a three wing office building totaling approximately 72,000 square-feet. Two wings of the office building are vacant with a total of 35,000 square feet of tenant space and the third wing containing of six tenants and 20,460 square feet of available tenant space. As proposed, the school will occupy the southwest vacant wing of the office building. Access to the site is currently provided via two access drives on Arlington Heights Road. The site provides a total of 271 parking spaces. Land uses in the vicinity of the site are primarily commercial and industrial to the north, south and west and primarily residential to the east.

Existing Roadway System Characteristics

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

Arlington Heights Road is a north-south roadway that provides two lanes in each direction separated by a raised landscaped median. At its signalized intersection with University Drive, Arlington Heights Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. The northbound approach provides a high visibility crosswalk. At its unsignalized intersection with the site's southern access drive and the commercial access drive located opposite the south access drive, Arlington Heights Road provides an exclusive left-turn lane, through lane and shared through/right-turn lane on both approaches. At its unsignalized intersection with the site's northern access drive, Arlington Heights Road provides a through lane and a shared through/right-turn lane on the southbound approach. The raised landscape median creates a physical barrier limiting the north access drive to right-in/right-out movements only. Arlington Heights Road is under the jurisdiction of the Cook County Department of Transportation and Highways, carries an average daily traffic (ADT) volume of 21,800 vehicles and has a posted speed limit of 40 miles per hour.

University Drive is an east-west roadway that provides one lane in each direction. At its signalized intersection with Arlington Heights Road, University Drive provides a shared left-turn/through lane, a shared through/right-turn lane and a high visibility crosswalk on the eastbound approach. The westbound approach at this intersection is Old Arlington Heights Road that provides a shared left-turn/through land and a shared through/right-turn lane. University Drive is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 30 miles per hour. Old Arlington Heights Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has a posted speed limit of 40 miles per hour.



- LEGEND**
- TRAVEL LANE
 - TRAFFIC SIGNAL
 - NO PARKING
 - SPEED LIMIT
 - CONTINENTAL CROSSWALK

PROJECT:
NewHope Academy
Relocation
Arlington Heights, Illinois

TITLE:
Existing Roadway Characteristics

KLOA
Job No: 17-006

Figure: 3

NewHope Academy Operations

The NHA is an alternative day schools for students, grades 6 to 12, who are in need of an alternative school program, which is supportive, therapeutic and educational and for students who may be identified with emotional disabilities, autism, learning disability, and other health impairments. The school day for NHA is from 8:15 A.M. to 2:30 P.M. and NHA currently has approximately 26 staff members and approximately 65 students. Office hours for the schools are 7:00 A.M. to 5:00 P.M. and majority of the staff arrives before 8:00 A.M. and leaves after 4:00 P.M.

Pick-Up/Drop-Off Operations

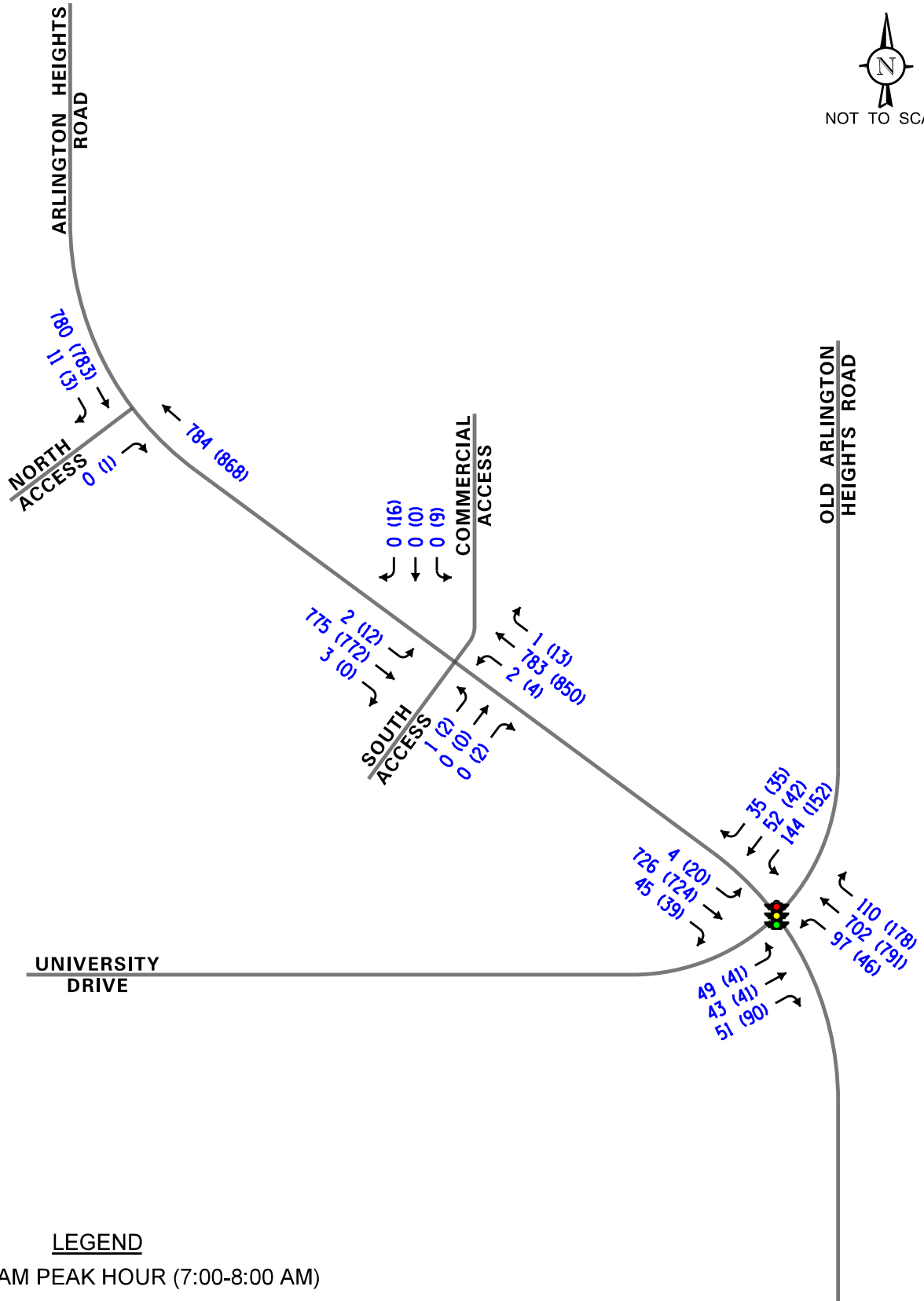
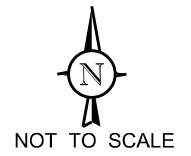
Students for NHA arrive via buses, vans or taxis. These vehicles transport the students from their home school and are provided by the home school district in which the student lives in. Drop-off operations for NHA begin at 8:15 A.M. with vehicles beginning to queue at 8:00 A.M. Pick-up operations begin at 2:30 P.M. with vehicles beginning to queue at 2:00 P.M. During both activities, multiple staff members advance vehicles waiting in queue to the front door while other faculty members walk students between the school building and their vehicle. There are currently 14 parking spaces within the vicinity of the existing school reserved for use by NHA. Pick-up/drop-off activities occur in front of these parking spaces to not obstruct parking spaces of other businesses while loading students. Based on the operations of NHA, staff arrival/departure occur before and after student drop-off/pick-up

Existing Traffic Volumes

Manual turning movement traffic counts using Miovision Scout Collection Units were conducted on Wednesday, January 4, 2017 during the morning (7:00 to 9:00 A.M.) and the afternoon (2:00 to 4:00 P.M.) peak hours at the following intersections:

- Arlington Heights Road with the Southern Full Movement Access Drive
- Arlington Heights Road with the Northern Right-In/Right-Out Access Drive

These counts were supplemented with counts previously conducted at the intersection of Arlington Heights Road with Old Arlington Heights Road/University Drive on Tuesday, April 19, 2016. These time periods were selected as they represent the peak periods of the proposed school. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:00 A.M. to 8:00 A.M. and the afternoon peak hour of traffic occurs from 3:00 P.M. to 4:00 P.M. The existing peak hour traffic volumes are illustrated in **Figure 4**. These peak hours were utilized in the traffic study even though the student drop-off activities occur after 8:00 A.M. and pick up activities occur at 2:30 P.M.



LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

PROJECT:
NewHope Academy
Relocation
Arlington Heights, Illinois

TITLE:
Existing Traffic Volumes

KLOA
Job No: 17-006

Figure: 4

Traffic Characteristics and Operation of NewHope Academy

To evaluate the impact of the school on the area roadway system, it was necessary to quantify the number of vehicle trips the school will generate during the weekday morning and weekday afternoon peak hours and then determine the directions from which this traffic will approach and depart the site.

Proposed Operations of NewHope Academy

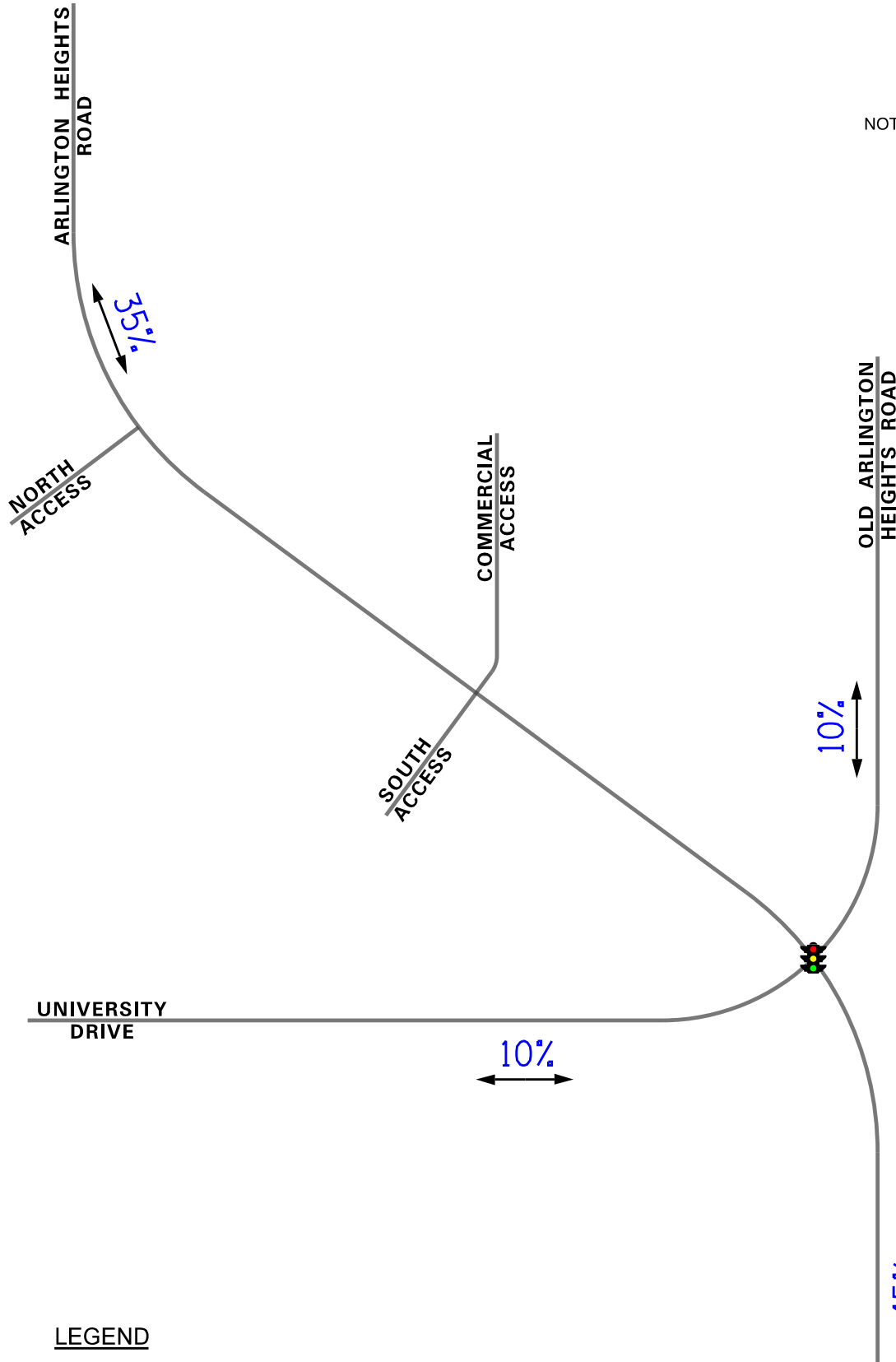
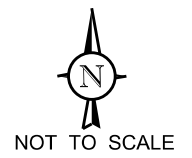
As proposed, the existing school buildings located in Niles, Illinois will be relocated to the office building at 3250 Arlington Heights Road. NHA will be located in the southwest wing of the building and will occupy approximately 16,000 square-feet of building space. With the relocation to the new facility, the school is projected to maintain their current hours of operation. However, the number of staff is projected to increase to 30 and the number of students is projected to increase to 80. Access to the schools will be provided via the two existing access drives on Arlington Heights Road. The southern access drive is a full movement access drive and provides one inbound lane and one outbound lane and the northern right-in/right-out access drive provides one inbound lane and one outbound lane. Both access drives are under stop sign control.

Pick-Up and Drop-Off Operations

In order to provide efficient drop-off and pick-up of students, it is recommended that the pick-up and drop-off traffic enter the parking lot via the southern access drive and circulate clockwise around the site. The loading zone for NHA is proposed to be along the south side of the building. With queues starting at the intersection of the east-west drive aisle with the north-south drive aisle to the west of the vestibule. Consistent with the existing pick-up and drop-off operations and with the assistance of staff members, students will be unloaded one vehicle at a time at the main entrance. One or more staff members will be used to advance vehicles within the loading zone to efficiently manage the queue of vehicles. The pick-up and drop-off traffic will then exit the site via the northern access drive. These operations will be similar to the operations currently in effect at the school which will be a system familiar by both staff and the drivers of student transportation vehicles. Similar to their existing facility, it is recommended that 20 parking spaces on the south side of the east-west drive aisle in the vicinity of the school be reserved for NHA due to the projected increase in the number of staff members.

Directional Distribution of Site Traffic

The directional distribution of how traffic will approach and depart NHA was based on the existing travel patterns, the existing roadway characteristics and the traffic controls surrounding the site. **Figure 5** illustrates the estimated directional distribution for NHA traffic. As previously indicated it is recommended that the pick-up/drop-off traffic exit the site via the northern access drive to promote efficient on site circulation. Due to the raised median, all traffic will be required to turn right. As such, the percentage of traffic projected to travel north on Arlington Heights Road upon egress was assigned to turn left onto Old Arlington Heights Road or right onto University Drive.



LEGEND

00% - PERCENT DISTRIBUTION

PROJECT:
NewHope Academy
Relocation
Arlington Heights, Illinois

TITLE:
Estimated Directional Distribution

KLOA
Job No: 17-006

Figure: 5

Site Traffic Generation

The estimate of traffic to be generated by the proposed school was based on observations of drop-off and pick-up activity occurring at the existing school during the drop-off/pick-up time periods. School officials have indicated that they expect the number of students to increase from 65 to 80 students. Therefore, the existing student transportation vehicles observed were increased proportionally to reflect increased student enrollment. **Table 1** summarizes the existing student transportation vehicle observed and the projected number of student transportation vehicles based on increased student enrollment.

Site Traffic Assignment

The peak hour traffic volumes projected to be generated by the student transportation vehicles were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**. It should be noted that the peak hour of student activity occurs between 8:00 and 9:00 A.M. and 2:00 to 3:00 P.M. In order to provide a conservative (worst case) analysis, the traffic projected to be generated by the student transportation vehicles was transposed onto the adjacent roadway peak hours (7:00 to 8:00 A.M. and 3:00 to 4:00 P.M.) where traffic along Arlington Heights Road was higher than during the school peak hours of activity.

Other Development Traffic

To account for the full occupancy of the office building, vehicle trips were generated for the remaining 39,460 square-feet of vacant tenant space located in the northwest and southeast wings of the office building. The volume of traffic generated was estimated using data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. **Table 2** tabulates the total trips anticipated from this vacant office space for the weekday morning and weekday evening peak hours and the peak hour traffic volumes were assigned to the area roadway based on the direction distribution analysis (Figure 5) and are shown in **Figure 7**.

Total Projected Traffic Conditions

Figure 8 illustrates the total projected traffic volumes that include the existing traffic volumes (Figure 4), the traffic projected to be generated by the school drop-off/pick-up activity (Figure 6) and the traffic projected to be generated by the vacant office space (Figure 7). It should be noted that the total projected traffic volumes represent a worst case condition due to the fact that the school pick-up/drop-off generated traffic was transposed on the roadway peak hour of traffic. Furthermore, the evening peak hours of traffic for the office building were transposed onto the evening peak hours of traffic for the proposed schools when operating hours for office buildings generally occur between 4:00 and 6:00 P.M. while the evening peak hours of operations for schools generally occur between 2:00 and 4:00 P.M.

Table 1

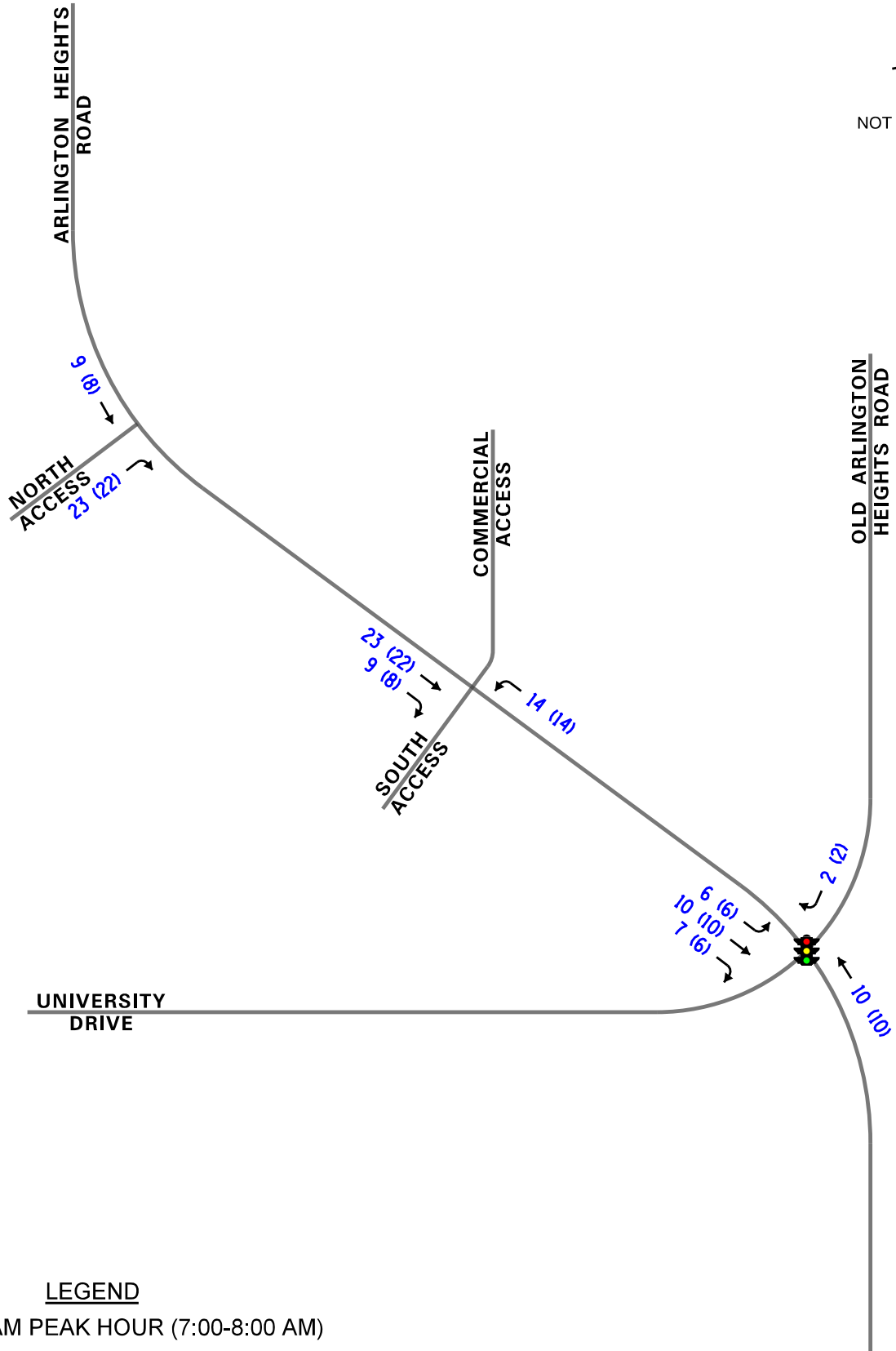
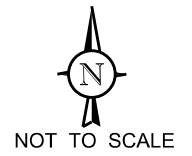
ESTIMATED SCHOOL-GENERATED TRAFFIC VOLUMES

NewHope Academy	Morning Peak Hour			Afternoon. Peak Hour		
	In	Out	Total	In	Out	Total
Existing Student Transportation Vehicles ¹	19	19	38	18	18	36
Projected Student Transportation Vehicles²	23	23	46	22	22	44
1-As observed at the existing school						
2-Increased by 23 percent due to increased student enrollment						

Table 2

ESTIMATED VACANT OFFICE BUILDING-GENERATED TRAFFIC VOLUMES

Land Use	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Vacant Office Building Tenant Space (39,460 s.f.)	80	11	91	21	102	123



LEGEND

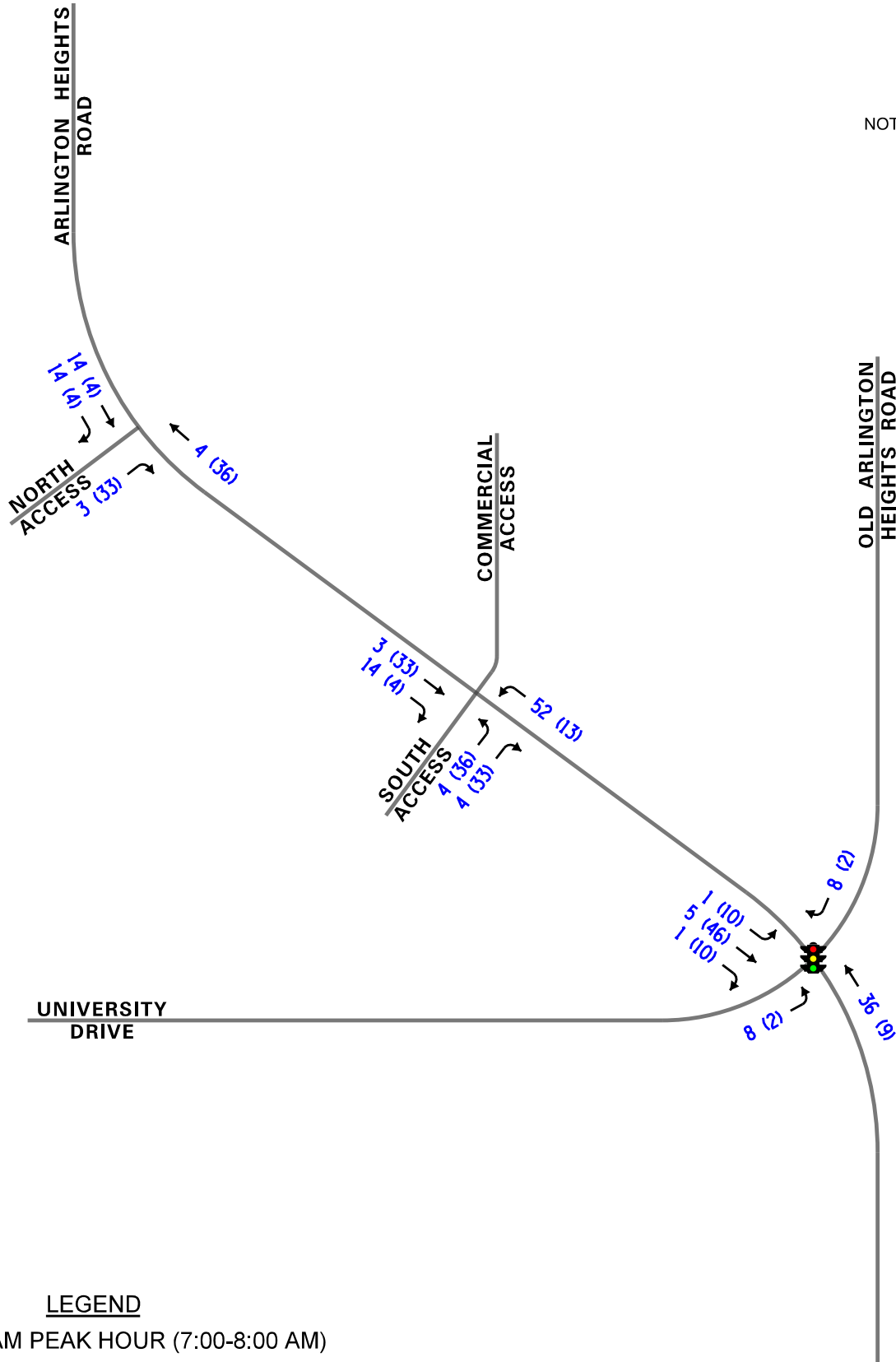
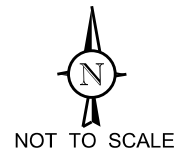
- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

PROJECT:
NewHope Academy
Relocation
Arlington Heights, Illinois

TITLE:
Estimated Site Traffic Assignment

KLOA
Job No: 17-006

Figure: 6



LEGEND

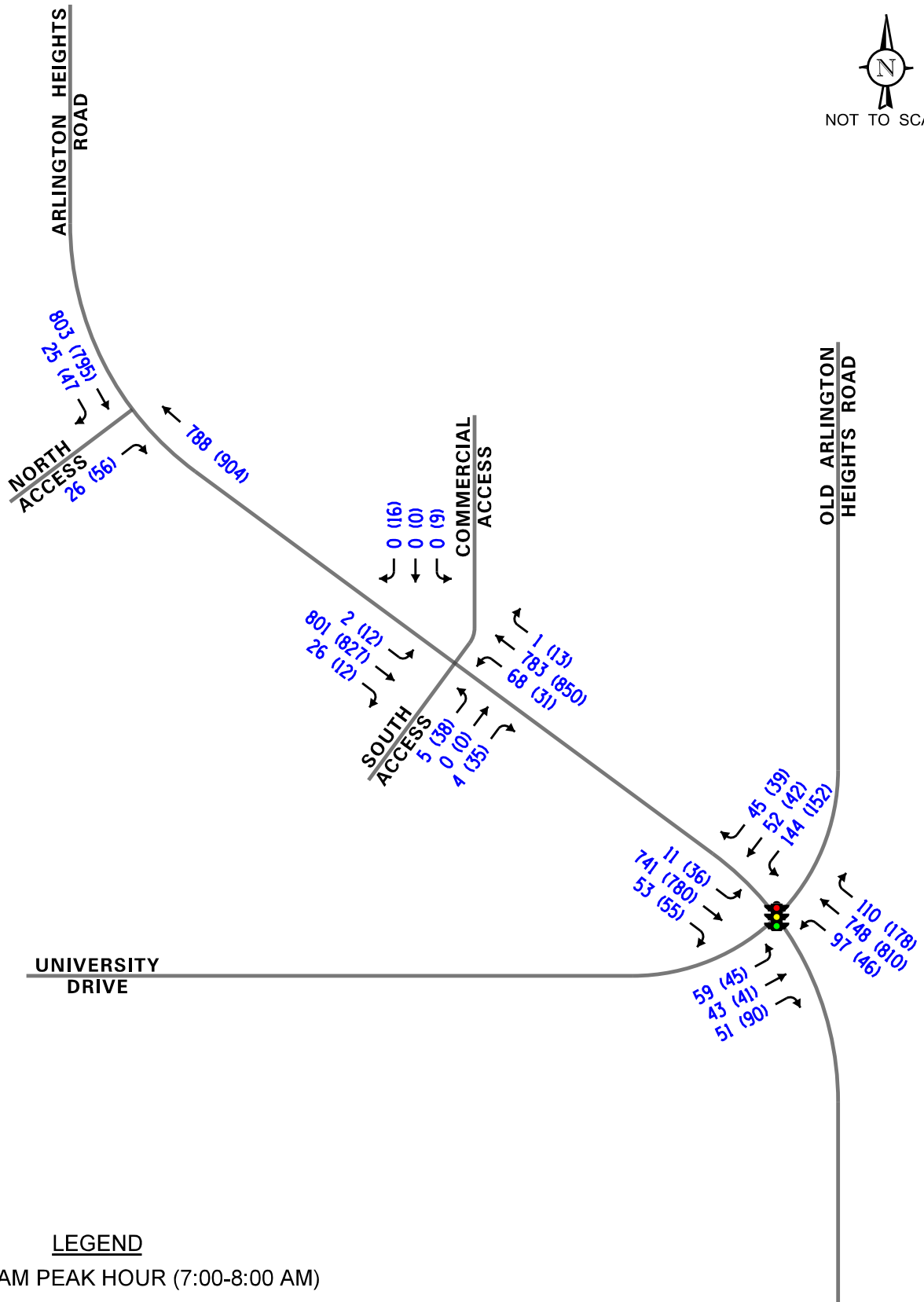
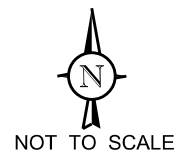
- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

PROJECT:
NewHope Academy
Relocation
Arlington Heights, Illinois

TITLE:
Vacant Office Space
Traffic Assignment

KLOA
Job No: 17-006

Figure: 7



LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

PROJECT:
NewHope Academy
Relocation
Arlington Heights, Illinois

TITLE:
Total Projected Traffic Volumes

KLOA
Job No: 17-006

Figure: 8

Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and afternoon peak hours for the existing and projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 8 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected conditions are presented in **Tables 3 and 4**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSES RESULTS – EXISTING CONDITIONS

Location	Morning Peak Hour		Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with University Drive ¹				
- Overall	B	12.1	B	12.4
- Northbound Approach	A	8.1	B	10.0
- Southbound Approach	B	12.2	B	10.4
- Eastbound Approach	B	17.1	B	14.9
- Westbound Approach	C	24.9	C	28.3
Arlington Heights Road with South Access Drive ²				
- Eastbound Approach	E	35.3	C	19.8
- Westbound Approach	--	--	C	17.5
- Northbound Lefts	A	9.9	A	9.4
- Southbound Lefts	A	9.5	A	9.2
Arlington Heights Road with North Access Drive ²				
- Eastbound Approach	--	--	B	11.0
LOS - Level of Service Delay is measured in seconds. 1-Signalized Intersection 2-Unsignalized Intersection				

Table 4
CAPACITY ANALYSES RESULTS – PROJECTED CONDITIONS

Location	Morning Peak Hour		Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with University Drive ¹				
- Overall	B	12.7	B	13.1
- Northbound Approach	A	8.9	B	11.4
- Southbound Approach	B	13.0	B	10.7
- Eastbound Approach	B	17.6	B	15.1
- Westbound Approach	C	23.4	C	28.0
Arlington Heights Road with South Access Drive ²				
- Eastbound Approach	E	38.5	D	34.5
- Westbound Approach	--	--	C	21.2
- Northbound Lefts	B	11.1	B	10.5
- Southbound Lefts	A	9.5	A	9.2
Arlington Heights Road with North Access Drive ²				
- Eastbound Approach	B	12.6	B	12.0
LOS - Level of Service Delay is measured in seconds. 1-Signalized Intersection 2-Unsignalized Intersection				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements needed to accommodate the school traffic.

Arlington Heights Road with University Drive and Old Arlington Heights Road

The results of the capacity analyses indicate that overall this intersection currently operates at level of service (LOS) B during the weekday morning and weekday evening peak hours. Assuming future conditions, this intersection is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at existing levels of service with increases in delay of less than two seconds. As such, the proposed relocation of NHA will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

Arlington Heights Road with South Access Drive and Commercial Access Drive

The results of the capacity analyses indicate that the eastbound approach at this intersection currently operates at LOS E during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Assuming future conditions, the eastbound approach is projected to continue operating at LOS E during the weekday morning peak hour with increase in delay of approximately three seconds and is projected to operate at LOS D during the weekday evening peak hour with increase in delay of approximately fifteen seconds. Furthermore, the 95th percentile queues for the eastbound approach are projected to be one to two vehicles during both peak hours. The westbound approach currently operates at LOS C during the weekday evening peak hour and is projected to continue operating at LOS C with increases in delay of approximately four seconds. Additionally, northbound and southbound left-turns onto the access drives are projected to operate at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles which can be contained within the provided storage. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide flexible access and efficient on-site circulation.

Arlington Heights Road with Northern Access Drive

The results of the capacity analyses indicate that the eastbound approach currently operates at LOS B during the weekday evening peak hour. Assuming future conditions, the eastbound approach is projected to continue operating at LOS B during the peak hours with increases in delay of approximately one second and 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide flexible access and promote efficient on-site circulation.

Pick-up and Drop-off Operations Evaluation

As proposed, the pick-up and drop-off traffic will enter the parking lot via the southern access drive and circulate clockwise around the site and exit at the northern access drive. The loading zone for NHA is recommended to be along the south side of the building. Using the southern access drive for inbound movements only and the northern access drive for outbound movements only will promote one-way circulation around the site and will minimize the potential conflicts between inbound and outbound vehicles at the southern access drive. As previously indicated, peak pick-up and drop-off activity lasts for approximately 15 to 20-minutes for the school and this activity will not occur during the peak hour activity for the faculty and staff of the school or the peak hour of activity for the remainder of the office building tenants.

It should be noted that the queueing of vehicles along the school's southern frontage will block the parking spaces for the proposed school and a portion of the existing office building tenant parking. Since all faculty and staff will arrive before drop-off and leave prior to pick-up operations, blocking the school spaces will not have an impact on site circulation if these spaces are reserved for NHA use only. Additionally, faculty and staff should be used to ensure loading zone queueing advances promptly and does not obstruct office tenant parking spaces.

Conclusion

Based on the proposed school plans and the preceding traffic impact study the following was determined.

- The traffic to be generated by the proposed schools will not have a significant impact on the operations of the site or the surrounding roadway network.
- The existing access system can accommodate the traffic projected to be generated by NHA and full occupancy of the vacant office building space.
- The peak hours of the pick-up and drop-off operations of the schools do not coincide with the peak hours for the arrival and departure of faculty and staff and the full occupancy of the office space.
- Pick-up and drop-off queuing will occur along the south frontages of the proposed school wing. A queue of approximately 19 vehicles (mix of buses and passenger vehicles) can be accommodated on the south frontages of the school with vehicles double stacked within the drive aisle.
- Similar to their existing facility, it is recommended that 20 parking spaces on the south side of the east-west drive aisle in the vicinity of the school be reserved for NHA due to the projected increase in the number of staff members.
- Student transportation vehicles will enter the site via the southern access drive and exit via the northern access drive which will ensure vehicles will traverse clockwise around the subject office building and minimize conflicts occurring between inbound and outbound vehicles at the southern access drive.

Appendix

Traffic Counts

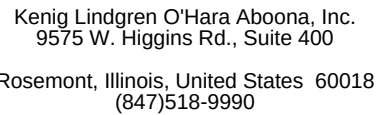


Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights and Old
Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 1

Turning Movement Data

Start Time	University Drive Eastbound						Old Arlington Heights Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	13	7	0	47	0	31	12	13	0	56	0	19	245	23	0	287	0	2	155	11	0	168	558
7:15 AM	0	10	13	15	0	38	0	34	8	8	0	50	0	17	168	28	0	213	0	1	228	16	0	245	546
7:30 AM	0	7	7	15	0	29	0	50	15	9	0	74	0	20	133	29	0	182	0	1	177	8	0	186	471
7:45 AM	0	5	10	14	0	29	0	29	17	5	0	51	0	41	156	30	0	227	0	0	166	10	0	176	483
Hourly Total	0	49	43	51	0	143	0	144	52	35	0	231	0	97	702	110	0	909	0	4	726	45	0	775	2058
8:00 AM	0	4	11	14	0	29	0	38	12	6	0	56	0	24	132	35	0	191	0	2	154	5	0	161	437
8:15 AM	0	9	10	8	0	27	0	27	6	3	0	36	0	23	136	42	0	201	0	3	163	10	0	176	440
8:30 AM	0	8	4	10	0	22	0	56	6	11	0	73	0	20	160	29	0	209	0	5	161	9	0	175	479
8:45 AM	0	11	12	17	0	40	0	42	14	5	0	61	0	25	163	36	0	224	0	4	156	14	0	174	499
Hourly Total	0	32	37	49	0	118	0	163	38	25	0	226	0	92	591	142	0	825	0	14	634	38	0	686	1855
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	10	17	0	41	0	42	12	8	0	62	0	21	215	43	0	279	1	5	176	6	0	188	570
4:15 PM	0	7	8	20	0	35	0	37	4	7	0	48	0	24	218	51	0	293	1	6	172	16	0	195	571
4:30 PM	0	24	16	38	0	78	0	37	8	7	0	52	0	19	225	52	0	296	0	8	197	8	0	213	639
4:45 PM	0	13	6	33	0	52	0	54	20	9	0	83	0	30	199	52	0	281	0	6	222	12	0	240	656
Hourly Total	0	58	40	108	0	206	0	170	44	31	0	245	0	94	857	198	0	1149	2	25	767	42	0	836	2436
5:00 PM	0	26	25	63	0	114	0	64	18	3	0	85	0	17	212	46	0	275	0	4	211	11	0	226	700
5:15 PM	0	16	17	20	0	53	0	68	14	6	0	88	0	23	245	54	0	322	0	4	185	13	0	202	665
5:30 PM	0	5	11	20	0	36	0	56	13	6	0	75	0	15	222	58	0	295	0	9	206	9	0	224	630
5:45 PM	0	6	7	20	0	33	0	53	8	4	0	65	0	20	245	42	0	307	0	4	189	9	0	202	607
Hourly Total	0	53	60	123	0	236	0	241	53	19	0	313	0	75	924	200	0	1199	0	21	791	42	0	854	2602
Grand Total	0	192	180	331	0	703	0	718	187	110	0	1015	0	358	3074	650	0	4082	2	64	2918	167	0	3151	8951
Approach %	0.0	27.3	25.6	47.1	-	-	0.0	70.7	18.4	10.8	-	-	0.0	8.8	75.3	15.9	-	-	0.1	2.0	92.6	5.3	-	-	-
Total %	0.0	2.1	2.0	3.7	-	7.9	0.0	8.0	2.1	1.2	-	11.3	0.0	4.0	34.3	7.3	-	45.6	0.0	0.7	32.6	1.9	-	35.2	-
Lights	0	184	178	316	-	678	0	701	186	109	-	996	0	351	3002	636	-	3989	2	62	2846	160	-	3070	8733
% Lights	-	95.8	98.9	95.5	-	96.4	-	97.6	99.5	99.1	-	98.1	-	98.0	97.7	97.8	-	97.7	100.0	96.9	97.5	95.8	-	97.4	97.6
Buses	0	1	1	1	-	3	0	7	0	1	-	8	0	0	24	8	-	32	0	1	22	1	-	24	67
% Buses	-	0.5	0.6	0.3	-	0.4	-	1.0	0.0	0.9	-	0.8	-	0.0	0.8	1.2	-	0.8	0.0	1.6	0.8	0.6	-	0.8	0.7
Single-Unit Trucks	0	6	1	12	-	19	0	9	1	0	-	10	0	7	39	6	-	52	0	0	41	2	-	43	124
% Single-Unit Trucks	-	3.1	0.6	3.6	-	2.7	-	1.3	0.5	0.0	-	1.0	-	2.0	1.3	0.9	-	1.3	0.0	0.0	1.4	1.2	-	1.4	1.4
Articulated Trucks	0	1	0	2	-	3	0	1	0	0	-	1	0	0	9	0	-	9	0	1	9	4	-	14	27
% Articulated Trucks	-	0.5	0.0	0.6	-	0.4	-	0.1	0.0	0.0	-	0.1	-	0.0	0.3	0.0	-	0.2	0.0	1.6	0.3	2.4	-	0.4	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-



Count Name: Arlington Heights and Old
Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

Start Time	University Drive						Old Arlington Heights Road						Arlington Heights Road						Arlington Heights Road						Int. Total
	Eastbound						Westbound						Northbound						Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	13	7	0	47	0	31	12	13	0	56	0	19	245	23	0	287	0	2	155	11	0	168	558
7:15 AM	0	10	13	15	0	38	0	34	8	8	0	50	0	17	168	28	0	213	0	1	228	16	0	245	546
7:30 AM	0	7	7	15	0	29	0	50	15	9	0	74	0	20	133	29	0	182	0	1	177	8	0	186	471
7:45 AM	0	5	10	14	0	29	0	29	17	5	0	51	0	41	156	30	0	227	0	0	166	10	0	176	483
Total	0	49	43	51	0	143	0	144	52	35	0	231	0	97	702	110	0	909	0	4	726	45	0	775	2058
Approach %	0.0	34.3	30.1	35.7	-	-	0.0	62.3	22.5	15.2	-	-	0.0	10.7	77.2	12.1	-	-	0.0	0.5	93.7	5.8	-	-	-
Total %	0.0	2.4	2.1	2.5	-	6.9	0.0	7.0	2.5	1.7	-	11.2	0.0	4.7	34.1	5.3	-	44.2	0.0	0.2	35.3	2.2	-	37.7	-
PHF	0.000	0.454	0.827	0.850	-	0.761	0.000	0.720	0.765	0.673	-	0.780	0.000	0.591	0.716	0.917	-	0.792	0.000	0.500	0.796	0.703	-	0.791	0.922
Lights	0	49	43	46	-	138	0	143	52	35	-	230	0	95	676	107	-	878	0	4	701	43	-	748	1994
% Lights	-	100.0	100.0	90.2	-	96.5	-	99.3	100.0	100.0	-	99.6	-	97.9	96.3	97.3	-	96.6	-	100.0	96.6	95.6	-	96.5	96.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	11	2	-	13	0	0	7	1	-	8	21
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	1.8	-	1.4	-	0.0	1.0	2.2	-	1.0	1.0
Single-Unit Trucks	0	0	0	5	-	5	0	0	0	0	-	0	0	2	13	1	-	16	0	0	14	1	-	15	36
% Single-Unit Trucks	-	0.0	0.0	9.8	-	3.5	-	0.0	0.0	0.0	-	0.0	-	2.1	1.9	0.9	-	1.8	-	0.0	1.9	2.2	-	1.9	1.7
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	2	0	-	2	0	0	4	0	-	4	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	-	0.0	0.6	0.0	-	0.5	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with Old
Arlington Heights Road
Site Code:
Start Date: 04/19/2016
Page No: 1

Turning Movement Data

Start Time	University Drive Eastbound						Old Arlington Heights Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	6	10	25	0	41	0	33	12	8	0	53	0	15	179	39	0	233	0	2	168	5	0	175	502
3:15 PM	0	10	9	14	0	33	0	46	8	11	0	65	0	12	192	37	0	241	0	4	180	8	0	192	531
3:30 PM	0	10	16	30	0	56	0	33	9	9	1	51	0	8	213	60	1	281	0	5	168	11	0	184	572
3:45 PM	0	15	6	21	1	42	0	40	13	7	0	60	0	11	207	42	0	260	0	9	187	15	0	211	573
Grand Total	0	41	41	90	1	172	0	152	42	35	1	229	0	46	791	178	1	1015	0	20	703	39	0	762	2178
Approach %	0.0	23.8	23.8	52.3	-	-	0.0	66.4	18.3	15.3	-	-	0.0	4.5	77.9	17.5	-	-	0.0	2.6	92.3	5.1	-	-	-
Total %	0.0	1.9	1.9	4.1	-	7.9	0.0	7.0	1.9	1.6	-	10.5	0.0	2.1	36.3	8.2	-	46.6	0.0	0.9	32.3	1.8	-	35.0	-
Lights	0	40	40	84	-	164	0	145	42	34	-	221	0	42	759	175	-	976	0	20	688	34	-	742	2103
% Lights	-	97.6	97.6	93.3	-	95.3	-	95.4	100.0	97.1	-	96.5	-	91.3	96.0	98.3	-	96.2	-	100.0	97.9	87.2	-	97.4	96.6
Buses	0	0	0	0	-	0	0	4	0	1	-	5	0	0	15	2	-	17	0	0	2	0	-	2	24
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.6	0.0	2.9	-	2.2	-	0.0	1.9	1.1	-	1.7	-	0.0	0.3	0.0	-	0.3	1.1
Single-Unit Trucks	0	0	1	5	-	6	0	3	0	0	-	3	0	2	13	1	-	16	0	0	11	3	-	14	39
% Single-Unit Trucks	-	0.0	2.4	5.6	-	3.5	-	2.0	0.0	0.0	-	1.3	-	4.3	1.6	0.6	-	1.6	-	0.0	1.6	7.7	-	1.8	1.8
Articulated Trucks	0	1	0	1	-	2	0	0	0	0	-	0	0	2	4	0	-	6	0	0	2	2	-	4	12
% Articulated Trucks	-	2.4	0.0	1.1	-	1.2	-	0.0	0.0	0.0	-	0.0	-	4.3	0.5	0.0	-	0.6	-	0.0	0.3	5.1	-	0.5	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with Old
Arlington Heights Road
Site Code:
Start Date: 04/19/2016
Page No: 2

Turning Movement Peak Hour Data (3:00 PM)

Start Time	University Drive Eastbound						Old Arlington Heights Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	6	10	25	0	41	0	33	12	8	0	53	0	15	179	39	0	233	0	2	168	5	0	175	502
3:15 PM	0	10	9	14	0	33	0	46	8	11	0	65	0	12	192	37	0	241	0	4	180	8	0	192	531
3:30 PM	0	10	16	30	0	56	0	33	9	9	1	51	0	8	213	60	1	281	0	5	168	11	0	184	572
3:45 PM	0	15	6	21	1	42	0	40	13	7	0	60	0	11	207	42	0	260	0	9	187	15	0	211	573
Total	0	41	41	90	1	172	0	152	42	35	1	229	0	46	791	178	1	1015	0	20	703	39	0	762	2178
Approach %	0.0	23.8	23.8	52.3	-	-	0.0	66.4	18.3	15.3	-	-	0.0	4.5	77.9	17.5	-	-	0.0	2.6	92.3	5.1	-	-	-
Total %	0.0	1.9	1.9	4.1	-	7.9	0.0	7.0	1.9	1.6	-	10.5	0.0	2.1	36.3	8.2	-	46.6	0.0	0.9	32.3	1.8	-	35.0	-
PHF	0.000	0.683	0.641	0.750	-	0.768	0.000	0.826	0.808	0.795	-	0.881	0.000	0.767	0.928	0.742	-	0.903	0.000	0.556	0.940	0.650	-	0.903	0.950
Lights	0	40	40	84	-	164	0	145	42	34	-	221	0	42	759	175	-	976	0	20	688	34	-	742	2103
% Lights	-	97.6	97.6	93.3	-	95.3	-	95.4	100.0	97.1	-	96.5	-	91.3	96.0	98.3	-	96.2	-	100.0	97.9	87.2	-	97.4	96.6
Buses	0	0	0	0	-	0	0	4	0	1	-	5	0	0	15	2	-	17	0	0	2	0	-	2	24
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.6	0.0	2.9	-	2.2	-	0.0	1.9	1.1	-	1.7	-	0.0	0.3	0.0	-	0.3	1.1
Single-Unit Trucks	0	0	1	5	-	6	0	3	0	0	-	3	0	2	13	1	-	16	0	0	11	3	-	14	39
% Single-Unit Trucks	-	0.0	2.4	5.6	-	3.5	-	2.0	0.0	0.0	-	1.3	-	4.3	1.6	0.6	-	1.6	-	0.0	1.6	7.7	-	1.8	1.8
Articulated Trucks	0	1	0	1	-	2	0	0	0	0	-	0	0	2	4	0	-	6	0	0	2	2	-	4	12
% Articulated Trucks	-	2.4	0.0	1.1	-	1.2	-	0.0	0.0	0.0	-	0.0	-	4.3	0.5	0.0	-	0.6	-	0.0	0.3	5.1	-	0.5	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road and South Access
Site Code:
Start Date: 01/04/2017
Page No: 1

Turning Movement Data

Start Time	South Access Drive Eastbound						Off-Site Access Drive Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	276	1	0	279	0	0	175	0	0	175	454
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	0	0	197	0	1	194	1	0	196	393
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	128	0	0	128	0	0	221	1	0	222	351
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	0	0	160	0	1	152	1	0	154	314
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	2	761	1	0	764	0	2	742	3	0	747	1512
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	144	0	0	145	0	1	152	1	0	154	299
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	168	3	0	172	0	8	181	0	0	189	361
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	136	1	0	138	0	6	152	0	0	158	296
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	167	4	0	171	0	12	180	0	0	192	364
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	3	615	8	0	626	0	27	665	1	0	693	1320
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 PM	0	1	0	1	0	2	0	3	0	3	0	6	0	0	140	4	0	144	1	2	129	0	0	132	284
2:15 PM	0	0	0	0	0	0	0	2	0	3	0	5	0	0	168	3	0	171	1	1	147	0	0	149	325
2:30 PM	0	0	0	0	0	0	0	4	0	4	0	8	0	0	164	8	0	172	2	4	156	0	0	162	342
2:45 PM	0	0	0	2	0	2	0	1	0	1	0	2	0	0	165	2	0	167	0	0	173	0	0	173	344
Hourly Total	0	1	0	3	0	4	0	10	0	11	0	21	0	0	637	17	0	654	4	7	605	0	0	616	1295
3:00 PM	0	0	0	0	0	0	0	3	0	6	0	9	0	1	173	3	0	177	0	0	207	0	0	207	393
3:15 PM	0	1	0	0	0	1	0	4	0	0	0	4	0	2	202	1	0	205	0	3	176	0	0	179	389
3:30 PM	0	1	0	0	0	1	0	2	0	5	0	7	0	1	230	4	0	235	0	5	168	0	0	173	416
3:45 PM	0	0	0	2	0	2	0	0	0	5	0	5	1	0	185	5	0	191	1	4	201	0	0	206	404
Hourly Total	0	2	0	2	0	4	0	9	0	16	0	25	1	4	790	13	0	808	1	12	752	0	0	765	1602
Grand Total	0	4	0	5	0	9	0	19	0	28	0	47	1	9	2803	39	0	2852	5	48	2764	4	0	2821	5729
Approach %	0.0	44.4	0.0	55.6	-	-	0.0	40.4	0.0	59.6	-	-	0.0	0.3	98.3	1.4	-	-	0.2	1.7	98.0	0.1	-	-	-
Total %	0.0	0.1	0.0	0.1	-	0.2	0.0	0.3	0.0	0.5	-	0.8	0.0	0.2	48.9	0.7	-	49.8	0.1	0.8	48.2	0.1	-	49.2	-
Lights	0	4	0	5	-	9	0	19	0	28	-	47	1	8	2713	39	-	2761	5	48	2699	4	-	2756	5573
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	88.9	96.8	100.0	-	96.8	100.0	100.0	97.6	100.0	-	97.7	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	57	0	-	57	0	0	29	0	-	29	86
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	2.0	0.0	-	2.0	0.0	0.0	1.0	0.0	-	1.0	1.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	28	0	-	29	0	0	30	0	-	30	59
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	11.1	1.0	0.0	-	1.0	0.0	0.0	1.1	0.0	-	1.1	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	6	0	-	6	11
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-

[illegible]

Start Time	South Access Drive						Off-Site Access Drive						Arlington Heights Road						Arlington Heights Road						Int. Total
	Eastbound						Westbound						Northbound						Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	3	0	6	0	9	0	1	173	3	0	177	0	0	207	0	0	207	393
3:15 PM	0	1	0	0	0	1	0	4	0	0	0	4	0	2	202	1	0	205	0	3	176	0	0	179	389
3:30 PM	0	1	0	0	0	1	0	2	0	5	0	7	0	1	230	4	0	235	0	5	168	0	0	173	416
3:45 PM	0	0	0	2	0	2	0	0	0	5	0	5	1	0	185	5	0	191	1	4	201	0	0	206	404
Total	0	2	0	2	0	4	0	9	0	16	0	25	1	4	790	13	0	808	1	12	752	0	0	765	1602
Approach %	0.0	50.0	0.0	50.0	-	-	0.0	36.0	0.0	64.0	-	-	0.1	0.5	97.8	1.6	-	-	0.1	1.6	98.3	0.0	-	-	-
Total %	0.0	0.1	0.0	0.1	-	0.2	0.0	0.6	0.0	1.0	-	1.6	0.1	0.2	49.3	0.8	-	50.4	0.1	0.7	46.9	0.0	-	47.8	-
PHF	0.000	0.500	0.000	0.250	-	0.500	0.000	0.563	0.000	0.667	-	0.694	0.250	0.500	0.859	0.650	-	0.860	0.250	0.600	0.908	0.000	-	0.924	0.963
Lights	0	2	0	2	-	4	0	9	0	16	-	25	1	3	765	13	-	782	1	12	739	0	-	752	1563
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	75.0	96.8	100.0	-	96.8	100.0	100.0	98.3	-	-	98.3	97.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	19	0	-	19	0	0	9	0	-	9	28
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	2.4	0.0	-	2.4	0.0	0.0	1.2	-	-	1.2	1.7
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	6	0	-	7	0	0	2	0	-	2	9
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	25.0	0.8	0.0	-	0.9	0.0	0.0	0.3	-	-	0.3	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	-	-	0.3	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Right-in/Right-out Access Drive					Arlington Heights Road					Arlington Heights Road					Int. Total
	Eastbound					Northbound					Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	271	0	271	0	164	0	0	164	435
7:15 AM	0	0	0	0	0	0	0	201	0	201	0	201	4	0	205	406
7:30 AM	0	0	0	0	0	0	0	129	0	129	0	223	2	0	225	354
7:45 AM	0	0	0	0	0	0	0	156	0	156	0	153	5	0	158	314
Hourly Total	0	0	0	0	0	0	0	757	0	757	0	741	11	0	752	1509
8:00 AM	0	0	0	0	0	0	0	143	0	143	0	168	4	0	172	315
8:15 AM	0	0	1	0	1	0	0	160	0	160	0	177	1	0	178	339
8:30 AM	0	0	0	0	0	0	0	143	0	143	0	178	0	0	178	321
8:45 AM	0	0	0	0	0	0	0	156	0	156	0	172	2	0	174	330
Hourly Total	0	0	1	0	1	0	0	602	0	602	0	695	7	0	702	1305
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	150	0	150	0	140	2	0	142	292
2:15 PM	0	0	1	0	1	0	0	170	0	170	0	145	1	0	146	317
2:30 PM	0	0	1	0	1	0	0	172	0	172	0	170	1	0	171	344
2:45 PM	0	0	0	0	0	0	0	158	0	158	0	165	0	0	165	323
Hourly Total	0	0	2	0	2	0	0	650	0	650	0	620	4	0	624	1276
3:00 PM	0	0	1	0	1	0	0	183	0	183	0	213	1	0	214	398
3:15 PM	0	0	0	0	0	0	0	218	0	218	0	183	1	0	184	402
3:30 PM	0	0	0	0	0	0	0	232	0	232	0	162	0	0	162	394
3:45 PM	0	0	0	1	0	0	0	188	0	188	0	225	1	0	226	414
Hourly Total	0	0	1	1	1	0	0	821	0	821	0	783	3	0	786	1608
Grand Total	0	0	4	1	4	0	0	2830	0	2830	0	2839	25	0	2864	5698
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	99.1	0.9	-	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	0.0	49.7	-	49.7	0.0	49.8	0.4	-	50.3	-
Lights	0	0	4	-	4	0	0	2739	-	2739	0	2774	24	-	2798	5541
% Lights	-	-	100.0	-	100.0	-	-	96.8	-	96.8	-	97.7	96.0	-	97.7	97.2
Buses	0	0	0	-	0	0	0	57	-	57	0	30	0	-	30	87
% Buses	-	-	0.0	-	0.0	-	-	2.0	-	2.0	-	1.1	0.0	-	1.0	1.5
Single-Unit Trucks	0	0	0	-	0	0	0	30	-	30	0	29	1	-	30	60
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	1.1	-	1.1	-	1.0	4.0	-	1.0	1.1
Articulated Trucks	0	0	0	-	0	0	0	4	-	4	0	6	0	-	6	10
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.1	-	0.1	-	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Right-in/Right-out Access Drive					Arlington Heights Road					Arlington Heights Road					Int. Total
	Eastbound					Northbound					Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	271	0	271	0	164	0	0	164	435
7:15 AM	0	0	0	0	0	0	0	201	0	201	0	201	4	0	205	406
7:30 AM	0	0	0	0	0	0	0	129	0	129	0	223	2	0	225	354
7:45 AM	0	0	0	0	0	0	0	156	0	156	0	153	5	0	158	314
Total	0	0	0	0	0	0	0	757	0	757	0	741	11	0	752	1509
Approach %	NaN	NaN	NaN	-	-	0.0	0.0	100.0	-	-	0.0	98.5	1.5	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.0	50.2	-	50.2	0.0	49.1	0.7	-	49.8	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.000	0.698	-	0.698	0.000	0.831	0.550	-	0.836	0.867
Lights	0	0	0	-	0	0	0	727	-	727	0	727	11	-	738	1465
% Lights	-	-	-	-	-	-	-	96.0	-	96.0	-	98.1	100.0	-	98.1	97.1
Buses	0	0	0	-	0	0	0	16	-	16	0	5	0	-	5	21
% Buses	-	-	-	-	-	-	-	2.1	-	2.1	-	0.7	0.0	-	0.7	1.4
Single-Unit Trucks	0	0	0	-	0	0	0	12	-	12	0	8	0	-	8	20
% Single-Unit Trucks	-	-	-	-	-	-	-	1.6	-	1.6	-	1.1	0.0	-	1.1	1.3
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	1	0	-	1	3
% Articulated Trucks	-	-	-	-	-	-	-	0.3	-	0.3	-	0.1	0.0	-	0.1	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	4	726	45	97	702	110	49	43	51	144	42	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.991			0.980			0.947			0.976	
Flt Protected	0.950			0.950				0.983			0.968	
Satd. Flow (prot)	1805	3471	0	1770	3406	0	0	3245	0	0	3389	0
Flt Permitted	0.322			0.268				0.774			0.727	
Satd. Flow (perm)	612	3471	0	499	3406	0	0	2555	0	0	2545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			33			55			28	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			497			467	
Travel Time (s)		14.6			12.6			11.3			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	4%	2%	4%	3%	0%	0%	10%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	838	0	105	883	0	0	155	0	0	241	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	14.3%	54.3%		14.3%	54.3%		31.4%	31.4%		31.4%	31.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	40.0	33.2		42.9	39.2			11.7			11.7	
Actuated g/C Ratio	0.62	0.51		0.66	0.61			0.18			0.18	
v/c Ratio	0.01	0.47		0.23	0.43			0.31			0.50	
Control Delay	4.5	12.2		5.6	8.4			17.1			24.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.5	12.2		5.6	8.4			17.1			24.9	
LOS	A	B		A	A			B			C	
Approach Delay		12.2			8.1			17.1			24.9	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	110		12	73			18			40	
Queue Length 95th (ft)	3	176		31	181			41			72	
Internal Link Dist (ft)		779			657			417			387	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	505	1785		459	2076			677			654	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.47		0.23	0.43			0.23			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 64.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 12.1

Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 $\phi 1$	 $\phi 2$	 $\phi 4$
10 s	38 s	22 s
 $\phi 5$	 $\phi 6$	 $\phi 8$
10 s	38 s	22 s

HCM Unsignalized Intersection Capacity Analysis

2: South Access Drive/Commercial Access Drive & Arlington Heights Road

1/10/2017

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	2	775	3	2	783	1	1	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2	934	4	2	943	1	1	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					859							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	945			937			1417	1890	469	1420	1891	472
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	713			937			1239	1765	469	1243	1766	188
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	805			739			120	76	547	119	76	745
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	2	622	315	2	629	316	1	0				
Volume Left	2	0	0	2	0	0	1	0				
Volume Right	0	0	4	0	0	1	0	0				
cSH	805	1700	1700	739	1700	1700	120	1700				
Volume to Capacity	0.00	0.37	0.19	0.00	0.37	0.19	0.01	0.00				
Queue Length 95th (ft)	0	0	0	0	0	0	1	0				
Control Delay (s)	9.5	0.0	0.0	9.9	0.0	0.0	35.3	0.0				
Lane LOS	A			A			E	A				
Approach Delay (s)	0.0			0.0			35.3	0.0				
Approach LOS							E	A				
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			31.7%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: North Access Drive & Arlington Heights Road

1/10/2017

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Volume (veh/h)	780	11	0	784	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	897	13	0	901	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			909		1353	455
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			909		1353	455
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			757		143	558
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	598	311	451	451	0	
Volume Left	0	0	0	0	0	
Volume Right	0	13	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.35	0.18	0.27	0.27	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			25.2%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	20	724	39	46	791	178	41	41	90	152	42	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.992			0.972			0.921			0.977	
Flt Protected	0.950			0.950				0.988			0.968	
Satd. Flow (prot)	1805	3492	0	1656	3386	0	0	3140	0	0	3290	0
Flt Permitted	0.243			0.305				0.812			0.713	
Satd. Flow (perm)	462	3492	0	532	3386	0	0	2580	0	0	2423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			38			95			24	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			503			467	
Travel Time (s)		14.6			12.6			11.4			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	13%	9%	4%	2%	2%	2%	7%	5%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	803	0	48	1020	0	0	181	0	0	241	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.1%	50.0%		11.1%	50.0%		38.9%	38.9%		38.9%	38.9%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	45.4	39.5		46.4	41.6			12.6			12.6	
Actuated g/C Ratio	0.65	0.57		0.66	0.60			0.18			0.18	
v/c Ratio	0.05	0.41		0.11	0.50			0.33			0.53	
Control Delay	4.6	10.6		4.8	10.2			14.9			28.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	10.6		4.8	10.2			14.9			28.3	
LOS	A	B		A	B			B			C	
Approach Delay		10.4			10.0			14.9			28.3	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	2	108		6	96			17			47	
Queue Length 95th (ft)	10	170		18	227			44			82	
Internal Link Dist (ft)		779			657			423			387	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	428	1981		459	2031			1139			1032	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.05	0.41		0.10	0.50			0.16			0.23	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 64.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 p1	 p2	 p4
10 s	45 s	35 s
 p5	 p6	 p8
10 s	45 s	35 s

HCM Unsignalized Intersection Capacity Analysis

2: South Access Drive/Commercial Access Drive & Arlington Heights Road

1/10/2017

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	772	0	4	850	13	2	0	2	9	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	12	804	0	4	885	14	2	0	2	9	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					859							
pX, platoon unblocked	0.87						0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	899			804			1297	1736	402	1330	1730	449
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	593			804			1049	1552	402	1086	1544	78
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	100	94	100	98
cM capacity (veh/h)	867			829			156	98	603	148	99	850
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	12	536	268	4	590	309	4	26				
Volume Left	12	0	0	4	0	0	2	9				
Volume Right	0	0	0	0	0	14	2	17				
cSH	867	1700	1700	829	1700	1700	247	315				
Volume to Capacity	0.01	0.32	0.16	0.01	0.35	0.18	0.02	0.08				
Queue Length 95th (ft)	1	0	0	0	0	0	1	7				
Control Delay (s)	9.2	0.0	0.0	9.4	0.0	0.0	19.8	17.5				
Lane LOS	A			A			C	C				
Approach Delay (s)	0.1			0.0			19.8	17.5				
Approach LOS							C	C				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			33.9%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: North Access Drive & Arlington Heights Road

1/10/2017

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Volume (veh/h)	783	3	0	868	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	807	3	0	895	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			810		1256	405
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			810		1256	405
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			825		166	601
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	538	272	447	447	1	
Volume Left	0	0	0	0	0	
Volume Right	0	3	0	0	1	
cSH	1700	1700	1700	1700	601	
Volume to Capacity	0.32	0.16	0.26	0.26	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	11.0	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		11.0	
Approach LOS					B	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			31.7%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	11	741	53	97	748	110	59	43	51	144	52	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.990			0.981			0.950			0.972	
Flt Protected	0.950			0.950				0.981			0.971	
Satd. Flow (prot)	1805	3468	0	1770	3409	0	0	3256	0	0	3387	0
Flt Permitted	0.296			0.248				0.752			0.733	
Satd. Flow (perm)	562	3468	0	462	3409	0	0	2496	0	0	2557	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			31			55			37	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			499			467	
Travel Time (s)		14.6			12.6			11.3			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	4%	2%	4%	3%	0%	0%	10%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	863	0	105	933	0	0	166	0	0	263	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	38.0		10.0	38.0		17.0	17.0		17.0	17.0	
Total Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	14.3%	54.3%		14.3%	54.3%		31.4%	31.4%		31.4%	31.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	35.7	28.8		38.3	34.6			12.0			12.0	
Actuated g/C Ratio	0.59	0.47		0.63	0.57			0.20			0.20	
v/c Ratio	0.03	0.52		0.24	0.48			0.31			0.49	
Control Delay	4.5	13.1		5.8	9.2			17.6			23.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.5	13.1		5.8	9.2			17.6			23.4	
LOS	A	B		A	A			B			C	
Approach Delay		13.0			8.9			17.6			23.4	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	115		12	81			20			43	
Queue Length 95th (ft)	7	183		31	197			44			76	
Internal Link Dist (ft)		779			657			419			387	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	474	1908		437	2145			724			728	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.45		0.24	0.43			0.23			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 60.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 12.7

Intersection LOS: B

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 $\phi 1$	 $\phi 2$	 $\phi 4$
10 s	38 s	22 s
 $\phi 5$	 $\phi 6$	 $\phi 8$
10 s	38 s	22 s

HCM Unsignalized Intersection Capacity Analysis

2: South Access Drive/Commercial Access Drive & Arlington Heights Road

1/10/2017

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	2	801	26	68	783	1	5	0	4	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2	965	31	82	943	1	6	0	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					859							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	945			996			1621	2094	498	1600	2109	472
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	734			996			1480	2001	498	1456	2018	213
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			88			92	100	99	100	100	100
cM capacity (veh/h)	799			672			73	48	523	75	47	724
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	2	643	353	82	629	316	11	0				
Volume Left	2	0	0	82	0	0	6	0				
Volume Right	0	0	31	0	0	1	5	0				
cSH	799	1700	1700	672	1700	1700	118	1700				
Volume to Capacity	0.00	0.38	0.21	0.12	0.37	0.19	0.09	0.00				
Queue Length 95th (ft)	0	0	0	10	0	0	7	0				
Control Delay (s)	9.5	0.0	0.0	11.1	0.0	0.0	38.5	0.0				
Lane LOS	A			B			E	A				
Approach Delay (s)	0.0			0.9			38.5	0.0				
Approach LOS							E	A				
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			40.1%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: North Access Drive & Arlington Heights Road

1/10/2017

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑		↑
Volume (veh/h)	803	25	0	788	0	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	923	29	0	906	0	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			952		1390	476
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			952		1390	476
tC, single (s)			4.1		6.8	7.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	94
cM capacity (veh/h)			730		136	502
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	615	336	453	453	30	
Volume Left	0	0	0	0	0	
Volume Right	0	29	0	0	30	
cSH	1700	1700	1700	1700	502	
Volume to Capacity	0.36	0.20	0.27	0.27	0.06	
Queue Length 95th (ft)	0	0	0	0	5	
Control Delay (s)	0.0	0.0	0.0	0.0	12.6	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.6	
Approach LOS					B	
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			33.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	36	780	55	46	810	178	45	41	90	152	42	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	140			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.990			0.973			0.923			0.975	
Flt Protected	0.950			0.950				0.987			0.968	
Satd. Flow (prot)	1805	3479	0	1656	3389	0	0	3145	0	0	3283	0
Flt Permitted	0.222			0.282				0.804			0.713	
Satd. Flow (perm)	422	3479	0	492	3389	0	0	2562	0	0	2418	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			37			95			27	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		859			737			503			467	
Travel Time (s)		14.6			12.6			11.4			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	13%	9%	4%	2%	2%	2%	7%	5%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	879	0	48	1040	0	0	185	0	0	245	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.1%	50.0%		11.1%	50.0%		38.9%	38.9%		38.9%	38.9%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	45.5	39.5		45.6	39.6			12.7			12.7	
Actuated g/C Ratio	0.65	0.57		0.65	0.57			0.18			0.18	
v/c Ratio	0.10	0.45		0.11	0.54			0.34			0.53	
Control Delay	4.8	10.9		4.9	11.7			15.1			28.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.8	10.9		4.9	11.7			15.1			28.0	
LOS	A	B		A	B			B			C	
Approach Delay		10.7			11.4			15.1			28.0	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	5	121		6	148			18			47	
Queue Length 95th (ft)	15	191		18	236			45			82	
Internal Link Dist (ft)		779			657			423			387	

Lanes, Volumes, Timings

1: University Drive/Old Arlington Heights Road & Arlington Heights Road

1/10/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	406	1974		432	1938			1133			1033	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.09	0.45		0.11	0.54			0.16			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 64.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: University Drive/Old Arlington Heights Road & Arlington Heights Road

 ϕ_1	 ϕ_2	 ϕ_4
10 s	45 s	35 s
 ϕ_5	 ϕ_6	 ϕ_8
10 s	45 s	35 s

HCM Unsignalized Intersection Capacity Analysis

2: South Access Drive/Commercial Access Drive & Arlington Heights Road

1/10/2017

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	12	827	12	31	850	13	38	0	35	9	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	12	861	12	32	885	14	40	0	36	9	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					859							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	899			874			1417	1856	437	1449	1856	449
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	569			874			1168	1677	437	1205	1676	49
tC, single (s)	4.1			4.4			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			68	100	94	91	100	98
cM capacity (veh/h)	876			685			122	78	573	109	78	878
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	12	574	300	32	590	309	76	26				
Volume Left	12	0	0	32	0	0	40	9				
Volume Right	0	0	12	0	0	14	36	17				
cSH	876	1700	1700	685	1700	1700	196	249				
Volume to Capacity	0.01	0.34	0.18	0.05	0.35	0.18	0.39	0.10				
Queue Length 95th (ft)	1	0	0	4	0	0	43	9				
Control Delay (s)	9.2	0.0	0.0	10.5	0.0	0.0	34.5	21.2				
Lane LOS	A			B			D	C				
Approach Delay (s)	0.1			0.4			34.5	21.2				
Approach LOS							D	C				
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			39.0%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: North Access Drive & Arlington Heights Road

1/10/2017

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	795	7	0	904	0	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	820	7	0	932	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			827		1289	413
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			827		1289	413
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	90
cM capacity (veh/h)			813		158	574
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	546	280	466	466	58	
Volume Left	0	0	0	0	0	
Volume Right	0	7	0	0	58	
cSH	1700	1700	1700	1700	574	
Volume to Capacity	0.32	0.16	0.27	0.27	0.10	
Queue Length 95th (ft)	0	0	0	0	8	
Control Delay (s)	0.0	0.0	0.0	0.0	12.0	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.0	
Approach LOS					B	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			32.3%		ICU Level of Service	A
Analysis Period (min)			15			



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building Services Department
Subject: 3250 N Arlington Heights Rd., Land Use Variation for a Private School
PC #: 17-001 – Round 1
Date: January 26, 2017

Sam:

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

1. This project will be reviewed as an E Use group, with the Fitness room and Gymnasium classified as A-3 accessory uses.
2. Provide an occupant load calculation for the space by room and include all staff members.
3. Provide a means of egress plan for review indicating the path of travel from all areas, the travel distance and occupant load. This information will be used to verify the required exit widths, door swing, door encroachment and number of exit doors required.
4. Rooms over 49 occupants will require two exits.
5. Assembly occupancies (Fitness & Gym) will be required to have the occupant load posted in a conspicuous location.
6. Provide details on the kitchen equipment and possible food service.
7. Exit doors shall have panic hardware per IBC 1008.1.10 where the occupant load is 50 or more.

RECEIVED
JAN 26 2017
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 1/20/2017 Revised 1-31-17 P.C. Number: 17-001 Round 1
Project Name: New Hope Academy
Project Location: 3250 N. Arlington Heights Rd.
Planning Department Contact: Sam Hubbard, Planning and Community Development
Cc: Lt. M. Aleckson, A.H.F.D.

General Comments:

1. Project shall comply with all current adopted codes including the 2000 Ed. Life Safety Code (NFPA 101).
2. NFPA 13 compliant fire sprinkler is required. Plans showing changes to the fire sprinkler system shall be submitted for review under a separate fire sprinkler permit.
3. A fire alarm is required. Initiation shall be by manual means and by operation of any required smoke detectors and required sprinkler system. Plans showing changes to the fire alarm system shall be submitted for review under a separate fire alarm permit.
4. A full functioning annunciator panel shall be provided at the main entrance of the occupancy.
5. A key safe (Knox Box) shall be provided and shall contain keys to all areas within the occupancy.
6. Documentation provided states occupants shall be between the ages of 11-21. Additional requirements are mandated should the occupancy change or allow the attendance of occupants in second grade or younger.
7. If this is a change of occupancy to an educational use, Section 4.6.11 of the LSC states a change of one occupancy to another classification shall be permitted only where such a structure, building, or portion thereof conforms with the requirements of the LSC that apply to new construction for the proposed new use or where specifically permitted elsewhere in the Code, existing construction features shall be permitted to be continued in use in conversions.
8. Exit access corridors shall not have less than 6 feet of clear width. LSC Sec. 14.2.3.2
9. Every room normally subject to student occupancy shall have an exit access door leading directly to an exit access corridor or exit. (Some exceptions apply) LSC Sec. 12.2.5.4
10. Aisles shall not be less than 30 in. LSC 14.2.5.6
11. Interior wall and ceiling finish materials shall be Class A in stairways, corridors, and lobbies. In all other occupied areas interior wall and ceiling finish shall be Class A or B.
12. Interior floor finish materials shall be Class I or Class II within corridors and exits.
13. Means of egress shall comply with chapter 7 of the LSC and Section 14.2.
14. The facility shall have a comprehensive written fire emergency response plan. Copies of the plan shall be made available to all employees. All employees shall be periodically instructed and kept informed with respect to the duties of their position under the plan.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 1-31-17

Reviewed By:


Fire Safety Supervisor

**Village of Arlington Heights
Public Works Department**

Memorandum

To: Sam Hubbard, Planning and Community Development

From: Cris Papierniak, Assistant Director of Public Works

Date: February 2, 2017

Subject: 3250 N. Arlington Heights Rd., P.C. #17-01

With regard to the proposed Land Use Variation, I have the following comments:

- 1) The existing water meter for the building is 31 years old and obsolete; a new water meter will have better flow characteristics and therefore must be replaced.
- 2) Our records indicate that there is a single detector check valve protecting the domestic water supply, this valve needs to be replaced with an approved RPZ.

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

C. file

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-001
 Petitioner: New Hope Academy David/Brandy Larrance
6289 W. Howard Street
Niles, IL 60714
 Owner: LW Arlington, LLC
3250 N. Arlington Heights Rd. Ste. 109
Arlington Heights, IL 60004 (312.580.0825)
 Contact Person: Brandy M. Larrance
 Address: _____
 Phone #: 847.588.0463 or 830.264.4042
 Fax #: 847.588.0464
 E-Mail: brandyd@nhaweb.com/david@nhaweb.com

P.I.N.# 03-08-102-035-0000 & 03-08-102-029-0000
 Location: 3250 N. Arlington Heights Rd
 Rezoning: _____ Current: M-1 Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: ✓ For: Private School
 Land Use: _____ Current: Office Building
 Proposed: _____
 Site Gross Area: 16,409 USF
 # of Units Total: One Unit (Suite 200)
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X _____

Sanitary Sewer _____ X _____

Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____

Curb & Gutter _____ X _____

Sidewalks _____ X _____

Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____

Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC _____ b. IDOT _____
 c. ARMY CORP _____ d. IEPA _____
 e. CCHD _____

3. R.O.W. DEDICATIONS? _____
 4. SITE PLAN ACCEPTABLE? _____
 5. PRELIMINARY PLAT ACCEPTABLE? _____
 6. TRAFFIC STUDY ACCEPTABLE? _____
 7. STORM WATER DETENTION REQUIRED? _____
 8. CONTRIBUTION ORDINANCE EXISTING? _____
 9. FLOOD PLAIN OR FLOODWAY EXISTING? _____
 10. WETLAND EXISTING? _____

YES NO COMMENTS

_____ X _____
 _____ _____ N/A _____
 _____ _____ N/A _____
X _____ _____
 _____ X _____
 _____ X _____
 _____ X _____
 _____ X _____

RECEIVED
 JAN 26 2017
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: N/A
 DATE OF PLANS: N/A

Joan J. Mull 1/25/17
 Director Date

**PLAN COMMISSION PC #17-001
New Hope Academy
3250 N. Arlington Heights Road
LUV – Private School
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. At this time there are no proposed exterior modifications, so stormwater detention is not required, exterior lighting will not change, and existing fire vehicle access not change.


James J. Massarelli, P.E. 1/25/17
Director of Engineering Date

RECEIVED
JAN 26 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-001

Project Name New Hope Academy

Project Location 3250 N. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

- 1) If there will be changes to the parking lot area or any other area in which Fire Department vehicles would need to navigate then FD would request a new auto turn diagram.
- 2) Building is to be sprinkled per code.
- 3) The Fire Department Connection shall be located on the front of the building, be fully visible, and located at the main entrance of the building within a maximum travel distance of 100 feet to the nearest fire hydrant.
- 4) A Knox Box (key safe) shall be provided at the main entrance of the occupancy.
- 6) A full functioning annunciator panel shall be provided at the main entrance of the occupancy.

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

Date Jan. 20, 2017 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>17-001</u>	P.I.N.# <u>03-08-102-035-0000 & 03-08-102-029-0000</u>
Petitioner: <u>New Hope Academy David/Brandy Larrance</u>	Location: <u>3250 N. Arlington Heights Rd</u>
<u>6289 W. Howard Street</u>	Rezoning: <u> </u> Current: <u>M-1</u> Proposed: <u> </u>
<u>Niles, IL 60714</u>	Subdivision: <u> </u>
Owner: <u>LW Arlington, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>3250 N. Arlington Heights Rd, Ste. 108</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60004 (312.660.0825)</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Brandy M. Larrance</u>	Land Use Variation: <u>✓</u> For: <u>Private School</u>
Address: <u> </u>	Land Use: <u> </u> Current: <u>Office Building</u>
Phone #: <u>847.588.0483 or 630.254.4042</u>	Proposed: <u> </u>
Fax #: <u>847.588.0484</u>	Site Gross Area: <u>16,409 USF</u>
E-Mail: <u>brandy@nhaweb.com/david@nhaweb.com</u>	# of Units Total: <u>One Unit (Suite 200)</u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

1. GENERAL COMMENTS:

No comments at this time

RECEIVED
JAN 31 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 1/31/17

Environmental Health Officer

Date

James McCalister 1/31/17 AM

for

Direc
Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-001
 Petitioner: New Hope Academy David/Brandy Larrance
6289 W. Howard Street
Niles, IL 60714
 Owner: LW Arlington, LLC
3250 N. Arlington Heights Rd. Ste. 108
Arlington Heights, IL 60004 (312.580.0825)
 Contact Person: Brandy M. Larrance
 Address: _____
 Phone #: 847.588.0463 or 830.254.4042
 Fax #: 847.588.0464
 E-Mail: brandy@nhaweb.com david@nhaweb.com

P.I.N.# 03-08-102-035-0000 & 03-08-102-029-0000
 Location: 3250 N. Arlington Heights Rd
 Rezoning: _____ Current: M-1 Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: ✓ For: Private School
 Land Use: _____ Current: Office Building
 Proposed: _____
 Site Gross Area: 18,400 USE
 # of Units Total: One Unit (Suite 200)
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Comments:

PLEASE SEE ATTACHED COMMENTS.

[Signature]

1.31.17

Date



Planning & Community Development Dept. Review

January 31, 2017

REVIEW ROUND 1

Project: 3250 N. Arlington Heights Rd.
New Hope Academy

Case Number: PC 17-001

Parking:

7. Please provide the following information for New Hope Academy:
 - a. It appears that 12 classroom are proposed. Please clarify how many of these classrooms are intended for High-School students and how many are intended for Elementary/Middle school aged students.
 - b. How many high-school (or older) aged students are currently enrolled at New Hope Academy?
8. The following table represents the tenant list for the building:

Address	Use	Size
Suite 100	Unknown	1,564 SF
Suite 101	North American Die Casting	2,646 SF
Suite 102	Planning Dynamics	2,434 SF
Suite 104	Tall Grass Group LLC	1,564 SF
Suite 105	Communications Workers of America	3,882 SF
Suite 106	Ennes & Associates	2,393 SF
Suite 108	ACG Management	2,288 SF
Suite 109	Lederer Vision	3882 SF
Suite 110	Lederer Vision	950 SF
Suite 112	Vacant	1,553 SF
Suite 200	New Hope Academy	18,122 SF
Suite 300	Vacant	22,399 SF
Suite 301	Vacant	24,933 SF
Suite MISC	Vacant	179 SF

In order to calculate the required parking for the site, the additional information/clarification is needed relative to the above table:

- a. The "Rent Roll" sheet did not match the "Demising Plan" sheet illustrating where the tenant spaces are located. Please provide an accurate exhibit illustrating where the tenant spaces are located within the building.
- b. Please clarify the difference between USF (which I'm assuming to be "Useable Square Footage") and RSF

- c. Please confirm that no suites are missing in the above table and that the suites included are accurate in regards to size and tenant. If revisions to the table are needed, please make the revisions accordingly and provide a final updated table.
- d. Please clarify what the “Miscellaneous Suite” is used for and where it is located.
- e. Suite 100 was listed on the “Rent Roll” sheet but no business name was assigned to this space. Is this space vacant?

Traffic Study:

9. The traffic study did not discuss the southern ingress/egress drive to University Ave. Please clarify why this drive was not analyzed in the traffic study. Staff notes that as an alternative to suggested clock-wise movement throughout the site for drop-off and pick-up vehicles that will require them to exit using the northern entrance onto Arlington Heights Rd (which only allows southbound travel on Arlington Heights Rd.), drop-off and pick-up vehicles may wish to utilize the southern access drive that leads them to University Drive and allows eventual northbound travel on Arlington Heights Road.
10. Please provide an exhibit that identifies where the 20 reserved spaces for New Hope Academy will be located as were identified in the traffic study. Is the landlord aware and agreeable to having 20 spaces dedicated for New Hope Academy? How will these spaces be identified as reserved for New Hope Academy (i.e. signage)?
11. For students that are dropped off and picked up, which doorway will these students use to enter/exit the building? Will they use shared doorway that leads into the common corridor of the building, or the doorway at the front of the New Hope space that leading into the reception area for New Hope?

Prepared by:

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>17-001</u>	P.I.N.# <u>03-08-102-035-0000 & 03-08-102-029-0000</u>
Petitioner: <u>New Hope Academy David/Brandy Larrance</u>	Location: <u>3250 N. Arlington Heights Rd</u>
<u>6289 W. Howard Street</u>	Rezoning: <u> </u> Current: <u>M-1</u> Proposed: <u> </u>
<u>Niles, IL 60714</u>	Subdivision: <u> </u>
Owner: <u>LW Arlington, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>3250 N. Arlington Heights Rd. Ste. 108</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60004 (312.580.0825)</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Brandy M. Larrance</u>	Land Use Variation: <u>✓</u> For: <u>Private School</u>
Address: <u> </u>	Land Use: <u> </u> Current: <u>Office Building</u>
Phone #: <u>847.588.0463 or 830.254.4042</u>	Proposed: <u> </u>
Fax #: <u>847.588.0464</u>	Site Gross Area: <u>16,400 LUSE</u>
E-Mail: <u>brandy@nhaweb.com/david@nhaweb.com</u>	# of Units Total: <u>One Unit (Suite 200)</u>
	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

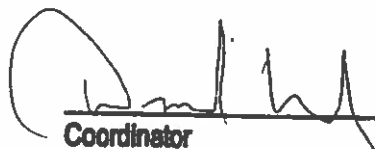
LANDSCAPE & TREE PRESERVATION:

1. Complies with Tree Preservation Ordinance
2. Complies with Landscape Plan Ordinance
3. Parkway Tree Fee Required
(See below.)

YES	NO
<u>N/A</u>	<u> </u>
<u> </u>	<u>X</u>
<u> </u>	<u>X</u>

Comments:

- 1) Per Chapter 28, section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. There are a few islands where the code required tree is absent.
- 2) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three foot high screen along Arlington Heights Road.


2/1/17

 Coordinator Date



6289 W Howard Street • Niles IL 60714 • Phone 847.588.0463 • Fax 847.588.0464 • www.nhaweb.com

February 6, 2017

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

RECEIVED

FEB 06 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

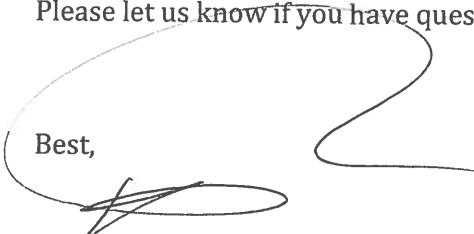
Dear Mr. Sam Hubbard:

Please accept our Round 1 review comments. All comments have been responded to in writing referencing each by Department and number. Since there was no revision to the plans, until they are submitted for the building permits, we have not included plans.

We have included 7 copies of our responses. We understand our responses will become part of the public record for this application.

Please let us know if you have questions or need additional information.

Best,



Brandy and Dave Larrance

"We don't have to agree on anything to be nice to each other."

Brandy M. Larrance
Executive Director
NewHope Academy
brandyl@nhaweb.com
847.588.0463 x 230
847.588.0464 fax

Addressing: Interoffice Memorandum

1. This project will be reviewed as an E Use group, with the Fitness room and Gymnasium classified as A-3 Accessory uses.
 - **Noted**
2. Provide an occupant load calculation for the space by room and include all staff members.
 - **An occupant load calculation will be provided as part of the building submittal.**
3. Provide a means of egress plan for review indicating the path of travel from all areas, the travel distance and occupant load. This information will be used to verify the required exit widths, door swing, door encroachment and number of exit doors required.
 - **An egress plan will be provided as part of the building permit submittal and the egress path will be modified as required.**
4. Rooms over 49 occupants will require two exits.
 - **Noted**
5. Assembly occupancies (Fitness and Gym) will be required to have the occupant load posted in a conspicuous location.
 - **Noted**
6. Provide details on the kitchen equipment and possible food service.
 - **The kitchen will have a stove used for life skills class/staff use, a microwave, and a washer and dryer. Students are required to bring their own lunches, no food service will be provided. Use of the kitchen will be for staff or teacher instructed classes.**
7. Exit doors shall have panic hardware per IBC 1008.1.10 where the occupant load is 50 or more.
 - **Noted**

Addressing: Fire Safety Division

1. Project shall comply with all current adopted codes including the 2000 ED. Life Safety Code (NFPA 101).
 - **Noted**
2. NFPA 13 compliant fire sprinkler is required. Plans showing changes to the fire sprinkler system shall be submitted for review under a separate fire sprinkler permit.
 - **This has been noted, is understood will be provided in the building permit submittal.**
3. A fire alarm is required. Initiation shall be by manual means and by operation of any required smoke detectors and required sprinkler system. Plans showing changes to the fire alarm system shall be submitted for review under a separate fire alarm permit.
 - **This has been noted, is understood will be provided in the building permit submittal.**
4. A full function annunciator panel shall be provided at the main entrance of the occupancy.
 - **A full function annunciator panel is currently located at the main entrance of the building. Fire Department access to the building and to all of the tenant suites, including the suite that is the subject of this application, is historically made through the main entrance of the building.**
5. A key safe (knox box) shall be provided and shall contain keys to all areas within the occupancy.
 - **A key safe (knox box) is currently located on the exterior wall of the building adjacent to the main entrance. Keys to all areas of the building, including the suite that is the subject of this application, are contained within the knox box.**
6. Documentation provided states occupants shall be between the ages of 11-21. Additional requirements are mandated should the occupancy change or allow the attendance of occupants in second grade or younger.
 - **Noted**
7. If this is a change of occupancy to an educational use, Section 4.6.11 of the LSC states a change of one occupancy to another classification shall be permitted only where such a structure, building, or portion thereof conforms with the requirement of the LSC that apply to new construction for the proposed new use or where specifically permitted elsewhere in the code, existing construction features shall be permitted to continue in use conversions.
 - **Noted**
8. Exit access corridor shall not have less than 6 feet of clear width. LSC Sec. 14.2.3.2.
 - **Noted**
9. Every room normally subject to student occupancy shall have an exit access door leading directly to an exit access corridor or exit. (Some exceptions apply) LSC Sec. 12.2.3.2.
 - **Noted**
10. Aisles shall not be less than 30 in. LSC 14.2.5.6
 - **Noted**
11. Interior wall and ceiling finish materials shall be Class A in stairways, corridors, and lobbies. In all other occupied areas interior wall and ceiling finish shall be Class A or B.
 - **Noted**

Addressing: Fire Safety Division (page 2)

12. Interior floor finish material shall be Class I or Class II within corridors and exits.

- **Noted**

13. Means of egress shall comply with chapter 7 of the LSC and Section 14.2.

- **Noted**

14. The facility shall have a comprehensive written fire emergency response plan. Copies of the plan shall be made available to all employees. All employees shall be periodically instructed and kept informed with respect to the duties of their position under the plan.

- **Noted**

Addressing: Engineering Department

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 of 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 plan for a building permit. The petitioner shall acknowledge that they accept their understanding.

- **This has been noted and is understood.**

12. At this time there are no proposed exterior modifications, so storm water detention is not required, exterior lighting will not change, and existing fire vehicle access not change.

- **Noted**

Addressing: Arlington Heights Fire Department Plan Review Sheet

1. If there will be changes to the parking lot area or any other area in which Fire Department vehicles would need to Navigate then FD would request a new Auto turn diagram.
 - **No physical changes are needed.**
2. Building is to be sprinkled per code.
 - **Noted**
3. The Fire Department connection shall be located on the front of the building, be fully visible, and located at the main entrance of the building within a maximum travel distance of 100 feet to the nearest fire hydrant.
 - **A Fire Department connection is currently located adjacent to the main entrance of the building, within 100 feet of the nearest hydrant.**
4. A Knox Box (Key Safe) shall be provided at the main entrance of the occupancy.
 - **A key safe (knox box) is currently located on the exterior wall of the building adjacent to the main entrance. Keys to all areas of the building, including the suite that is the subject of this application, are contained within the knox box.**
5. A full functioning annunciator panel shall be provided at the main entrance of the occupancy.
 - **A full function annunciator panel is currently located at the main entrance of the building. Fire Department access to the building and to all of the tenant suites, including the suite that is the subject of this application, is typically made through the main entrance of the building.**

Addressing: Health Services Department

No comments to address at this time.

Addressing: Planning and Community Development Department

7. Please provide the following information for New Hope Academy

a. It appears that 12 classrooms are proposed. Please clarify how many of these classrooms are intended for High-School students and how many are intended for Elementary/Middle school aged students.

- **10 classrooms will be used for high school students (9-12 grade)**
- **2 classrooms will be used for junior high students (6-8 grade)**

b. How many High-school (or older) aged students are currently enrolled at New hope Academy?

- **02.2017- 52 students enrolled at NewHope are high school students.**

8. The following Table represents the tenant list for the building:

Address	Use	Size	Population
Suite 100	Vacant	1,859 rsf	0
Suite 101	North American Die Casting Association	2,646 rsf	6
Suite 102	Planning Dynamics	2,434 rsf	7
Suite 104	Tallgrass Group LLC	1,564 rsf	3
Suite 105	Communication Workers of America	3,882 rsf	5
Suite 106	Ennes & Associates	2,393 rsf	6
Suite 108	ACG Management	2,288 rsf	1
Suite 109	Lederer (Vision Care)	5,882 rsf	26
Suite 110 (Storage)	Lederer (Vision Care)	950 rsf	0
Suite 112	Vacant	1,553 rsf	0
Suite 200	NewHope Academy	18,122 rsf	24 Staff / 65 Students
Suite 300	Vacant	29,389 rsf	0
TOTAL		72,962	143

In order to calculate the required parking for the site, the additional information/clarification is needed relative to the above table:

- a. The "Rent roll" sheet did not match the "Demising Plan" sheet illustrating where the tenant spaces are located. Please provide an accurate exhibit illustrating where the tenant spaces are located within the building.
- **See above revised RENT ROLL TABLE that matches the attached revised DEMISING PLAN.**

Addressing: Planning and Community Development Department (Page 2)

- b. Please clarify the difference between USF (which I'm assuming to be "Useable Square Footage") and RSF (which I'm assuming to be "Rentable Square Footage"). Please confirm that the "size" Column in the table above uses the total square footage of reach space, not just the "useable square footage". Please revise the table where applicable.
 - **The CCIM Institute (Certified Commercial Investment Member) defines usable square footage as the actual occupied area leased. Rentable square footage is the sum of the usable square footage and a portion of common areas and other non-leasable building areas allocated to the area leased (often determined by applying a percentage load factor to the usable square footage). The above Rent Roll Table contains the rentable square footage of each premises, which was determined by multiplying the useable square footage and the 1.1044 load factor multiplier.**
 - c. Please confirm that no suites are missing in the above table and that the suites included are accurate in regards to size and tenant. If revisions to the table are needed, please make the revisions accordingly and provide a final updated table.
 - **The above revised RENT ROLL TABLE includes all of the suites in the building and is accurate as to size and tenant.**
 - d. Please clarify what the "Miscellaneous Suite" is used for and where it is located.
 - **The "Miscellaneous Suite" was a bookkeeping reference to account for common area space that had not been included in the rentable square footage calculation. There is no "Miscellaneous Suite" and the term has been removed from the revised RENT ROLL TABLE.**
 - e. Suite 100 was listed on the "Rent Roll" sheet but no business name was assigned to this space. Is this space vacant?
 - **Suite 100 is vacant as indicated in the revised RENT ROLL TABLE.**
9. The traffic study did not discuss the southern ingress/egress drive to University Ave. Please clarify why this drive was not analyzed in the traffic study. Staff notes that as an alternative to suggested clockwise movement throughout the site for drop-off and pick-up vehicles that will require them to exit using the northern entrance onto Arlington Heights Rd (which only allows southbound travel on Arlington heights rd), drop-off and pick-up vehicles may wish to utilize the southern access drive that leads them to University Drive and allows eventual northbound travel on Arlington Heights Road.
- **While the southern drive can be utilized it is not desirable since it is a shared access drive with 120 W. University Drive building which appears to be occupied by an industrial type use with trucks. The clockwise movement is recommended to ensure students are dropped off and picked-up on the passenger side of the vehicle. On-site circulation and connectivity of the parking areas will allow traffic desiring to travel northbound on Arlington Heights Road to utilize the south access drive as well as the north access drive off Arlington Heights Road.**

Addressing: Planning and Community Development Department (Page 3)

10. Please provide and **exhibit** that identifies where the 20 reserved spaces for New Hope Academy will be located as were identified in the traffic study. Is the landlord aware and agreeable to having 20 spaces dedicated for New Hope Academy? How will these spaces be identified as reserved for New Hope Academy (i.e. signage)?
 - **The attached Parking Plan identifies the NewHope student entrance with adjacent parking spaces that would be identified with appropriate signage as reserved for NewHope.**
11. For students that are dropped off and picked up, which doorway will these students use to enter/exit the building? Will they use shared doorway that leads into the common corridor of the building, or the doorway at the front of the New Hope space that leading into the reception area for New Hope?
 - **The main entrance for students and visitors to NewHope Academy will be at the south end of the wing. It is the intent that the exterior doorway at the NE corner of the space will be used as a second means of egress only and students will not be allowed to enter the school at this location.**

Addressing: Community Services Bureau

1. Character of use:
 - **no comment needed**
2. Are lighting requirements adequate?
 - **no comment needed**
3. Present traffic problems?
 - **no comment needed**
4. Traffic accidents at particular location?
 - **no comment needed**
5. Traffic problems that may be created by the development?
 - This development may create additional traffic problems especially during drop off and pick up times. There should be traffic control signage in the parking lot encouraging traffic to flow in one direction (as recommended by traffic study).
 - **Noted**
6. **General comments:**
 - Please ensure 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.
 - **Attached form. The building has an access control panel system that locks the exterior doors on a preset schedule. Security procedures as to NewHope premises will be addressed in the Crisis plan.**
 - Access control to the building and/or classroom areas must be considered. Consider numbering the exterior doors. Additional information as to perimeter security, door access, visitor check in procedures and emergency plans are needed before any recommendations can be made.
 - **Noted**
 - The vestibule entrance to the facility needs to be secured and entry gained through buzzer. If entry into the building is made by unwanted persons, the reception area should have procedures in place to prohibit access to the rest of the facility.
 - **Noted**

Addressing: Planning and Community Development Department

1. Per Chapter 28, section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. There are a few islands where the code required tree is absent.
 - **Noted, the requested changes will be made.**
2. Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three foot high screen along Arlington Heights Road.
 - **Noted, the requested changes will be made.**

Addressing: Village of Arlington Heights Public Works

1. The existing water meter for the building is 31 years old and obsolete; a new water meter will have better flow characteristics and therefore must be replaced.
 - **Noted and requested changes will be made.**
2. Our record indicate that there is a single detector check valve protecting domestic water supply, this valve needs to be replaced with and approved RPZ.
 - **Noted and requested changes will be made.**

" ALTA/ACSM LAND TITLE SURVEY "
OF

PHONE: 773/282-5900
FAX: 773/282-9424

[illegible]

ZONING INFORMATION (SHOWN ALONG WITH NEIGHBORHOOD INFORMATION)

THE PROPERTY DESCRIBED ABOVE IS LOCATED IN ZONE 1A1 "RESIDENTIAL, DEVELOPMENT AND LIGHT MANUFACTURING DISTRICT" (ACCORDING TO ALABAMA ZONING REGULATIONS, CODE - SEE CHAPTER 20 SECTIONS 51-47 FOR DETAILS)

MINIMUM YARD REQUIREMENTS (51-17.2)

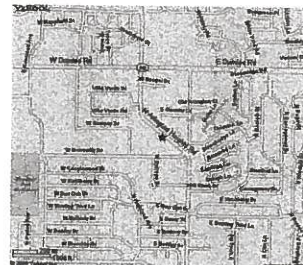
- FRONT YARD 30 FEET
- SIDE YARD: ONE (1) OF 10' NORTH OR 25' FEET WHICHEVER IS GREATER
- REAR YARD 30 FEET (20 FEET IF PROPERTY IS ADJACENT TO RESIDENTIAL, DISTRICT)

MINIMUM FLOOR AREA RATIO: NONE (51-17.3)

MINIMUM BUILDING COVERAGE: NONE (51-17.4)

MINIMUM BUILDING HEIGHT: NO RESTRICTIONS (51-17.5)

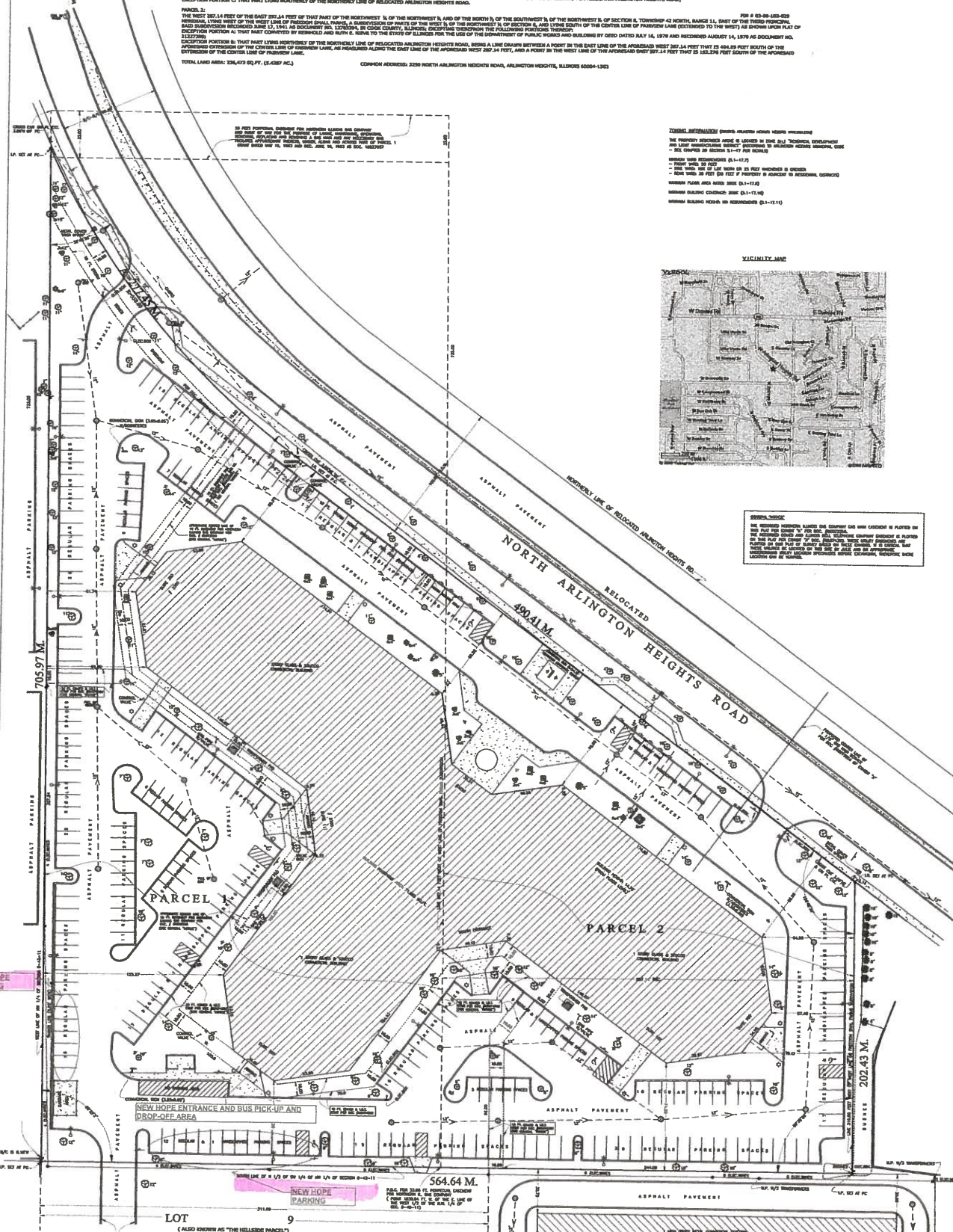
VICINITY MAP



GENERAL NOTICE

THE RECORDED MEMPHIS ALIBI THE COMPANY HAS BEEN ADVISED IS PLATED ON THIS PLAT PER EXHIBIT "A" PER DOC. 80022224.

THE RECORDED COMET AND ALIBI BELT TELEPHONE COMPANY DISCOUNT IS PLATED ON THE PLAT PER EXHIBIT "A" DOC. 80022224. THESE GRUITY CHARGES ARE PLATED ON THIS PLAT OF BUREAU BEING ON THESE CHARGES. IT IS CRUCIAL THAT THESE VALUES LOCATED ON THIS SITE OF ALIBI AND ON APPROPRIATE LOCATIONS BEING LOCATED BEFORE DISCOUNTS, THEREFORE, THESE LOCATIONS ARE BEING LOCATED.



DISPOSABLE AND OVERS IN FEET AND SERIAL PARTS THROUG

69225

ORDER NO. _____

SCALE: 1 INCH= _____ 30 FE

FILED _____

COMPLETION DATE: FEBRUARY 28, 2006

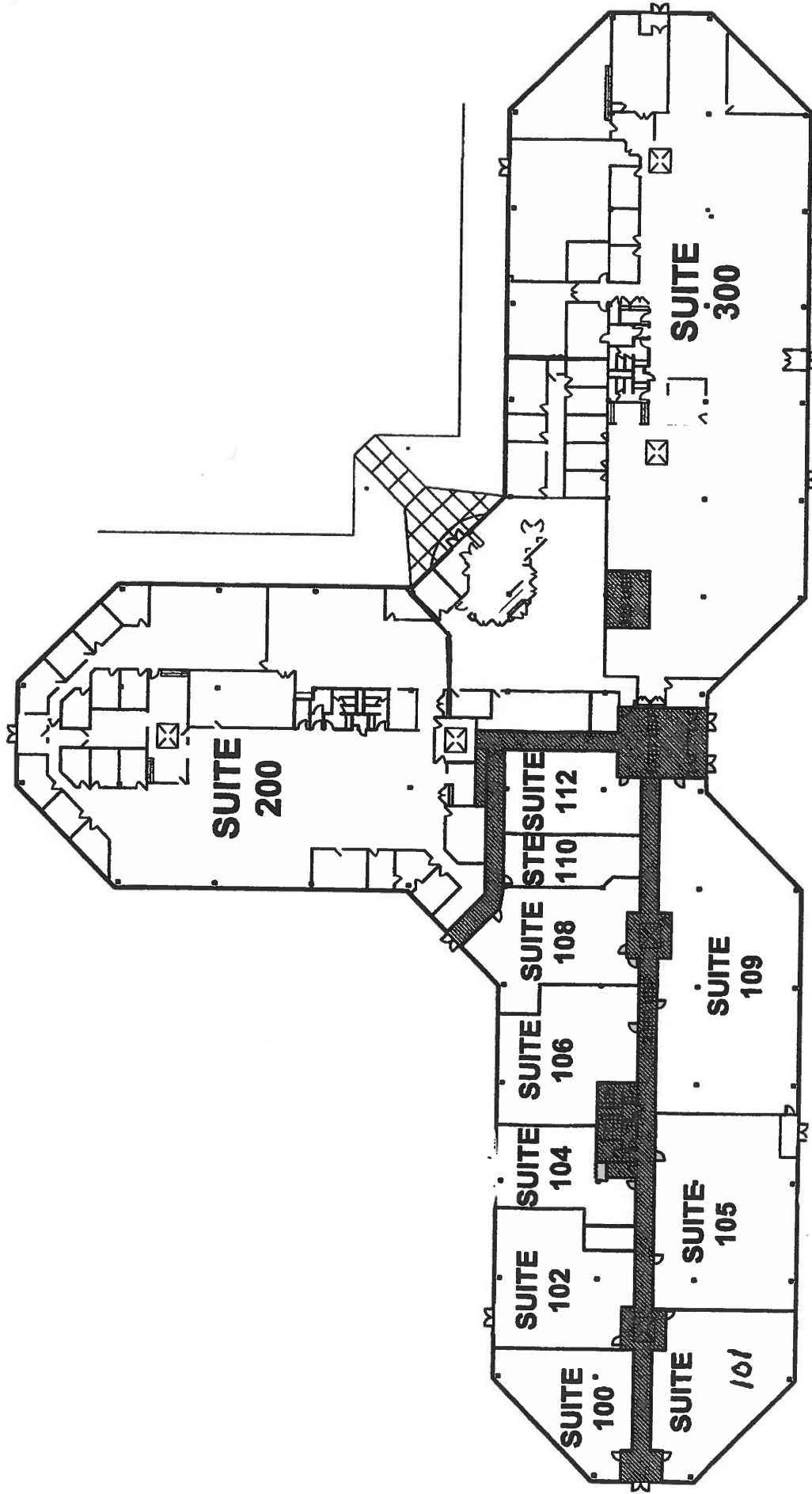
ORDERED BY: HEDRICH & KRAMER

UPDATED: NOVEMBER 15, 2006

EACH MONTH PLOTTED: JANUARY 15, 2007

[illegible][illegible]

TO UN AMBITION LLC, CHICAGO TELE. REGISTRATION COMPANY, PLEASE BEWARE
THIS IS TO CERTIFY THAT THIS BWP ON PLAT AND THE SURVEY ON WHICH IT IS
BASED WERE MADE IN ACCORDANCE WITH THE "BUREAU OF LAND RECORDS
REGISTRATION FOR ALTA SURVEYS" ACT, CHICAGO TELE. REGISTRATION COMPANY,
CHICAGO, ILL. 60601. THIS BWP WAS FILED IN THE PUBLIC RECORDS OF THE
COUNTY OF COOK, ILL. ON 03/01/2007, AND INCLUDES SECTIONS 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819



Demising Plan

Scale: Not To Scale

5.25.2012

LW ARLINGTON LLC

ARLINGTON CORPORATE CENTER
ARLINGTON HEIGHTS, ILLINOIS

WRIGHT HEEREMA | ARCHITECTS
X:270250

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

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)

New Hope Academy

Address/City

3250 N. Arlington Heights Rd.

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Brandy M. Larrance

Address/City

6800 Glen Haven Ln. Glen Ellyn 60137

Telephone Number

630.790.3295

Cell Number

630.254.4043

Contact #2

Name

David A. Larrance

Address/City

6800 Glen Haven Ln. Glen Ellyn 60137

Telephone Number

630.790.3295

Cell Number

630.254.4042

Alarm System

☐ No

☒ Yes

Phone number:

Alarm Company Name



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building Services Department
Subject: 3250 N Arlington Heights Rd., Land Use Variation for a Private School
PC #: 17-001 – Round 2
Date: February 14, 2017

Sam:

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



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 2/7/2017

P.C. Number: 17-001 Round 2

Project Name: New Hope Academy

Project Location: 3250 N. Arlington Heights Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

Cc: Lt. M. Aleckson, A.H.F.D.

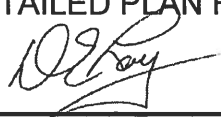
General Comments:

1. No Additional Comments.

RECEIVED
FEB 08 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 2-07-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development

From: Cris Papierniak, Assistant Director of Public Works

Date: February 13, 2017

Subject: 3250 N. Arlington Heights Rd., P.C. #17-001 Round 2

With regard to the proposed Land Use Variation, Public Works has no comments for now. PW will revisit when the plans have been submitted.

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

C. file

RECEIVED
FEB 14 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**PLAN COMMISSION PC #17-001
New Hope Academy
3250 N. Arlington Heights Road
LUV – Private School
Round 2**

13. Round 1 comments addressed. No further comments.

 2/9/17
James J. Massarelli, P.E. Date
Director of Engineering

RECEIVED
FEB 09 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-001

Project Name

New Hope Academy

Project Location

3250 N. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

No further comments from the Fire Department.

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

Date February 9, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

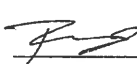
DEPARTMENT PLAN REVIEW SUMMARY

New Hope Academy
3250 N Arlington Heights
Land Use Variation for a Private School

Round 2 Review Comments

02/15/2017

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:**
 - Recommended to have security procedures/policies in place; and a school crisis plan for emergencies, active shooter, etc.
 - Lockdown procedures- will need to be scheduled with AHPD in accordance with state law
 - The projected enrollment at New Hope Academy is close to those at our existing alternative schools with School Resource Officers (SRO). Was there any discussion about the need for an SRO at New Hope in Arlington Heights or the previous location. While the number of calls for service don't appear to be an issue, we are just looking for some background information if an SRO would be needed in the future.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

Supervisor's Signature

Planning & Community Development Dept. Review

February 10, 2017



REVIEW ROUND 2

Project: 3250 N. Arlington Heights Rd.
New Hope Academy

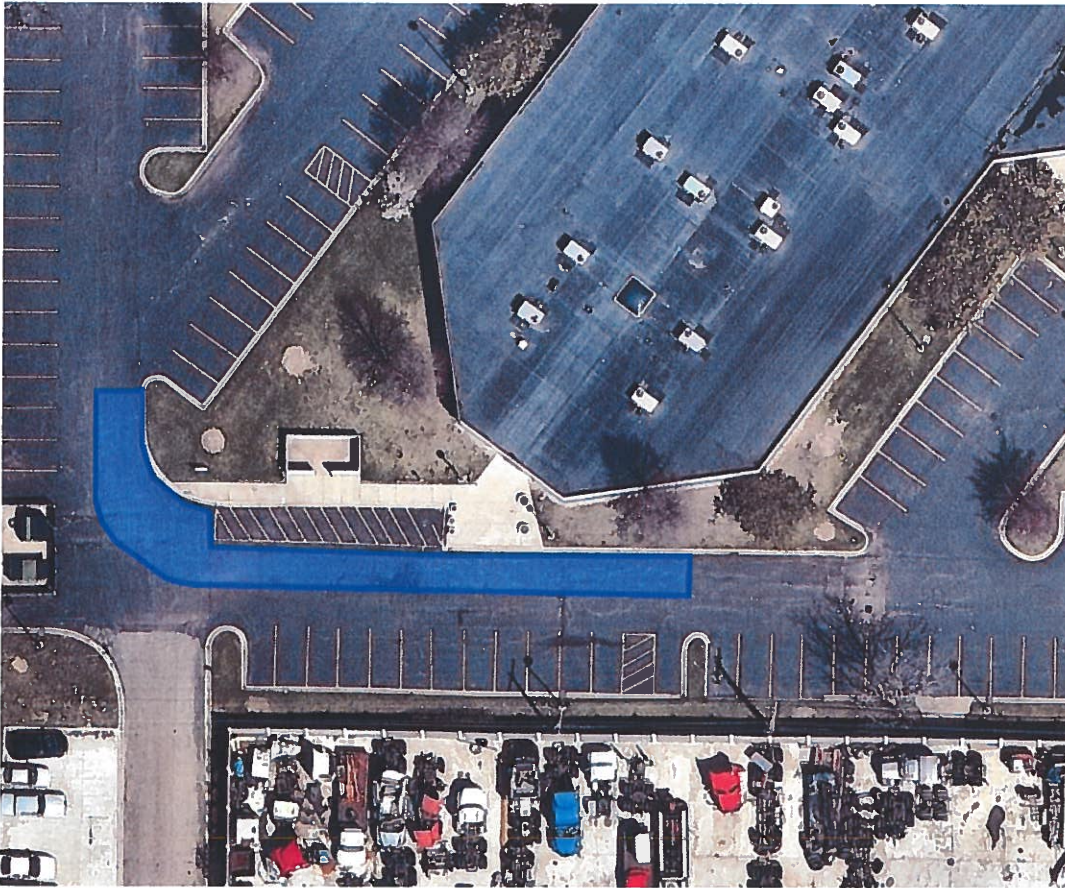
Case Number: PC 17-001

Parking:

7. The responses to comments #7 – #10 are acceptable.

Traffic Study:

8. The response to comment #11 is noted. Based on the exhibit showing the reserved spaces for New Hope Academy staff parking, and based on the information that students will enter and exit through the southwestern entrance to the New Hope tenant space (which only provides access to the New Hope Academy unit), please confirm if student drop-off/pick up will occur in the location as shaded in blue on the diagram below:



Prepared by: SAM JAMES

New Hope Academy
3250 N. Arlington Heights Road
PC 17-001
February 15, 2017

Landscape Issues

- 1) Please provide a landscape plan as part of building permit that addresses the landscape code deficiencies.
- 2) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit.

Addressing: Interoffice Memorandum

NO COMMENTS

Addressing: Fire Safety Division

NO COMMENTS

Addressing: Engineering Department

NO COMMENTS

Addressing: Arlington Heights Fire Department Plan Review Sheet

NO COMMENTS

Addressing: Health Services Department

NO COMMENTS

Addressing: Planning and Community Development Department

7-10 NO COMMENTS

11. The Response to comment #11 is noted. Based on the exhibit showing the reserved spaces for NewHope Academy staff parking, and based on the information that students will enter and exit through the southwestern entrance to the NewHope tenant space (which only provides access to the NewHope Academy Unit), please confirm if student drop off/pick up will occur in the location as shaded in blue on the diagram below.

- o The blue area is correctly labeled where drop off and pick up will take place.**

Addressing: Community Services Bureau

1- 5. NO COMMENTS

- General comments:

- Recommended to have security/policies in place; and a school crisis plan for emergencies, active shooter, etc...

- Noted

- Lock down procedures are to be scheduled with Arlington Heights Police Department in accordance with IL state law.

- Noted

- The projected enrollment at NewHope Academy is close to those at our existing alternative schools with school resource officers. Was there any discussion about the need for an SRO at NewHope in Arlington Heights or the previous location? While the numbers of calls for service don't appear to be an issue, we are just looking for some background information if an SRO would be needed in the future.

- **Students attending NewHope do not have a history of physical aggression or verbal aggression. They are internalizing students, they do not have a behavioral component; therefore do not require the assistance of an SRO. There are two documented calls to the police over the past two years regarding NewHope students. However, we welcome a strong working relationship with the Arlington Heights Police Department.**

Addressing: Village of Arlington Heights Public Works

NO COMMENTS

Addressing: Planning and Community Development Department

Landscape issues

1. Please provide a landscape plan as part of building permit that addresses the landscape code deficiencies.
 - **AMG property services, the landscape maintenance service provider at the property, will complete the work necessary to address the landscape code deficiencies. A copy of AMG's project proposal, with landscape plan, is attached.**
2. A landscape bond in the amount of 30% of the landscaping costs will be required at the time of building permit.
 - **A landscape compliance bond in the amount of 30% of the landscape cost, which costs are currently estimated at \$14,352.00 (see the attached AMG project proposal), will be provided.**



P.O. Box 248
Batavia, IL 60510
630-460-1770

www.amgpropserv.com

PROJECT PROPOSAL

DATE: 2/9/17

Client: ACG Management Name: Jim Weber Address: 3250 N Arlington Hts. Rd Phone: 312-560-0828	Worksite: Arlington Corporate Center Function: Shrub and Tree Installation
---	---

Based on project review AMG Property Services is pleased to submit proposal(s) for consideration.

Jim,

Per your request and our site review, here is a proposal to plant missing trees and place shrubs along the perimeter of the property adjacent to Arlington Hts. Rd to meet screening requirements.

PROCEDURES AND PRICING

- Planting of five 4" caliper "autumn blaze" Maples in designated parking lot island location- to include soil amendments, mulch, initial watering and disposal of debris.

COST: \$4,472.00_____

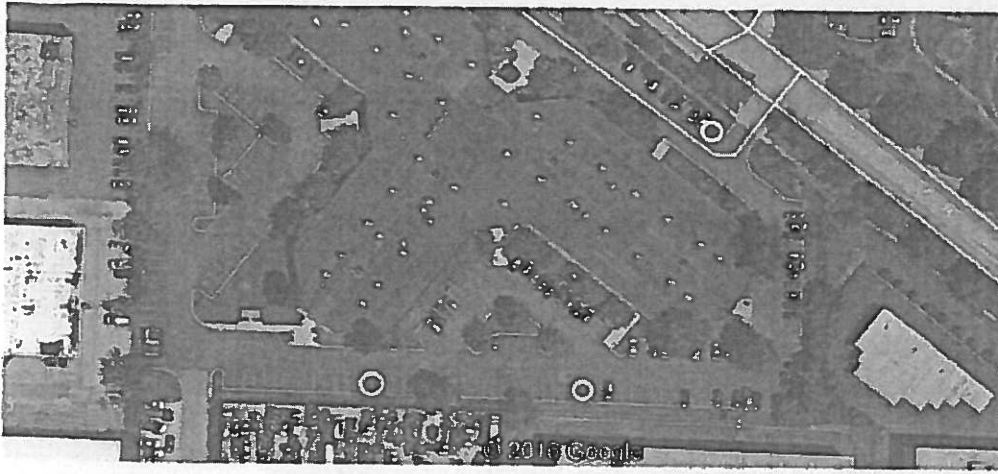
- Planting a mix of 105 - 30"/36" Black Choke Cherry & Burning Bush along the designated parkway area – Approx. 420LF. To include the area will be striped of turf, soil amendments, mulch, initial watering and disposal of debris.

COST: \$9,880.00_____

NOTES

- Permits are not included and are the Client's sole responsibility.
- AMG Property Services will secure permits upon clients request; related costs will be invoiced separately.
- Weather conditions may affect the work schedule and date of completion.
- A partial payment may be required during a project's progression and will be agreed upon prior to starting.

Submitted by:



Agreement Conditions and Acceptance

All payments are invoiced 30 days net. A service charge of 1% per month may be applied to amounts due for more than 30 days. Collections costs, including, but not limited to attorney fees, if any, will be the sole responsibility of purchaser.

Should Contractor not receive invoiced amounts within 30 days of invoice(s) date, warranties may be voided and/or nullified.

This agreement, inclusive of all attached documents, specifications, conditions, surveys, and plans constitutes the entire agreement between the parties and supersedes prior agreements, conditions and/or promises. No changes may be made to this Agreement unless approved by both parties in writing.

All materials used for the work process are guaranteed to be as specified in the Agreement. All work will be performed and completed in a professional manner consistent with today's industry standards. Should alterations or deviations from the specifications of the Agreement might become necessary due to unforeseeable conditions beyond the Contractor's control; changes will be presented in writing to Purchaser together with adjusted additional costs.

This Agreement and any subsequent changes are upon conditions of force majeure, labor disputes, strikes, accidents, severe weather conditions.

Contractor

AMG Property Services, Inc.

August Girardi

Project representative

Signature: _____

Date: _____

Accepted by Purchaser

Company: _____

Name: _____

Position: _____

Signature: _____

Date: _____